



PUBLIC MEETING AGENDA

Version: June 20, 2025

Thursday, June 26, 2025, 9:00AM to 10:00AM

Metro Vancouver Boardroom, 28th Floor, Metrotower III, 4515 Central Boulevard, Burnaby, BC
and via Videoconference¹ (live streamed to the [Mayors' Council YouTube Channel](#))

Chair: Mayor Brad West **Vice-Chair:** Mayor Malcolm Brodie

Note that times for each agenda item are estimates only. This meeting will be livestreamed and available afterwards at the [Mayors' Council YouTube Channel](#).

| | | |
|----------------|--|-------------|
| 9:00AM | 1. PRELIMINARY MATTERS | |
| | 1.1. Adoption of agenda | Page 1 |
| | 1.2. Approval of Joint Public Meeting Minutes (April 30, 2025)..... | 2 |
| 9:05AM | 2. PUBLIC DELEGATES | ORAL |
| 9:25AM | 3. REPORT OF THE CHAIR | ORAL |
| 9:35AM | 4. REPORT OF THE JOINT PLANNING COMMITTEE | |
| | 4.1. Update on 2025 Local Government Funding Programs | 8 |
| 9:45AM | 5. CONSENT AGENDA² | |
| | 5.1. Report of the Joint Planning Committee | |
| | 5.1.1. Report on Comparing Transit Fare Rates Across Canada's Large Urban Regions..... | 68 |
| 9:50AM | 6. BOARD DESIGNATE ELECTIONS | 77 |
| 10:00AM | 7. OTHER BUSINESS | |
| | 7.1. Next Public Meeting – July 24, 2025 at 9AM (Metro Vancouver Boardroom, 28th Floor, Metrotower III, 4515 Central Boulevard, Burnaby, BC and via videoconference) | |
| 10:00AM | 8. ADJOURN to closed session | |

Note 1: Members may participate in-person or via Zoom videoconferencing (connection details sent separately via e-mail). Members of the public are welcome to observe via the live stream on the [Mayors' Council YouTube Channel](#) or in-person. Public Delegates will be required to appear in person to present at this meeting.

Note 2: Members may adopt in one motion all recommendations appearing on the Consent Agenda or, prior to the vote, any member may request an item be removed from the Consent Agenda for debate or discussion, voting in opposition to a recommendation, or declaring a conflict of interest with an item.

**JOINT MEETING OF THE TRANSLINK BOARD AND
THE MAYORS' COUNCIL ON REGIONAL TRANSPORTATION
PUBLIC MEETING
MAYORS' COUNCIL ON REGIONAL TRANSPORTATION
MINUTES**

Minutes of the Joint Meeting of the Mayors' Council on Regional Transportation Public Meeting held with the TransLink Board of Directors at the Metro Vancouver head office on April 30, 2025 at 9:00 am.

ATTENDEES

TRANSLINK BOARD

Lorraine Cunningham, Co-Chair (Chair)
Allan Seckel (Vice Chair)
Jennifer Chan
Gordon Harris
Stephen Howard
Darlene Hyde
Andrea Reimer
Harpinder Sandhu

MANAGEMENT

Kevin Quinn, CEO
Jennifer Breeze, General Counsel and Corporate Secretary

Mike Buda, Executive Director, Mayors' Council

MAYORS' COUNCIL

Brad West, Co-Chair (Chair)
Malcolm Brodie (Vice Chair)
Ken Berry
Linda Buchanan
George Harvie
Mike Hurley
Patrick Johnstone
Megan Knight
Meghan Lahti
Andrew Leonard
Brenda Locke
Jen McCutcheon
John McEwen
Nathan Pachal
Jamie Ross
Dan Ruimy
Mark Sager
Richard Stewart
Sarah Kirby-Yung (Alt.)
Bryce Williams (Alt.)
Eric Woodward

REGRETS:

Board of Directors: Tracy Redies
Mayors' Council: Mike Little, Nicole MacDonald

1. Welcome and Opening Business by Co-Chair Board Chair Lorraine Cunningham

1.1. Call to Order

Co-Chair, Board Chair, Lorraine Cunningham welcomed members of the Mayors' Council and the TransLink Board of Directors and called the meeting to order at 9:00 am.

Steve Vanagas, VP Customer Communications and Public Affairs, Sarah Ross, VP Transportation Planning and Policy, and Patrice Impey, CFO joined the meeting.

1.2. Adoption of Agenda

IT WAS MOVED and SECONDED

That the agenda for the April 30, 2025 Joint Public meeting of the Mayors' Council on Regional Transportation and the TransLink Board of Directors be adopted, as presented.

1.3. Land Acknowledgement

Co-Chair Cunningham began the meeting with a land acknowledgement.

2. Public Delegations

Public delegate Balbir Mann, President of Unifor Local 111, spoke to the Board of Directors and Mayors' Council regarding overcrowding experienced on buses and the desire for operator barriers on all buses in service.

Director Harpinder Sandhu joined the meeting at 9:07 am.

Chris Ng recommended that the Mayors' Council explore more and alternative funding measures to continue to expand transit service and address overcrowding.

The Board and the Mayors' Council also heard from Nathan Davidowicz on the proposed 2025 Investment Plan, and he expressed concern for the structural deficit not being fully resolved. The delegate also spoke in favour of more public meetings of the governing bodies and spoke to his views of TransLink's transit fares as compared to its peers in Canada.

Denis Agar, a representative of Movement Metro Vancouver for Transit Riders, spoke in favour of the additional transit service and routes being contemplated in the 2025 Investment Plan and advocated for even more enhancements to the bus network.

Michelle Scarr, also from Movement Metro Vancouver for Transit Riders, advocated for the 2025 Investment Plan and more bus service for riders throughout the region.

Kyla Epstein, a representative from BCIT, expressed BCIT's support for the 2025 Investment Plan. BCIT is in favour of the investments in transportation in the region contemplated in the proposed plan, and in particular the R2 extension. Kyla Epstein spoke about the continued increase in student populations in the region and the need for reliable and fast transit to enable students to access the campus.

3. 2025 – 2034 Investment Consultation Results

Steve Vanagas, VP Customer Communications and Public Affairs provided a summary of the consultation process TransLink undertook for the 2025 Investment Plan, and also key themes from the feedback received in the public consultation. In particular, the following was highlighted:

- The various methods of public outreach and engagement;
- The level of feedback received;
- Feedback themes, which among other things, surrounded transit access and equity concerns, support for bus service, the need for public funding to continue to improve access, cost and fare affordability, and service frequency and scheduling, as examples;
- 38% of overall feedback was positive, 10% was negative and the balance was mixed or neutral; and
- 21 letters of support were received from stakeholders around the region.

4. 2025 – 2034 Investment Plan

Kevin Quinn, CEO introduced the proposed 2025-2034 Investment Plan. Kevin Quinn presented the key investments being made and supported by the Province, the Board, the Mayors' Council in the Plan to support transportation needs throughout the region. It was noted that the 2025 Plan also establishes a solid foundation to fix the remaining structural deficit and return TransLink to long-term financial stability. Operations will be fully funded through 2027 and the deficit cut nearly in half starting in 2028. To fully address the structural deficit in the longer term, continued support and collaboration with senior government will be critical.

Sarah Ross, VP Transportation Planning and Policy then provided a detailed overview of the services and projects set out in the proposed 2025 Investment Plan, detailing the funding for the Plan which includes an operating grant of \$312 million from the Government of BC and increases in transit fares, property taxes, off-street parking taxes and the YVR AddFare for trips leaving Sea Island. In addition, Sarah Ross outlined service enhancements set out in the proposed Plan, which are focused on:

- transit service increases of 5% contemplated across the 10 years of the Plan for bus service,
- summer and seasonal bus service,
- HandyDART service,
- and West Coast Express services.

The 2025 Investment Plan also includes funding for design work for three Bus Rapid Transit Corridors and an R2 Extension from Phibbs Exchange to Metrotown, as well as an increase in funding for local governments for Major Road Network initiatives.

5. TransLink Board Motions

5.1. 2025-2034 Investment Plan

Lorraine Cunningham, Board Chair noted the Board's appreciation of the hard work done by staff, the Mayors' Council, the Province of BC and the Board of Directors to advance the 2025 Investment Plan.

IT WAS MOVED and SECONDED

That the TransLink Board of Directors:

1. Approve the "Investment Plan (2025-2034 Investment Plan)", attached as Attachment 1 to the April 25, 2025 report titled "2025-2034 Investment Plan"; and
2. Provide the "Investment Plan (2025-2034 Investment Plan)", and the associated bylaws and resolutions in relation to revenue measures and borrowing limits, attached in Attachment 1 to the April 25, 2025, report titled "2025-2034 Investment Plan", to the Mayors' Council on Regional Transportation.

CARRIED

Co-Chair Board Chair Cunningham turned the chair to Co-Chair Mayor West to call for the Mayors' Council motion.

Change in Chair:

Co-Chair Mayor West assumed the chair.

6. Mayors' Council Motions

6.1. 2025-2034 Investment Plan

Mayor West stated that the advancement of the proposed 2025 Investment Plan marks a significant achievement and investment in the region. It was also noted that there is also more work to be done to enable full resolution of the structural deficit and full advancement of the *Access for Everyone* plan.

Mayor West also expressed appreciation of the Mayors' Council's work and Minister Farnworth's support for TransLink and this Investment Plan. He noted that although this is a significant step forward, the structural funding gap remains after 2027 and affordability in the region remains a challenge. The Mayors' Council remains focused the next steps they see as required to ensure the implementation of all elements of the *Access for Everyone* plan.

IT WAS MOVED and SECONDED

That the Mayors' Council on Regional Transportation:

3. Approve the "Investment Plan (2025-2034 Investment Plan)", attached as Attachment 1 to the April 25, 2025 report titled "2025-2034 Investment Plan"; and
4. Receive this report.

CARRIED UNANIMOUSLY

Co-Chair Mayor West turned the chair to Co-Chair Board Chair Cunningham to call for the following report to the Board of Directors.

Change in Chair:

Co-Chair Board Chair Cunningham reassumed the chair.

7. TransLink Board Motions

Lorraine Cunningham, TransLink Board Chair called on Patrice Impey, CFO to present the "2025 Property Tax and 2025 Replacement Tax Bylaw Amendments" report.

7.1. 2025 Property Tax and 2025 Replacement Tax Bylaw Amendments

Patrice Impey, CFO reviewed with the Board the 2025 Property Tax Bylaw and 2025 Replacement Tax Bylaw report and how property tax and replacement tax rates are determined pursuant to the *South Coast British Columbia Transportation Authority Act*. The proposed rates are as proposed and consistent with the rates set out in the newly approved 2025 Investment Plan.

IT WAS MOVED and SECONDED

That the Board of Directors:

Property Tax Bylaw:

- A. That the TransLink Board of Directors introduces and reads a first, second and third time the *South Coast British Columbia Transportation Authority 2025 Property Tax Bylaw Number 157-2025* attached as Attachment 1 to the report dated April 25, 2025 titled "2025 Property Tax Bylaw and 2025 Replacement Tax Bylaw".
- B. That the TransLink Board of Directors reconsiders and finally adopts the *South Coast British Columbia Transportation Authority 2025 Property Tax Bylaw Number 157-2025* attached as Attachment 1 to the report dated April 25, 2025 titled "2025 Property Tax Bylaw and 2025 Replacement Tax Bylaw".

Replacement Tax Bylaw:

- C. That the TransLink Board of Directors introduces and reads a first, second and third time the *South Coast British Columbia Transportation Authority 2025 Replacement Tax Bylaw Number 158-2024* attached as Attachment 2 to the report dated April 25, 2025 titled "2025 Property Tax Bylaw and 2025 Replacement Tax Bylaw".
- D. That the TransLink Board of Directors reconsiders and finally adopts the *South Coast British Columbia Transportation Authority 2025 Replacement Tax Bylaw Number 158-2025* attached as Attachment 2 to the report dated April 25, 2025 titled "2025 Property Tax Bylaw and 2025 Replacement Tax Bylaw".

CARRIED

8. Conclusion of the Meeting by Co-Chair Board Chair Lorraine Cunningham

Co-Chair Board Chair Cunningham thanked everyone for attending today's Joint Mayors' Council and TransLink Board meeting and called for a motion to adjourn the meeting.

IT WAS MOVED and SECONDED

That the Joint TransLink Board and Mayors' Council on Regional Transportation Public Meeting be adjourned.

CARRIED

The meeting was adjourned at 9:50 am.

Certified Correct:

Mayor Brad West, Chair
Mayors' Council on Regional Transportation

Jennifer Breeze
General Counsel & Corporate Secretary

TO: Mayors' Council on Regional Transportation

FROM: Shezana Hassko, VP Engineering
Sarah Ross, VP Transportation Planning and Policy

DATE: June 2, 2025

SUBJECT: **ITEM 4.1 - 2025 Local Government Funding Programs Report**

PROPOSED RESOLUTION:

That the Mayors' Council on Regional Transportation receives this report.

PURPOSE:

The purpose of the 2025 Local Government Funding Programs Report is to ensure transparency into TransLink's Local Government Funding Programs and support ongoing regional participation in the Programs. This report is provided for information, and through the Joint Planning Committee as funding for Local Government programs is included in the 2025 Investment Plan approved by the Board and the Mayors' Council and its implementation is part of the Board's oversight accountability.

BACKGROUND:

As Metro Vancouver's regional transportation authority and as contemplated in TransLink's governing legislation, TransLink supports the acquisition, construction, and maintenance of walkways, bikeways, major roads, and bridges by investing in local infrastructure projects through the Local Government Funding Programs.

The Local Government Funding Programs have been a part of TransLink's multimodal mandate since our formation. The current set of Programs were initiated in 2017 and refined over the course of the following years to advance goals and objectives from the 2013 Regional Transportation Strategy and Mayors' Council 10-Year Vision for Transit and Transportation that was developed in 2014. The program funding envelope is determined through Investment Plans, and eligible projects are developed through an annual process with local partners. The program scope includes walkways, bikeways, bus speed and reliability, roadway safety and reliability, roadway structures, seismic retrofitting, and pavement rehabilitation.

DISCUSSION:

The attached 2025 Local Government Funding Programs Report provides an overview of the different funding programs, presents information on funds that were made available to our local government partners, identifies how those funds were utilized to help advance regional transportation objectives, and highlights a variety of funded projects.

Demand for regional investment in active transportation exceeds available funding

In 2025, \$145M was made available to local government partners, which supported 118 projects across the region as well as ongoing maintenance of major roads. Of this funding, \$113M was available on an allocated basis (meaning the amount per jurisdiction is based on the regional share of population and employment or the share of Major Road Network lane-kilometres in each jurisdiction) and \$32M was available on a competitive basis (meaning funding is awarded based on a competitive application process, with limits to the number and requested amount per local government).

Like previous years, applications for competitive funds exceeded what was available, signaling a regional need for continued and increased investment in regional transportation infrastructure. As per the reinvestment policy, program savings from previous years were transferred to the 2025 Program Year to support several approved projects in the oversubscribed walking and structures programs.

Delivering on the Access for Everyone Plan

Following the approval of the 2025 Investment Plan on April 30, 2025, current funding levels for the Local Government Funding Programs will be extended for one more year through to the end of 2026. Beyond 2026, TransLink is committed to working with our government partners to ensure continued investments in projects that strengthen our communities, with funding to be determined through future investment plans. Depending on scope and approval timing of the next Investment Plan, it is planned to deliver ongoing program funding in 2027 and beyond.

In the fall of 2024, TransLink staff initiated a significant program review to ensure the Local Government Funding Programs are set up to help the region make progress on delivering the Access for Everyone Plan. Over the past six months, local government staff have been engaged to identify areas where the program could be improved, with feedback and findings of this work informing potential changes to the programs' funding framework, eligibility, evaluation, and administrative elements, including changes that offer greater support for smaller local governments. An update on this program review will be brought to policymakers at a future meeting.

Engagement with local government staff on this program review has been important to make sure their perspective and needs are well understood and appropriately considered, so that we can maintain strong and positive working relationships and effective funding programs. Some of the changes arising from this program review will be implemented as part of the 2026 Program Year, while other changes will be considered for implementation in future program years as we strive to meet the objectives set out in the Access for Everyone Plan

ATTACHMENTS:

Attachment 1 - Local Government Funding Programs Report: June 2025

Attachment 2 – Local Government Funding Programs Report PowerPoint



Local Government Funding Programs Report | June 2025

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Purpose of This Report

This report has been prepared to ensure transparency regarding TransLink's Local Government Funding Programs, with the goal of increasing program participation from local governments across the region. This report provides an overview of the different funding programs, presents information on funds that were made available to our local government partners, and identifies how those funds were utilized to help advance regional transportation objectives. Detail is provided regarding the 2025 Program Year, as well as a summary of past program experience with the 2017-2024 Program Years.

A Message from the CEO of TransLink

An effective transportation system goes beyond just transit – it connects people through safe, accessible, and high-quality infrastructure for all users, whether they bike, walk, drive, or take transit. Through our Local Government Funding Programs, TransLink invests in walking, cycling, road, and bridge projects that improve how people move across Metro Vancouver. By working closely with our local government partners, we're making meaningful infrastructure improvements that people rely on every day – from safer streets and better active transportation options to faster, more reliable transit connections.

This year, we're contributing to 66 walking, cycling, and multi-use path projects across the region, along with 52 roads, structures, and bus speed and reliability upgrades. We're also funding maintenance and pavement rehabilitation for the 2,600 lane-kilometers of the Major Road Network that TransLink oversees.

These investments are critical to advancing regional goals and achieving our vision of Access for Everyone. They improve mobility, enhance safety, promote sustainability, and support the kind of connected, inclusive communities that make our region such a great place to live. In a time where we are facing economic pressures across the country, these investments also create and support well-paying jobs, supporting families, communities, and our local economy.

Thanks to the 2025 Investment Plan, our Local Government Funding Programs are fully secured through the end of 2026, which will allow us to continue delivering transportation improvements that support our growing communities. Beyond 2026, we remain committed to working with our government partners to ensure continued investment in projects that keep Metro Vancouver moving.



Kevin Quinn
CEO, TransLink

Introduction

As Metro Vancouver's regional transportation authority, TransLink plans, funds, operates, and manages a regional transportation system that moves people and goods, and supports the regional growth strategy, provincial and regional environmental and emission reduction objectives, and economic development of the transportation service region. This means, in addition to operating transit services, we also play an important role in acquiring, constructing, maintaining, and investing in the infrastructure required to support the regional transportation system, including walkways, bikeways, major roads, and bridges.

Transport 2050 and the Access for Everyone Plan envision a future for this region where most trips are made by walking, cycling, or transit. To get there, we must work with local governments, the province, and other agency partners to secure a more sustainable future where:

- Walking and cycling are the most convenient choice for shorter trips,
- Transit is more reliable and the most convenient choice for longer trips, and
- All travel is safer, with a special focus on the safety of people walking and cycling.

Local Government Funding Programs

One of the ways TransLink supports the movement of people across the region is by investing in local infrastructure projects that improve walking, cycling, and transit and make all travel safer. These investments are made through the Local Government Funding Programs, which include:

- Walking – Walking Infrastructure to Transit (WITT)
- Cycling – Bicycle Infrastructure Capital Cost Share (BICCS)
- Transit – Bus Speed and Reliability (BSR)
- Roads – Major Road Network Structures (MRN Structures)
- Roads – Major Road Network Operations, Maintenance and Rehabilitation (MRN OMR)
- Cycling/Walking/Roads – Major Road Network and Bicycle (MRNB)

Two Approaches to Funding: Allocated and Competitive

Funding is provided to local projects that contribute to regional transportation networks or serve a regional purpose, as opposed to a purely local purpose, and all projects are evaluated on a performance basis to ensure they are advancing regional objectives outlined in Transport 2050.

Some of the funding provided through these programs is *Allocated*, meaning the amount per jurisdiction is based on the regional share of population and employment or the share of MRN lane-kilometres in each jurisdiction, while other portions of the funding are *Competitive*, meaning funding is awarded based on a competitive application process. Since some projects provide improvements for multiple modes of transportation (e.g., a single road project might make walking *and* cycling safer), some projects utilize funds from multiple programs. The two approaches are intended to balance regional interests in geographic equity with strict performance-based investment.

A robust regional transportation system includes good walking, cycling, transit, and road infrastructure that keeps people moving. It's also central to addressing some of our region's most

pressing issues and serves as a catalyst for affordable housing and a thriving economy. Investments made through the Local Government Funding Programs are critical to advancing regional goals and achieving our vision of Access for Everyone by making travel more convenient, safe, affordable, accessible, and sustainable.

More Detail on TransLink's Local Government Funding Programs

Walking - WITT Funding

The Walking Infrastructure to Transit (WITT) program funds local government projects that provide new or improved pedestrian infrastructure (e.g., sidewalks) to enhance safety, connectivity, pedestrian experience, and accessibility to transit – including bus stops, transit exchanges, and rapid transit stations. Two-thirds of annual funding is allocated based on a local government's share of regional population and employment; and one-third of funding is distributed through a competitive process. Regional funds cover up to 50-75 per cent of the cost for eligible projects.

Cycling - BICCS Funding

The Bicycle Infrastructure Capital Cost Share (BICCS) program funds local government bikeway projects that improve the safety, comfort, and connectivity of regionally significant bikeways and cycling infrastructure. Two-thirds of annual funding is allocated based on a local government's share of regional population and employment; and one-third of funding is distributed through a competitive process. Regional funding covers up to 50 per cent of the cost for eligible bikeway projects, up to 75 per cent of costs for projects that contribute to an Urban Centre bikeway network or the Major Bikeway Network (MBN), and up to 100 per cent of costs for Urban Centre or MBN bikeway projects that can be implemented lighter, quicker, and cheaper, through what's known as the BICCS Rapid Implementation (BICCS-RI) stream. Cycling infrastructure can also receive funding through the MRNB program described below.

Bus Speed and Reliability - BSR Funding

The Bus Speed and Reliability (BSR) funding program aims to invest in the development and delivery of infrastructure projects that enhance bus speed and reliability in Metro Vancouver in partnership with local governments. Projects are primarily delivered by local governments on roadways within their jurisdiction. Regional funding covers up to 50-100 per cent of total eligible project costs for capital projects, including project development work.

Roads - MRNB Funding

The Major Road Network and Bicycle (MRNB) funding program aims to improve the capacity, efficiency, and safety of the MRN as well as the safety, comfort, and connectivity of bicycle facilities in the region. Eligible projects include upgrades on MRN road infrastructure and bicycle facilities (located on or off the MRN). Funding is allocated annually, based on the regional population and employment growth expected for each local government that has portions of the MRN under their jurisdiction. Regional funding covers up to 50-75 per cent of eligible project costs.

Roads - MRN Structures Funding

The MRN Structures program provides funding to address the replacement, rehabilitation, and seismic upgrade needs of structures (e.g., overpass bridges, retaining walls, large culverts) to keep the MRN in a state of good repair. Local governments can apply for MRN Structures Funding, which is distributed to shortlisted projects evaluated through a risk-based competitive process. The funding framework for the program was developed in collaboration with local governments and regional funding can cover up to 75 per cent of eligible project costs.

Roads - MRN OMR Funding

The MRN Operations, Maintenance, and Rehabilitation (OMR) funding is provided to local governments annually towards operations, maintenance, and rehabilitation of the MRN (as per our legislative requirements). The Program provides funding using formulas based on the lane-kilometre cost to maintain the MRN in a state of good repair. To provide local governments flexibility in managing the funds, each local government has the option to transfer MRN Operations & Maintenance (O&M) funding to pavement rehabilitation (R) Funding according to their needs per the program guidelines. The O&M funding is paid to local governments quarterly whereas R funding is paid bi-annually.

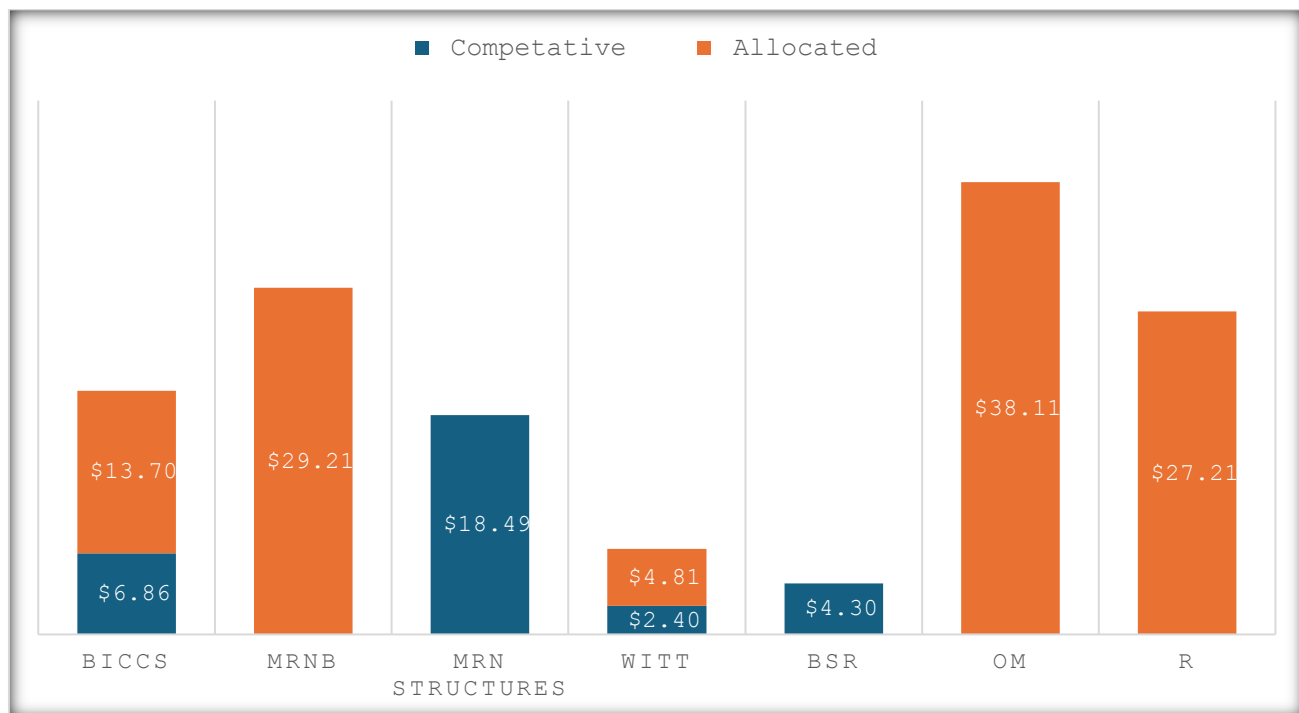
More information on the above funding programs can be found in the program guideline documents on TransLink's website: <https://www.translink.ca/plans-and-projects/projects/roads-bridges-and-goods-movement>

2025 Program Year

Overview of Funding for the 2025 Program Year

Funding levels for the Local Government Funding Programs are identified in TransLink's 2024 Investment Plan ([link](#)). The funding amounts included in the 2024 Investment Plan for the 2025 Program Year are shown below in Figure 1.

Figure 1: Initially Available 2025 Allocated and Competitive funding (\$millions)



For the 2025 Program Year, there was approximately \$145M in regional funding available to local government partners through the Local Government Funding Programs. Of this funding, \$113M was available on an *allocated* basis and \$32M was available on a *competitive* basis.

2025 Allocated Funding

For the 2025 Program Year, there was approximately \$48M in *allocated* regional funding available to local government partners through the WITT, BICCS, and MRNB funding programs, and TransLink received the applications for the amounts shown in Table 1.

Allocated funds that were not applied for by a local government cannot be carried over from one year to the next and are added to the respective competitive funding amounts as per program guidelines. This is to ensure regional funds are fully utilized to realize the program objectives.

Table 1: Utilization of Allocated funding (2025 Program Year)

| Jurisdiction | BICCS | | MRNB | | WITT | | Difference |
|--|---------------------|------------------------|---------------------|------------------------|--------------------|------------------------|-------------------|
| | Funding Available | Local Gov. Application | Funding Available | Local Gov. Application | Funding Available | Local Gov. Application | |
| ANMORE | \$76,000 | \$76,000 | \$101,000 | \$101,000 | \$56,000 | \$56,000 | - |
| BELCARRA | \$76,000 | - | \$101,000 | \$101,000 | \$56,000 | \$56,000 | \$76,000 |
| BOWEN ISLAND | \$76,000 | \$76,000 | \$101,000 | \$101,000 | \$56,000 | \$56,000 | - |
| BURNABY | \$1,362,000 | \$1,362,000 | \$3,613,000 | \$3,613,000 | \$456,000 | \$456,000 | - |
| COQUITLAM | \$678,000 | \$678,000 | \$2,312,000 | \$2,312,000 | \$227,000 | \$227,000 | - |
| DELTA | \$554,000 | \$554,000 | \$1,003,000 | \$1,003,000 | \$185,000 | \$185,000 | - |
| ELECTORAL AREA A | \$135,000 | \$94,606 | - | - | \$56,000 | \$56,000 | \$40,394 |
| LANGLEY CITY | \$158,000 | \$158,000 | \$435,000 | \$435,000 | \$56,000 | \$56,000 | - |
| LANGLEY TOWNSHIP | \$623,000 | \$623,000 | \$2,312,000 | \$2,312,000 | \$209,000 | \$209,000 | - |
| LIONS BAY | \$76,000 | - | - | - | \$56,000 | \$56,000 | \$76,000 |
| MAPLE RIDGE | \$380,000 | \$380,000 | \$1,300,000 | \$1,300,000 | \$127,000 | \$127,000 | - |
| NEW WESTMINSTER | \$360,000 | \$360,000 | \$1,208,000 | \$1,208,000 | \$120,000 | \$120,000 | - |
| NORTH VANCOUVER CITY | \$313,000 | \$313,000 | \$594,000 | \$594,000 | \$105,000 | \$105,000 | - |
| NORTH VANCOUVER DISTRICT | \$418,000 | \$418,000 | \$821,000 | \$821,000 | \$140,000 | \$140,000 | - |
| PITT MEADOWS | \$88,000 | - | \$262,000 | - | \$56,000 | \$56,000 | \$350,000 |
| PORT COQUITLAM | \$293,000 | \$293,000 | \$831,000 | \$831,000 | \$98,000 | \$98,000 | - |
| PORT MOODY | \$155,000 | \$155,000 | \$360,000 | \$360,000 | \$56,000 | \$56,000 | - |
| RICHMOND | \$1,190,000 | \$1,189,765 | \$2,312,000 | \$2,312,000 | \$398,000 | \$398,000 | - |
| SURREY | \$2,488,000 | \$2,488,000 | \$7,225,000 | \$7,225,000 | \$832,000 | \$832,000 | - |
| VANCOUVER | \$3,800,000 | \$3,800,000 | \$3,613,000 | \$3,613,000 | \$1,271,000 | \$1,271,000 | - |
| WEST VANCOUVER | \$229,000 | - | \$563,000 | \$525,000 | \$77,000 | \$77,000 | \$267,000 |
| WHITE ROCK | \$97,000 | \$97,000 | \$138,000 | \$138,000 | \$56,000 | \$56,000 | - |
| TSAWWASSEN FIRST NATION | \$76,000 | \$76,000 | - | - | \$56,000 | \$56,000 | - |
| Total Local Government Allocation | \$13,701,000 | \$13,191,371 | \$29,205,000 | \$28,905,000 | \$4,805,000 | \$4,805,000 | \$809,629* |

* This is the difference between funding available and applications received for *allocated* funding for each local government, with any funding that was not applied for being redistributed to fund local government projects seeking *competitive* funding.

2025 Competitive Funding

For the 2025 Program Year, there was approximately \$32M in *competitive* regional funding made available to local government partners through the WITT, BICCS, BSR, and MRN Structures funding programs. Competitive funds awarded by TransLink are shown in Table 2.

Similar to previous years, this year's applications exceeded what was available for all competitive program funding, which signals the regional need for continued and increased investment in transportation infrastructure. As per the reinvestment policy, program savings from previous years were transferred to the 2025 Program Year to support several approved projects in the oversubscribed programs.

Table 2: Competitive Funding Awarded (2025 Program Year)* **

| Jurisdiction | BICCS | BICCS RI | BSR | MRN Structures | WITT | Grand Total |
|--------------------------|-------------|-------------|-------------|----------------|-------------|--------------|
| ANMORE | - | - | - | - | - | - |
| BELCARRA | - | - | - | \$1,070,518 | - | \$1,070,518 |
| BOWEN ISLAND | - | - | - | - | \$0 | \$0 |
| BURNABY | \$600,000 | - | \$0 | \$35,129 | \$400,000 | \$1,035,129 |
| COQUITLAM | \$600,000 | - | - | \$58,395 | \$400,000 | \$1,058,395 |
| DELTA | \$600,000 | - | \$50,000 | \$100,000 | \$145,000 | \$895,000 |
| ELECTORAL AREA A | - | - | - | - | - | - |
| LANGLEY CITY | \$9,423 | - | - | - | - | \$9,423 |
| LANGLEY TOWNSHIP | \$600,000 | \$1,000,000 | - | \$1,395,581 | \$800,000 | \$3,795,581 |
| LIONS BAY | - | - | - | - | - | - |
| MAPLE RIDGE | \$0 | - | - | - | - | \$0 |
| NEW WESTMINSTER | \$600,000 | \$1,000,000 | \$436,800 | \$155,715 | \$77,080 | \$2,269,595 |
| NORTH VANCOUVER CITY | - | - | - | - | - | - |
| NORTH VANCOUVER DISTRICT | \$600,000 | - | - | - | - | \$600,000 |
| PITT MEADOWS | - | - | - | - | - | - |
| PORT COQUITLAM | - | - | - | - | - | - |
| PORT MOODY | - | - | - | - | - | - |
| RICHMOND | - | - | \$1,807,262 | - | - | \$1,807,262 |
| SURREY | \$600,000 | - | - | \$3,143,375 | \$0 | \$3,743,375 |
| VANCOUVER | \$600,000 | - | \$559,380 | \$12,550,000 | \$800,000 | \$14,509,380 |
| WEST VANCOUVER | - | - | \$498,000 | - | \$0 | \$498,000 |
| WHITE ROCK | - | - | - | - | - | - |
| TSAWWASSEN FIRST NATION | - | - | - | - | \$0 | \$0 |
| Grand Total | \$4,809,423 | \$2,000,000 | \$3,351,442 | \$18,508,713 | \$2,622,080 | \$31,039,858 |

* "\$0" indicates that an application for Competitive funding was made but not successful

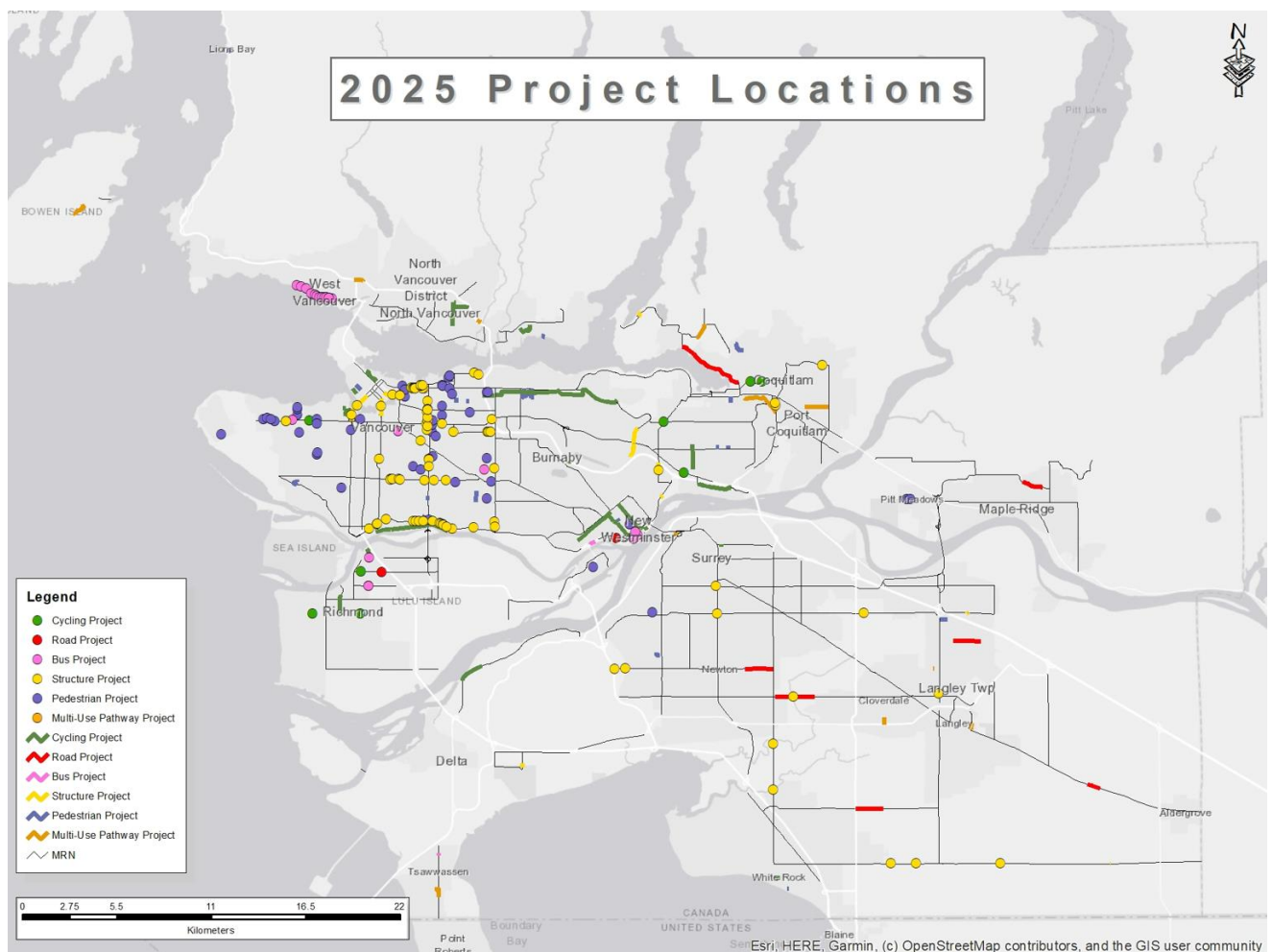
** "-" indicates that no Competitive applications were submitted.

118 Projects Across the Region Funded Through the 2025 Program Year

For the 2025 Program Year, TransLink has committed funds totaling \$145M towards these Local Government Funding Programs. A total of 118 unique projects were approved for funding. Projects that were awarded funding were confirmed and communicated to local governments in April 2025, including the issuance of TransLink-signed funding agreements. Funded projects include:

- 26 Walking Projects
- 21 Cycling Projects
- 19 Multi-Use Pathway Projects
- Four Roadway Safety and Capacity Projects
- 11 Multimodal Projects: Projects that benefit multiple modes (walking, cycling, or roadways)
- 12 Bus Speed and Reliability Projects
- 25 Roadway Structure Replacement, Rehabilitation, and Seismic Retrofit Projects on the MRN
- Annual Operations, Maintenance, and Rehabilitation for 2,678 lane-kms of MRN

Figure 2: Map showing locations of funded projects (2025 Program Year)



Featured Projects from the 2025 Program Year

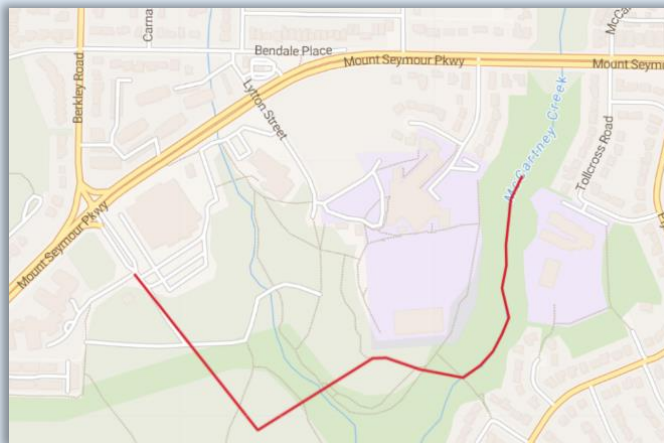
Project Name: Spirit Trail Connection – Berkley to Tollcross (including McCartney Creek) [District of North Vancouver]

Funding Programs: MRNB; BICCS

TransLink Contribution: \$1,239,000

Description: The Spirit Trail is a pathway that aims to eventually connect Deep Cove to Horseshoe Bay. To date, only segments of this trail have been completed.

Currently, the only east-west connections to neighborhoods east of the Seymour River (e.g., Bluebridge, Roche Point, Deep Cove, etc.) are via Mt Seymour Parkway or Dollarton Highway. Both roadways contain high volumes of traffic and may be uncomfortable for vulnerable road users. This proposed project aims to extend the Spirit Trail from Berkley Road to Tollcross Road, complete with a bridge across McCartney Creek. Once complete, it will open additional routes for users to travel, thereby creating a robust and resilient network.

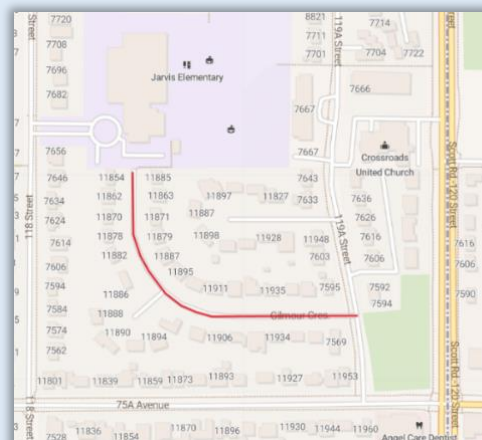


Project Name: Gilmour Crescent Sidewalk [City of Delta]

Funding Program: WITT

TransLink Contribution: \$205,000

Description: The proposed Gilmour Crescent sidewalk is a project that aims to provide walking connectivity to Jarvis Elementary School. Currently, there are no sidewalks along Gilmour Crescent. Students wishing to walk to school have to detour onto 118 Street. The proposed project will install a sidewalk and improved lighting along Gilmour Crescent from 119A Street to the school, providing a more direct walking connection onto Scott Road where the R6 RapidBus could be accessed.



Project Name: *Bus Priority Measures at Alderbridge Way and Garden City Rd [City of Richmond]*

Funding Program:
BSR

TransLink Contribution:
\$810,462

Description: This project includes a dedicated southbound bus receiving lane, a shared right-turn queue jump, and signal improvements that would help over 30 buses during peak hours. This could result in estimated time savings of up to two minutes per bus travelling in the southbound direction.



Project Name: *Carnarvon St at 6th and 8th St Signal Improvement Project [City of New Westminster]*

Funding Program:
BSR

TransLink Contribution:
\$225,000

Description: This capital project includes signal upgrades (new signal heads to implement eastbound left turn phases) to improve transit movements at the 6th Street and 8th Street intersections along Carnarvon Street. This has been identified in the City of New Westminster BSR Hotspot Study, endorsed by council in July 2024. Previously, BSR has also funded the design process for this signal improvement project. When finished, the project can save up to 3.1 bus hours of delay as the signal improves bus time when accessing the bus terminus at New Westminster Station.

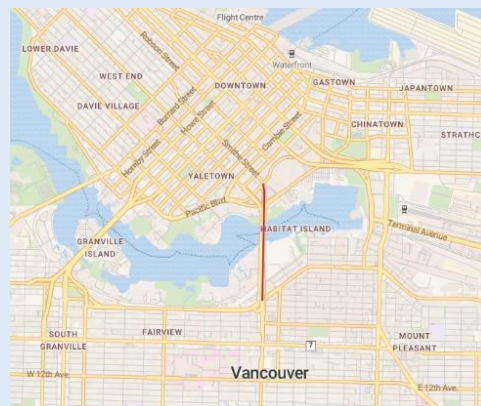


Project Name: Cambie Bridge Seismic Upgrade and Rehabilitation [City of Vancouver]

Funding Program:
MRN Structures

TransLink Contribution:
Phase 2 - \$5,000,000
Phase 3 - \$5,000,000

Description: Cambie Bridge (built in 1985) is a vital link in the regional Major Road Network, providing essential connectivity for thousands of commuters. It also serves as a critical link in the region's Truck Route Network and carries approximately 1,400 tons of goods daily, worth over \$3 billion dollars each year. The seismic upgrading will use performance-based design methods and address deficiencies in the substructure (foundations and piers) targeting seismic performance levels as defined in the Canadian Highway Bridge Design Code. The project will significantly enhance the Bridge's seismic resilience by reducing the potential damage it may sustain from an earthquake, ensuring the safety of its users and the continuity of essential services while also providing for a network that will support emergency response in case of an event. TransLink has committed \$22.5 million to this project to date including the funding granted in 2025, to ensure the resiliency of the region's road network.



Past Program Experience (2017-2024)

Overview of Funding for the 2017-2024 Program Years

The Local Government Funding Programs as they're known today were established in 2017 as part of Phase 1 of the Mayors' Vision for Transit and Transportation. Program funding was allocated through previous Investment Plans, with approximately \$883M in regional funding being made available to local government partners through the 2017-2024 Program Years, as shown in Table 3.

Table 3: Available funding per previous Investment Plans (\$millions)

| Program | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|-----------------------------|---------------|----------------|----------------|---------------|----------------|----------------|----------------|----------------|
| WITT | \$2.5 | \$5.0 | \$5.0 | \$5.6 | \$5.9 | \$6.0 | \$6.5 | \$6.7 |
| BICCS | \$7.6 | \$13.5 | \$13.5 | \$14.9 | \$15.5 | \$15.8 | \$17.2 | \$17.5 |
| BSR* | - | - | \$2.0 | \$4.1 | \$4.4 | \$5.3 | \$8.5 | \$9.0 |
| MRNB | \$10.0 | \$20.0 | \$20.0 | \$22.5 | \$23.4 | \$23.9 | \$26.0 | \$26.5 |
| MRN Structures | \$6.5 | \$13.0 | \$13.0 | \$14.6 | \$15.2 | \$15.5 | \$16.9 | \$17.2 |
| MRN O&M | \$26.3 | \$32.0 | \$32.6 | \$8.3** | \$34.3 | \$35.0 | \$36.1 | \$37.2 |
| MRN Pavement Rehabilitation | \$15.5 | \$22.8 | \$23.3 | \$0** | \$25.0 | \$25.7 | \$26.0 | \$26.8 |
| Total | \$68.4 | \$106.3 | \$109.4 | \$70.0 | \$123.7 | \$127.2 | \$137.2 | \$140.9 |

* In addition to BSR funding, RapidBus funding has also delivered bus priority improvement projects.

** Reduction in 2020 OMR funding was due to the pandemic.

Utilization of 2017-2024 Allocated Funding

For the 2017-2024 Program Years, approximately \$283M in *allocated* regional funding was made available to local government partners through the WITT, BICCS, and MRNB funding programs, and TransLink received the applications for the amounts shown in Table 4.

Table 4: Utilization of Allocated funding (2017-2024 Program Years)

| Jurisdiction | BICCS | | MRNB | | WITT | | Difference* |
|--------------------------|---------------------|---------------------|----------------------|----------------------|---------------------|---------------------|---------------------|
| | Funding Available | Approved Funding | Funding Available | Approved Funding | Funding Available | Approved Funding | |
| ANMORE | \$440,000 | \$236,000 | \$635,000 | \$334,000 | \$323,000 | \$191,000 | \$637,000 |
| BELCARRA | \$440,000 | \$122,000 | \$635,000 | \$369,125 | \$323,000 | \$99,000 | \$807,875 |
| BOWEN ISLAND | \$420,000 | \$403,000 | \$425,000 | \$425,000 | \$323,000 | \$323,000 | \$17,000 |
| BURNABY | \$7,635,000 | \$7,635,000 | \$21,335,000 | \$21,335,000 | \$2,561,000 | \$2,557,511 | \$3,489 |
| COQUITLAM | \$3,830,000 | \$3,830,000 | \$14,357,000 | \$13,654,000 | \$1,276,000 | \$1,276,000 | \$703,000 |
| DELTA | \$3,122,000 | \$3,122,000 | \$6,147,000 | \$5,808,000 | \$1,044,000 | \$1,044,000 | \$339,000 |
| ELECTORAL AREA A | \$762,000 | \$732,000 | - | - | \$323,000 | \$323,000 | \$30,000 |
| LANGLEY CITY | \$884,000 | \$763,000 | \$2,719,000 | \$2,496,500 | \$323,000 | \$238,000 | \$428,500 |
| LANGLEY TOWNSHIP | \$3,643,000 | \$3,501,000 | \$14,374,000 | \$14,374,000 | \$1,175,000 | \$1,175,000 | \$142,000 |
| LIONS BAY | \$440,000 | \$178,000 | - | - | \$323,000 | \$184,000 | \$401,000 |
| MAPLE RIDGE | \$2,161,000 | \$2,161,000 | \$7,679,000 | \$7,679,000 | \$715,000 | \$715,000 | - |
| NEW WESTMINSTER | \$2,170,000 | \$1,894,000 | \$7,516,000 | \$6,036,750 | \$676,000 | \$676,000 | \$1,755,250 |
| NORTH VANCOUVER CITY | \$1,745,000 | \$1,745,000 | \$3,766,000 | \$3,766,000 | \$587,000 | \$587,000 | - |
| NORTH VANCOUVER DISTRICT | \$2,563,000 | \$2,380,000 | \$5,129,000 | \$4,847,000 | \$787,000 | \$787,000 | \$465,000 |
| PITT MEADOWS | \$500,000 | \$219,767 | \$1,637,000 | \$111,335 | \$323,000 | \$108,100 | \$2,020,798 |
| PORT COQUITLAM | \$1,662,000 | \$1,618,000 | \$5,195,000 | \$4,438,000 | \$551,000 | \$551,000 | \$801,000 |
| PORT MOODY | \$883,000 | \$883,000 | \$2,127,500 | \$2,127,500 | \$323,000 | \$323,000 | - |
| RICHMOND | \$6,660,000 | \$6,660,000 | \$13,654,000 | \$13,654,000 | \$2,239,000 | \$1,955,903 | \$283,097 |
| SURREY | \$14,071,000 | \$14,071,000 | \$45,294,000 | \$45,294,000 | \$4,681,000 | \$4,681,000 | - |
| TSAWWASSEN FIRST NATION | \$440,000 | \$342,370 | - | - | \$323,000 | \$232,000 | \$188,630 |
| VANCOUVER | \$21,253,000 | \$21,252,000 | \$21,336,000 | \$21,335,000 | \$7,147,000 | \$7,147,000 | \$2,000 |
| WEST VANCOUVER | \$1,353,000 | \$869,000 | \$3,521,000 | \$1,999,000 | \$431,000 | \$361,000 | \$2,076,000 |
| WHITE ROCK | \$591,000 | \$157,000 | \$912,500 | \$238,000 | \$323,000 | \$323,000 | \$1,108,500 |
| Grand Total | \$77,668,000 | \$74,774,137 | \$178,394,000 | \$170,321,210 | \$27,100,000 | \$25,857,514 | \$12,209,139 |

* This is the difference between funding available, and applications received for allocated funding for each local government, with any funding that was not applied for being redistributed to fund local government projects seeking competitive funding.

Utilization of 2017-2024 Competitive Funding

For the 2017-2024 Program Years, approximately \$206M in *competitive* regional funding was awarded to local government partners through the WITT, BICCS, BSR, and MRN Structures funding programs. Available competitive funds each year may vary compared to the amounts identified in the investment plans because they could potentially include program savings from previous years, as per the Local Government Funding Programs Reinvestment Policy. The amounts awarded by TransLink are shown in Table 5.

Table 5: Competitive funding award (2017-2024 Program Years) * **

| Jurisdiction | BICCS Competitive | BICCS Rapid Implementation | BSR | MRN Structures | WITT Competitive | Grand Total |
|--------------------------|---------------------|----------------------------|---------------------|----------------------|---------------------|----------------------|
| ANMORE | - | - | - | \$381,592 | \$10,000 | \$391,592 |
| BELCARRA | - | - | - | \$65,000 | - | \$65,000 |
| BOWEN ISLAND | \$261,025 | - | - | - | - | \$261,025 |
| BURNABY | \$3,088,600 | \$1,015,400 | \$2,735,457 | \$1,650,000 | \$1,826,000 | \$9,300,057 |
| COQUITLAM | \$3,227,843 | - | \$1,208,283 | \$3,484,921 | \$1,776,756 | \$9,697,803 |
| DELTA | \$2,025,472 | \$936,000 | \$395,000 | \$789,907 | \$171,800 | \$3,382,179 |
| ELECTORAL AREA A | \$600,000 | - | \$1,449,650 | - | \$167,525 | \$2,217,175 |
| LANGLEY CITY | \$3,808,530 | \$1,350,000 | \$97,000 | \$2,326,420 | \$996,118 | \$7,228,068 |
| LANGLEY TOWNSHIP | \$5,469,900 | \$2,000,000 | \$205,000 | \$6,503,293 | \$716,650 | \$12,894,843 |
| LIONS BAY | - | - | - | - | - | - |
| MAPLE RIDGE | \$1,751,340 | - | - | \$375,000 | \$217,000 | \$2,343,340 |
| NEW WESTMINSTER | \$2,030,000 | \$430,000 | \$280,100 | \$35,750 | \$221,600 | \$2,567,450 |
| NORTH VANCOUVER CITY | \$5,095,270 | \$33,000 | \$2,034,071 | \$2,196,667 | \$3,222,900 | \$12,548,908 |
| NORTH VANCOUVER DISTRICT | \$1,785,000 | \$985,000 | \$306,811 | - | \$245,000 | \$2,336,811 |
| PITT MEADOWS | \$142,060 | - | - | - | - | \$142,060 |
| PORT COQUITLAM | \$679,000 | - | - | \$8,351,000 | \$408,500 | \$9,438,500 |
| PORT MOODY | \$3,454,000 | - | \$174,144 | \$2,090,000 | \$831,250 | \$6,549,394 |
| RICHMOND | \$5,073,770 | \$702,520 | \$2,276,333 | \$1,696,969 | \$687,090 | \$9,734,162 |
| SURREY | \$4,566,200 | \$1,309,000 | \$5,945,165 | \$12,757,290 | \$2,726,600 | \$25,995,255 |
| TSAWWASSEN FIRST NATION | \$2,023,539 | - | - | - | \$400,000 | \$2,423,539 |
| VANCOUVER | \$6,295,870 | \$650,000 | \$7,666,711 | \$68,496,484 | \$3,593,139 | \$86,052,204 |
| WEST VANCOUVER | \$0 | - | \$75,000 | - | \$98,000 | \$173,000 |
| WHITE ROCK | \$350,000 | - | - | - | \$0 | \$350,000 |
| Grand Total | \$42,316,499 | \$9,410,920 | \$24,848,725 | \$111,200,293 | \$18,315,928 | \$206,092,365 |

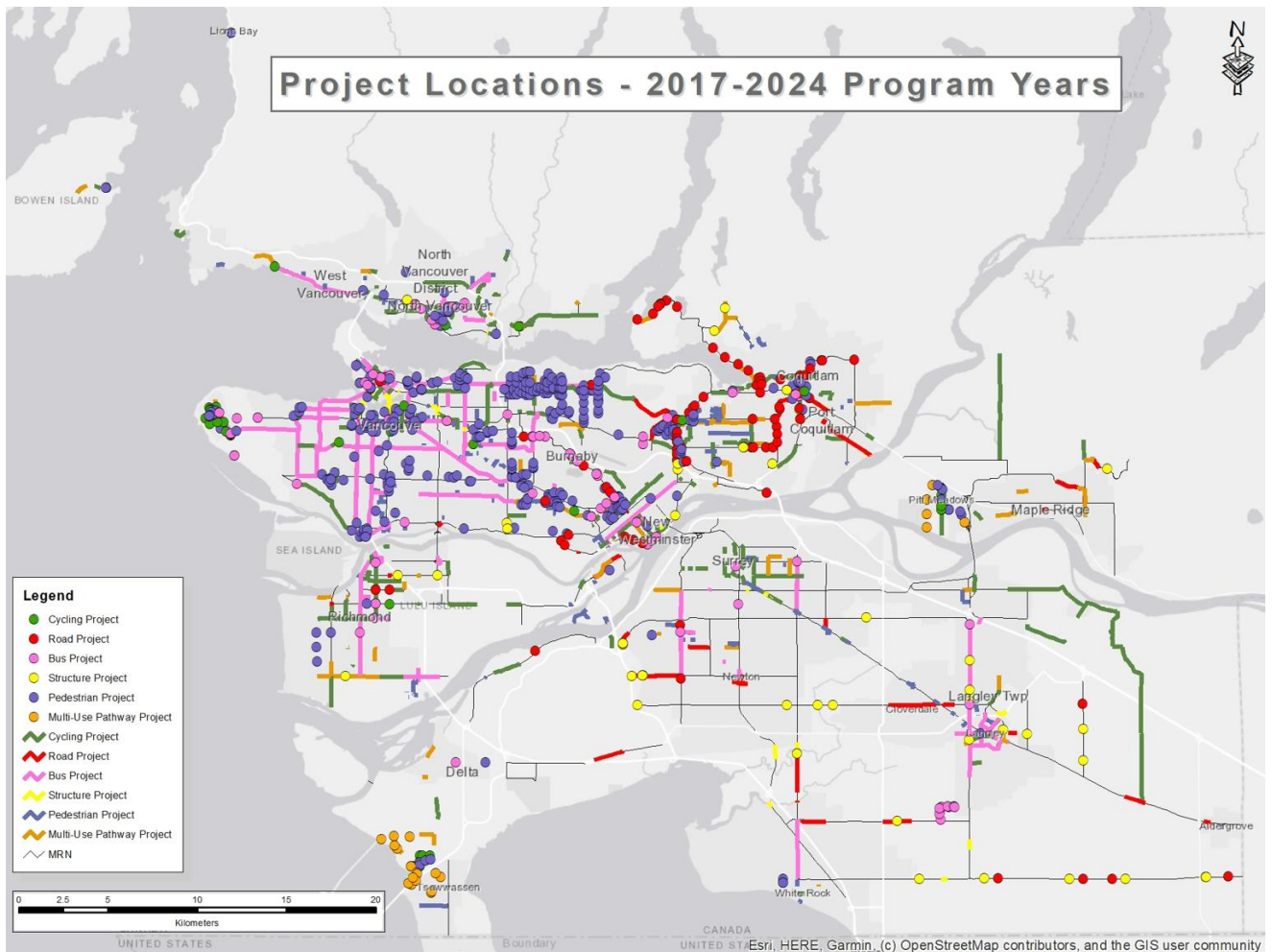
* "\$0" indicates that an application for Competitive funding was made but not successful

** "-" indicates that no Competitive applications were submitted.

Overview of Approved Projects for the 2017-2024 Program Years

For the 2017-2024 Program Years, TransLink committed funds totaling \$883M towards these Local Government Funding Programs including 693 projects which were approved for funding.

Figure 3: Map showing locations of funded projects (2017-2024 Program Years)



Featured Projects Completed in 2024

The local government projects featured in this section represent a diversity of projects from across the different funding program years and across a variety of local government jurisdictions, all of which are helping to advance regional goals. Local government staff have indicated that many of these projects would not have been completed without TransLink support and funding.

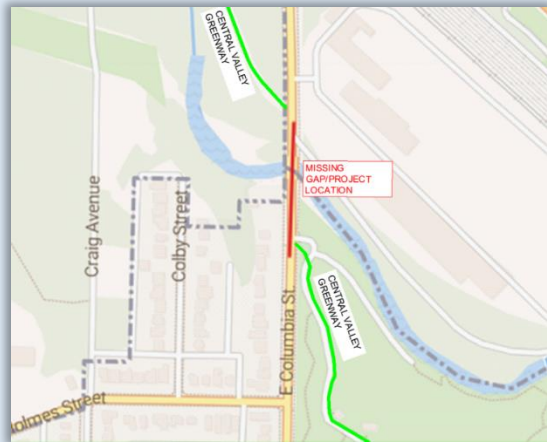
Project Name: *Central Valley Greenway Upgrade (Hume Park to Brunette-Fraser Greenway) [City of New Westminster]*

Funding Program: MRNB

TransLink Contribution: \$159,000

Year Funded: 2022

Description: The Central Valley Greenway is a pathway that links New Westminster through Burnaby and into Vancouver. This 2022 funded project constructed a multi-use pathway on the west side of North Street to bridge an existing gap in the facility at the North Road Crossing. The completion of this project will allow cyclists to ride continuously across this segment of the Central Valley Greenway.



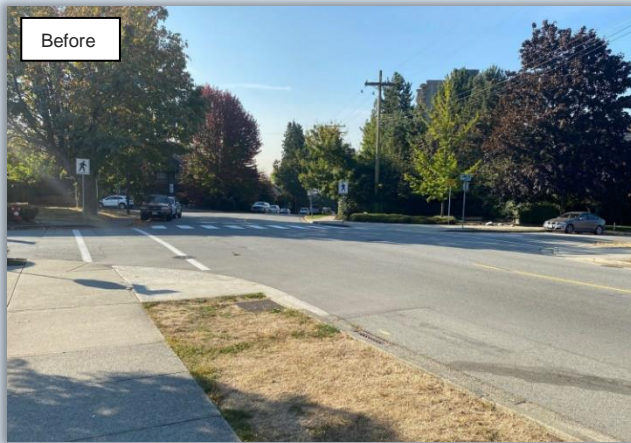
Project Name: St Georges Ave
Pedestrian Safety Improvements [City
of North Vancouver]

Funding Program:
WITT

**TransLink
Contribution:**
\$400,000

Year Funded:
2023

Description: Pedestrian facilities on St Georges Avenue at 10th Ave and 11th Avenue were upgraded as part of this project. Overhead flashing beacons were installed at both intersections to better alert drivers to crossing pedestrians. Curb extensions were also installed to reduce vehicle speeds along this corridor to provide a more comfortable experience for all. These upgrades improve safety for users walking to schools, parks, or the nearby hospital.



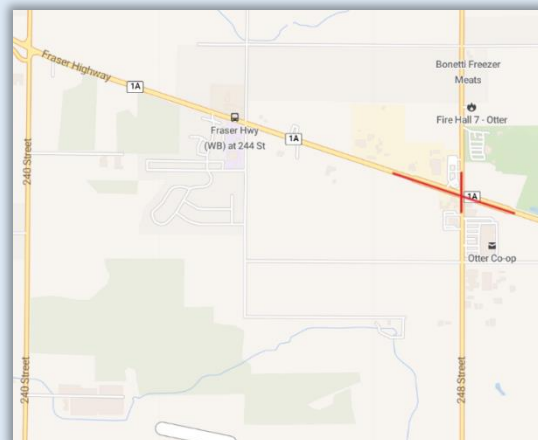
Project Name: Fraser Hwy Widening
and Intersection Improvements (24600-
25000 Blk) [Township of Langley]

**Funding
Programs:**
MRNB; BICCS

**TransLink
Contribution:**
\$6,524,344.30

Years Funded:
2018, 2019, 2020,
2021

Description: Fraser Highway is a vital corridor that connects Surrey, Langley, and Abbotsford and is an important component of TransLink's Major Road Network. This project includes upgrading the existing rural two-lane roadway into a four-lane divided urban arterial roadway. Additionally, the project installed dedicated left turn lanes, bus pullouts, as well as a multi-use pathway on both sides of the roadway. This will not only provide users with alternatives to travel along this corridor but will also improve overall people moving and goods movement capacity along the corridor.



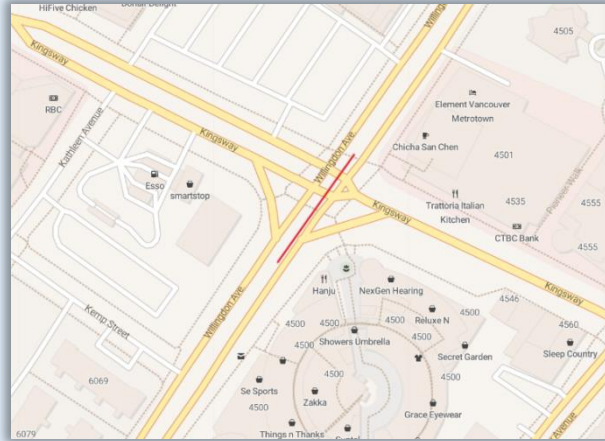
Project Name: Queue Jump at Kingsway & Willingdon [City of Burnaby]

Funding Program: BSR

TransLink Contribution: \$435,688.54

Year Funded: 2021

Description: The queue jump at Willingdon Avenue and Kingsway converts a section of the existing northbound right turn lane into a northbound bus queue jump lane. Construction was completed in July 2024 and included utility relocation and reconstruction of the pedestrian refuge island, signage installation, and pavement markings. The queue jump allows routes 130 and 222 to bypass the northbound traffic queue at this location and can save up to a minute per bus.



Project Name: 4800 Blk of 232 St-Hatchery Creek Tributary Culvert Replacement [Township of Langley]

Funding Program: MRN Structures

TransLink Contribution: \$327,239.29

Year Funded: 2023

Description: The project involved open-cut replacement of a concrete cross culvert across 232 Street at the 4800 Block after a major structural failure was identified. The culvert was on a tributary to Hatchery Creek. The completed work included the replacement of the concrete box culvert with fish baffles and the installation of retaining walls on both sides of the roadway.



Redistributed Funds to Advance Transport 2050

Due to either project cancellation or project completion under budget, there are occasionally project savings from funding awarded under the Local Government Funding Programs. As per the Local Government Funding Programs Reinvestment Policy, project savings are redistributed in line with the funding award guidelines such as increasing the competitive funding amounts. The purpose of this policy is to ensure that the funding identified in TransLink's Investment Plan for the Local Government Funding Program is reinvested in local governments for projects that advance the goals and priorities of Transport 2050 and the Access for Everyone Plan.

Looking Forward

Review of the Local Government Funding Program

Access for Everyone called for a near term review of the Local Government Funding Programs to improve their efficacy and impact in delivering the Access for Everyone Plan. The review also intended to build on recent and ongoing work related to advancing our Bus Priority Vision for the region, moving forward with the Major Bikeway Network and Urban Centre Bikeways Action Plan, and implementing our Climate Action Plan to ensure regional transportation infrastructure is resilient in the face of climate change.

From fall 2024 to spring 2025, this review included extensive engagement with local government staff to better understand how the programs are working and what could be improved, as well as a review of peer practices from other agencies that have similar cost-share programs. Feedback and findings of this work informed the identification and consideration of potential changes to the programs' funding framework, eligibility, evaluation, and administrative elements, including changes that offer greater support for smaller local government participation.

Some of these program changes will be implemented as part of the 2026 Program Year, while other changes will be implemented through future program years.

Moving Ahead with the 2026 Program Year

On April 30, 2025, the 2025 Investment Plan was approved by the Mayors' Council and TransLink's Board of Directors, securing funding for the Local Government Funding Programs through the end of 2026. For the 2026 Program Year, the application period will take place in September and October 2025.

The 2025 Investment Plan allows us to continue to advance the Access for Everyone plan and enable transportation investments that support our growing region. Beyond 2026, we are committed to working with our government partners to ensure continued investments in projects that strengthen our communities, with funding to be determined through future investment plans.

Appendix 1: Approved Projects by Jurisdiction (2025 Program Year)

| Agency | Project Name | Funding Amount | WITT | BICCS | MRNB | MRN Structures | BSR |
|--------------|---|-----------------|------|-------|------|----------------|-----|
| Anmore | Sunnyside Road MUP (East Rd to Summerwood Lane) | \$ 233,000.00 | X | X | X | | |
| Belcarra | Bedwell Bay Upgrade Project | \$ 157,000.00 | X | | X | | |
| Belcarra | Bedwell Bay Road Upgrade Project (BBUP) | \$ 1,070,518.00 | | | | X | |
| Bowen Island | Cross-Island Multi-Use Path: Charlies Lane to Foster Lane | \$ 233,000.00 | X | X | X | | |
| Burnaby | Alpha Secondary School Sidewalks | \$ 856,000.00 | X | | | | |
| Burnaby | Burnaby Lake Overpass | \$ 3,613,000.00 | | | X | | |
| Burnaby | Vancouver to SFU Cycling Connection | \$ 1,962,000.00 | | X | | | |
| Burnaby | Detailed Inspections 4 Bridge (North Rd & Gagliardi Way) | \$ 35,129.00 | | | | X | |
| Coquitlam | Nelson St Greenway - Austin to Brunette - 2025: King Albert to Brunette | \$ 1,930,000.00 | X | X | X | | |
| Coquitlam | 4 MRN Intersection Improvements | \$ 509,000.00 | | | X | | |
| Coquitlam | United Boulevard Multi-Use Pathway - King Edward to Fawcett | \$ 906,000.00 | | X | X | | |
| Coquitlam | Dewdney Trunk Rd Micromobility - Port Moody Border to Lougheed Hwy | \$ 700,000.00 | X | | X | | |
| Coquitlam | Bridge Erosion Assessments | \$ 30,000.00 | | | | X | |

| Agency | Project Name | Funding Amount | WITT | BICCS | MRNB | MRN Structures | BSR |
|------------------|---|-----------------|------|-------|------|----------------|-----|
| Coquitlam | Prelim Design - Seismic Bridge Replacement Concepts | \$ 28,395.00 | | | | X | |
| Coquitlam | 2025 Sidewalk Program - Draycott, Haversley | \$ 172,000.00 | X | | | | |
| Delta | 72 Ave BNR Overpass Seismic Retrofit Design | \$ 50,000.00 | | | | X | |
| Delta | 56 Street and 19 Avenue BSR Improvements | \$ 50,000.00 | | | | | X |
| Delta | 80 Street BCR Overpass Settlement Review | \$ 50,000.00 | | | | X | |
| Delta | 56 Street Multi-Use Pathway (6 Avenue to Winskill Park) | \$ 903,000.00 | | | X | | |
| Delta | 88 Avenue and 117A Street Crosswalk Upgrades | \$ 125,000.00 | X | | | | |
| Delta | Gilmour Crescent Sidewalk | \$ 205,000.00 | X | | | | |
| Delta | River Road Protected Cycle Lanes (68 Street to Deas Island Road) | \$ 1,254,000.00 | | X | X | | |
| Electoral Area A | Improving Bike Security on Campus | \$ 94,606.00 | | X | | | |
| Electoral Area A | Pedestrian Crossing Safety Improvements | \$ 56,000.00 | X | | | | |
| Langley City | Langley Bypass Roadway and Cycling Improvements | \$ 658,423.00 | X | X | X | | |
| Langley Township | Fraser Hwy Widening and Intersection Improvements (24300-24600 Blk) | \$ 3,535,000.00 | | X | X | | |
| Langley Township | Road Improvements: 80 Avenue from 204 Street to 212 Street | \$ 1,000,000.00 | | X | | | |
| Langley Township | 24800 Blk 16 Ave Bridge Abutment and Guardrail Repair | \$ 50,000.00 | | | | X | |
| Langley Township | 200 Street - Matheson Creek Tributary Culvert Replacement | \$ 967,024.00 | | | | X | |

| Agency | Project Name | Funding Amount | WITT | BICCS | MRNB | MRN Structures | BSR |
|------------------|--|-----------------|------|-------|------|----------------|-----|
| Langley Township | 88 Ave at 20800 Blk Retaining Wall | \$ 42,750.00 | | | | X | |
| Langley Township | 16 Ave and 21700 Block - Culvert Replacement | \$ 335,807.00 | | | | X | |
| Langley Township | 72 Avenue and 198A Street Road Widening | \$ 400,000.00 | X | | | | |
| Langley Township | Road Widening: 86 Avenue 200 Street to 202 Street | \$ 609,000.00 | X | | | | |
| Lions Bay | Lions Bay Avenue Connector (Phase 2) | \$ 56,000.00 | X | | | | |
| Maple Ridge | Abernethy Way Widening Phase 2: 224 St to 230 St | \$ 1,680,000.00 | | X | X | | |
| Maple Ridge | Thorne Avenue Multi-Use Path (Hammond Road to 117 Avenue) | \$ 127,000.00 | X | | | | |
| New Westminster | Pedestrian Crossing Improvements- Ewen Ave at Carter St | \$ 38,870.00 | X | | | | |
| New Westminster | Pedestrian Crossing Improvements- Sixth St at Blackford St | \$ 62,210.00 | X | | | | |
| New Westminster | Sidewalk Improvements - 8th Street: 7th Ave to 6th Ave | \$ 96,000.00 | X | | | | |
| New Westminster | Active Transportation Network Plan Year 2 - 4th, Elliot, Merivale St | \$ 960,000.00 | | X | | | |
| New Westminster | Active Transportation Network Plan Year 2: 8, 9, 10th St. | \$ 1,000,000.00 | | X | | | |
| New Westminster | Carnarvon Street at 6th and 8th Street Signal Upgrade - Capital | \$ 225,000.00 | | | | | X |
| New Westminster | RW 24 - Spruce Street On-ramp Railway Side Retaining Wall Repair | \$ 155,715.00 | | | | X | |
| New Westminster | Active Transportation Network Plan Year 2: London St | \$ 699,500.00 | | | X | | |
| New Westminster | Stewardson Way and Third Avenue Intersection Improvement | \$ 508,500.00 | | | X | | |

| Agency | Project Name | Funding Amount | WITT | BICCS | MRNB | MRN Structures | BSR |
|--------------------------|--|-----------------|------|-------|------|----------------|-----|
| New Westminster | Queensborough Bridge - Studies | \$ 135,300.00 | | | | | X |
| New Westminster | Royal Ave and 6th St - Study | \$ 76,500.00 | | | | | X |
| North Vancouver City | Midtown Connector Phase 1 | \$ 822,000.00 | | X | X | | |
| North Vancouver City | East 19th Street Multi-Use Path | \$ 190,000.00 | X | | X | | |
| North Vancouver District | Berkley to Tollcross (including McCartney Creek) | \$ 1,239,000.00 | | X | X | | |
| North Vancouver District | Dollarton Highway Sidewalk | \$ 140,000.00 | X | | | | |
| North Vancouver District | Mtn Hwy Cycling Link: Arborlynn Dr to Hwy 1 WB Ramps | \$ 600,000.00 | | X | | | |
| Pitt Meadows | Ford Rd and 190A Crossings Upgrade | \$ 22,608.00 | X | | | | |
| Pitt Meadows | Ford Rd and 191B Crossings Upgrade - 2025 | \$ 33,392.00 | X | | | | |
| Port Coquitlam | Prairie Ave MUP- Shaughnessy St to Coast Meridian Rd | \$ 1,222,000.00 | X | X | X | | |
| Port Moody | Panorama Drive Safety Improvements | \$ 56,000.00 | X | | | | |
| Port Moody | Moray Street Traffic Calming | \$ 155,000.00 | | X | | | |
| Port Moody | loco Rd Active Transportation Improvements | \$ 360,000.00 | | | X | | |
| Richmond | Gilbert Road Cycling Improvements - Granville Ave to Elmbridge Way | \$ 210,500.00 | | X | | | |
| Richmond | Safety Improvements - Alderbridge Way and Garden City Road | \$ 621,500.00 | | | X | | |
| Richmond | Cambie Rd and No 4 Rd Intersection Improvements | \$ 1,200,000.00 | | | X | | |

| Agency | Project Name | Funding Amount | WITT | BICCS | MRNB | MRN Structures | BSR |
|----------|---|-----------------|------|-------|------|----------------|-----|
| Richmond | Cambie Rd and Brown Rd Intersection Improvements | \$ 600,000.00 | | X | X | | |
| Richmond | Cooney Rd and Granville Ave Safety Improvements | \$ 462,000.00 | X | X | X | | |
| Richmond | Great Canadian Way Cycling Protection | \$ 175,000.00 | | X | | | |
| Richmond | Granville Ave and Railway Ave Safety Improvements | \$ 530,765.00 | X | X | | | |
| Richmond | Westminster Hwy and Hwy 91 Bus Stop Access Pathway | \$ 100,000.00 | X | | | | |
| Richmond | Bus Priority Measures Alderbridge Way and Garden City Rd | \$ 810,462.00 | | | | | X |
| Richmond | Bus Only Left Turn Lane - Bridgeport Rd and Great Canadian Way | \$ 996,800.00 | | | | | X |
| Surrey | 16 Ave 18600 Blk Culvert Replacement | \$ 230,000.00 | | | | X | |
| Surrey | New Bridge at 152 Street at Nicomekl River | \$ 1,000,000.00 | | | X | | |
| Surrey | 32 Ave Widening Project (176 Street - 184 Street) | \$ 2,225,000.00 | | | X | | |
| Surrey | 124 St MUP | \$ 338,000.00 | | X | | | |
| Surrey | Whalley Blvd Cycle Tracks | \$ 150,000.00 | | X | | | |
| Surrey | 64 Avenue at Serpentine River (158 St) | \$ 150,000.00 | | | | X | |
| Surrey | 152 St and Nicomekl River and Serpentine River Existing Bridge Improvements | \$ 250,000.00 | | | | X | |
| Surrey | 64 Ave Widening (152 St- 164 St) | \$ 2,000,000.00 | | X | X | | |
| Surrey | 72 Ave Widening (144 St to 152 St) | \$ 4,800,000.00 | X | X | X | | |

| Agency | Project Name | Funding Amount | WITT | BICCS | MRNB | MRN Structures | BSR |
|------------|--|-----------------|------|-------|------|----------------|-----|
| Surrey | 184 St Sidewalk (56 Ave to 58 Ave) | \$ 632,000.00 | X | | | | |
| Surrey | Culvert Replacement at 88 Avenue and Lakiotis Creek (178 Street) | \$ 484,000.00 | | | | X | |
| Surrey | 16 Avenue and Little Campbell Bridge Replacement Project | \$ 2,000,000.00 | | | | X | |
| Surrey | Structural Assessment for Oversized and Overweight Vehicles | \$ 29,375.00 | | | | X | |
| Tsawwassen | Phase 1 Pedestrian Pathway on Tsawwassen Drive | \$ 132,000.00 | X | X | | | |
| Vancouver | Davie Street Sidewalk Widening Project | \$ 411,000.00 | X | | | | |
| Vancouver | Dunsmuir-Melville Protected Bike Lane Extension | \$ 900,000.00 | | X | X | | |
| Vancouver | Adanac Complete Street | \$ 300,000.00 | | X | X | | |
| Vancouver | Cambie Bridge Ramp Widening | \$ 3,971,000.00 | | X | X | | |
| Vancouver | Kent Avenue Greenway Upgrades | \$ 800,000.00 | | X | X | | |
| Vancouver | New Pedestrian and Bike Signals - Non-Urban | \$ 510,000.00 | | X | X | | |
| Vancouver | New Pedestrian/Bike Signals - Urban | \$ 382,000.00 | | X | X | | |
| Vancouver | Pacific St Upgrades | \$ 350,000.00 | | X | X | | |
| Vancouver | Pine St Connector | \$ 500,000.00 | | X | X | | |
| Vancouver | Sen'ákw City Delivered Triggered Infrastructure (SCDTI) | \$ 300,000.00 | | X | X | | |
| Vancouver | Dunlevy and Prior St - Corner Bulge | \$ 50,000.00 | X | | | | |

| Agency | Project Name | Funding Amount | WITT | BICCS | MRNB | MRN Structures | BSR |
|-----------|---|-----------------|------|-------|------|----------------|-----|
| Vancouver | Granville and 14th Plaza | \$ 200,000.00 | X | | | | |
| Vancouver | Hastings - Sunrise 2025 Sidewalks | \$ 250,000.00 | X | | | | |
| Vancouver | Kerrisdale 2025 Sidewalks | \$ 150,000.00 | X | | | | |
| Vancouver | Killarney 2025 Sidewalks | \$ 300,000.00 | X | | | | |
| Vancouver | Vancouver Missing Curb Ramps 2025 | \$ 400,000.00 | X | | | | |
| Vancouver | Pender and Dunlevy Raised Intersection | \$ 110,000.00 | X | | | | |
| Vancouver | SE Vancouver 2025 Sidewalks | \$ 200,000.00 | X | | | | |
| Vancouver | Expansion Joint Replacement Program for MRN Bridges - Georgia Viaduct - Phase 2 | \$ 360,000.00 | | | | X | |
| Vancouver | Granville Bridge - Deck Condition Assessment | \$ 350,000.00 | | | | X | |
| Vancouver | Granville Bridge - Recoating Renewal - Phase 2E | \$ 1,300,000.00 | | | | X | |
| Vancouver | Granville Bridge - Means Prevention Fencing | \$ 300,000.00 | | | | X | |
| Vancouver | Alma Street and W Broadway Signal Upgrades | \$ 402,380.00 | | | | | X |
| Vancouver | Joyce Street & Vanness Avenue Signal Upgrades | \$ 28,000.00 | | | | | X |
| Vancouver | Main and 14th Bus Bulb - Permanent Upgrade of the Temporary Bulb | \$ 129,000.00 | | | | | X |
| Vancouver | Retaining Wall Inspection Program for MRN Walls | \$ 90,000.00 | | | | X | |
| Vancouver | Bridge Inspection Program for MRN Bridges | \$ 150,000.00 | | | | X | |

| Agency | Project Name | Funding Amount | WITT | BICCS | MRNB | MRN Structures | BSR |
|----------------|---|-----------------|------|-------|------|----------------|-----|
| Vancouver | Cambie Bridge Seismic Upgrade and Rehabilitation - Ph2E | \$ 5,000,000.00 | | | | X | |
| Vancouver | Cambie Bridge Seismic Upgrade and Rehabilitation - Ph3 | \$ 5,000,000.00 | | | | X | |
| West Vancouver | Taylor Way Off-Ramp (Mathers Ave MUP) | \$ 525,000.00 | | | X | | |
| West Vancouver | Marine Drive, Burkehill Rd - Keith Rd, Sidewalk | \$ 77,000.00 | X | | | | |
| West Vancouver | Bus Bulbs Various Locations | \$ 393,000.00 | | | | | X |
| West Vancouver | Intersection of 15th St and Marine Dr | \$ 40,000.00 | | | | | X |
| West Vancouver | Bus Stop Removals | \$ 65,000.00 | | | | | X |
| White Rock | Buena Vista Bike Path | \$ 235,000.00 | | X | X | | |
| White Rock | Columbia Ave Sidewalk to Bus Stop 56302 | \$ 56,000.00 | X | | | | |

Appendix 2: Approved Projects by Jurisdiction (2017-2024 Program Years)

| Agency | Project Name | Program Year | Status |
|--------------|--|--------------|-------------|
| Anmore | 2017 Pedestrian Transit Access Improvement Works | 2017 | Complete |
| Anmore | MRN MUP Upgrades | 2020 | In Progress |
| Anmore | Sunnyside Road MUP (East Rd to Summerwood Lane) | 2023 | In Progress |
| Anmore | Sunnyside Culvert Replacement | 2019 | Paid |
| Anmore | Sunnyside Road Culvert Upgrade | 2020 | Paid |
| Belcarra | Bedwell Bay Safety Barriers | 2020 | Cancelled |
| Belcarra | Bedwell Bay Road, Path | 2021 | Cancelled |
| Belcarra | Active Transportation Network Plan | 2024 | In Progress |
| Belcarra | Bedwell Bay Road Upgrade Project (BBUP) | 2024 | In Progress |
| Belcarra | Bedwell Bay Safety Barriers | 2021 | Complete |
| Belcarra | Bedwell Bay Safety Barriers- Phase 2 | 2022 | Complete |
| Belcarra | Bedwell Bay Upgrade Project | 2024 | In Progress |
| Belcarra | Guard Rails | 2018 | Paid |
| Belcarra | Bedwell Bay Cats Eyes | 2021 | Paid |
| Bowen Island | Cross-Island Multi-Use Path: Artisan Lane to Grafton Lake - Section 3A | 2022 | In Progress |
| Bowen Island | Cross-Island Multi-Use Path: Phase 4 - Artisan Lane to Charlies Lane | 2023 | In Progress |
| Bowen Island | Cross Island Multi-Use Path Phase 1 | 2017 | Paid |
| Bowen Island | Bike Barn | 2018 | Paid |
| Bowen Island | Spirit Trail Wayfinding | 2018 | Paid |
| Bowen Island | The Cardena Drive Pedestrian Improvement Project | 2018 | Paid |
| Bowen Island | Multi-Use Path: Phase 3 | 2021 | Paid |
| Burnaby | Lougheed Highway Upgrades - Boundary to Gilmore | 2018 | Cancelled |
| Burnaby | Boundary Road Upgrades (Myrtle to Lougheed) | 2019 | Cancelled |
| Burnaby | Hastings HOV Effectiveness Analysis | 2019 | Cancelled |

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|---------|--|------|-------------|
| Burnaby | Sea-to-River Major Bikeway Network (MBN) Improvements | 2020 | Cancelled |
| Burnaby | SFU-Gaglardi Way Cycling Improvements | 2020 | Cancelled |
| Burnaby | Empire Drive Upgrades | 2020 | Cancelled |
| Burnaby | Bus lane at Imperial & Boundary | 2021 | Cancelled |
| Burnaby | Gilmore Urban Trail | 2021 | Cancelled |
| Burnaby | Lougheed Bike Safety Improvements Phase 1 | 2021 | Cancelled |
| Burnaby | Production Way and Thunderbird Crescent Signal | 2022 | Cancelled |
| Burnaby | Westbound Bus Approach Lane at Oakland Street and Royal Oak Avenue | 2022 | Cancelled |
| Burnaby | 10th Ave - Canada Way Safety Improvements | 2021 | In Progress |
| Burnaby | 2020 Wheelchair Ramps Program- 50% Cost Share | 2020 | Complete |
| Burnaby | 2020 Wheelchair Ramps Program- 75% Cost Share | 2020 | Complete |
| Burnaby | 2023 BSR Hotspot Study | 2023 | In Progress |
| Burnaby | Alpha Secondary School Sidewalks | 2023 | In Progress |
| Burnaby | BC Parkway - Southpoint Dr walking and cycling improvements | 2021 | In Progress |
| Burnaby | BC Parkway Pedestrian and Cyclist Lighting | 2022 | In Progress |
| Burnaby | Burnaby Lake Overpass | 2024 | In Progress |
| Burnaby | Bus Bay Infill Study and Design West of Canada Way | 2023 | In Progress |
| Burnaby | Bus Bay Infill Study and Functional Design East of Canada Way | 2023 | In Progress |
| Burnaby | Byrne Road and Marine Drive and Southridge Drive | 2023 | In Progress |
| Burnaby | Byrne Road and Marine Way | 2023 | In Progress |
| Burnaby | Canada Way and Burris Street | 2023 | In Progress |
| Burnaby | Canada Way and Deer Lake Parkway and Norland Avenue | 2023 | In Progress |
| Burnaby | Canada Way and Edmonds Street | 2023 | In Progress |
| Burnaby | Canada Way and Elwell Street | 2023 | In Progress |
| Burnaby | Canada Way and Gilmore Avenue Diversion and Gilmore Way | 2023 | In Progress |
| Burnaby | Canada Way and Imperial Street | 2023 | In Progress |
| Burnaby | Canada Way and Sperling Avenue | 2023 | In Progress |
| Burnaby | CVG Paving for Year-Round Commuter Cycling | 2021 | In Progress |
| Burnaby | Duthie Traffic Calming | 2022 | In Progress |
| Burnaby | Edmonds Town Centre Bikeway Network | 2022 | Complete |
| Burnaby | Government Rd and Brighton Ave Signal | 2022 | In Progress |
| Burnaby | Hasting St - Inlet Dr Improvements | 2021 | In Progress |
| Burnaby | Imperial Street MRN Lighting Improvement | 2021 | In Progress |

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|---------|---|------|-------------|
| Burnaby | Irmin St Area Sidewalks | 2023 | In Progress |
| Burnaby | Kensington Avenue Urban Trail | 2019 | In Progress |
| Burnaby | Lake City Station Walking & Cycling Access Improvements | 2019 | Complete |
| Burnaby | Lakefield Drive / 4th Street Cycling Facility | 2022 | In Progress |
| Burnaby | Lakes Bikeway Upgrades | 2023 | In Progress |
| Burnaby | Marine Way and Market Crossing | 2023 | In Progress |
| Burnaby | Southeast Bikeway Upgrades | 2023 | In Progress |
| Burnaby | Vancouver to SFU Cycling Connection | 2024 | In Progress |
| Burnaby | Willingdon Linear Park Trail | 2021 | In Progress |
| Burnaby | Willingdon Linear Park | 2017 | Paid |
| Burnaby | Rumble Street Upgrade Project | 2017 | Paid |
| Burnaby | North Road UPS Installation | 2018 | Paid |
| Burnaby | Lougheed Highway Upgrades - Gagliardi to Austin | 2018 | Paid |
| Burnaby | Beresford at Gilley Trail Crossing Improvements | 2018 | Paid |
| Burnaby | Deer Lake Avenue Improvements | 2018 | Paid |
| Burnaby | Rumble Street Upgrade Project Phase 3 | 2018 | Paid |
| Burnaby | Marine Way MRN Improvements | 2019 | Paid |
| Burnaby | BC Parkway Intersection Improvements Phase I | 2019 | Paid |
| Burnaby | Wheelchair Ramps for Access to SkyTrain and FTN | 2019 | Paid |
| Burnaby | Queue Jump at Broadway and Gagliardi Queue Jump | 2019 | Paid |
| Burnaby | Hotspot Analysis | 2019 | Paid |
| Burnaby | Imperial/ Willingdon MRN Intersection Improvements | 2020 | Paid |
| Burnaby | Central Park Multi-Use Trail | 2020 | Paid |
| Burnaby | Kensington Overpass Resurfacing | 2020 | Paid |
| Burnaby | Metrotown Bus Loop Transit Signal Priority | 2020 | Paid |
| Burnaby | Edmonds & Canada Way | 2020 | Paid |
| Burnaby | Edmonds & Kingsway | 2020 | Paid |
| Burnaby | Edmonds & Humphries | 2020 | Paid |
| Burnaby | 18th Avenue & Griffiths Drive | 2020 | Paid |
| Burnaby | BAT lane at Lougheed & Boundary | 2021 | Paid |
| Burnaby | Queue jump at Kingsway & Willingdon | 2021 | Paid |
| Burnaby | BAT lane at Lougheed & Willingdon | 2021 | Paid |
| Burnaby | Edmonds - Griffiths WB bus queue jump lane | 2021 | Paid |

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|-----------|---|------|-------------|
| Burnaby | BC Parkway Central Boulevard Trail | 2021 | Paid |
| Burnaby | Imperial St - Nelson Ave Safety Improvements | 2021 | Paid |
| Coquitlam | David Avenue at Pipeline Road Intersection Improvements | 2019 | Cancelled |
| Coquitlam | Accessibility Program - Pedestrian Letdowns | 2023 | In Progress |
| Coquitlam | Atlantic Avenue Curb Extensions | 2024 | Complete |
| Coquitlam | Austin Ave and Mariner Way Retaining Wall Rehabs | 2023 | In Progress |
| Coquitlam | Barnet Corridor Signal Timing and Coquitlam Bus Loop Study | 2020 | Complete |
| Coquitlam | Barnet Hwy Retaining Wall | 2024 | In Progress |
| Coquitlam | Curb Extensions - Dewdney & Hoy, Marmont & Delestre | 2023 | Complete |
| Coquitlam | Dansey Avenue Sidewalks-Blue Mountain to Marmont | 2024 | In Progress |
| Coquitlam | Draycott St Sidewalk (Austin to King Albert) | 2023 | In Progress |
| Coquitlam | Enhanced Bicycle Parking | 2023 | In Progress |
| Coquitlam | Guildford Multi Use Pathway: City Center to Port Moody | 2020 | In Progress |
| Coquitlam | Guildford Way Micromobility- Johnson to Pinetree to Pipeline | 2024 | In Progress |
| Coquitlam | King Albert Greenway - East of Hillcrest | 2023 | In Progress |
| Coquitlam | Left Turn Bays | 2021 | In Progress |
| Coquitlam | Lougheed at Chilko, Dewdney, Barnet, Westwood - Road Improvements | 2023 | Complete |
| Coquitlam | Lougheed at North Rd - Road Improvements | 2023 | Complete |
| Coquitlam | Lougheed Hwy at Scott Creek Bridge Concrete Overlay Replacement | 2020 | Complete |
| Coquitlam | Mariner Off Ramp Study- Coquitlam Bus Egress | 2023 | Complete |
| Coquitlam | Mariner Off Ramp WBL Permission | 2024 | In Progress |
| Coquitlam | Mariner Way Como Lake Intersection | 2021 | Complete |
| Coquitlam | Mariner Way HFST Safety Improvements North of Como Lake Ave | 2023 | In Progress |
| Coquitlam | Mariner, Lougheed, and North Rd Bridge Rehabs | 2024 | In Progress |
| Coquitlam | MRN Intersection - Protected Phasing - Safety Improvements | 2024 | Complete |
| Coquitlam | Nelson St Greenway - Austin to Brunette - 2025: King Albert to Brunette | 2024 | In Progress |
| Coquitlam | Network Screening Study - Intersection Safety Improvements | 2022 | In Progress |
| Coquitlam | North Rd Bridge and Lougheed Hwy Pedestrian Underpass Seismic Studies | 2022 | Complete |
| Coquitlam | Pinetree Way Transit Priority Study | 2024 | In Progress |
| Coquitlam | Regan Avenue Greenway | 2022 | In Progress |
| Coquitlam | Barnet (Hwy 7A) / Lansdowne Intersection Upgrade | 2017 | Paid |
| Coquitlam | UPS Installations | 2017 | Paid |
| Coquitlam | Dogwood Fairview Greenway | 2017 | Paid |

| | | | |
|-----------|--|------|-------------|
| Coquitlam | Lougheed Hwy - Sidewalk Construction Project | 2017 | Paid |
| Coquitlam | Guildford Way Crosswalk for Coquitlam Crunch | 2018 | Paid |
| Coquitlam | Hillcrest Como Lake Greenway | 2018 | Paid |
| Coquitlam | Lougheed Highway Improvements | 2018 | Paid |
| Coquitlam | North Road UPS installations | 2018 | Paid |
| Coquitlam | Lougheed-Sharpe City Wide Greenway | 2018 | Paid |
| Coquitlam | Lougheed Highway Cycling & Walking Improvements | 2019 | Paid |
| Coquitlam | Mariner Way Corridor Improvements | 2019 | Paid |
| Coquitlam | King Albert Greenway & Pedestrian Bike Bridge | 2019 | Paid |
| Coquitlam | New Full Signal at Como Lake Avenue and Montrose Street | 2020 | Paid |
| Coquitlam | Maillardville Bikeway | 2020 | Paid |
| Coquitlam | King Albert Greenway- Phase 3 | 2020 | Paid |
| Coquitlam | Lougheed Hwy Greenway | 2020 | Paid |
| Coquitlam | Lougheed Pedestrian Overpass Rehabilitation | 2020 | Paid |
| Coquitlam | Mariner Way Overpass Improvements | 2020 | Paid |
| Coquitlam | Gatensbury St MUP | 2021 | Paid |
| Coquitlam | United Blvd MUP | 2021 | Paid |
| Coquitlam | Lighting on Mariner Way | 2021 | Paid |
| Coquitlam | Harborview Sidewalks | 2021 | Paid |
| Coquitlam | City Centre Ped Improvements - Final | 2021 | Paid |
| Coquitlam | Coquitlam Central Midblock Exit with Integrated Signal Operations | 2022 | Paid |
| Coquitlam | Sidewalk Program | 2022 | Paid |
| Coquitlam | Cottonwood Ave Sidewalk | 2022 | Paid |
| Coquitlam | Sidewalks on Montrose and Marmont | 2023 | Paid |
| Delta | 120 Street and 86 Avenue Intersection Improvements | 2019 | Cancelled |
| Delta | 120 Street- 7100 Block Traffic Signal | 2021 | Complete |
| Delta | 72 Ave BNR Overpass Seismic Retrofit Design | 2023 | In Progress |
| Delta | 72 Ave Roadway Improvements (115 St- 120 St) | 2023 | In Progress |
| Delta | 96 Avenue Protected Bike Lanes (114 Street to 120 Street) | 2022 | In Progress |
| Delta | River Road Multi-Use Pathway (Ferry Road to Elliott Street) | 2024 | In Progress |
| Delta | River Road Protected Cycle Lanes (72 St-76 St) | 2023 | Complete |
| Delta | Tasker Floodbox Replacement | 2017 | Paid |
| Delta | Arthur Drive Roadway and Utility Improvements (Deltaport Way to Augustine House) | 2017 | Paid |

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|------------------|--|------|-------------|
| Delta | 8A Avenue (English Bluff Road to 56 Street) Roadway and Utility Improvements | 2017 | Paid |
| Delta | 120 Street Traffic Signal Upgrades (8000 Block to 8100 Block) | 2018 | Paid |
| Delta | Ladner Trunk Road (96 Street - 104 Street) Roadway & Utility Improvements | 2018 | Paid |
| Delta | Nordel Way Safety Improvements | 2018 | Paid |
| Delta | 8A Avenue (52 Street to 56 Street) Roadway and Utility Improvements | 2018 | Paid |
| Delta | 86 Avenue (116 Street - 120 Street) Roadway and Utility Improvements | 2018 | Paid |
| Delta | Nordel Way BNSF Overpass Abutment Investigation | 2018 | Paid |
| Delta | 72 Avenue Roadway Improvements (BNR Overpass to 120 Street) | 2019 | Paid |
| Delta | Nordel Way Safety Improvements | 2019 | Paid |
| Delta | Nordel Way Multi-Use Pathway (Highway 91C to River Road) | 2019 | Paid |
| Delta | Derwent Place Sidewalk | 2019 | Paid |
| Delta | Ladner Trunk Road and 66 Street Intersection Improvement | 2019 | Paid |
| Delta | Nordel Way BNSF Overpass Abutment Rehabilitation Design | 2019 | Paid |
| Delta | Left-turn Signal at NB Scott Road and 84 Ave | 2019 | Paid |
| Delta | 72 Avenue Roadway Improvements (BNSF Overpass to 115 Street) | 2020 | Paid |
| Delta | River Road Protected Cycle Lanes (68 Street to Hopcott Road) | 2020 | Paid |
| Delta | Cliveden Avenue Sidewalk (BCIT Campus to Eaton Way) | 2020 | Paid |
| Delta | 112 Street and 83 Avenue Street Crosswalk Upgrades | 2020 | Paid |
| Delta | Nordel Way BNSF Overpass Sidewalk Rehabilitation | 2020 | Paid |
| Delta | Harvest Drive and Ladner Trunk Road Concept Study | 2021 | Paid |
| Delta | Scott Road/120 St Bus Pullout Infill | 2021 | Paid |
| Delta | MRN Bridge Seismic Upgrade Feasibility Study | 2021 | Paid |
| Delta | Nordel Way BNR Overpass | 2021 | Paid |
| Delta | 44 Avenue (50 Street to Arthur Drive) Multi-Use Pathway | 2021 | Paid |
| Delta | Cliveden Avenue Sidewalk (Eaton Way to 1405 Cliveden Ave) | 2021 | Paid |
| Delta | Cliveden Avenue Sidewalk (BCIT Campus to South of Derwent Way) | 2022 | Paid |
| Delta | Delta Hot Spot Study | 2022 | Paid |
| Delta | 114 Street Multi-Use Pathway (83 Avenue to 84 Avenue) | 2022 | Paid |
| Delta | Eaton Way Sidewalk (Cliveden Ave to Derwent Way) | 2023 | Paid |
| Electoral Area A | Bus Speed and Reliability Improvements Around UBC | 2024 | In Progress |
| Electoral Area A | E-Bike Share Expansion to UBC - Phase 1 | 2023 | In Progress |
| Electoral Area A | New Controlled Pedestrian Signal Across 16th Avenue | 2024 | Complete |
| Electoral Area A | Pedestrian Wayfinding at UBC | 2023 | Complete |

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|------------------|---|------|-------------|
| Electoral Area A | UBC South Campus BSR Hotspot Study | 2023 | Complete |
| Electoral Area A | UBC University Blvd BSR Study | 2023 | Complete |
| Electoral Area A | Wesbrook Mall Redesign Phase 1 | 2018 | Paid |
| Electoral Area A | Wesbrook Mall Redesign Phase 2 | 2020 | Paid |
| Electoral Area A | Improved Pedestrian Crossing and Traffic Calming on East Mall | 2020 | Paid |
| Electoral Area A | Wesbrook Mall Redesign Phase 2 (BSR) | 2020 | Paid |
| Electoral Area A | Wesbrook Mall- Phase 3 | 2021 | Paid |
| Langley City | Production Way Road Improvements | 2018 | Cancelled |
| Langley City | 200 St Culverts Rehabilitation | 2023 | In Progress |
| Langley City | Cycling Improvements - Fraser Hwy East of 208 Street & Michaud Greenway | 2022 | In Progress |
| Langley City | Douglas Cr and 203 St Pedestrian Safety Improvements | 2023 | Complete |
| Langley City | Fraser Highway Upgrades | 2021 | In Progress |
| Langley City | Langley Bypass Roadway and Cycling Improvements | 2023 | In Progress |
| Langley City | Michaud Crescent Bike Lane | 2023 | Complete |
| Langley City | 48 Avenue Bike Lanes | 2017 | Paid |
| Langley City | Duncan Way Sidwalks | 2017 | Paid |
| Langley City | 208 St Bike Lanes | 2018 | Paid |
| Langley City | Glover Road Bike Lane Project | 2018 | Paid |
| Langley City | LOGAN CREEK CULVERT REPLACEMENT | 2018 | Paid |
| Langley City | City of Langley Bus Speed & Reliability Study (as Part of Master Transportation Plan) | 2021 | Paid |
| Langley City | Downtown Cycling Enhancements | 2022 | Paid |
| Langley Township | 201 St Connector | 2019 | Complete |
| Langley Township | 20400 Blk 16 Ave Bridge Rip Rap Rehabilitation | 2023 | Complete |
| Langley Township | 208 Street (68 Avenue to 72 Avenue) Widening | 2024 | In Progress |
| Langley Township | 2600 Blk 200 Street Bridge Pedestrian Facility Rehabilitation | 2024 | Complete |
| Langley Township | 5800 Blk of 232 St- Nikomekl River Tributary Culvert Replacement | 2023 | Complete |
| Langley Township | 64 Ave - Matheson (Logan) Creek Culvert Replacement | 2022 | Complete |
| Langley Township | Fraser Hwy Widening and Intersection Improvements (24300-24600 Blk) | 2022 | In Progress |
| Langley Township | Improvements at 64 Ave and 200 St | 2024 | Complete |
| Langley Township | Improvements at 86 Ave and 200 St | 2024 | In Progress |
| Langley Township | Mufford Overpass Rehabilitation | 2023 | In Progress |
| Langley Township | Willowbrook Connector Widening Phase 1 | 2023 | In Progress |
| Langley Township | Willowbrook Connector Widening Phase 2 | 2023 | In Progress |

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| Langley Township | 16 Avenue Corridor Improvements | 2017 | Paid |
| Langley Township | North Langley Connector Phase 1 | 2017 | Paid |
| Langley Township | Aldergrove Transportation Improvements | 2017 | Paid |
| Langley Township | 232 St and 64 Ave Intersection Improvements | 2018 | Paid |
| Langley Township | Fraser Hwy Widening and Intersection Improvements (24600-25000 Blk) | 2018 | Paid |
| Langley Township | North Langley Connector Phase 2 | 2018 | Paid |
| Langley Township | 92A Avenue Sidewalk Improvement Project | 2018 | Paid |
| Langley Township | 202 Street Sidewalk Improvement Project | 2018 | Paid |
| Langley Township | 16 Avenue - Howes Creek Culvert Rehabilitation | 2018 | Paid |
| Langley Township | 16 Avenue & 272 Street Intersection Improvements | 2019 | Paid |
| Langley Township | 198 St Sidewalk Improvement | 2019 | Paid |
| Langley Township | Bus stops for Route 531 - Township of Langley | 2019 | Paid |
| Langley Township | 200 Street - Matheson (Logan) Creek Culvert Replacement | 2019 | Paid |
| Langley Township | 96 Ave Connector | 2020 | Paid |
| Langley Township | 96 Ave Sidewalk Phase 2 | 2020 | Paid |
| Langley Township | CSP Culvert Replacement: 22800 Block of 16 Avenue | 2020 | Paid |
| Langley Township | 200 Street - Latimer Creek Culvert Rehabilitation | 2020 | Paid |
| Langley Township | 16 Avenue and 24400 Block Culvert and Retaining Walls Replacement | 2020 | Paid |
| Langley Township | Study to Identify the Causes of Delays and Options for Transit Priority | 2020 | Paid |
| Langley Township | Pedestrian Bridge at 56 Avenue and 216 Street | 2021 | Paid |
| Langley Township | 200 Street Pedestrian Overpass | 2021 | Paid |
| Langley Township | Connected Communities Pilot Project | 2022 | Paid |
| Langley Township | 56 Ave Widening: 21100 Blk- 213A St | 2022 | Paid |
| Langley Township | 4800 Blk of 232 St- Hatchery Creek Tributary Culvert Replacement | 2023 | Paid |
| Lions Bay | Lions Bay Avenue Connector | 2021 | In Progress |
| Lions Bay | Lions Bay Avenue Connector, Wayfinding Add-On | 2024 | In Progress |
| Lions Bay | Lions Bay Avenue Stairs to Bus Stop | 2018 | Paid |
| Maple Ridge | River Road Sidewalk west of 223 Street | 2017 | Cancelled |
| Maple Ridge | 227 Street Bike Lane (Abernethy Way to Dewdney Trunk Road) | 2018 | Cancelled |
| Maple Ridge | Millionaire Creek Bridge Replacement | 2019 | Cancelled |
| Maple Ridge | Lougheed Hwy MUP (216 St-220 St) | 2022 | Cancelled |
| Maple Ridge | 123 Avenue Corridor Improvements (Laity Street to 216 Street) | 2024 | In Progress |
| Maple Ridge | Abernethy Way Widening Phase 2: 224 St to 230 St | 2023 | In Progress |

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| Maple Ridge | Hammond Road Multi-Use Path | 2019 | Complete |
| Maple Ridge | Thorne Avenue Multi-Use Path (Hammond Road to 117 Avenue) | 2024 | In Progress |
| Maple Ridge | Fern Crescent - 232 Street to 236 Street | 2017 | Paid |
| Maple Ridge | 232 Street Improvements (132 Ave to Silver Valley Road) | 2017 | Paid |
| Maple Ridge | Abernethy Way (224 St - 232 St) | 2018 | Paid |
| Maple Ridge | Lougheed Highway Multi Use Path | 2018 | Paid |
| Maple Ridge | 117 Avenue Multi-Use Path | 2019 | Paid |
| Maple Ridge | 232 Street Cycling Improvements South of Dewdney Trunk Road | 2020 | Paid |
| Maple Ridge | Abernethy WayÂ Widening (230 St-232 St) & 232 St MUP (Dewdney Trunk Rd-Abernethy Way) | 2021 | Paid |
| Maple Ridge | Fern Cr MUP (232 St-236 St), Balsam St MUP(Fern Cr-Larch Ave), & Intersection Improvements at Fern Cr @ 236 St | 2021 | Paid |
| Maple Ridge | Abernethy Way (230 St- 232 St) and 232 St MUP (Dewdney Trunk Rd- Abernethy Way) | 2022 | Paid |
| New Westminster | Boyd Street Multi-Use Path | 2017 | Cancelled |
| New Westminster | Brunette Avenue Retaining Wall | 2020 | Cancelled |
| New Westminster | Columbia Street Retaining Wall | 2020 | Cancelled |
| New Westminster | McBride Boulevard Pedestrian Bridge Rehabilitation | 2020 | Cancelled |
| New Westminster | Royal Avenue Retaining Wall Rehabilitation | 2020 | Cancelled |
| New Westminster | 20th St at 6th and 7th Ave - Operational Study and Design | 2024 | In Progress |
| New Westminster | 6th Avenue and 8th Street - Design Development | 2024 | In Progress |
| New Westminster | 8th Street | 2021 | In Progress |
| New Westminster | Active Transportation Network Plan Year 1: 7th Street - Agnes Street to 6th Avenue | 2024 | In Progress |
| New Westminster | Active Transportation Network Plan Year 1: Rotary Crosstown Greenway - 7th Avenue | 2024 | In Progress |
| New Westminster | Boyd Street Multi-Use Path (2022) | 2022 | In Progress |
| New Westminster | Carnarvon Street at 6th and 8th Street - Operational Study | 2024 | In Progress |
| New Westminster | Grimston Park MUP | 2022 | In Progress |
| New Westminster | McBride Blvd at Sangster Pl Pedestrian Crossing | 2022 | In Progress |
| New Westminster | Moody Park MUP & 9th Street Bikeway | 2022 | In Progress |
| New Westminster | Pedestrian Crossing Improvements- Ewen Ave at Carter St | 2023 | In Progress |
| New Westminster | Pedestrian Crossing Improvements- Sixth St at Blackford St | 2023 | In Progress |
| New Westminster | Rotary Crosstown Greenway- Seventh Avenue (Fifth Street to Eighth Street) | 2020 | In Progress |
| New Westminster | Sidewalk Improvements - 8th Street: 7th Ave to 6th Ave | 2024 | In Progress |
| New Westminster | Stewardson Way Intersections | 2021 | In Progress |
| New Westminster | Connaught Heights Walking Infrastructure Improvement Program | 2017 | Paid |
| New Westminster | Boyd Street - Street Lighting Program | 2018 | Paid |

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| New Westminster | Royal Avenue at 11th Street Pedestrian Crossing | 2018 | Paid |
| New Westminster | Brunette Fraser Greenway - Braid Street Section Phase II | 2018 | Paid |
| New Westminster | Phillips Street Sidewalk | 2018 | Paid |
| New Westminster | Tipperary Park - Package of Improvements | 2019 | Paid |
| New Westminster | Moody Park Package of Improvements | 2019 | Paid |
| New Westminster | Rotary Crosstown Greenway Package of Improvements | 2019 | Paid |
| New Westminster | 9th Avenue (20th St-23rd St) & 21st Street (London - 9th Ave) Sidewalk and Lighting | 2019 | Paid |
| New Westminster | Agnes Greenway Phase 1 | 2020 | Paid |
| New Westminster | Columbia and Tenth Street - Transit detection signal | 2020 | Paid |
| New Westminster | Transit Priority Program Development | 2021 | Paid |
| New Westminster | Central Valley Greenway Upgrade (Hume Park to Brunette-Fraser Greenway) | 2022 | Paid |
| New Westminster | Pedestrian Crossing Improvements- E Columbia St at Simpson St | 2023 | Paid |
| North Vancouver City | BSR Assessment and Improvement Priorities | 2023 | Cancelled |
| North Vancouver City | Casano-Loutet Multiuse Overpass | 2019 | In Progress |
| North Vancouver City | E Keith Road/E Grand Boulevard Study | 2024 | In Progress |
| North Vancouver City | East Grand Boulevard - Transit Signal Priority Design and Construction | 2024 | In Progress |
| North Vancouver City | Marine Dr at Fell Ave- EB TSP Design and Construction | 2023 | Complete |
| North Vancouver City | Pedestrian Crossing Safety Improvements | 2022 | In Progress |
| North Vancouver City | Semisich Park | 2023 | In Progress |
| North Vancouver City | Upper Levels Neighbourhood Mobility Improvement Project | 2022 | In Progress |
| North Vancouver City | West Keith Bicycle and Multi-use Facilities | 2017 | Paid |
| North Vancouver City | Chesterfield Bike Route - South of Esplanade | 2017 | Paid |
| North Vancouver City | Traffic Signal - E. 3rd St. and St. Andrew's Ave. | 2017 | Paid |
| North Vancouver City | Green Necklace Multi-use Greenway on 21st Street | 2017 | Paid |
| North Vancouver City | Mackay Road Multi-Use Path | 2017 | Paid |
| North Vancouver City | Green Necklace - Lonsdale Avenue to Grand Boulevard | 2018 | Paid |
| North Vancouver City | Traffic Signal at 4th Street and Lonsdale Avenue | 2018 | Paid |
| North Vancouver City | Marine Drive Bridge Replacement at Mosquito Creek | 2018 | Paid |
| North Vancouver City | Marine Dr Bridge Replacement at Mackay Creek - Preliminary and Detailed Design | 2018 | Paid |
| North Vancouver City | Pedestrian Accessibility Improvements to Transit | 2019 | Paid |
| North Vancouver City | Cotton Road Bridge Replacement at Lynn Creek - Detailed Design | 2019 | Paid |
| North Vancouver City | Lonsdale Bus Bulges | 2019 | Paid |
| North Vancouver City | Hotspot Analysis | 2019 | Paid |

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| North Vancouver City | Off-Marine Bike Route | 2020 | Paid |
| North Vancouver City | Pedestrian Crossing Safety Improvements | 2020 | Paid |
| North Vancouver City | Central Lonsdale New Traffic Signals | 2020 | Paid |
| North Vancouver City | West Keith Road- Transit Lane | 2020 | Paid |
| North Vancouver City | Intersection Capacity Improvements | 2020 | Paid |
| North Vancouver City | New Traffic Signal Chesterfield at 1st Street | 2020 | Paid |
| North Vancouver City | Lonsdale Open Street - Temporary bus bulges pilot | 2020 | Paid |
| North Vancouver City | Transit Corridor Traffic Signal Detection Upgrades | 2021 | Paid |
| North Vancouver City | Esplanade Complete Street | 2021 | Paid |
| North Vancouver City | St. Andrews Bike Route- Keith to 13th | 2022 | Paid |
| North Vancouver City | St Georges Ave Pedestrian Safety Improvements | 2023 | Paid |
| North Vancouver District | Coordination Study | 2019 | Cancelled |
| North Vancouver District | LV-LVTC Bike Route | 2020 | Cancelled |
| North Vancouver District | Mtn Hwy Cycling Link | 2021 | Cancelled |
| North Vancouver District | Spirit Trail Ph I | 2021 | Cancelled |
| North Vancouver District | Welch St Safety Improvements | 2021 | Cancelled |
| North Vancouver District | Mt. Seymour Road MUP | 2022 | Cancelled |
| North Vancouver District | 240 Lynn Valley Study | 2024 | In Progress |
| North Vancouver District | Dempsey Rd SW | 2021 | Complete |
| North Vancouver District | Lynn Valley Rd Phase 2 | 2023 | In Progress |
| North Vancouver District | Lynn Valley Town Centre - Lynn Creek Town Centre Priority Bike Route | 2020 | In Progress |
| North Vancouver District | Marine Drive Bike Lane Project | 2020 | In Progress |
| North Vancouver District | Marine Drive Cycling Link between Capilano Road and McGuire Avenue | 2022 | In Progress |
| North Vancouver District | Mount Seymour Parkway Active Transportation Rapid Implementation | 2024 | Complete |
| North Vancouver District | Riverside Drive Upgrades | 2022 | Complete |
| North Vancouver District | Sowden St and Redwood St Walking Improvements | 2023 | In Progress |
| North Vancouver District | Spirit Trail Eastern Extension - Seymour Boulevard to Burr Place | 2024 | In Progress |
| North Vancouver District | Spirit Trail Ph II | 2021 | Complete |
| North Vancouver District | Traffic Signal at Edgemont Blvd/Highland Blvd | 2024 | In Progress |
| North Vancouver District | Traffic Signal at Oxford St/Mountain Hwy | 2024 | In Progress |
| North Vancouver District | W 15th St sidewalk (South): Philip Ave and Pemberton Ave | 2022 | In Progress |
| North Vancouver District | Mountain Highway Pedestrian Improvements | 2017 | Paid |
| North Vancouver District | Spirit Trail (Central) CNV Border " E. Keith Road | 2018 | Paid |

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| North Vancouver District | William Avenue Sidewalk | 2018 | Paid |
| North Vancouver District | Active transportation improvements supporting Marine-Main B-Line | 2019 | Paid |
| North Vancouver District | Ross Road Sidewalk: Mountain Highway - Allan Road | 2019 | Paid |
| North Vancouver District | LGV-CNV Border Bike Route | 2020 | Paid |
| North Vancouver District | Hope Road & Garden Avenue Improvements | 2020 | Paid |
| North Vancouver District | Hotspot Analysis (District of North Vancouver) | 2021 | Paid |
| North Vancouver District | Main Street Cycling Link | 2022 | Paid |
| Pitt Meadows | Baynes Road Crossing Upgrade-2024 | 2024 | In Progress |
| Pitt Meadows | Harris Bicycle Push Buttons-2024 | 2024 | In Progress |
| Pitt Meadows | Harris Road Corridor Feasibility Study | 2024 | In Progress |
| Pitt Meadows | Neaves Road and Rannie Road Bike Lanes | 2017 | Paid |
| Pitt Meadows | Intersection Push Buttons (Bicycle) | 2020 | Paid |
| Pitt Meadows | Intersection Push Buttons (Audible) | 2020 | Paid |
| Pitt Meadows | Ford and Baynes MUP Crossing | 2021 | Paid |
| Pitt Meadows | Maclean Park MUP Crossing | 2021 | Paid |
| Pitt Meadows | Airport and Baynes MUP Crossing | 2021 | Paid |
| Pitt Meadows | 192A Street- RRFB-Crossing | 2021 | Paid |
| Pitt Meadows | McMyn and 191 Crossing | 2021 | Paid |
| Pitt Meadows | 119 Ave- Bikeway Signage and Pavement markings | 2022 | Paid |
| Pitt Meadows | Wildwood Multi Use Crossing | 2022 | Paid |
| Pitt Meadows | Wildwood Sidewalk Letdowns | 2022 | Paid |
| Port Coquitlam | Birchland Avenue MUP | 2024 | In Progress |
| Port Coquitlam | Coquitlam River Bridge Replacement - Design and Construction | 2018 | In Progress |
| Port Coquitlam | Donald Street MUP | 2020 | Complete |
| Port Coquitlam | Kingsway Avenue Construction Project | 2022 | In Progress |
| Port Coquitlam | Lougheed Hwy | 2021 | In Progress |
| Port Coquitlam | Lougheed Hwy Improvements | 2020 | In Progress |
| Port Coquitlam | Lougheed Highway Road Widening | 2017 | Paid |
| Port Coquitlam | Pitt River Road & McLean Avenue Road Rehabilitation | 2017 | Paid |
| Port Coquitlam | Donald Street Pathway | 2018 | Paid |
| Port Coquitlam | Patricia, Hastings and Shaughnessy Multi-Use Paths | 2018 | Paid |
| Port Coquitlam | Coquitlam River Bridge Replacement - Preliminary Design | 2018 | Paid |
| Port Coquitlam | Prairie Avenue Detailed Design | 2019 | Paid |

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| Port Coquitlam | Salisbury Avenue Sidewalk | 2019 | Paid |
| Port Coquitlam | Kingsway Avenue - Detailed Design | 2020 | Paid |
| Port Coquitlam | McAllister Avenue MUP | 2020 | Paid |
| Port Coquitlam | Kelly Avenue Greenway | 2020 | Paid |
| Port Coquitlam | Broadway Street Sidewalk | 2020 | Paid |
| Port Coquitlam | Prairie Ave MUP | 2021 | Paid |
| Port Coquitlam | Fraser Avenue Sidewalk | 2024 | Paid |
| Port Moody | Barnet Highway at Ioco Road BSR Study | 2024 | Complete |
| Port Moody | Barnet Highway Bridges Seismic Assessments | 2022 | Complete |
| Port Moody | Barnet Highway CP Overpass Deck Replacement | 2024 | In Progress |
| Port Moody | Guildford Way/Murray Street Protected Bike Facility | 2024 | In Progress |
| Port Moody | Moody Centre Traffic Management | 2022 | Complete |
| Port Moody | Panorama Drive Safety Improvements | 2024 | In Progress |
| Port Moody | Relocate Stop ID #53147 (EB St. Johns & Moody) | 2023 | Complete |
| Port Moody | Shoreline Trail | 2022 | Complete |
| Port Moody | Shoreline Trail South Section | 2023 | Complete |
| Port Moody | St. Johns Street - Phase 1 - Mixed-Use Pathway Moody (west) to Barnet | 2019 | Complete |
| Port Moody | Ioco Road Crosswalk Improvements | 2018 | Paid |
| Port Moody | Murray Street Project | 2018 | Paid |
| Port Moody | Newport Crosswalk Improvements | 2018 | Paid |
| Port Moody | Improved Pedestrian Access to Moody Centre Skytrain and Westcoast Express Station | 2018 | Paid |
| Port Moody | Clarke RD and Cecile DR Intersection Study | 2021 | Paid |
| Richmond | Cambie Road Overpass (at Highway 99) Rehabilitation | 2019 | Cancelled |
| Richmond | Garden City Road- Westminster Hwy LT (Road Improvement) | 2020 | Cancelled |
| Richmond | Steveston Hwy- No 5 Road | 2020 | Cancelled |
| Richmond | Knight Street / Bridgeport Road | 2021 | Cancelled |
| Richmond | No 3 Road (North) Corridor Analysis | 2021 | Cancelled |
| Richmond | Alderbridge Way MUP | 2019 | Complete |
| Richmond | Alderbridge Way- No 4 Rd Intersection Upgrade | 2023 | In Progress |
| Richmond | Blundell Rd- No 2 Rd Intersection Upgrade | 2023 | In Progress |
| Richmond | Bridgeport Station Access/Egress Study | 2019 | Complete |
| Richmond | Bridgeport Station Access: Re-routing of Regional Bus Routes | 2020 | Complete |
| Richmond | Bridgeport Station Egress: Traffic Signal Improvement | 2020 | Complete |

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| Richmond | Browngate Rd Cycle Tracks | 2021 | In Progress |
| Richmond | Bus Priority Opportunities Study - Granville Ave and Garden City Rd | 2024 | In Progress |
| Richmond | Cambie Rd- No 4 Rd Intersection Upgrade | 2021 | In Progress |
| Richmond | Cambie Road and No 5 Road Intersection Upgrade | 2020 | Complete |
| Richmond | Corridor and Hotspot Analysis | 2020 | Complete |
| Richmond | Francis Rd and McCutcheon Pl Cycling Improvements | 2024 | In Progress |
| Richmond | Garden City Bike and Pedestrian Paths | 2019 | Complete |
| Richmond | Garden City Road MUP | 2022 | In Progress |
| Richmond | Garden City Road- Westminster Hwy Signal | 2020 | In Progress |
| Richmond | Gilbert Road Cycling Improvements - Granville Ave to Elmbridge Way | 2024 | In Progress |
| Richmond | Great Canadian Way SB Bus Only Lane | 2021 | Complete |
| Richmond | Great Canadian Way Southbound Bus Only Left-Turn Lane (Capital Project) | 2022 | In Progress |
| Richmond | Lansdowne Rd MUP | 2021 | In Progress |
| Richmond | No 2 Road MUP | 2021 | In Progress |
| Richmond | No. 3 Road (South) Corridor Analysis (Part 1) | 2020 | Complete |
| Richmond | River Road MUP | 2022 | In Progress |
| Richmond | Safety Improvements - Alderbridge Way and Garden City Road | 2024 | In Progress |
| Richmond | Safety Improvements - Westminster Hwy and Cooney Rd | 2024 | In Progress |
| Richmond | Sexsmith Road-Brown Road Protected Bike Route | 2022 | In Progress |
| Richmond | Shell Rd MUP Upgrade | 2021 | In Progress |
| Richmond | Steveston Highway MUP - Phase 2 | 2020 | In Progress |
| Richmond | Steveston Highway MUP: Phase 1 | 2019 | Complete |
| Richmond | Steveston Hwy- Gilbert Rd Drainage Upgrades | 2021 | Complete |
| Richmond | Steveston Hwy MUP Phase 3 (No 2 Rd - Railway Ave) | 2023 | In Progress |
| Richmond | Steveston Hwy/Hwy-99 Study | 2019 | Complete |
| Richmond | Westminster Highway Bike and Pedestrian Paths | 2019 | Complete |
| Richmond | Westminster Hwy - Pedestrian Access Improvements to Transit | 2020 | Complete |
| Richmond | Westminster Hwy No 4 Rd Intersection Upgrade | 2023 | In Progress |
| Richmond | Westminster Hwy- No.2 Road | 2021 | In Progress |
| Richmond | Westminster Hwy-No. 5 Road Intersection Upgrade | 2022 | In Progress |
| Richmond | No. 2 Road Multi-Use Path | 2017 | Paid |
| Richmond | No. 2 Road Walkway | 2017 | Paid |
| Richmond | Sexsmith Road Multi-Use Path | 2017 | Paid |

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| Richmond | Great Canadian Multi-Use Path | 2017 | Paid |
| Richmond | Westminster Highway Multi-Use Path | 2017 | Paid |
| Richmond | Odlin Road Bike Route | 2018 | Paid |
| Richmond | Off-Gilbert Bike Route - Phase 1 | 2018 | Paid |
| Richmond | River Parkway - Protected Bike Lanes | 2018 | Paid |
| Richmond | Westminster Highway MUP Upgrade | 2018 | Paid |
| Richmond | Crosstown Neighbourhood Bike Route - Phase 3 | 2018 | Paid |
| Richmond | Parkside Neighbourhood Bike Route - Northern Extension | 2018 | Paid |
| Richmond | Riverside Industrial Park - Pedestrian Connections to Transit | 2018 | Paid |
| Richmond | Cambie Road Multi-Use Pathway | 2018 | Paid |
| Richmond | Railway Greenway Intersection Upgrades | 2019 | Paid |
| Richmond | No. 6 Road MUP | 2019 | Paid |
| Richmond | Charles Street MUP | 2019 | Paid |
| Richmond | Cambie Road Overpass over Knight Street Rehabilitation | 2019 | Paid |
| Richmond | Garden City Road-Westminster Hwy Study | 2019 | Paid |
| Richmond | Collision Prone Intersections on MRN Short-Term Improvements | 2020 | Paid |
| Richmond | Steveston Highway East of Highway 99 - Environmental Analysis | 2020 | Paid |
| Richmond | Hot Spot Left-Turns (Richmond) | 2021 | Paid |
| Richmond | Granville Ave Bike Route Upgrade: Addition of Protection | 2021 | Paid |
| Richmond | Garden City Road Bike Route Upgrade: Addition of Protection | 2022 | Paid |
| Surrey | 144 Street Multi-Use Path | 2018 | Cancelled |
| Surrey | 140 Street Protected Bike Lanes - 100 Avenue to 106 Avenue | 2019 | Cancelled |
| Surrey | Connections From 102A Avenue to 104 Ave around 149 ST (Connection to Rapid Transit on 104 Avenue) | 2019 | Cancelled |
| Surrey | 84th Avenue Sidewalks | 2019 | Cancelled |
| Surrey | Fraser Highway (164 St-166 St) | 2020 | Cancelled |
| Surrey | 84 Avenue between Scott Rd (Future B-Line) to 124 St | 2020 | Cancelled |
| Surrey | 64 Avenue and 162 Street (Construction) - Bridge Improvements | 2020 | Cancelled |
| Surrey | Design Work for 4 Different Bridges | 2020 | Cancelled |
| Surrey | 152 Street and 104 Avenue Intersection Improvements | 2022 | Cancelled |
| Surrey | Whalley Boulevard Quick-Build: 105A Avenue to Grosvenor Road | 2022 | Cancelled |
| Surrey | King George Boulevard / 92 Avenue Bus Queue Jumps | 2023 | Cancelled |
| Surrey | 105A Avenue: 144 Street to 148 Street MUP | 2024 | Cancelled |
| Surrey | 144 Street: 100 Avenue to 104 Avenue Multi-Use Path | 2024 | Cancelled |

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| Surrey | Connections from 102A Avenue to 104 Avenue on 149 St (Connection to Rapid Transit on 104 Avenue) | 2024 | Cancelled |
| Surrey | 132 Street and 76 Avenue Bus Queue Jump | 2024 | Cancelled |
| Surrey | 100 Avenue Cycle Track Projects | 2022 | In Progress |
| Surrey | 140 Street Cycle Track | 2022 | In Progress |
| Surrey | 144 St: 100 Ave to 105 Ave Cycling Project | 2023 | In Progress |
| Surrey | 150 St: 100 Ave - 105 Ave Cycling Project | 2023 | In Progress |
| Surrey | 152 Street BAT Lane: 96 to 98 Avenue | 2022 | Complete |
| Surrey | 152 Street Road Upgrades & Raising | 2020 | Complete |
| Surrey | 16 Ave 18600 Blk Culvert Replacement | 2023 | In Progress |
| Surrey | 160 Street Widening Project (88 Ave-Fraser Hwy) | 2021 | In Progress |
| Surrey | 32 Ave Widening Project (176 Street - 184 Street) | 2024 | In Progress |
| Surrey | 64 Avenue Arterial Improvements and Widening (177B Street to 184 Street) | 2019 | In Progress |
| Surrey | 70 Avenue (KGB-138 St) & 136B St (Newton Exchange-70 Ave) | 2021 | In Progress |
| Surrey | 80 Ave between 132 Street and King George Boulevard | 2020 | In Progress |
| Surrey | 80 Avenue Widening Project (122 St-128 St) | 2021 | Complete |
| Surrey | 84 Ave Sidewalk Improvements | 2023 | In Progress |
| Surrey | 96 Avenue and 128 Street Bus Queue Jumps | 2024 | Complete |
| Surrey | 96 Avenue and Quibble Creek - Bridge Improvements (Phase II) | 2023 | In Progress |
| Surrey | 96 Avenue Collector Road Improvements (North side) | 2022 | In Progress |
| Surrey | BC Parkway | 2020 | Complete |
| Surrey | Bridge Rehabilitation at 16 Avenue and Campbell River | 2021 | Complete |
| Surrey | Bridge Rehabilitation at King George Blvd and Colebrook Road | 2021 | Complete |
| Surrey | Culvert Replacement at 32 Ave | 2023 | In Progress |
| Surrey | New Bridge at 152 Street at Nicomekl River | 2023 | In Progress |
| Surrey | Retaining Wall Replacement at 64 Ave & Hyland Creek | 2023 | In Progress |
| Surrey | SLS - Supportive Works (Missing Gaps) | 2024 | In Progress |
| Surrey | 64 Avenue Arterial Improvements and Widening (184 St to Fraser Hwy) | 2017 | Paid |
| Surrey | 64 Avenue Arterial Improvements & Widening (Fraser Highway to 196 Street) | 2017 | Paid |
| Surrey | 100 Avenue Separated Bike Lanes | 2017 | Paid |
| Surrey | 81 Avenue Sidewalk and Connections | 2017 | Paid |
| Surrey | Fraser Highway Widening & Improvements Whalley Blvd to 140 Street | 2018 | Paid |
| Surrey | 105 Avenue Protected Bike Lanes - Whalley Blvd to 140 Street | 2018 | Paid |
| Surrey | Green Timbers Greenway - 134 Street to 138 Street | 2018 | Paid |

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| Surrey | 100 Avenue Protected Bike Lanes - King George Blvd to 140 Street | 2018 | Paid |
| Surrey | Connections From 105A Avenue to 104 Ave around 140 ST LRT station | 2018 | Paid |
| Surrey | Whalley Boulevard Connection and Quibble Creek Greenway | 2019 | Paid |
| Surrey | Bus stops for Route 531 City of Surrey | 2019 | Paid |
| Surrey | Newton Exchange BAT Lane Design | 2019 | Paid |
| Surrey | King George Blvd BAT Lane Design | 2019 | Paid |
| Surrey | 32 Avenue Arterial Widening | 2020 | Paid |
| Surrey | Whalley Boulevard between Fraser Hwy and 100 Ave | 2020 | Paid |
| Surrey | 82 Avenue Sidewalk Project | 2020 | Paid |
| Surrey | 64 Avenue and 158 St - Bridge Improvements | 2020 | Paid |
| Surrey | 88 Ave over Serpentine River (construction) | 2020 | Paid |
| Surrey | 96 Avenue and Quibble Creek - Bridge Improvements (Phase I) | 2020 | Paid |
| Surrey | 152 St at 5000 Blk (Construction) - Bridge Improvements | 2020 | Paid |
| Surrey | Nicomekl Bridge | 2020 | Paid |
| Surrey | Guildford Bus Priority Feasibility Study | 2020 | Paid |
| Surrey | Newton Exchange BAT Lanes | 2020 | Paid |
| Surrey | South Surrey Bus Priority Feasibility Study | 2020 | Paid |
| Surrey | Hot Spot Analysis (Surrey) | 2021 | Paid |
| Surrey | King George Blvd/72 Av Transit Improvements | 2021 | Paid |
| Surrey | Scott Road BAT Lane | 2021 | Paid |
| Surrey | Scott Road Bus Pullout Infill | 2021 | Paid |
| Surrey | Culvert Replacement at King Creek and Fraser Hwy | 2021 | Paid |
| Surrey | Culvert Replacement at Quibble Creek and Fraser Hwy | 2021 | Paid |
| Surrey | Culvert Replacement at Unnamed Creek and Fraser Hwy | 2021 | Paid |
| Surrey | City Centre Protected Cycling Network | 2021 | Paid |
| Surrey | 70 Avenue (134-KGB) | 2021 | Paid |
| Surrey | Surrey City Centre Transportation Analysis - Bus Priority Component | 2023 | Paid |
| Tsawwassen | 28 Ave/52 St Multi-Use Pathway | 2020 | In Progress |
| Tsawwassen | Shared Use Signage as Part of TFN MUP Improvements | 2023 | Complete |
| Tsawwassen | Tsawwassen Drive Multi-Use Pathway Project | 2022 | In Progress |
| Tsawwassen | Bike Lane as part of the upgrade and improvements of 27B Ave | 2018 | Paid |
| Tsawwassen | Shared use signage as part of TFN multi-use pathway improvements | 2019 | Paid |
| Tsawwassen | Bus Shelters as part of TFN commercial area improvements - Bus Stop #'s 59532, 59542, 59547 | 2019 | Paid |

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| Tsawwassen | Bus Shelter as part of TFN commercial area improvements - Bus Stop # 59510 | 2019 | Paid |
| Vancouver | Joyce-Collingwood SkyTrain Station Walking Infrastructure Improvements | 2017 | Cancelled |
| Vancouver | E 1st Avenue Road Improvement | 2018 | Cancelled |
| Vancouver | Broadway West of Arbutus Transit Priority Study | 2019 | Cancelled |
| Vancouver | Hastings Transit Priority Study | 2019 | Cancelled |
| Vancouver | E. Broadway Transit Priority Pilot | 2020 | Cancelled |
| Vancouver | 14th Ave Bikeway Extension | 2021 | Complete |
| Vancouver | 49th Avenue - EB at Boundary Rd | 2022 | In Progress |
| Vancouver | 49th Avenue - Oak to Cambie | 2022 | In Progress |
| Vancouver | 500 Pacific St | 2023 | In Progress |
| Vancouver | Adanac Sidewalks | 2024 | In Progress |
| Vancouver | Arbutus Greenway - Kerrisdale | 2023 | In Progress |
| Vancouver | Arbutus Greenway Spot Improvements - W King Edward | 2022 | In Progress |
| Vancouver | Beatty Street Upgrades | 2024 | In Progress |
| Vancouver | Boundary Seismic Retrofit and Rehabilitation | 2024 | Complete |
| Vancouver | Bus Stop Balancing - Line 002, 017, 025 | 2021 | Complete |
| Vancouver | Bus Stop Balancing Routes 4 & 7 - Stop Decommissioning / Bus Stop Balancing | 2022 | In Progress |
| Vancouver | Cambie Bridge Expansion Joint Repairs | 2024 | In Progress |
| Vancouver | Cambie Bridge Rehab and Seismic Upgrade | 2021 | In Progress |
| Vancouver | Cambie Bridge Seismic Upgrade and Rehabilitation - Ph2b | 2022 | In Progress |
| Vancouver | Cambie Bridge Seismic Upgrade and Rehabilitation - Ph2d | 2024 | In Progress |
| Vancouver | Cambie Bridge Seismic Upgrade and Rehabilitation Phase 2c | 2023 | In Progress |
| Vancouver | Clark Drive Bridge Railing Upgrade | 2021 | Complete |
| Vancouver | Commercial Drive (1st to Venables) Pilot | 2022 | Complete |
| Vancouver | Curb Ramps (Vancouver) | 2023 | In Progress |
| Vancouver | Curb Ramps Urban Centre | 2023 | In Progress |
| Vancouver | Davie and Robson Permanent Bus Bulbs | 2024 | In Progress |
| Vancouver | Davie Street Sidewalk Widening Project | 2024 | In Progress |
| Vancouver | Downtown Bike Network Expansion | 2021 | Complete |
| Vancouver | Drake Street Bike Lane | 2020 | Complete |
| Vancouver | Drake Street Bike Lane Phase 2 | 2023 | In Progress |
| Vancouver | Dunsmuir-Melville Protected Bike Lane Extension | 2024 | In Progress |
| Vancouver | E Broadway - Additional Westbound Bus Lane Hours | 2023 | In Progress |

| | | | |
|-----------|--|------|-------------|
| Vancouver | East Vancouver Sidewalks | 2022 | In Progress |
| Vancouver | Eastside Crosscut | 2024 | In Progress |
| Vancouver | Expansion Joint Replacement Program for MRN Bridges | 2022 | In Progress |
| Vancouver | Grandview Viaduct Coating Renewal | 2024 | In Progress |
| Vancouver | Grandview Viaduct Coating Renewal Misc. Repairs | 2021 | In Progress |
| Vancouver | Granville and Hastings- WBLT and NBRT Overlap | 2022 | Complete |
| Vancouver | Granville Bridge - Recoating Renewal - Phase 2d | 2024 | In Progress |
| Vancouver | Granville Bridge - Rehabilitation of South Concrete Approach and Ramps | 2022 | In Progress |
| Vancouver | Granville Bridge Coating Renewal- Phase 2A | 2021 | Complete |
| Vancouver | Granville Bridge Coating Renewal Phase 2c | 2023 | In Progress |
| Vancouver | Granville Bridge Connector | 2021 | In Progress |
| Vancouver | Granville Bridge Recoating Ph 1B | 2024 | In Progress |
| Vancouver | Granville Long-Term Assessments | 2024 | In Progress |
| Vancouver | Granville St Phase 2 Upgrades | 2022 | Complete |
| Vancouver | Granville Street Bridge Recoating Phase 2b | 2022 | In Progress |
| Vancouver | Haro Street Bikeway | 2019 | Complete |
| Vancouver | Haro Street Upgrades | 2021 | Complete |
| Vancouver | Hastings Viaduct Exp Jt Replacement | 2021 | In Progress |
| Vancouver | Improved Bicycle Crossings | 2023 | In Progress |
| Vancouver | Kamloops, Windermere, Lillooet Sidewalk Improvements | 2021 | Complete |
| Vancouver | Kensington - Cedar Cottage Sidewalks | 2024 | In Progress |
| Vancouver | Killarney Sidewalks | 2023 | In Progress |
| Vancouver | Kingsway (Fraser to Boundary) Bus-Priority Lane Design | 2022 | Complete |
| Vancouver | Kingsway Bus Priority | 2024 | In Progress |
| Vancouver | Langara Sidewalks | 2022 | In Progress |
| Vancouver | Main St and Kingsway Phase 2 Upgrades | 2022 | In Progress |
| Vancouver | Minor Bus Stop Consolidations | 2024 | In Progress |
| Vancouver | Mt. Pleasant Sidewalks | 2022 | In Progress |
| Vancouver | Nanaimo Street Upgrades (2019-2020) | 2019 | Complete |
| Vancouver | Northern Connection - Arbutus Greenway to Seaside Greenway | 2019 | Complete |
| Vancouver | Ontario Greenway AAA Upgrades Phase 2 | 2022 | In Progress |
| Vancouver | Portside Greenway- Wall St | 2023 | In Progress |
| Vancouver | Renfrew Station Pedestrian Improvements | 2020 | Complete |

| | | | |
|-----------|--|------|-------------|
| Vancouver | Retaining Wall Replacement Clark Williams | 2021 | Complete |
| Vancouver | Robson Bus Bulges | 2021 | In Progress |
| Vancouver | SE Vancouver Sidewalks | 2023 | In Progress |
| Vancouver | St. George Rainway (Broadway to 5th Ave) | 2022 | In Progress |
| Vancouver | Strathcona Sidewalks | 2022 | In Progress |
| Vancouver | TDM Minor Signage Modifications | 2021 | Complete |
| Vancouver | TDM Minor Signal Timing Modifications | 2021 | Complete |
| Vancouver | Trout Lake Sidewalks | 2023 | In Progress |
| Vancouver | Vancouver Metro Core Curb Ramps | 2020 | Complete |
| Vancouver | Vancouver Missing Curb Ramps 2024 | 2024 | In Progress |
| Vancouver | Victoria 10th Crossing Improvement | 2021 | In Progress |
| Vancouver | West King Edward Upgrades | 2023 | In Progress |
| Vancouver | 10th Avenue Cycling Corridor Project | 2017 | Paid |
| Vancouver | Knight Street & SE Marine Drive Interchange Improvements | 2017 | Paid |
| Vancouver | Union and Adanac Cycling Corridor Improvements | 2017 | Paid |
| Vancouver | 10th Avenue Corridor Project | 2018 | Paid |
| Vancouver | 10th Avenue Health Precinct Street Improvements | 2018 | Paid |
| Vancouver | Quebec St and E 1st Ave | 2018 | Paid |
| Vancouver | Public Bike Share Phase II Expansion | 2018 | Paid |
| Vancouver | Alexander and Powell Street Bikeway | 2018 | Paid |
| Vancouver | Champlain Heights Pedestrian Improvements | 2018 | Paid |
| Vancouver | 2018 WITT Curb Ramps | 2018 | Paid |
| Vancouver | Norquay Village Pedestrian Improvements | 2018 | Paid |
| Vancouver | Granville Bridge - Rehabilitation North Concrete Approach | 2018 | Paid |
| Vancouver | Granville Bridge - Rehabilitation South Approach, Howe and Seymour Ramps | 2018 | Paid |
| Vancouver | Cambie Bridge Seismic Upgrade - Design and Early Works | 2018 | Paid |
| Vancouver | Granville Bridge - Steel Span - Seismic Upgrade and Rehabilitation | 2018 | Paid |
| Vancouver | 800 Robson Plaza Project | 2019 | Paid |
| Vancouver | 10th Avenue Health Precinct Phase 2 | 2019 | Paid |
| Vancouver | Richards Street Bikeway | 2019 | Paid |
| Vancouver | Quebec Street Phase 2 | 2019 | Paid |
| Vancouver | Marine Dr Station Pedestrian Improvements | 2019 | Paid |
| Vancouver | Bridges over Boundary Road - Seismic Upgrade Design | 2019 | Paid |

| | | | |
|----------------|--|------|-------------|
| Vancouver | Clark Drive Seismic Upgrade Design | 2019 | Paid |
| Vancouver | Burrard NB and SB Bus Lanes (Phase 1) | 2019 | Paid |
| Vancouver | Bus Zone Pavement Markings Pilot | 2019 | Paid |
| Vancouver | Marine Drive and Main Street Route 3 Left Turn Enhancement Study | 2019 | Paid |
| Vancouver | Temporary Bus Boarding Island Pilot | 2019 | Paid |
| Vancouver | W 4th Ave Bulb-out and Transit Enhancement Study | 2019 | Paid |
| Vancouver | W Georgia WB Bus Lane and EB Parking Regulations (Phase 1) | 2019 | Paid |
| Vancouver | Ontario Greenway AAA Upgrades - Phase I | 2020 | Paid |
| Vancouver | Granville Bridge- Coating Renewal- \$13M | 2020 | Paid |
| Vancouver | Granville Bridge- Debris Netting- Phase 1 | 2020 | Paid |
| Vancouver | Georgia EB Bus Lane | 2020 | Paid |
| Vancouver | Granville (South of Downtown) - Bus Lanes and Enhancements | 2020 | Paid |
| Vancouver | 49th Avenue Tactical Transit Project | 2020 | Paid |
| Vancouver | Main St and Kingsway - Bus Lanes and Spot Enhancements | 2020 | Paid |
| Vancouver | Robson St - Transit Priority & Public Space Pilot | 2020 | Paid |
| Vancouver | Granville Bridge North Abutments Repair | 2021 | Paid |
| Vancouver | Central Valley Greenway and Connections Improvement Project | 2021 | Paid |
| Vancouver | 41st Ave (Balaclava to Carnarvon) Sidewalk Extension | 2021 | Paid |
| West Vancouver | Spirit Trail Multi-Use Pathway (Ambleside) | 2017 | Cancelled |
| West Vancouver | 5900 Block Marine Drive Bike Lanes | 2018 | Cancelled |
| West Vancouver | Taylor Way at Clyde Avenue | 2018 | Cancelled |
| West Vancouver | Kings Avenue Sidewalk - 24th to 25th | 2019 | Cancelled |
| West Vancouver | 19th Street Sidewalk | 2024 | In Progress |
| West Vancouver | 31st Street to Westmount Road Active Transportation Upgrades | 2022 | Complete |
| West Vancouver | 4400 block Marine Drive sidewalk | 2020 | In Progress |
| West Vancouver | Bus Speed and Reliability Improvements in the District of West Vancouver | 2022 | In Progress |
| West Vancouver | Marine Drive & The Dale Intersection Upgrades | 2022 | In Progress |
| West Vancouver | Marine Drive and 31st Street Intersection Upgrades | 2022 | In Progress |
| West Vancouver | Marine Drive east of LGB - Separated Bike Path | 2022 | In Progress |
| West Vancouver | Marine Drive Separated Bike Lanes - 26th to 31st | 2018 | Complete |
| West Vancouver | Mathers Avenue Multi-Use Pathway | 2019 | In Progress |
| West Vancouver | Taylor Way Off-Ramp (Mathers Ave MUP) | 2023 | In Progress |
| West Vancouver | Capilano Pacific Trail Improvements | 2017 | Paid |

| | | | |
|----------------|--|------|-------------|
| West Vancouver | 600 Block Inglewood Avenue Sidewalk | 2017 | Paid |
| West Vancouver | Spirit Trail at Wardance Bridge | 2018 | Paid |
| White Rock | Buena Vista Bike Path | 2024 | In Progress |
| White Rock | Centre Street Walkway | 2022 | In Progress |
| White Rock | Improvements at Oxford St and North Bluff Rd | 2023 | In Progress |
| White Rock | Proposed Crosswalk at Russell Ave and Oxford Street Intersection | 2024 | In Progress |
| White Rock | Johnston Road Gateway Project | 2018 | Paid |
| White Rock | Johnston Road Phase 2 | 2019 | Paid |
| White Rock | Maccaud Park Improvements | 2022 | Paid |



Local Government Funding Programs Report

Sarah Ross, VP Transportation Planning & Policy
Shezana Hassko, VP Engineering

June 2, 2025



The purpose of this Local Government Funding Programs Report is to:



**Ensure
transparency into
how these
programs are
administered**



**Encourage
regional
participation in
these programs**

Details are provided regarding the 2025 Program Year, as well as a summary of past program experience with the 2017-2024 Program Years.

People-First Streets

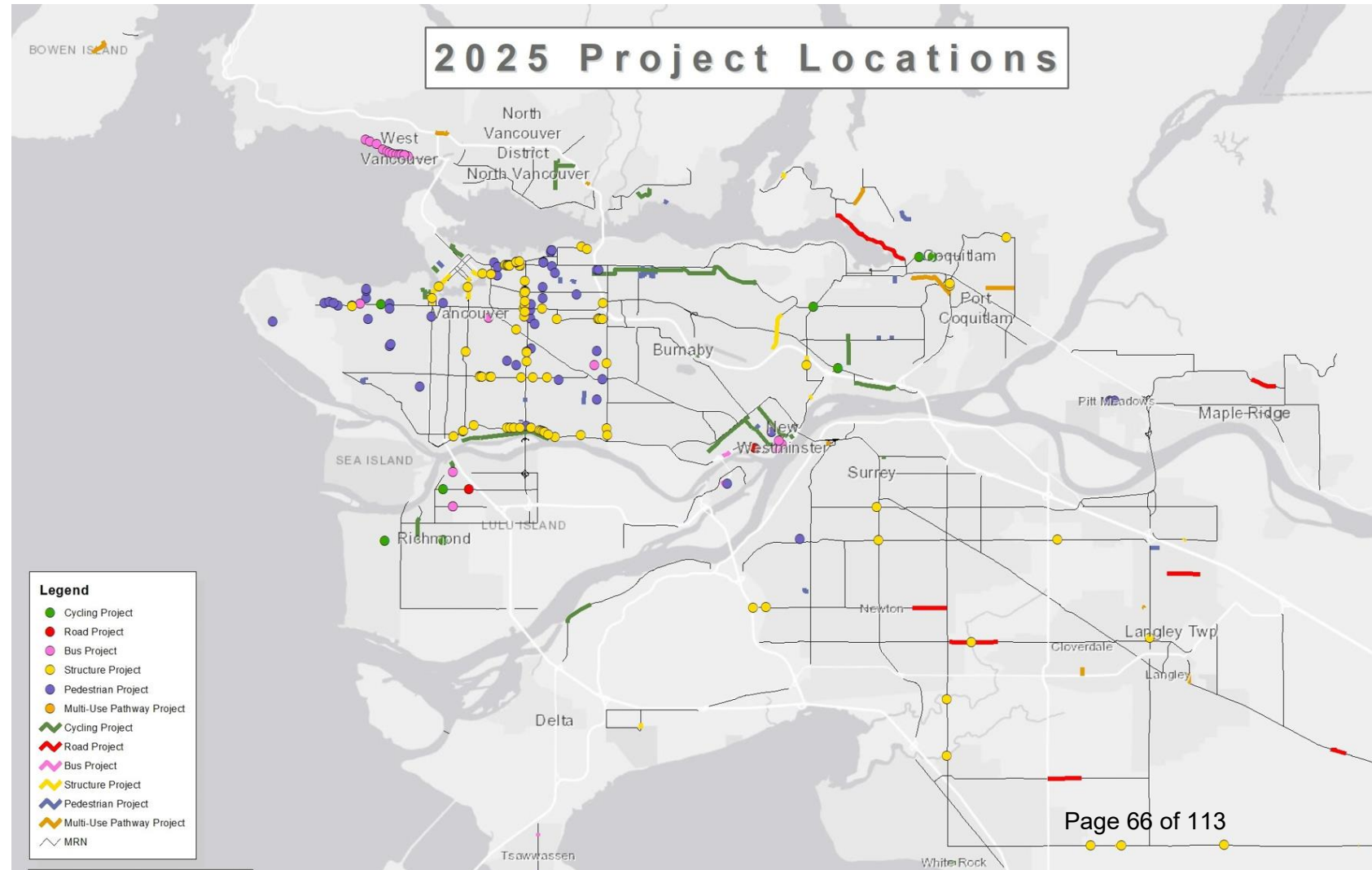
- Walking – Walking Infrastructure to Transit (WITT)
- Cycling – Bicycle Infrastructure Capital Cost Share (BICCS)
- Transit – Bus Speed and Reliability (BSR)
- Roads – Major Road Network Structures (MRN Structures)
- Roads – Major Road Network Operations, Maintenance and Rehabilitation (MRN OMR)
- Cycling/Walking/Roads – Major Road Network and Bicycle (MRNB)

Since 2017, TransLink has made nearly \$900M available to our local government partners for these projects.



Demand for regional investment exceeds available funding

- In 2025, \$145M was made available to local government partners, which supported 118 projects across the region as well as ongoing maintenance of major roads.
- Of this funding, \$113M was available on an allocated basis and \$32M was available on a competitive basis.
- This year's demand again exceeded what was available for all areas of competitive program funding, signaling the continued need for increased investment in transportation infrastructure.



Delivering on the Access for Everyone Plan

- Following the approval of the 2025 Investment Plan, the Local Government Funding Programs will be extended for one more year, through to the end of 2026.
- Since fall 2024, TransLink staff have been engaging with local government staff to improve these programs to align with Access for Everyone objectives. Some of the identified changes will be implemented in the 2026 Program Year.
- Beyond 2026, we are committed to working with our government partners to ensure continued investments in projects that strengthen our communities, with funding to be determined through future investment plans.



TO: Mayors' Council on Regional Transportation

FROM: Sarah Ross, Vice-President, Transportation Planning & Policy
Andrew McCurran, Director, Strategic Planning & Policy
Nick Lovett, Lead Planner, Investment Plan & Funding Strategy

DATE: May 30, 2025

SUBJECT: **ITEM 5.1.1 - Comparing Transit Fare Rates Across Canada's Large Urban Regions**

PROPOSED RESOLUTION:

That the Mayors' Council on Regional Transportation receive this report.

EXECUTIVE SUMMARY

This report clarifies misconceptions about the comparative affordability of TransLink's fares stemming from CUTA's average fare metric, which inaccurately portrays TransLink as having the highest transit fares in Canada. In reality, TransLink fares are broadly aligned with Canadian peers – notably cheaper than our peers for bus trips, evening and weekend trips, shorter rapid transit trips, and trips made with concession passes (three-quarters of all trips), and more expensive than our peers for multi-zone rapid transit trips during peak periods. Management remains confident that the transit fare structure in Metro Vancouver, supported by a strong public preference for distance-based pricing, offers good value.

Reliance on the average fare metric to compare fares between systems hides the above nuances as well as other fundamental structural differences: TransLink operates an integrated regional network over a vast area (~2100 km²) with distance-based fares for longer rail journeys, unlike its peers, which are smaller, primarily municipal systems with flat fares, often with separate agencies for regional transit whose revenues are not accounted for in agency-specific statistics. Furthermore, variations in accounting for subsidies, and ridership counting methodologies further distort the metric's usefulness. TransLink is actively working with CUTA to develop more effective comparative methodologies.

PURPOSE

The purpose of this information report is to provide greater clarity for the Board and Mayors' Council on how TransLink's transit fare rates compare to its peers.

BACKGROUND

On July 1, 2025 TransLink will be increasing its transit fare rates by an average of four per cent, as previously approved in the *2024 Investment Plan*. The recently approved *2025 Investment Plan* confirmed an additional five per cent average increase to transit fare rates taking effect on July 1, 2026, followed by a return to two per cent annual inflationary increases.

Maintaining affordable transit fares and providing transit customers with good value for money is always a top priority for TransLink. In addition to assessing the local conditions that impact affordability, it can also be helpful to benchmark ourselves against our peer agencies in Canada's other large urban regions.

To that end, the Canadian Urban Transit Association (CUTA), of which TransLink is a member, publishes an annual Fact Book with key data on things like fleet size, ridership, and fare structures from more than 100 transit systems in Canada. One metric the Fact Book uses in an effort to compare fare rates between different transit systems is the "average fare." This metric is derived by dividing total transit trips by total fare revenue.¹ Calculated in this way, the average fare for TransLink is highest amongst the five largest municipal transit systems in Canada.

On several occasions, delegates to the Board and Mayors' Council have referenced this *average fare* metric from the CUTA Fact Book, suggesting that it indicates TransLink's *transit fares overall* are the highest amongst its peers. However, this *average fare* metric masks the more nuanced reality below the surface and ultimately, in Management's view, is not a useful primary metric for comparing transit systems serving quite different sizes of service area, with different modes, and with different fare structures.

As the bodies responsible for setting and approving transit fare rates within Metro Vancouver, it is important that the TransLink Board and the Mayors' Council on Regional Transportation have accurate information and context on how the affordability of transit fares here compare with elsewhere.

DISCUSSION

TransLink's Funding Model

TransLink's funding model is based on the premise that those who benefit from an effective regional transportation system should help to pay for it. Transit users, motor vehicle users, property owners, and actors in the broader economy all benefit and should all contribute their fair share, based on the value they receive.

This long-standing framework was reinforced in the 2024 and 2025 Investment Plans, which approved increased funding contributions from all four of these beneficiary groups – including transit users who will see an average 4% increase to transit fares in 2025 and an average 5% increase to transit fares in 2026, followed by a return to an average 2% inflationary increase in the years thereafter.

How TransLink Thinks About Transit Fare Affordability

When contemplating increases to transit fares, the top considerations for TransLink are affordability and customer value-for-money. Ultimately, transit fares are a user fee for a service that competes for customers in an open and competitive urban mobility marketplace. If service quality is too poor or if fares are too high, many potential customers will simply choose another alternative if one is available to them. And the customers who remain are likely those with the fewest alternatives at their disposal – the lowest-income and most vulnerable residents – for whom each unit of fare increase will nevertheless be felt most acutely.

For these reasons, when thinking about appropriate transit fare rates TransLink assesses:

¹ CUTA Fact Book, Average Fare Metric = Regular Service Passenger Revenue / Total Regular Service Linked Trips.

- the *willingness of potential customers to pay* based on an assessment of the relative attractiveness of the transit service offering and the *value-for-money* it provides different users compared to alternatives like driving;
- the *ability of potential customers to pay* based on an assessment of overall wages and household incomes but with particular attention given to lower-income residents and the degree to which they have access to means-based discounted transit fares; and
- the transit fare rates being charged in *other similar peer regions*, as a further point of comparison and a reasonableness check.

With respect to *the benefit side of this value equation* – TransLink has steadily improved the quality of transit service in this region over the past 25 years such that our transit system now ranks amongst the best in Canada and the US, providing much better coverage, much higher service frequencies, much higher levels of access to jobs, and much higher transit ridership-per-capita than the vast majority of our peers. In Metro Vancouver, transit is an increasingly competitive alternative to the automobile for many trips – as evidenced by the recent finding that transit growth in this region is now outpacing driving growth.

With respect to the *cost side of this value equation* – for the past two decades TransLink has kept transit fare increases roughly in line with inflation so prices have been fairly constant in real dollar terms. Fare increases have historically also been roughly in line with BC wage growth. Of course, in light of the current affordability crisis driven largely by runaway urban land prices – more work is urgently needed to support residents struggling to pay the bills. Namely: an abundant supply of transit-oriented affordable housing and expanded eligibility for Provincial means-based discounted transit fares to cover all low-income adults. TransLink is working with partners to encourage progress on both fronts.

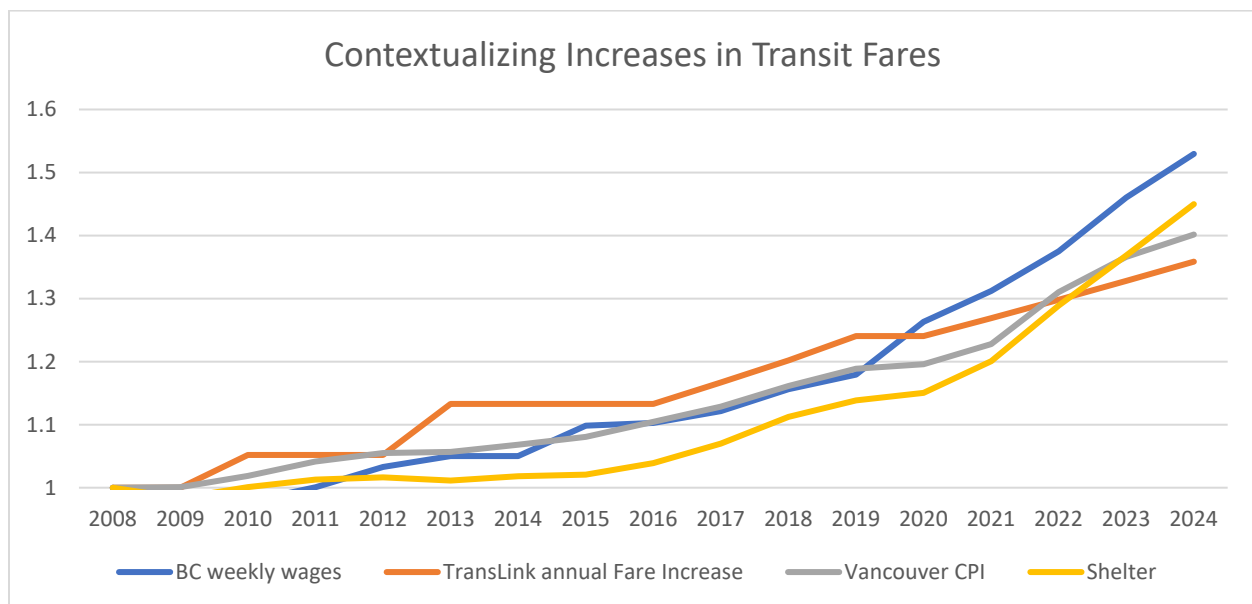


Figure 1 - Fare growth, wage growth, housing cost growth, and overall consumer price inflation in Metro Vancouver

And finally, with respect to *benchmarking against our peers* - while it can be somewhat challenging to make apples-to-apples comparisons - TransLink's fares are generally in-line with peer systems. Transit fares in Metro Vancouver are slightly more expensive for adults making longer-distance rail trips during peak periods and quite a bit less expensive for bus trips and one-zone trips, for trips on evenings and weekends, and for trips by seniors and youth.

It should be noted that using the *average fare* metric as a primary way to compare fares between different systems masks the above nuances, as is discussed in the remainder of this report.

The Challenge with the *Average Fare* Metric

The *average fare* metric in the CUTA Fact Book should more appropriately be referred to as the *fare revenue per journey* metric as it is calculated by dividing total fare revenue by total journeys and has only a weak relationship to any posted fares that members of the travelling public would actually pay. Aside from the nomenclature, it is problematic to put too much emphasis on the *average fare* metric when comparing between systems, primarily because every transit agency has different:

1. Sizes of service area that they cover and associated fare structures;
2. Services that they deliver directly versus services provided by another transit agency with an overlapping service region (e.g. local bus vs. commuter rail);
3. Ways of financially accounting for subsidized fare programs like U-Pass;
4. Ways of counting transit ridership; and
5. Different rates of fare evasion.

There may be good policy or accounting reasons that each of these factors might differ between agencies, however each of these factors also significantly impacts the average fare metric leading to potentially misleading conclusions as described in the remainder of this report.

1. Size of service area + fare structure

The other five major Canadian transit systems (serving populations of over 1 million) all serve a single municipality and have service areas that average **620 km²**. These other five systems operate only bus and local rail services within each of those cities and all of them charge a single flat fare to ride within their respective city boundaries.

In contrast, TransLink is a regional agency providing seamlessly integrated transit service to 23 different jurisdictions spanning a service area of **~2100 km²** or **~3.5x larger** than the average of our five peer agencies. Our very large but seamlessly integrated transit service region is one of TransLink's key strengths – as compared to most other urban regions in Canada who struggle to provide integration between multiple neighbouring or overlapping transit systems.

Given the vast scale of our service region, pricing transit by distance has been our practice for more than a century – a practice that continues to resonate with residents of Metro Vancouver. In our 2018 Transit Fare Review, 70% of residents agreed or strongly agreed that “fares should be lower for shorter distance trips and higher for longer distance trips.”

Should we be asked to collect the same amount of fare revenue as we do today but via a single flat fare across our entire region – we would need to subsidize the substantial reductions in peak period two- and three-zone fares on the gated system with commensurate increases in the base fare. As 73% of journeys pay this base fare (including all bus trips, all concession pass trips, all evening & weekend trips, and 1 zone trips on the gated system) any increases to the base fare have a disproportionately negative impact to overall transit fare affordability. Specifically, a flat fare that was revenue neutral would increase prices by more than 20% for three-quarters of journeys and reduce overall transit ridership by ~3%.

Since all of the five peer agencies considered in this report operate with a single system-wide flat fare and TransLink has a three-tier distance-based fare structure – it is more useful for comparative purposes to consider how each of our three tiers of fare rates compare against the posted fare rate from our five peer agencies.

This comparison is summarized in Table 1, with the average posted fare² from our five peer agencies listed and visually mapped onto the TransLink fare table with a red dot. A more detailed table showing the posted fare rates for each peer agency is provided in Attachment A.

Table 1 - Summary of TransLink's fares compared to our peer agencies

| | | TransLink Posted Fares | | | Peer Average Posted Fare (w/o TL) |
|--------------------------------------|------------------------------|--|------------------------------|------------------------------|---|
| | | Base Fare All Off-Peak; All Bus; Gated 1 Zone | Gated 2 Zone Peak Only | Gated 3 Zone Peak Only | |
| % Journeys Paying This Fare (2024) | | 73% | 21% | 6% | |
| Single Fares (Cash) | Adult | \$3.20 ● | \$4.65 | \$6.35 | \$3.84 |
| | Youth | \$2.15 | \$3.15 ● | \$4.35 | \$3.16 |
| | Seniors | \$2.15 | \$3.15 ● | \$4.35 | \$3.39 |
| Stored Value / SmartCard / Tokens | Adult | \$2.60 ● | \$3.85 | \$4.90 | \$3.56 |
| | Youth | \$2.15 ● | \$3.15 | \$4.35 | \$2.89 |
| | Seniors | \$2.15 ● | \$3.15 | \$4.35 | \$2.96 |
| Monthly Pass | Adult | \$107.30 ● | \$143.50 | \$193.80 | \$128.17 |
| | Youth | \$61.35 ● | | | \$92.42 |
| | Seniors | \$61.35 ● | | | \$68.08 |
| | Low-income discount | \$3.75 (98% off) | | | 21%-95% off |
| | % low-income HHs eligible | <50% LI HHs | | | 75-100% LI HHs |

As illustrated in Table 1, TransLink charges a **significantly lower base fare** than our peers - meaning it is much cheaper in Metro Vancouver to make evening and weekend transit trips, to make bus trips of any length and at any time, to make shorter rapid transit trips, and to make transit trips of any length if you are a senior or a youth with a monthly pass. These kinds of trips make up three-quarters of all transit journeys on TransLink's system and our peers charge notably more for them. For example, our five peer transit systems (on average) charge:

- \$0.54, or **17%, more** for an adult cash ticket;
- \$17.65, or **29%, more** for a youth monthly pass;

² Note: the *average posted fare rate* here is a sum of posted fare rates from each of the five peer agencies, divided by five. Whereas the CUTA Fact Book *average fare* metric is calculated without reference to actual posted fares (i.e. fare revenue / journeys).

- \$0.89, or **34%, more** for adult stored value; and
- \$1.33, or **62%, more** for a seniors cash ticket.

Meanwhile, the fares that TransLink charges for **medium and longer rapid transit trips** during the **peak period** (weekdays before 6:30pm) are **mostly higher** than our peers. For example, our five peer transit systems (on average) charge:

- \$0.91, or **21%, less** than our 2-zone adult cash ticket;
- A fairly **similar rate** for all other 2-zone products (from +10% to -10% difference);
- \$2.61, or **41% less** than our 3-zone adult cash ticket;
- Between **20 - 35% less** for all other 3-zone products.

The above dynamic is a result of deliberate fare policy decisions in Metro Vancouver to more closely match transit fare rates to the value that customers receive and hence their willingness to pay. By charging much lower fares for most trips, but higher fares for those higher-value trips, TransLink has been able to strike an effective balance of optimizing both transit ridership growth and transit fare revenue growth.

2. Types of transit service delivered

Also in contrast, and unlike any of the other five agencies referenced in this comparative analysis, TransLink provides longer distance regional rail service, in the form of SkyTrain and West Coast Express, both of which charge by distance travelled and therefore feature higher fares for longer trips and lower fares for shorter trips.

In our region, SkyTrain service functions as a sort of hybrid between urban rapid transit and commuter rail in terms of both travel speed and distance.

- With respect to speed, a 25km trip takes 49min on the TTC Line 2 Subway, 43min on the STM Green Line – compared with 34.5min on the Expo Line (30% faster than in Toronto and 20% faster than in Montreal).
- With respect to distance, while the longest rapid transit lines in Vancouver, Toronto and Montreal are today all ~25km, once the Broadway and Surrey-Langley extensions are open, one will be able to take a 50km SkyTrain trip connecting opposite ends of our region – from Arbutus to Langley City Centre - distances served only by commuter rail in our peer regions.

With respect to the operation of longer distance premium commuter services, in the Toronto region these are operated by GO Transit and in the Montreal region these are operated by Exo and REM. Both systems charge by distance travelled and also have historically charged higher fare rates than their local municipal system counterparts.

While Table 1 above does not include any reference to commuter rail fares, Table 2 shows the comparative adult cash ticket rates for similar commuter rail trips revealing that West Coast Express fares fall roughly mid-way between the rates charged by Exo in Montreal and GO Transit in Toronto.

Table 2 - Comparing fares between Canada's three commuter rail systems

| Region | Transit System | Origin | Destination | Distance | Adult Cash Ticket Price |
|-----------|----------------------------|------------|-------------|----------|-------------------------|
| Vancouver | TransLink (via WCE) | Waterfront | Port Haney | ~50km | \$10.10 |
| Toronto | Metrolinx (via GO Transit) | Union | Burlington | ~50km | \$12.30 |
| Montreal | Exo & REM | Centrale | Hudson | ~50km | \$7.00 |

Most importantly for the subject of this report, the CUTA Fact Book includes the revenues from West Coast Express in the calculation of TransLink's *average fare* while the revenues from GO Transit and Exo & REM are not included in the calculation of *average fares* for the TTC or STM – serving to inflate TransLink's average fare metric relative to our peers.

3. Revenue accounting practices

In the case of revenue accounting, every one of the six major transit systems in Canada offers some kind of discounted fare (e.g. for low-income passes, post-secondary passes, seniors passes, child passes) subsidized by another level or branch of government. While the presence and prevalence of discounted fares should rightly be considered in any comparison of fare rates between agencies – accurate comparisons using the *average fare* metric require a consistent approach to accounting for these subsidies.

While most of our peer agencies account for those contributions as *government transfers*, TransLink has long accounted for these contributions as *transit program revenue* which then gets captured in the transit revenue side of the equation of the *average fare* metric. Given the substantial funding that the Province provides TransLink for their UPass and BC Bus Pass programs, this factor alone serves to significantly inflate TransLink's average fare relative to our peers.

4. Ridership counting methodologies

In the case of transit ridership counting, each agency also uses a different methodology to generate their estimates of total transit journeys using some combination of smart card taps and automated passenger counters. The former will only count fare-paying customers whereas the latter will also count fare-evading customers and customers who are eligible to make free journeys (e.g. children). In this way, different counting methodologies will have noticeable impacts on the estimated ridership and hence on the average fare metric.

5. Fare evasion rates

Likewise, in a theoretical scenario where half of the riders using a particular system were evading fares but their trips were being recorded by passenger counters – the average fare metric for this system would drop by half. However, in this case, the lower average fare metric would not represent more affordable fares but rather an indication of a revenue collection problem.

CONCLUSION

As the policymakers tasked with approving transit fare rates, fare affordability is undoubtedly a topic of high interest. Whenever you are required to contemplate transit fare increases in future Investment Plans, Management is committed to bringing forward timely and robust analysis to help you consider the willingness and ability of people in Metro Vancouver to pay for transit along with analysis on the prices that people are paying for transit in our peer regions.

In light of the dynamics discussed in this report, Management is confident that TransLink's fares are in-line with our peers – quite a bit lower than our peers for most journeys, and somewhat higher than our peers for some journeys.

While it is helpful to compare and contrast our region's transit service offerings and fare rates with other peer regions – it is also important to contextualize these comparisons and avoid obscuring important

policy distinctions and choices through over reliance on blunt and often misleading metrics such as *average fare*.

To this end, TransLink staff are working with CUTA to address the issues with the *average fare* metric described in this report, including considering more accurate nomenclature, and working towards a more consistent approach to counting ridership and accounting for revenue across transit systems in Canada.

ATTACHMENT A

TransLink staff analysis comparing **posted fares** for **Canadian transit systems** serving regions of over 1 million residents (current to Feb 2025).

| | | TransLink (Metro Vancouver) | | | TTC (City of Toronto) | STM (Island of Montreal) | OC Transpo (City of Ottawa) | ETS (City of Edmonton) | CT (City of Calgary) | Peer Average Posted Fare (w/o TL) |
|--|---|---|------------------------------|------------------------------|-----------------------------|--------------------------------|-----------------------------------|----------------------------------|---|---|
| Service Area | | 2082 km ² | | | ~630 km ² | ~475 km ² | ~480 km ² | ~685 km ² | ~825 km ² | 620 km ² |
| Trip type | | Base Fare All Off-Peak; All Bus; Gated 1 Zone | Gated 2 Zone Peak Only | Gated 3 Zone Peak Only | All trips | All trips | All trips | All trips | All trips | All trips |
| % Journeys Paying this Fare | | 73% | 21% | 6% | 100% | 100% | 100% | 100% | 100% | N/A |
| Single Fares (Cash) | Adult | \$3.20 | \$4.65 | \$6.35 | \$3.35 | \$3.75 | \$4.05 | \$3.75 | \$3.80 | \$3.74 |
| | Kids (~12&under) | Free | Free | Free | Free | Free | Free | Free | Free | \$0 |
| | Youth | \$2.15 | \$3.15 | \$4.35 | \$2.40 | \$2.75 | \$4.05 | \$3.75 | \$2.55 | \$3.10 |
| | Seniors | \$2.15 | \$3.15 | \$4.35 | \$2.30 | Free | \$4.05 | \$3.75 | \$3.80 | \$3.48 |
| Stored Value / SmartCard / Tokens | Adult | \$2.60 | \$3.85 | \$4.90 | \$3.30 | \$3.33 | \$4.00 | \$3.00 | \$3.80 | \$3.49 |
| | Kids (~12&under) | Free | Free | Free | Free | Free | Free | Free | Free | \$0 |
| | Youth | \$2.15 | \$3.15 | \$4.35 | \$2.35 | \$2.23 | \$4.00 | \$3.00 | \$2.55 | \$2.83 |
| | Seniors | \$2.15 | \$3.15 | \$4.35 | \$2.25 | Free | \$3.20 | \$3.00 | \$3.80 | \$3.06 |
| Monthly Pass | Adult | \$107.30 | \$143.50 | \$193.80 | \$156.00 | \$100.00 | \$135.00 | \$102.00 | \$118.00 | \$126.90 |
| | Youth | \$61.35 | | | \$128.15 | \$60.00 | \$104.00 | \$66.00 | \$86.00 | \$79.00 |
| | Seniors | \$61.35 | | | \$128.15 | Free | \$58.25 | \$36.00 | \$118.00 | \$70.75 |
| | Low-Income discount; % low-income HHs eligible | \$3.75 (98% off) | | | \$123 (21% off) | N/A | \$58.25 (57% off) | \$36 (65% off) \$51 (50% off) | \$5.90 (95%) \$41.30(65%) \$59.00 (50%) | 21%-95% off |
| | | ~50% LI HHs | | | ~75% LI HHs | 0% LI HHs | 100% LI HHs | 100% LI HHs | 100% LI HHs | 75% LI HHs |

TO: Mayors' Council on Regional Transportation

FROM: Mike Buda, Executive Director, Mayors' Council Secretariat

DATE: June 19, 2025

SUBJECT: **ITEM 6 – Election of Mayors' Council Designates to the TransLink Board of Directors**

COMMITTEE RECOMMENDATIONS:

The Public Affairs and Governance Committee recommends that the Mayors' Council:

1. Approve the revised *Rules of Procedure for the Conduct of Meetings* as shown in Annex A of this report, effective immediately;
 2. Apply the revised *Rules of Procedure for the Conduct of Meetings* as proposed in Annex A to govern the Election of three Mayors' Council Designates to the TransLink Board of Directors at the June 26, 2025 meeting of the Mayors' Council, for terms ending on December 31, 2025;
 3. Receives this report.
-

PURPOSE:

The purpose of this report is to submit a revised Mayors' Council on Regional Transportation's *Rules of Procedure for the Conduct of Meetings* (Rules of Procedure) for consideration, which provides guidance for the election of three Mayors' Council Designates to the TransLink Board of Directors. The three current Mayors' Council Designate positions expired on April 30, 2025, so a new election will need to be held for a term through until December 31, 2025.

BACKGROUND:

As part of the negotiations that concluded in September 2022 with then Minister Responsible for TransLink, Minister George Heyman, regarding a governance review of TransLink, the Minister asked the TransLink Board to invite one additional interim Mayors' Council representative be placed on the TransLink Board a "Mayors' Council Designate" commencing January 1, 2023, while the governance review and any subsequent legislative amendment process was underway. The Mayors' Council elected Mayor Brodie to this position at its Inaugural Meeting on November 17, 2022, during the same agenda item and for the same term as the positions of Chair and Vice Chair. At the time, the election was carried out without changes to the Rules of Procedures, with the consent of the body, noting that the position was interim and non-voting until formalized in subsequent legislative changes as part of other governance updates to TransLink including the establishment of Joint Committees.

The following year, without any progress on legislative changes on TransLink governance structure by the province, the Mayors' Council formalized this first Mayors' Council Designate position through amendments to its [Rules of Procedure](#) at its November 23, 2023 meeting. Mayor Brodie was re-elected to the role at this meeting for a further one-year term, following the re-election of the Mayors' Council Chair and Vice Chair.

As part of the negotiations with the Minister of Transportation and Infrastructure Rob Fleming regarding funding for the 2024 Investment Plan, the Minister committed to conduct a robust review of TransLink's governance structure. As in interim measure, he asked the TransLink Board to invite two additional Mayors' Council Designates to the Board ("Mayors' Council Designates") to join the existing Mayors' Council designate, as well as the Chair and Vice Chair who sit as Board Members, until the latter of the approval of the 2025 Investment Plan or April 30, 2025. The process for electing these two new positions was approved at the April 4, 2024 meeting, followed by the election itself. Mayors Buchanan and Woodward were elected to these two new positions at that meeting, for a term ending no later than April 30, 2025.

At the July 25, 2024 meeting of the Mayors' Council, an election was held to fill the position of Mayors' Council Vice Chair, held previously by Mayor Hurley who had resigned the role following his election to the Chair of Metro Vancouver. At that meeting, Mayor Brodie was elected Vice Chair, leaving his position as Mayors' Council Designate vacant. Following the election for Vice-Chair, the Mayors' Council elected Mayor MacDonald to the vacant Board Designate position, with a term to "conclude on April 30, 2025 or the completion of the 2025 Investment Plan, whichever is earlier," to match the terms of the other two Mayors' Council Designates appointed at the April 4, 2024 meeting.

DISCUSSION

On June 9, 2025, Chair West received a letter from TransLink Board Chair Lorraine Cunningham inviting the Mayors' Council to appoint three Mayors' Council Designates with terms that expire at the completion of the governance review to be initiated by the Province of BC as part of its commitment to the 2025 Investment Plan (see Annex A for Chair Cunningham's letter).

The letter re-affirms the role and expectations of the Mayors' Council Designates that have applied since the positions were first established in 2023. Information regarding the responsibilities of the Mayors' Council Designates and TransLink's governance structure is available in the [Board Governance Manual](#). More information on this position will be shared separately by email prior to the meeting. Mayors' Council Members are requested to consider this information when determining their interest in serving as a Mayors' Council Designate.

Proposed election process

At the April 4, 2024 meeting, the Mayors' Council approved provisions to elect the two Mayors' Council Designates, while a permanent change to our Rules of Procedure was to be developed to account for these new positions. These provisions were used as the basis for recommending the following changes to the Section 2 of the Mayors' Council Rules of Procedure to guide the election of Mayors' Council Designates:

1. Any Mayors' Council member¹ may be nominated for the position of Mayors' Council Designate. The nomination must be seconded by another Mayors' Council member and must be accepted by the nominee.
2. If more than three people are nominated, a vote by secret ballot will be taken to determine the outcome.

¹ In accordance with Section 208 of the *South Coast British Columbia Transportation Authority Act* (SCBCTA), Mayors' Council members are: Municipal mayors in the transportation service region; Head of a treaty first nation whose treaty lands are in the transportation service region; Electoral Area A Director.

3. Each Mayors' Council member will be requested to cast votes for three nominees. To be considered valid, all ballots must show votes for three nominees.
4. The three nominees who receive the most votes, as determined by the Executive Director and Recording Secretary, will be the Mayors' Council Designates.
5. The election of the Mayors' Council Designates will be determined on the basis of one (1) vote per Mayors' Council member (or alternate) present at the meeting.

Proposed revisions to the Rules of Procedure

Under TransLink's governing legislation, the Mayors' Council has the authority to set its own rules of procedure within its legislated authorities.

The election procedure proposed above has been incorporated into a revised Rules of Procedures in Section 1 (Definitions), Section 2 (Election of Chair and Vice-Chair) and Section 5.2 (Attendance at Meetings – delegates). In addition, a minor, unrelated change to Section 5.3 (Attendance at Meetings – in-person attendance) is proposed to correct an error introduced in an earlier amendment of the Rules. The proposed revised Rules of Procedures is shown in Annex A, while Annex B shows the same document but with in-line changes marked to identify amendments proposed to the current version approved in November 2023.

ATTACHMENTS:

- **Annex A:** Letter from Board Chair Cunningham
- **Annex B:** Revised *Rules of Procedure for the Conduct of Meetings*, for consideration (clean version)
- **Annex C:** Revised *Rules of Procedure for the Conduct of Meetings*, for consideration ([track changes](#) show amendments made to the current November 23, 2023 version of the Rules of Procedure)



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South Coast British Columbia
 Transportation Authority

Via email: westb@portcoquitlam.ca

June 9, 2025

Mayor Brad West
 Chair, Mayors' Council on Regional Transportation

RE: Mayors' Council Designates to the Board – 2025 Invitation

In light of the expiry of the appointment terms of the three Mayors' Council Designates to the Board previously invited to attend at Board meetings upon the request of Ministers Heyman and Fleming, I am writing to confirm on behalf of the Board that the Board is inviting three representatives from the Mayors' Council (in addition to the Chair and Vice Chair of the Mayors' Council) at the TransLink Board meetings. Some of the details for the three Mayors' Council Designates to the Board are as follows and consistent with the previous Mayors' Council Designates to the Board:

1. The three roles will be referred to by the Board as a 'Mayors' Council Designate to the Board'
2. The three roles will have terms that expire at the completion of the governance review to be initiated by the Province of BC no later than September 2025
3. These roles will be a non-voting (for compliance with the *South Coast British Columbia Transportation Authority Act*)
4. The MC Designates will be invited to attend TransLink Board meetings and also Board Committee meetings, similar to the MC Chair and Vice Chair Board appointees
5. They will receive the meeting materials relating to those meetings in advance similar to the Board members
6. Remuneration for the MC Designate's attendance at TransLink Board and Committee meetings will be done by the Mayors' Council and the MC budget per the *South Coast British Columbia Transportation Authority Act* and the MC Rules of Procedure
7. The MC Designates will each need to agree in writing to comply with the Board Governance Manual and the TransLink Director and Employee Code of Conduct, and also to enter into a non-disclosure agreement relating to the information and materials shared at Board and Board Committee meetings, and provide a conflict of interest disclosure statement so their obligations are aligned with other Board members when joining the Board

We trust that, as part of the selection process, the Mayors' Council will choose candidates that will add to the diversity of participating voices on the Board, including relating to diversity of gender identity, sexual orientation, cultural heritage, age, skills, background and experiences on the Board. We note that the Board would welcome the re-appointment of the three individuals who recently held Designates roles to provide for continuity at the Board.

We look forward to hearing from the Mayors' Council on the outcome of the election and working with the new Designates.

Please let me know if you have any questions.

A handwritten signature in blue ink, appearing to read 'L. Cunningham'.

Lorraine Cunningham
TransLink Board Chair

Copy to: TransLink Corporate Secretary
Mike Buda, Executive Director Mayors' Council

Mayors' Council on Regional Transportation
RULES OF PROCEDURE FOR THE CONDUCT OF MEETINGS

Proposed amendments: June 26, 2025 (clean version)

1. DEFINITIONS

In these Rules of Procedure for the Conduct of Meetings:

“Act” means the *South Coast British Columbia Transportation Authority Act*;

“Board” means the Board of Directors of TransLink;

“Board Chair” means the Chair of the Board, appointed by the Board;

“Board Designates” means the three Council Members, elected as the Mayors’ Council Designates to the TransLink Board of Directors, by the Mayors’ Council, who attend Board meetings at the invitation of the TransLink Board;

“Chair” means a Council Member, elected as Chair by the Mayors’ Council;

“Chief Executive Officer” means the person appointed as Chief Executive Officer of TransLink;

“Committee” means a committee of Council Members established by the Mayors’ Council;

“Committee Chair” means the Committee member appointed as chair by the Mayors’ Council;

“Corporate Secretary” means the Corporate Secretary of TransLink or his/her designate;

“Council Member” means a member of the Mayors’ Council;

“Delegate” means a person appointed by a Council Member to attend and act on his/her behalf, in his/her absence, at a meeting of the Mayors’ Council or a Committee, which person must be:

- (a) In the case of a mayor, a member of the mayor’s municipal council,
- (b) In the case of the head of a treaty First Nation, a member of the governing body of the treaty First Nation, and
- (c) In the case of the Electoral Area A Director, an alternate appointed in accordance with section 201 of the *Local Government Act*;

“Director” means a member of the Board;

“Executive Director” means the Executive Director of the Mayors’ Council on Regional Transportation Secretariat appointed by the Mayors’ Council to so act;

“In-Camera Meeting” means a meeting of the Mayors’ Council where attendance is restricted to Council Members, Delegates and invited attendees;

“Mayors’ Council” means the Mayors’ Council on Regional Transportation established under the Act;

“Presiding Member” means the person chairing a Mayors’ Council meeting;

“Public Meeting” means a meeting of the Mayors’ Council where the public is invited to attend;

“TransLink” means the South Coast British Columbia Transportation Authority;

“Vice-Chair” means a Council Member, elected as Vice-Chair by the Mayors’ Council; and

“Workshop” means a meeting of the Mayors’ Council, a Committee, or two or more Council members convened for the purpose of sharing information or discussion and at which no decisions are to be made.

2. ELECTION OF CHAIR, VICE-CHAIR AND BOARD DESIGNATES

2.1 The Chair, Vice-Chair and Board Designates are elected at the last meeting of each year of the Mayors’ Council.

2.2 Any Council Member may be nominated for the positions of Chair, Vice-Chair and Board Designates at the Mayors’ Council meeting where the election of the Chair, Vice-Chair and Board Designates is to be considered. The nomination must be seconded by another Council Member and must be accepted by the Council Member so nominated.

2.3 If more than one person is nominated for the position of Chair or Vice-Chair, a vote by secret ballot will be taken to determine the outcome at the meeting when the nominations are made. The person who receives the most votes, as determined by the Executive Director and Corporate Secretary, will be the Chair or Vice-Chair.

2.4 If more than three people are nominated for the position of Board Designates, a vote by secret ballot will be taken to determine the outcome at the meeting when the nominations are made, using the following voting procedure:

- (a) Each Mayors' Council member will be requested to cast votes for three nominees; and
 - (b) To be considered valid, all ballots must show votes for three nominees; and
 - (c) The three nominees who receive the most votes, as determined by the Executive Director and Corporate Secretary, will be the Mayors' Council Designates.
- 2.5 The election of Chair, Vice-Chair and Board Designates will be determined on the basis of one (1) vote per Council Member and Delegate present at the meeting.
- 2.6 The Chair, Vice-Chair and Board Designates will hold office for a one (1) year term, commencing on January 1 and ending on December 31 of the ensuing year.
- 2.7 The Chair, Vice-Chair and Board Designates should declare their intention to seek re-election by notifying the Council Members by email no later than November 15.
- 2.8 If the office of the Chair or Vice-Chair or Board Designates becomes vacant, the Mayors' Council will elect a new Chair or Vice-Chair or Board Designate(s) at its next meeting, to hold office until December 31.

3. REGULAR MEETINGS

- 3.1 The Chair will establish a schedule of regular meetings.
- 3.2 At the request of the Chair, the Executive Director will provide notice of the meeting to Council Members at least five (5) clear calendar days before the date of the meeting and:
 - (a) The notice will state the general purpose of the meeting and the day, hour and place of the meeting; and
 - (b) Notice of the meeting will be sent to the email address provided by each Council Member.
- 3.3 If the regular meeting is to be a Public Meeting, the Executive Director will provide public notice of the day, hour and place of the regular meeting, by way of notice posted on the TransLink website at least five (5) calendar days before the date of the meeting.
- 3.4 Meetings may be held via teleconference at the direction of the Chair or Committee Chair, and all resolutions will be valid as if passed at an in-person meeting.

- 3.5 Annex 1 provides guidelines for electronic meetings and participation by Council Members.

4. URGENT MEETINGS

- 4.1 In an emergency, the Chair, or any three (3) or more Council Members upon written request, may call a meeting with less than five (5) clear calendar days notice.
- 4.2 The notice of an urgent meeting will indicate the agenda items to be dealt with at the meeting and only those matters will be dealt with at the meeting except where a resolution to place an additional item on the agenda has been passed unanimously by those Council Members and Delegates present at the meeting.
- 4.3 The Executive Director will provided notice of the urgent meeting as soon as practicable and:
- (a) The notice will state the purpose of the urgent meeting and the day, hour and place of the meeting; and
 - (b) Notice of the urgent meeting will be sent to the email address provided by each Council Member.
- 4.4 If the urgent meeting is to be a Public Meeting, the Executive Director will provide public notice of the day, hour and place of the urgent meeting, by way of notice posted on the TransLink website as soon as practicable.
- 4.5 Urgent In-Camera Meetings may be held via teleconference and all resolutions will be valid as if passed at an in-person meeting.

5. ATTENDANCE AT MEETINGS

- 5.1 A Council Member may appoint a Delegate to attend a meeting and to act on his/her behalf at that meeting.
- 5.2 The Chair, Vice-Chair and Board Designates may not appoint a Delegate to act as Chair or Vice-Chair or attend Board meetings on their behalf, respectively.
- 5.3 Council Members and Delegates must attend regularly scheduled meetings in person or via teleconference if the meeting is held electronically as per Annex 1.
- 5.4 The Corporate Secretary will attend all meetings and record the business and proceedings thereof.

- 5.5 Attendance of individuals at In-Camera Meetings, with the exception of the Executive Director and Corporate Secretary, requires the approval of a majority of the Council Members and Delegates present at the meeting.

6. IN-CAMERA MEETINGS

- 6.1 A part of a meeting must be closed to the public if the subject matter being considered relates to one or more of the following:
- (a) A request under the *Freedom of Information and Protection of Privacy Act*, if the Mayors' Council is designated as head of the local public body for the purposes of that Act in relation to the matter;
 - (b) The consideration of information received and held in confidence relating to negotiations between the Mayors' Council and a provincial government or the federal government or both, or between a provincial government or the federal government or both and a third party; and
 - (c) A matter that under the provisions of another enactment is such that the public must be excluded from the meeting.
- 6.2 A part of a meeting may be closed to the public if the subject matter being considered relates to or is one or more of the following:
- (a) Personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the Mayors' Council or another position appointed by the Mayors' Council;
 - (b) The security of the property of the Mayors' Council;
 - (c) Labour relations or other employee relations;
 - (d) The acquisition, disposition or expropriation of land or improvements, if the Mayors' Council considers that disclosure could reasonably be expected to harm the interests of the Mayors' Council;
 - (e) Law enforcement, if the Mayors' Council considers that disclosure could reasonably be expected to harm the conduct of an investigation under or enforcement of an enactment;
 - (f) Litigation or potential litigation affecting the Mayors' Council;
 - (g) An administrative tribunal hearing or potential administrative tribunal hearing affecting the Mayors' Council, other than a hearing to be conducted by the Mayors' Council or a delegate of the Mayors' Council;

- (h) The receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose;
 - (i) Information that is prohibited, or information that if it were presented in a document would be prohibited, from disclosure under section 21 of the *Freedom of Information and Protection of Privacy Act*;
 - (j) Negotiations and related discussions respecting the proposed provision of a Mayors' Council service that are at their preliminary stages and that, in the view of the Mayors' Council, could reasonably be expected to harm the interests of the Mayors' Council if they were held in public;
 - (k) Relations or negotiations between the Mayors' Council and other levels of government and/or agencies;
 - (l) A matter that under the provisions of another enactment is such that the public may be excluded from the meeting;
 - (m) The consideration of whether a meeting should be closed under a provision of this Item or Item 6.1; and
 - (n) A vote on whether particular individuals may attend the part of a meeting that is closed to the public.
- 6.3 If the only subject matter being considered at a meeting is one or more matters referred to in Items 6.1 or 6.2, the applicable subsection applies to the entire meeting.
- 6.4 The Executive Director or Corporate Secretary will circulate the proposed agendas for the Public and In-Camera Meetings to all Council Members seven (7) days prior to the scheduled meeting date. Upon receipt of the proposed agendas, the Council Members may request the Chair to move items from the Public meeting agenda to the In-Camera meeting agenda and vice versa, prior to the agendas being finalized.

7. QUORUM

- 7.1 The quorum necessary for the transaction of the business of the Mayors' Council will be a majority of the Council Members.
- 7.2 Delegates will be included in the determination of quorum.

8. PUBLIC DELEGATIONS

- 8.1 The Mayors' Council will allot a maximum of one (1) hour on the day of a Public Meeting to receive public delegations.

- 8.2 Where circumstances warrant, the Mayors' Council, at its sole discretion, may extend the length of time allotted to receiving public input.
- 8.3 Meetings of the Mayors' Council may be held for the express purpose of receiving public input and Item 8.1 will not apply. The meeting will be called by the Executive Director at the request of the Chair and notice of the meeting will be delivered to Council Members at least ten (10) clear calendar days before the date of the meeting.
- 8.4 Policies and processes for receiving and considering applications and hearing from public delegates is found in Annex 2, *Public Delegate Policy at Regular Mayors' Council Meetings* and applies to all delegates and Council Members.

9. RULES OF CONDUCT

- 9.1 The Chair will preside at all meetings. In the absence of the Chair, the Vice-Chair will preside.
- 9.2 In the absence of the Chair and Vice-Chair, the Council Members and Delegates present will elect a Council Member to act as chair for the meeting.
- 9.3 The Presiding Member will preserve order and decide all points of order that may arise during the meeting.
- 9.4 The Presiding Member may expel or exclude any person from a meeting for improper conduct.
- 9.5 Any Council Member or Delegate may appeal a decision of the Presiding Member. On an appeal, the question "Will the Chair be sustained?", will be immediately put by the Presiding Member and decided without debate and:
 - (a) The Presiding Member will not be entitled to vote on an appeal;
 - (b) Each Council Member or Delegate will have one (1) vote;
 - (c) In the event of the votes being equal, the decision of the Presiding Member is sustained; and
 - (d) The Presiding Member will be governed by the vote of the majority of those present at the meeting.
- 8.3 If the Presiding Member refuses to put the question "Will the Chair be sustained?", the Council Members and Delegates will immediately appoint another Council Member to chair the meeting and to proceed in accordance with Item 9.5.

10. MOTIONS

- 10.1 A motion must be moved and seconded before the subject of the question is debated or determined.
- 10.2 A motion that has been moved and seconded may be withdrawn at any time by the mover, with the approval of a majority of those present at the meeting.
- 10.3 During the debate on a motion:
 - (a) The only motions that may be made are to refer, amend, table or defer it, adjourn the meeting, or call the question; and
 - (b) Motions to defer or refer the motion or to adjourn the meeting will be decided without debate or amendment.
- 10.4 Any Council Member or Delegate may request that a motion that contains multiple parts be divided and that the question on each be called separately.
- 10.5 A motion to adjourn will always be in order, but no second motion to the same effect will be made until some intermediate proceeding will have been taken.

11. RULES OF DEBATE

- 11.1 Where there is a motion under debate, a Council Member or Delegate will not speak other than on that motion under debate and the matters relating to that motion as set out in Item 11.3.
- 11.2 No Council Member or Delegate will speak on any question for longer than five (5) minutes without leave of the Mayors' Council.
- 11.3 No Council Member or Delegate, with the exception of the mover of the motion under debate, will speak more than once to the same motion without leave of the Mayors' Council except in explanation of a material part of his or her speech which may have been misconceived, and in doing so, the Council Member or Delegate is not to introduce any new matter.
- 11.4 If, during debate on a motion, a motion to refer or defer that motion is put while there are Council Members or Delegates remaining who have indicated an intention to speak, the Presiding Member will, at his/her sole discretion, refuse to accept the seconding of such a motion of deferral or referral until those on the list of speakers for the first motion have been heard. No other names will be added to the speakers list, and following the hearing of those entitled to speak, the Presiding Member will ask if there will be a seconder to the motion to defer or refer and, receiving an affirmative response, will call the question on such motion without debate or amendment.

- 11.5 Item 11.4 does not apply to the mover of the motion under debate and the mover will be permitted to speak a second time, for a maximum of five (5) minutes, immediately before the question is finally put by the Presiding Member.
- 11.6 After the question is finally put by the Presiding Member no Council Member or Delegate will speak to such question nor will any other motion be made until after the result is declared.

12. VOTING

- 12.1 Questions arising at any meeting will be decided by a majority of votes of those present.
- 12.2 Questions relating to the following items must be decided by a weighted vote as calculated using the table in Annex 3, *Weighted Voting at Mayors' Council*:
 - (a) Approving or rejecting a long-term strategy;
 - (b) Approving or rejecting an investment plan; and
 - (c) Approving, rejecting or altering an application to establish a new fare or to increase an existing fare.
- 12.3 Questions relating to the following items must be decided on the basis of one (1) vote per Council Member:
 - (a) Election of the Chair and Vice-Chair;
 - (b) Appointing Directors;
 - (c) Varying Director remuneration, except that the Chair and Vice-Chair are not entitled to vote on resolutions regarding varying Director remuneration;
 - (d) Amending the executive compensation plan; and
 - (e) Approving or rejecting a proposed fare collection bylaw or amendment.
- 12.4 For questions related to items other than those set out in Item 12.2 and 12.3:
 - (a) If, prior to the question being called, no Council Members requests that a weighted vote be called, the question will be decided on the basis of one (1) vote per Council Member; and
 - (b) If, prior to the question being called, a Council Member requests that a weighted vote be called, the question will be decided by weighted vote.

- 12.5 Except as provided in Item 9.5(a) and 12.3(c), the Presiding Member will vote on all business coming before a meeting.
- 12.6 In the case of an equal number of votes for and against a question, including the vote of the Presiding Member (when he or she is permitted to vote), the question will be defeated.

13. NOTICE OF MOTION

- 13.1 Any Council Member or Delegate desiring to bring a new matter before a meeting of the Mayors' Council, other than a point of order or a point of privilege, will do so by way of motion.
- 13.2 Any new matter that requires further information than could or would normally be available to the Mayors' Council at a meeting, may be ruled by the Presiding Member as a notice of motion and will be dealt with as provided by Item 13.3(b).
- 13.3 A notice of motion may be introduced by a Council Member by:
 - (a) Providing the Executive Director or Corporate Secretary with a signed copy of such motion, no later than five (5) clear calendar days prior to the scheduled meeting, and the Executive Director or Corporate Secretary will add the motion to the agenda for said meeting; or
 - (b) Providing the Executive Director or Corporate Secretary with a signed copy of such motion during a meeting and the Corporate Secretary will, upon the Council Member or Delegate being acknowledged by the Presiding Member and the notice of motion being read to the meeting, include it in the minutes of that meeting as notice of motion and will add the motion to the agenda of the next regular meeting of the Mayors' Council.
- 13.4 A motion may be introduced without previous notice having been given by a resolution waiving notice of motion passed by two-thirds (2/3) of those present at the meeting.

14. AMENDMENTS

- 14.1 An amendment must be moved and seconded before it is debated or determined.
- 14.2 Only two (2) amendments will be allowed to the main question and only one (1) amendment will be allowed to an amendment.
- 14.3 Every amendment must be determined before the main question is put to a vote.
- 14.4 Amendments will be voted upon in the reverse order in which they were moved.

14.5 An amendment that has been moved and seconded may be withdrawn at any time by the mover.

14.6 A question of referral, until it is decided, will preclude all amendments to the main question.

15. RECONSIDERATION

15.1 A motion to reconsider a matter that has previously been decided by the Mayors' Council may be moved at the same meeting or at a subsequent meeting by a Council Member or Delegate who previously voted with the prevailing side, provided that no steps have been taken to implement the matter previously decided.

15.2 A motion to reconsider may be seconded by any Council Member or Delegate.

15.3 After the motion to reconsider has been moved and seconded, the mover must state the justification for reconsidering the previous decision. The motion to reconsider will be decided by a simple majority of those present, without debate or amendment.

15.4 If the motion to reconsider is carried, the original motion will be reconsidered as the next item of business and all regular rules of debate and voting will apply.

16. COMMITTEES

16.1 The Mayors' Council may establish committees and delegate the powers and duties of the Mayors' Council to the committees.

16.2 Sections 1, 3, 4, 5, 6, 8, 9, 10, 11, 12, 13, 14 and 15 will apply to meetings of Committees with such modifications as are required, including the substitution of the term "Committee Chair" for the term "Chair" and the term "Committee meeting" for the term "Mayors' Council meeting".

16.3 The Chair is an ex officio member of all Committees.

16.4 The quorum necessary for the transaction of business at a Committee meeting will be a majority of the Committee members.

17. WORKSHOPS

17.1 Workshops will be considered duly constituted meetings of the Mayors' Council.

17.2 Workshops may be convened from time to time at the call of the Chair, upon written notice provided to Council Members attending the Workshop in accordance with Item 3.2.

17.3 Attendance by Council Members or Delegates at Workshops will constitute attendance at a meeting for the purposes of remuneration under s. 213(4)(b) of the Act.

17.4 The quorum for a Workshop will be those Council Members and Delegates present.

18. SUPPLEMENTARY PROVISIONS

18.1 If a situation is not contemplated by these Rules of Procedure for the Conduct of Meetings, the “Council Proceedings” Division of the Community Charter will apply.

18.2 If a situation is not contemplated by these Rules of Procedure for the Conduct of Meetings nor by the “Council Proceedings” Division of the *Community Charter*, Roberts Rules of Order will apply.

ANNEX 1

Mayors' Council on Regional Transportation GUIDELINES FOR ELECTRONIC MEETINGS AND PARTICIPATION BY MEMBERS

Approved: December 3, 2020; **Effective:** January 1, 2021

These guidelines outline suggested procedures and practices related to participation by electronic means at Mayors' Council and committee meetings.

The [South Coast British Columbia Transportation Authority Act](#), together with the [Mayors' Council's Rules of Procedure for the Conduct of Meetings](#), authorizes meetings of the Mayors' Council and its committees to be organized using video-conference technology. When a video-conference meeting is organized, members are deemed to be present at the meeting, and are encouraged to follow these participation practices to facilitate the proceedings.

These practices are intended to improve the meeting experience for participants and observing members of the public and the media and will improve the accessibility of meetings by those who are hearing- or seeing-impaired.

1. Joining the Electronic Meeting

- a. Join the electronic meeting 10 minutes before the start of the meeting.
- b. Confirm with staff that you can hear and be heard prior to the start of the meeting.
- c. Turn on the video camera and keep it on throughout the meeting as appropriate, unless technology limitations affect performance.
- d. Choose a suitable location that is free from incidental noise or other background features that could interrupt the proceedings.
- e. Choose a location where the light is on your face.
- f. Look at the camera.

2. Procedural Matters

- a. Follow the rules of order and decorum, and address remarks through the Chair and generally conduct the proceedings in a respectful manner.
- b. Seek recognition by the Chair by using the electronic "raise hand" function.
- c. Notify the Recording Secretary when leaving the meeting, even temporarily, via the in-app chat function or email.
- d. Vote on motions by way of voice vote, or if inconclusive, by way of roll-call vote.
- e. Secret ballot voting is subject to the process outlined in the "Voting procedures for 2021 Chair and Vice-Chair Elections"
- f. During a closed meeting, ensure that only you alone can listen and watch the proceedings to ensure confidentiality.

3. Etiquette

- a.** Wear attire appropriate for a Council or committee meeting.
- b.** Refrain from multi-tasking during the proceedings.
- c.** Remember to mute your microphone when you no longer have the floor.

4. Technology Issues

- a.** Connect to the meeting using a suitable device to facilitate optimum participation, such as a desktop or laptop computer, or a tablet.
- b.** If you experience technical problems that prevent you from hearing or being heard, communicate with staff to resolve the issue, knowing that if you must leave the meeting, quorum may be affected.

ANNEX 2

Mayors' Council on Regional Transportation

PUBLIC DELEGATE POLICY AT REGULAR MAYORS' COUNCIL MEETINGS

Approved: February 27, 2020

1. Every regularly scheduled Mayors' Council meeting will include a Public Delegates agenda item, with sufficient time allocated to hear from no more than ten (10) public delegates.
2. Where circumstances warrant, the Mayors' Council Chair may extend the length of time and/or the number of permitted presenters allotted to the Public Delegates agenda item at regular meetings.
3. The Mayors' Council will receive public delegations only on those matters that are within the authority of the Mayors' Council to decide.
4. Each delegation will be given a maximum of three (3) minutes to address the Mayors' Council. Questions to or discussion with Council are generally not permitted.
5. The application process for prospective public delegates is as follows:
 - a. Any person or organization wishing to appear before the Mayors' Council must submit an application to the Executive Director no later than 8:00 a.m., two (2) business days prior to the scheduled meeting.
 - b. The application must indicate the agenda item or issue the applicant wishes to address, the name of the designated speaker and the specific action that is being requested of the Mayors' Council. Only applications from public delegates wishing to speak to matters that are within the authority of the Mayors' Council to decide are deemed to be qualified applicants.
 - c. The Executive Director will, no later than noon two (2) business days prior to the scheduled meeting, advise the applicant whether he/she is scheduled to appear before the Mayors' Council.
 - d. The Mayors' Council will receive one representative from an organization at each meeting. If an organization wishes to appear as a delegation, one person should be selected as a designated speaker for the organization. If more than one individual from an organization submits an application, the individual who registered first with the Executive Director will be deemed to be the designated speaker for the organization. Additional representatives from the organizations will be received, time permitting within the time allotted to receiving public input, in accordance with Item 7(c) of the Public Delegates Policy.

6. Applications to appear as delegations will be prioritized in accordance with the following process:
 - a. Those individuals or organizations (in accordance with Item 5(d) of the Public Delegates Policy) speaking on an agenda item to be considered at the meeting will be received first. Priority will be given to those individuals or organizations that have not previously addressed the Mayors' Council on the agenda item of interest.
 - b. Those individuals or organizations (in accordance with Item 5(d) of the Public Delegates Policy) speaking on issues not included on the agenda for the meeting and on a matter that is within the authority of the Mayors' Council will be received next. Priority will be given to those individuals or organizations that have not previously addressed the Mayors' Council on the issue of interest.
 - c. Representatives, other than the designated speaker of an organization that has already been heard at the meeting, will be received next in the order in which they register with the Executive Director, if time permits within the time allotted by the Mayors' Council to receive delegations, and up to a maximum of four (4) in total from each organization.
7. Where the number of applicants exceeds the time allotted to receiving public input, the applicants that are not accepted will be invited to submit written input to the Mayors' Council.
8. Public Delegates scheduled to appear before the Mayors' Council may use a presentation or written submission to supplement their oral presentation. Presentations will be provided to the Mayors' Council in hardcopy only and will not be electronically shared or projected on screen.
9. Presentations and submissions as per Item 7 and 8 can be provided either by the Public Delegate (25 copies should be supplied) or by the Mayors' Council Secretariat upon request. In cases when the Secretariat is asked to provide copies on behalf of the Public Delegate, the following conditions apply:
 - a. The document must be received by the Secretariat no later than noon one (1) business day prior to the scheduled meeting.
 - b. The document to be copied cannot exceed 10 letter-sized pages.
 - c. Copies produced by the Secretariat will be double-sided and corner-stapled.
 - d. The Secretariat will produce copies of the document only for members and staff of the Mayors' Council; additional copies are the responsibility of the Public Delegate.

Mayors' Council on Regional Transportation
RULES OF PROCEDURE FOR THE CONDUCT OF MEETINGS

Proposed amendments: June 26, 2025 ([track changes](#) version)

1. DEFINITIONS

In these Rules of Procedure for the Conduct of Meetings:

“Act” means the *South Coast British Columbia Transportation Authority Act*;

“Board” means the Board of Directors of TransLink;

“Board Chair” means the Chair of the Board, appointed by the Board;

“Board Designates” means [the three](#) Council Members, elected as the Mayors' Council Designates to the TransLink Board of Directors, by the Mayors' Council, [who attend Board meetings at the invitation of the TransLink Board](#);

“Chair” means a Council Member, elected as Chair by the Mayors' Council;

“Chief Executive Officer” means the person appointed as Chief Executive Officer of TransLink;

“Committee” means a committee of Council Members established by the Mayors' Council;

“Committee Chair” means the Committee member appointed as chair by the Mayors' Council;

“Corporate Secretary” means the Corporate Secretary of TransLink or his/her designate;

“Council Member” means a member of the Mayors' Council;

“Delegate” means a person appointed by a Council Member to attend and act on his/her behalf, in his/her absence, at a meeting of the Mayors' Council or a Committee, which person must be:

- (d) In the case of a mayor, a member of the mayor's municipal council,
- (e) In the case of the head of a treaty First Nation, a member of the governing body of the treaty First Nation, and
- (f) In the case of the Electoral Area A Director, an alternate appointed in accordance with section 201 of the *Local Government Act*;

“Director” means a member of the Board;

“Executive Director” means the Executive Director of the Mayors’ Council on Regional Transportation Secretariat appointed by the Mayors’ Council to so act;

“In-Camera Meeting” means a meeting of the Mayors’ Council where attendance is restricted to Council Members, Delegates and invited attendees;

“Mayors’ Council” means the Mayors’ Council on Regional Transportation established under the Act;

“Presiding Member” means the person chairing a Mayors’ Council meeting;

“Public Meeting” means a meeting of the Mayors’ Council where the public is invited to attend;

“TransLink” means the South Coast British Columbia Transportation Authority;

“Vice-Chair” means a Council Member, elected as Vice-Chair by the Mayors’ Council; and

“Workshop” means a meeting of the Mayors’ Council, a Committee, or two or more Council members convened for the purpose of sharing information or discussion and at which no decisions are to be made.

2. ELECTION OF CHAIR, VICE-CHAIR AND BOARD DESIGNATES

2.1 The Chair, Vice-Chair and Board Designates are elected at the last meeting of each year of the Mayors’ Council.

2.2 Any Council Member may be nominated for the positions of Chair, Vice-Chair and Board Designates at the Mayors’ Council meeting where the election of the Chair, Vice-Chair and Board Designates is to be considered. The nomination must be seconded by another Council Member and must be accepted by the Council Member so nominated.

2.3 If more than one person is nominated for the position of Chair or Vice-Chair ~~or Board Designate~~, a vote by secret ballot will be taken to determine the outcome at the meeting when the nominations are made. The person who receives the most votes, as determined by the Executive Director and Corporate Secretary, will be the Chair or Vice-Chair ~~and Board Designate~~.

2.4 If more than three people are nominated for the position of Board Designates, a vote by secret ballot will be taken to determine the outcome at the meeting when the nominations are made, using the following voting procedure:

- (a) Each Mayors' Council member will be requested to cast votes for three nominees; and
- (b) To be considered valid, all ballots must show votes for three nominees; and
- (c) The three nominees who receive the most votes, as determined by the Executive Director and Corporate Secretary, will be the Mayors' Council Designates.

- 2.5 The election of Chair, Vice-Chair and Board Designates will be determined on the basis of one (1) vote per Council Member and Delegate present at the meeting.
- 2.6 The Chair, Vice-Chair and Board Designates will hold office for a one (1) year term, commencing on January 1 and ending on December 31 of the ensuing year.
- 2.7 The Chair, Vice-Chair and Board Designates should declare their intention to seek re-election by notifying the Council Members by email no later than November 15.
- 2.8 If the office of the Chair or Vice-Chair or Board Designates becomes vacant, the Mayors' Council will elect a new Chair or Vice-Chair or Board Designate(s) at its next meeting, to hold office until December 31.

3. REGULAR MEETINGS

- 3.1 The Chair will establish a schedule of regular meetings.
- 3.2 At the request of the Chair, the Executive Director will provide notice of the meeting to Council Members at least five (5) clear calendar days before the date of the meeting and:
 - (a) The notice will state the general purpose of the meeting and the day, hour and place of the meeting; and
 - (b) Notice of the meeting will be sent to the email address provided by each Council Member.
- 3.3 If the regular meeting is to be a Public Meeting, the Executive Director will provide public notice of the day, hour and place of the regular meeting, by way of notice posted on the TransLink website at least five (5) calendar days before the date of the meeting.
- 3.4 Meetings may be held via teleconference at the direction of the Chair or Committee Chair, and all resolutions will be valid as if passed at an in-person meeting.

- 3.5 Annex 1 provides guidelines for electronic meetings and participation by Council Members.

4. URGENT MEETINGS

- 4.1 In an emergency, the Chair, or any three (3) or more Council Members upon written request, may call a meeting with less than five (5) clear calendar days notice.
- 4.2 The notice of an urgent meeting will indicate the agenda items to be dealt with at the meeting and only those matters will be dealt with at the meeting except where a resolution to place an additional item on the agenda has been passed unanimously by those Council Members and Delegates present at the meeting.
- 4.3 The Executive Director will provided notice of the urgent meeting as soon as practicable and:
- (a) The notice will state the purpose of the urgent meeting and the day, hour and place of the meeting; and
 - (b) Notice of the urgent meeting will be sent to the email address provided by each Council Member.
- 4.4 If the urgent meeting is to be a Public Meeting, the Executive Director will provide public notice of the day, hour and place of the urgent meeting, by way of notice posted on the TransLink website as soon as practicable.
- 4.5 Urgent In-Camera Meetings may be held via teleconference and all resolutions will be valid as if passed at an in-person meeting.

5. ATTENDANCE AT MEETINGS

- 5.1 A Council Member may appoint a Delegate to attend a meeting and to act on his/her behalf at that meeting.
- 5.2 The Chair, ~~and~~ Vice-Chair and Board Designates may not appoint a Delegate to act as Chair or Vice-Chair or attend Board meetings on their behalf, respectively.
- 5.3 Council Members and Delegates must attend regularly scheduled meetings in person or via teleconference if the meeting is held electronically as per Annex 1.
- 5.4 The Corporate Secretary will attend all meetings and record the business and proceedings thereof.

- 5.5 Attendance of individuals at In-Camera Meetings, with the exception of the Executive Director and Corporate Secretary, requires the approval of a majority of the Council Members and Delegates present at the meeting.

6. IN-CAMERA MEETINGS

- 6.1 A part of a meeting must be closed to the public if the subject matter being considered relates to one or more of the following:
- (a) A request under the *Freedom of Information and Protection of Privacy Act*, if the Mayors' Council is designated as head of the local public body for the purposes of that Act in relation to the matter;
 - (b) The consideration of information received and held in confidence relating to negotiations between the Mayors' Council and a provincial government or the federal government or both, or between a provincial government or the federal government or both and a third party; and
 - (c) A matter that under the provisions of another enactment is such that the public must be excluded from the meeting.
- 6.2 A part of a meeting may be closed to the public if the subject matter being considered relates to or is one or more of the following:
- (a) Personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the Mayors' Council or another position appointed by the Mayors' Council;
 - (b) The security of the property of the Mayors' Council;
 - (c) Labour relations or other employee relations;
 - (d) The acquisition, disposition or expropriation of land or improvements, if the Mayors' Council considers that disclosure could reasonably be expected to harm the interests of the Mayors' Council;
 - (e) Law enforcement, if the Mayors' Council considers that disclosure could reasonably be expected to harm the conduct of an investigation under or enforcement of an enactment;
 - (f) Litigation or potential litigation affecting the Mayors' Council;
 - (g) An administrative tribunal hearing or potential administrative tribunal hearing affecting the Mayors' Council, other than a hearing to be conducted by the Mayors' Council or a delegate of the Mayors' Council;

- (h) The receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose;
 - (i) Information that is prohibited, or information that if it were presented in a document would be prohibited, from disclosure under section 21 of the *Freedom of Information and Protection of Privacy Act*;
 - (j) Negotiations and related discussions respecting the proposed provision of a Mayors' Council service that are at their preliminary stages and that, in the view of the Mayors' Council, could reasonably be expected to harm the interests of the Mayors' Council if they were held in public;
 - (k) Relations or negotiations between the Mayors' Council and other levels of government and/or agencies;
 - (l) A matter that under the provisions of another enactment is such that the public may be excluded from the meeting;
 - (m) The consideration of whether a meeting should be closed under a provision of this Item or Item 6.1; and
 - (n) A vote on whether particular individuals may attend the part of a meeting that is closed to the public.
- 6.3 If the only subject matter being considered at a meeting is one or more matters referred to in Items 6.1 or 6.2, the applicable subsection applies to the entire meeting.
- 6.4 The Executive Director or Corporate Secretary will circulate the proposed agendas for the Public and In-Camera Meetings to all Council Members seven (7) days prior to the scheduled meeting date. Upon receipt of the proposed agendas, the Council Members may request the Chair to move items from the Public meeting agenda to the In-Camera meeting agenda and vice versa, prior to the agendas being finalized.

7. QUORUM

- 7.1 The quorum necessary for the transaction of the business of the Mayors' Council will be a majority of the Council Members.
- 7.2 Delegates will be included in the determination of quorum.

8. PUBLIC DELEGATIONS

- 8.1 The Mayors' Council will allot a maximum of one (1) hour on the day of a Public Meeting to receive public delegations.

- 8.2 Where circumstances warrant, the Mayors' Council, at its sole discretion, may extend the length of time allotted to receiving public input.
- 8.3 Meetings of the Mayors' Council may be held for the express purpose of receiving public input and Item 8.1 will not apply. The meeting will be called by the Executive Director at the request of the Chair and notice of the meeting will be delivered to Council Members at least ten (10) clear calendar days before the date of the meeting.
- 8.4 Policies and processes for receiving and considering applications and hearing from public delegates is found in Annex 2, *Public Delegate Policy at Regular Mayors' Council Meetings* and applies to all delegates and Council Members.

9. RULES OF CONDUCT

- 9.1 The Chair will preside at all meetings. In the absence of the Chair, the Vice-Chair will preside.
- 9.2 In the absence of the Chair and Vice-Chair, the Council Members and Delegates present will elect a Council Member to act as chair for the meeting.
- 9.3 The Presiding Member will preserve order and decide all points of order that may arise during the meeting.
- 9.4 The Presiding Member may expel or exclude any person from a meeting for improper conduct.
- 9.5 Any Council Member or Delegate may appeal a decision of the Presiding Member. On an appeal, the question "Will the Chair be sustained?", will be immediately put by the Presiding Member and decided without debate and:
 - (a) The Presiding Member will not be entitled to vote on an appeal;
 - (b) Each Council Member or Delegate will have one (1) vote;
 - (c) In the event of the votes being equal, the decision of the Presiding Member is sustained; and
 - (d) The Presiding Member will be governed by the vote of the majority of those present at the meeting.
- 8.4 If the Presiding Member refuses to put the question "Will the Chair be sustained?", the Council Members and Delegates will immediately appoint another Council Member to chair the meeting and to proceed in accordance with Item 9.5.

10. MOTIONS

- 10.1 A motion must be moved and seconded before the subject of the question is debated or determined.
- 10.2 A motion that has been moved and seconded may be withdrawn at any time by the mover, with the approval of a majority of those present at the meeting.
- 10.3 During the debate on a motion:
 - (a) The only motions that may be made are to refer, amend, table or defer it, adjourn the meeting, or call the question; and
 - (b) Motions to defer or refer the motion or to adjourn the meeting will be decided without debate or amendment.
- 10.4 Any Council Member or Delegate may request that a motion that contains multiple parts be divided and that the question on each be called separately.
- 10.5 A motion to adjourn will always be in order, but no second motion to the same effect will be made until some intermediate proceeding will have been taken.

11. RULES OF DEBATE

- 11.1 Where there is a motion under debate, a Council Member or Delegate will not speak other than on that motion under debate and the matters relating to that motion as set out in Item 11.3.
- 11.2 No Council Member or Delegate will speak on any question for longer than five (5) minutes without leave of the Mayors' Council.
- 11.3 No Council Member or Delegate, with the exception of the mover of the motion under debate, will speak more than once to the same motion without leave of the Mayors' Council except in explanation of a material part of his or her speech which may have been misconceived, and in doing so, the Council Member or Delegate is not to introduce any new matter.
- 11.4 If, during debate on a motion, a motion to refer or defer that motion is put while there are Council Members or Delegates remaining who have indicated an intention to speak, the Presiding Member will, at his/her sole discretion, refuse to accept the seconding of such a motion of deferral or referral until those on the list of speakers for the first motion have been heard. No other names will be added to the speakers list, and following the hearing of those entitled to speak, the Presiding Member will ask if there will be a seconder to the motion to defer or refer and, receiving an affirmative response, will call the question on such motion without debate or amendment.

- 11.5 Item 11.4 does not apply to the mover of the motion under debate and the mover will be permitted to speak a second time, for a maximum of five (5) minutes, immediately before the question is finally put by the Presiding Member.
- 11.6 After the question is finally put by the Presiding Member no Council Member or Delegate will speak to such question nor will any other motion be made until after the result is declared.

12. VOTING

- 12.1 Questions arising at any meeting will be decided by a majority of votes of those present.
- 12.2 Questions relating to the following items must be decided by a weighted vote as calculated using the table in Annex 3, *Weighted Voting at Mayors' Council*:
 - (a) Approving or rejecting a long-term strategy;
 - (b) Approving or rejecting an investment plan; and
 - (c) Approving, rejecting or altering an application to establish a new fare or to increase an existing fare.
- 12.3 Questions relating to the following items must be decided on the basis of one (1) vote per Council Member:
 - (a) Election of the Chair and Vice-Chair;
 - (b) Appointing Directors;
 - (c) Varying Director remuneration, except that the Chair and Vice-Chair are not entitled to vote on resolutions regarding varying Director remuneration;
 - (d) Amending the executive compensation plan; and
 - (e) Approving or rejecting a proposed fare collection bylaw or amendment.
- 12.4 For questions related to items other than those set out in Item 12.2 and 12.3:
 - (a) If, prior to the question being called, no Council Members requests that a weighted vote be called, the question will be decided on the basis of one (1) vote per Council Member; and
 - (b) If, prior to the question being called, a Council Member requests that a weighted vote be called, the question will be decided by weighted vote.

- 12.5 Except as provided in Item 9.5(a) and 12.3(c), the Presiding Member will vote on all business coming before a meeting.
- 12.6 In the case of an equal number of votes for and against a question, including the vote of the Presiding Member (when he or she is permitted to vote), the question will be defeated.

13. NOTICE OF MOTION

- 13.1 Any Council Member or Delegate desiring to bring a new matter before a meeting of the Mayors' Council, other than a point of order or a point of privilege, will do so by way of motion.
- 13.2 Any new matter that requires further information than could or would normally be available to the Mayors' Council at a meeting, may be ruled by the Presiding Member as a notice of motion and will be dealt with as provided by Item 13.3(b).
- 13.3 A notice of motion may be introduced by a Council Member by:
 - (a) Providing the Executive Director or Corporate Secretary with a signed copy of such motion, no later than five (5) clear calendar days prior to the scheduled meeting, and the Executive Director or Corporate Secretary will add the motion to the agenda for said meeting; or
 - (b) Providing the Executive Director or Corporate Secretary with a signed copy of such motion during a meeting and the Corporate Secretary will, upon the Council Member or Delegate being acknowledged by the Presiding Member and the notice of motion being read to the meeting, include it in the minutes of that meeting as notice of motion and will add the motion to the agenda of the next regular meeting of the Mayors' Council.
- 13.4 A motion may be introduced without previous notice having been given by a resolution waiving notice of motion passed by two-thirds (2/3) of those present at the meeting.

14. AMENDMENTS

- 14.1 An amendment must be moved and seconded before it is debated or determined.
- 14.2 Only two (2) amendments will be allowed to the main question and only one (1) amendment will be allowed to an amendment.
- 14.3 Every amendment must be determined before the main question is put to a vote.
- 14.4 Amendments will be voted upon in the reverse order in which they were moved.

14.5 An amendment that has been moved and seconded may be withdrawn at any time by the mover.

14.6 A question of referral, until it is decided, will preclude all amendments to the main question.

15. RECONSIDERATION

15.1 A motion to reconsider a matter that has previously been decided by the Mayors' Council may be moved at the same meeting or at a subsequent meeting by a Council Member or Delegate who previously voted with the prevailing side, provided that no steps have been taken to implement the matter previously decided.

15.2 A motion to reconsider may be seconded by any Council Member or Delegate.

15.3 After the motion to reconsider has been moved and seconded, the mover must state the justification for reconsidering the previous decision. The motion to reconsider will be decided by a simple majority of those present, without debate or amendment.

15.4 If the motion to reconsider is carried, the original motion will be reconsidered as the next item of business and all regular rules of debate and voting will apply.

16. COMMITTEES

16.1 The Mayors' Council may establish committees and delegate the powers and duties of the Mayors' Council to the committees.

16.2 Sections 1, 3, 4, 5, 6, 8, 9, 10, 11, 12, 13, 14 and 15 will apply to meetings of Committees with such modifications as are required, including the substitution of the term "Committee Chair" for the term "Chair" and the term "Committee meeting" for the term "Mayors' Council meeting".

16.3 The Chair is an ex officio member of all Committees.

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17.1 Workshops will be considered duly constituted meetings of the Mayors' Council.

17.2 Workshops may be convened from time to time at the call of the Chair, upon written notice provided to Council Members attending the Workshop in accordance with Item 3.2.

17.3 Attendance by Council Members or Delegates at Workshops will constitute attendance at a meeting for the purposes of remuneration under s. 213(4)(b) of the Act.

17.4 The quorum for a Workshop will be those Council Members and Delegates present.

18. SUPPLEMENTARY PROVISIONS

18.1 If a situation is not contemplated by these Rules of Procedure for the Conduct of Meetings, the “Council Proceedings” Division of the Community Charter will apply.

18.2 If a situation is not contemplated by these Rules of Procedure for the Conduct of Meetings nor by the “Council Proceedings” Division of the *Community Charter*, Roberts Rules of Order will apply.

ANNEX 1

Mayors' Council on Regional Transportation GUIDELINES FOR ELECTRONIC MEETINGS AND PARTICIPATION BY MEMBERS

Approved: December 3, 2020; **Effective:** January 1, 2021

These guidelines outline suggested procedures and practices related to participation by electronic means at Mayors' Council and committee meetings.

The [South Coast British Columbia Transportation Authority Act](#), together with the [Mayors' Council's Rules of Procedure for the Conduct of Meetings](#), authorizes meetings of the Mayors' Council and its committees to be organized using video-conference technology. When a video-conference meeting is organized, members are deemed to be present at the meeting, and are encouraged to follow these participation practices to facilitate the proceedings.

These practices are intended to improve the meeting experience for participants and observing members of the public and the media and will improve the accessibility of meetings by those who are hearing- or seeing-impaired.

1. Joining the Electronic Meeting

- a. Join the electronic meeting 10 minutes before the start of the meeting.
- b. Confirm with staff that you can hear and be heard prior to the start of the meeting.
- c. Turn on the video camera and keep it on throughout the meeting as appropriate, unless technology limitations affect performance.
- d. Choose a suitable location that is free from incidental noise or other background features that could interrupt the proceedings.
- e. Choose a location where the light is on your face.
- f. Look at the camera.

2. Procedural Matters

- a. Follow the rules of order and decorum, and address remarks through the Chair and generally conduct the proceedings in a respectful manner.
- b. Seek recognition by the Chair by using the electronic "raise hand" function.
- c. Notify the Recording Secretary when leaving the meeting, even temporarily, via the in-app chat function or email.
- d. Vote on motions by way of voice vote, or if inconclusive, by way of roll-call vote.
- e. Secret ballot voting is subject to the process outlined in the "Voting procedures for 2021 Chair and Vice-Chair Elections"
- f. During a closed meeting, ensure that only you alone can listen and watch the proceedings to ensure confidentiality.

3. Etiquette

- a.** Wear attire appropriate for a Council or committee meeting.
- b.** Refrain from multi-tasking during the proceedings.
- c.** Remember to mute your microphone when you no longer have the floor.

4. Technology Issues

- a.** Connect to the meeting using a suitable device to facilitate optimum participation, such as a desktop or laptop computer, or a tablet.
- b.** If you experience technical problems that prevent you from hearing or being heard, communicate with staff to resolve the issue, knowing that if you must leave the meeting, quorum may be affected.

ANNEX 2

Mayors' Council on Regional Transportation

PUBLIC DELEGATE POLICY AT REGULAR MAYORS' COUNCIL MEETINGS

Approved: February 27, 2020

1. Every regularly scheduled Mayors' Council meeting will include a Public Delegates agenda item, with sufficient time allocated to hear from no more than ten (10) public delegates.
2. Where circumstances warrant, the Mayors' Council Chair may extend the length of time and/or the number of permitted presenters allotted to the Public Delegates agenda item at regular meetings.
3. The Mayors' Council will receive public delegations only on those matters that are within the authority of the Mayors' Council to decide.
4. Each delegation will be given a maximum of three (3) minutes to address the Mayors' Council. Questions to or discussion with Council are generally not permitted.
5. The application process for prospective public delegates is as follows:
 - a. Any person or organization wishing to appear before the Mayors' Council must submit an application to the Executive Director no later than 8:00 a.m., two (2) business days prior to the scheduled meeting.
 - b. The application must indicate the agenda item or issue the applicant wishes to address, the name of the designated speaker and the specific action that is being requested of the Mayors' Council. Only applications from public delegates wishing to speak to matters that are within the authority of the Mayors' Council to decide are deemed to be qualified applicants.
 - c. The Executive Director will, no later than noon two (2) business days prior to the scheduled meeting, advise the applicant whether he/she is scheduled to appear before the Mayors' Council.
 - d. The Mayors' Council will receive one representative from an organization at each meeting. If an organization wishes to appear as a delegation, one person should be selected as a designated speaker for the organization. If more than one individual from an organization submits an application, the individual who registered first with the Executive Director will be deemed to be the designated speaker for the organization. Additional representatives from the organizations will be received, time permitting within the time allotted to receiving public input, in accordance with Item 7(c) of the Public Delegates Policy.

6. Applications to appear as delegations will be prioritized in accordance with the following process:
 - a. Those individuals or organizations (in accordance with Item 5(d) of the Public Delegates Policy) speaking on an agenda item to be considered at the meeting will be received first. Priority will be given to those individuals or organizations that have not previously addressed the Mayors' Council on the agenda item of interest.
 - b. Those individuals or organizations (in accordance with Item 5(d) of the Public Delegates Policy) speaking on issues not included on the agenda for the meeting and on a matter that is within the authority of the Mayors' Council will be received next. Priority will be given to those individuals or organizations that have not previously addressed the Mayors' Council on the issue of interest.
 - c. Representatives, other than the designated speaker of an organization that has already been heard at the meeting, will be received next in the order in which they register with the Executive Director, if time permits within the time allotted by the Mayors' Council to receive delegations, and up to a maximum of four (4) in total from each organization.
7. Where the number of applicants exceeds the time allotted to receiving public input, the applicants that are not accepted will be invited to submit written input to the Mayors' Council.
8. Public Delegates scheduled to appear before the Mayors' Council may use a presentation or written submission to supplement their oral presentation. Presentations will be provided to the Mayors' Council in hardcopy only and will not be electronically shared or projected on screen.
9. Presentations and submissions as per Item 7 and 8 can be provided either by the Public Delegate (25 copies should be supplied) or by the Mayors' Council Secretariat upon request. In cases when the Secretariat is asked to provide copies on behalf of the Public Delegate, the following conditions apply:
 - a. The document must be received by the Secretariat no later than noon one (1) business day prior to the scheduled meeting.
 - b. The document to be copied cannot exceed 10 letter-sized pages.
 - c. Copies produced by the Secretariat will be double-sided and corner-stapled.
 - d. The Secretariat will produce copies of the document only for members and staff of the Mayors' Council; additional copies are the responsibility of the Public Delegate.