



# PUBLIC MEETING AGENDA

**Revised:** September 29, 2025

**Thursday, October 2, 2025, 9:00AM to 9:55AM**

Metro Vancouver Boardroom, 28th Floor, Metrotower III, 4515 Central Boulevard, Burnaby, BC  
and via Videoconference<sup>1</sup> (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](#).

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|---------------------|--|-----------------|
| <b>9:00AM</b>       | <b>1. PRELIMINARY MATTERS</b>  |                 |
|                     | 1.1. Adoption of agenda.....   | Page 1          |
|                     | 1.2. Approval of Public Meeting Minutes (June 26, 2025).....   | 2               |
| <b>9:05AM</b>       | <b>2. PUBLIC DELEGATES .....</b>   | <b>6</b>        |
| <b>9:25AM</b>       | <b>3. REPORT OF TRANSLINK MANAGEMENT .....</b>   | <b>ON TABLE</b> |
| <b>9:40AM</b>       | <b>4. REPORT OF THE CHAIR .....</b>  | <b>ORAL</b>     |
| <b>9:45AM</b>       | <b>5. REPORT OF THE EXECUTIVE DIRECTOR</b>   |                 |
| <b>Report Added</b> | 5.1. Report on Mayors' Council Submission to 2026/27 Federal Pre-Budget<br>Consultations.....  | <b>7</b>        |
| <b>9:55AM</b>       | <b>6. OTHER BUSINESS</b>   |                 |
|                     | 6.1. Next Public Meeting –October 31, 2025 at 9AM (Metro Vancouver Boardroom,<br>28th Floor, Metrotower III, 4515 Central Boulevard, Burnaby, BC and via<br>videoconference) |                 |
| <b>10:00AM</b>      | <b>7. ADJOURN to closed session</b>  |                 |

**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.

## MEETING OF THE MAYORS' COUNCIL ON REGIONAL TRANSPORTATION

### DRAFT PUBLIC MEETING MINUTES

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Minutes of the Public Meeting of the Mayors' Council on Regional Transportation (Mayors' Council) held June 26, 2025 in the Metro Vancouver Boardroom, 28<sup>th</sup> Floor, Metrotower III, 4515 Central Boulevard, Burnaby, BC, and via videoconference.

#### PRESENT:

Mayor Brad West, Port Coquitlam, Chair  
Mayor Malcolm Brodie, Richmond, Vice-Chair  
Councillor Brent Asmundson, Coquitlam  
(alternate)  
Mayor Linda Buchanan, North Vancouver City  
George Harvie, Delta  
Mayor Patrick Johnstone, New Westminster  
(arrived at 9:08 a.m.)  
Councillor Joe Keithly, Burnaby (alternate)  
Mayor Megan Knight, White Rock  
Mayor Mike Little, North Vancouver District

Mayor Brenda Locke, Surrey  
Mayor Nicole MacDonald, Pitt Meadows  
Director Jen McCutcheon, Electoral Area A  
Mayor John McEwen, Anmore  
Mayor Nathan Pachal, Langley City  
Mayor Jamie Ross, Belcarra  
Mayor Dan Ruimy, Maple Ridge  
Mayor Mark Sager, West Vancouver  
Councillor Bryce Williams, Tsawwassen First  
Nation (alternate)  
Mayor Eric Woodward, Langley Township

#### REGRETS:

Mayor Ken Berry, Lions Bay  
Mayor Meghan Lahti, Port Moody

Mayor Andrew Leonard, Bowen Island

#### ALSO PRESENT:

Michael Buda, Executive Director, Mayors' Council on Regional Transportation Secretariat  
Shezana Hassko, Vice-President, Engineering, TransLink

#### PREPARATION OF MINUTES:

Carol Lee, Mosaic Writing Group

#### CALL TO ORDER

Chair Brad West declared that a quorum was present and called the meeting to order at 9:02 a.m.

The Chair acknowledged, with respect and celebration, that the meeting is taking place on the traditional and unceded territories of the Indigenous people upon which we are fortunate to live, work and operate.

#### 1. PRELIMINARY MATTERS

##### 1.1. Adoption of the Agenda

*Draft agenda for the June 26, 2025 Public Meeting of the Mayors' Council on Regional Transportation, version dated June 20, 2025, was provided with the agenda material.*

##### **It was MOVED and SECONDED**

That the agenda of the June 26, 2025 Public Meeting of the Mayors' Council on Regional Transportation be adopted, as presented.

**CARRIED**

**1.2. Approval of Minutes (April 30, 2025)**

*Draft minutes of the April 30, 2025 Joint Public Meeting of the Mayors' Council on Regional Transportation and TransLink Board of Directors was provided with the agenda material.*

**It was MOVED and SECONDED**

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

**CARRIED**

**2. PUBLIC DELEGATIONS**

**2.1. Nathan Davidovic**

Mr. Davidovic requested TransLink to seek additional senior government funding to provide shelters and benches at all bus stops.

**3. REPORT OF THE CHAIR**

Chair West reported on meetings held during his recent trip to Ottawa to advocate for federal government funding for the Access for Everyone Plan (AfE) capital projects. Additional information regarding the outcome of the meetings will be provided at the July 24, 2025 Mayors' Council meeting.

**It was MOVED and SECONDED**

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

**CARRIED**

**Member Arrived**

Mayor Patrick Johnstone joined the meeting at 9:09 a.m.

**4. REPORT OF THE JOINT PLANNING COMMITTEE**

**4.1. Update on 2025 Local Government Funding Programs**

*Report titled "ITEM 4.1 – 2025 Local Government Funding Programs Report", dated June 2, 2025, was provided with the agenda material.*

Shezana Hassko, Vice-President, Engineering, TransLink, reviewed the presentation titled "Local Government Funding Programs Report, June 2025" and invited questions.

**It was MOVED and SECONDED**

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

**CARRIED**

**5. CONSENT AGENDA**

**5.1. Report of the Joint Planning Committee**

**5.1.1. Report on Comparing Transit Fare Rates Across Canada's Large Urban Regions**

*Report re: "ITEM 5.1.1 – Comparing Transit Fare Rates Across Canada's Large Urban Regions", dated May 30, 2025, was provided with the agenda material.*

**It was MOVED and SECONDED**

That the Consent Agenda of the June 26, 2025 in-Camera Meeting of the Mayors' Council on Regional Transportation be accepted.

**CARRIED**

**6. BOARD DESIGNATE ELECTIONS**

*Document titled "ITEM 6 – Election of Mayors' Council Designates to the TransLink Board of Directors", dated June 19, 2025, was provided with the agenda material.*

Michael Buda, Executive Director, Mayors' Council on Regional Transportation Secretariat, reviewed the report provided with the agenda material and invited questions.

**It was MOVED and SECONDED**

That the Mayors' Council on Regional Transportation (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; and;
3. Receive this report.

**CARRIED**

**Change in Chair**

Mayor West relinquished, and Carol Lee, assumed the chair

Carol Lee, Recording Secretary, called for nominations for the office of Chair of the Mayors' Council.

Mayors Linda Buchanan, Nicole MacDonald and Eric Woodward were nominated for the three Board Designate positions.

C. Lee called a second and third time for nominations for the office of Chair of the Mayors' Council.

There being no further nominations, Ms. Lee requested a motion to close nominations.

**It was MOVED and SECONDED**

That nominations for Mayors' Council on Regional Transportation Designates to the TransLink Board of Directors be now closed.

**CARRIED**

C. Lee declared Mayors Buchanan, MacDonald and Woodward acclaimed as Board Designates, for a term to commence immediately and to conclude on December 31, 2025.

**7. OTHER BUSINESS**

**7.1. Next Meeting**

The next Public Meeting of the Mayors' Council will be held on July 24, 2025 at 9:00 a.m. in the Metro Vancouver Boardroom and via videoconference.

**8. ADJOURNMENT**

There being no further business, the June 26, 2025 Public Meeting of the Mayors' Council on Regional Transportation was adjourned to a Closed Session at 9:15 a.m.

Certified Correct:

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Mayor Brad West, Chair

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Carol Lee, Recording Secretary  
Mosaic Writing Group

**TO:** Mayors' Council on Regional Transportation

**FROM:** Gemma Lawrence, Coordinator, Mayors' Council Secretariat

**DATE:** September 25, 2025

**SUBJECT:** **ITEM 2 – Public Delegate Presentations**

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**RECOMMENDATION:**

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

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**PURPOSE:**

To introduce the objectives and process for hearing from public delegates.

**BACKGROUND:**

Public participation at meetings is valued by the Mayors' Council, and 30 minutes is set aside at each open meeting to receive public delegations. The Mayors' Council will only receive public delegations who intend to speak on matters that are within the authority of the Mayors' Council.

Individuals can apply to be a delegate by completing the online [Application Form](#) up until 8:00AM, two business days prior to the meeting. In situations where there isn't enough time to hear from everyone wishing to speak, the Mayors' Council encourages written submissions be sent to [mayorscouncil@translink.ca](mailto:mayorscouncil@translink.ca).

The webpage for public delegates includes a Protocol for Public Delegates that notes:

- the Mayors' Council Chair will exercise discretion in maintaining a reasonable level of order and decorum;
- delegates and all meeting participants are reminded that different points of view are respected, and discussions are kept above the level of personal confrontation, disruptive behaviour and profanity.

**DISCUSSION:**

The deadline to apply to speak to the Mayors' Council is 8:00am two days prior to the meeting. At the time of this report, not all prospective speakers will have had a chance to complete applications. Accordingly, the **list of approved speakers, as well as any written submissions or presentations, will be provided on table**. Any presentations provided by delegates will also be provided to Mayors' Council members only, on table (up to 10-pages maximum). Each delegation will be given a maximum of three minutes to address the Mayors' Council. As a general rule, there are no questions or discussion between Council and delegates. The policy governing Public Delegates can be [found online](#).

**TO:** Mayors' Council on Regional Transportation

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

**DATE:** September 25, 2025

**SUBJECT:** **ITEM 5.1 – Submission to 2025-26 Federal Pre-Budget Consultations**

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**RECOMMENDATIONS:**

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

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**PURPOSE:**

To share the final Mayors' Council submission to the 2025-26 federal pre-budget consultation process as follow up to direction provided by the Mayors' Council at its June 26, 2025 meeting. The submission calls on the Government of Canada to ensure that its upcoming federal budget commits the federal share of the capital funding required to keep the \$13.3 billion in capital projects proposed for the first three years of TransLink's Access for Everyone Plan on track and ready to build and deliver as soon as possible.

**BACKGROUND:**

The 2025 Investment Plan approved on April 30, 2025 did not include any new federal or provincial capital funding for Access for Everyone (AFE) projects.

The Canadian Public Transit Fund (CPTF), funded and launched in the 2021 federal budget, is a 10-year, \$30 billion national fund for transit capital projects beginning in 2026. Through announcements in January 2025 for "Baseline" funding, and in March 2025 for "Metro Region Agreement" (MRA) funding, the federal government has committed or promised \$2.1 billion in CPTF funding to TransLink over 10 years (about 2/3 of what TransLink originally estimated based on our population and ridership share.) It is not yet clear how our MRA funding allocation was calculated, or if there will be additional funding.

At its November 28, 2024 public meeting, the Mayors' Council approved a target scope for the 2025 Investment Plan that included the capital projects needed to deliver approximately the first third of the 10-year AFE plan. None of the major transit capital projects in this proposed scope were funded in the 2025 Investment Plan. The capital projects in this target scope were used in the region's submission to the CPTF MRA funding application process, the "Integrated Regional Plan" (IRP). The preliminary cost estimate of the capital projects proposed in the IRP application – the AFE Phase One projects, plus a new SkyTrain operations and maintenance centre in Surrey – is \$13.3 billion.

**DISCUSSION:**

As part of the 2025 Investment Plan, the Government of BC, TransLink and the Mayors' Council are working together to return TransLink to financial sustainability and begin delivering the new projects and services from the Access for Everyone Plan starting in the 2027 Investment Plan.

Federal capital funding for AFE projects, at this point, is to come from CPTF. However, with a total ten-year funding commitment for TransLink of \$2.1 billion, CPTF would fund less than a 15% share of Phase One AFE projects, and less than 7% of the total AFE capital plan.

Although AFE Phase One capital projects cannot go to procurement or begin construction until approved in a 2027 Investment Plan, securing senior government funding commitments for these projects in 2026, well ahead of an Investment Plan, will allow project planning and design to proceed more quickly and thoroughly, with the certainty that these projects will proceed in the near term. The historic approach taken by both federal and provincial governments – to wait until project planning and design work is mostly complete before committing their capital contributions – forces some project planning and design work to be redone, and delays early-works projects, both of which delays project construction. Securing senior government funding commitments for these projects in 2026 will mean AFE projects get delivered sooner and at a lower cost. Importantly, early commitments from senior governments to AFE in 2026 will also kick-start the 2027 Investment Plan process, making a successful outcome easier and quicker to achieve.

The 2026 budget will be an important one for the new federal government. As its first full budget for what is a new government, it is likely to set the government's agenda for its remaining term. Big new capital commitments will be much more difficult to secure in subsequent budgets. The new government has heard our message that the CPTF – promised in the 2020 federal election and funded in the 2021 federal budget – is outdated and needs to be redesigned and has also signalled that it intends to invest significantly in housing-related local infrastructure – both opportunities for the region to make a case for additional federal transit funding.

Given these considerations, the Mayors' Council targeted the 2026 federal budget for securing most or all of the required federal government funding for Phase One AFE expansion capital projects. The Mayors' Council has focused its ask around a straightforward list of transit expansion projects from the AFE Plan based on the Phase One scope approved in December that are clearly linked to federal and provincial interests in housing, affordability, "nation-building" and economic competitiveness, and GHG emissions reductions. The AFE plan is already the Mayors' Council's approved planning document and has enjoyed broad public support. All of the projects proposed in Phase One are designed to be quick to deliver, modest in cost and will deliver on-the-ground improvements to residents and businesses in an environment where more transit is clearly and urgently needed.

### **Phase One of the Access for Everyone Plan: capital projects**

Proposed Phase One AFE capital projects for 2026 federal and provincial budget submissions:

1. Procurement of 175 new buses, 110 new SkyTrain cars and one SeaBus to support an additional 10% bus service expansion starting in 2027 (in addition to the 5% expansion approved in 2025).
2. Construction of the first three Bus Rapid Transit Projects: King George Blvd; Langley to Maple Ridge; Metrotown to North Shore.
3. Upgrade and expand bus depots to support AFE service increases, including:
  - a. Electrification and capacity expansion of existing depots [details to come]
  - b. Purchasing land for two new depots, and building one new bus depot,
  - c. One new HandyDART depot,
  - d. Two new community shuttle depots.
  - e. Build new conventional depots, HandyDART depots, and community shuttle depots
4. Construction of the Burnaby Mountain Gondola



5. Upgrade and/or expand transit-related facilities and infrastructure:
  - a. Station Upgrades: Columbia Station, West Coast Express Waterfront Station, SeaBus Terminal, and design of future upgrades
  - b. Bus Customer Amenities Program: Metrotown Exchange Upgrade, amenity upgrades, and design of Coquitlam Central Exchange
  - c. System-wide & Customer Experience improvements: including Real-Time transit information systems, bus shelters and customer washrooms
  - d. Bus Speed and Reliability infrastructure: Build out bus priority infrastructure to reduce bus delay in 2027 and beyond
  - e. Additional exchange bays, roadway infrastructure and digital infrastructure to support future service
  - f. Road improvements along Golden Ears Way to support the Langley to Haney Place BRT and goods movement
6. Construction of OMC5 to support the Surrey-Langley SkyTrain and network-wide service expansion.
7. Complete the planning and design work for future major projects identified in the Access for Everyone Plan, including the Burrard Inlet Rapid Transit Study on the North Shore and the SkyTrain Extension to UBC.

#### **Next steps**

The federal pre-budget submission in Annex A has been shared with Ministers Champagne and Robertson, the House of Commons Finance Committee and local Members of Parliament. Meetings have been requested between the Mayors' Council and Minister Robertson and the Liberal Pacific Caucus to ensure the region's elected federal representatives in government understand the benefits of the AFE Plan, and the consequences of delay or failure to deliver much needed new transit service in Metro Vancouver. Key stakeholders and community leaders have been echoing the Mayors' Council's call for more federal transit funding. Continued pressure on local MPs and Ministers and the federal government in the lead up to the 2025-26 federal budget will be essential to ensure the region's needs are not lost in Ottawa-based decision making.

#### **ATTACHMENTS:**

- **Annex A:** Mayors' Council Submission to 2025/26 federal budget consultations



Cover Page

**Pre-Budget Submission to the Honourable François-Philippe  
Champagne, Minister of Finance and National Revenue  
in Advance of the Upcoming Federal Budget**

***BUILDING TRANSIT IN METRO VANCOUVER TO SUPPORT A  
STRONGER ECONOMY AND MORE AFFORDABLE COMMUNITY:***

***Federal Capital Investments Needed to Expand Transit to  
Support Federal Targets and Objectives on Affordability,  
Housing, Climate and the Economy***

By the TransLink Mayors' Council

**July 24, 2025**

## RECOMMENDATIONS:

1. That the Government of Canada partner with the Government of BC to ensure that upcoming federal and provincial budgets commit the capital funding required to **keep the \$13.3 billion in capital projects proposed for the first three years of TransLink's [Access for Everyone Plan](#) on track** and ready to build and deliver as soon as possible, by:
  - a. **Accelerating the delivery of the Canada Public Transit Fund over a 5-year period** rather than the currently planned 10-year spending profile, which, as an interim measure, will double the amount of funding available for shovel-ready, Canadian-sourced transit projects.
  - b. **Increasing the maximum federal cost-share from 40% of eligible costs to 45% of total costs**, which will relieve transit agencies of some of the capital funding burden and allow those resources to be redirected to support expansion of transit operations.
  - c. **Prioritizing and re-directing near-term CPTF funding to metro areas who already meet the program's objectives and requirements**, so that those regions which are ready to make quick, high-quality investments can get started faster and go further.
  - d. **Increasing the total CPTF funding envelope and time horizon from the current \$30 billion over 10-year framework**, so that the funding availability and long-term certainty reflects the expectations of transit agencies to expand transit to support population and economic growth, affordable housing development and other federal priorities.

## Introduction

TransLink, Metro Vancouver's regional transit and transportation agency, is serving more people than ever. In 2024, we delivered over 240 million journeys across our system, a 3% increase from 2023. On a typical weekday this past fall, we served over 420,000 customers every day. That puts us at the second highest per capita transit ridership in the country, just behind Greater Montreal and now ahead of the Greater Toronto- Hamilton Area. Only the Greater New York – New Jersey Metro area is ahead of us and Greater Montreal when it comes to per capita ridership, demonstrating how reliant Metro Vancouver is on its transit system.

However, the pressure on our system is growing. Ridership is surging in areas like Surrey and Langley, up more than 11% last year, and almost 40% since 2019. We're seeing the effects across the region, with overcrowding now exceeding the record levels set in 2019, prior to the pandemic, when TransLink was rolling out historic service expansion delivered by the Mayors' Council's then current plan, the 10-Year Vision for Metro Vancouver Transit and Transportation.

And yet, even as we face this pressure, transit continues to perform – thanks to targeted priority measures, investment in reliability, and our customers' trust.

## Access for Everyone

This is exactly why we've developed a ready-made plan – the 10-year [Access for Everyone Plan](#) (AFE). This new plan sets out what we — as a region— think we should get started on right away. It builds on the 2014 Vision, incorporating remaining investments yet to be implemented, and identifies our top priorities for the first decade of Transport 2050, including:

- More than doubling bus service levels across the region
- Developing approximately 170 kilometres of new rapid transit on up to 11 corridors, including:
  - Up to nine Bus Rapid Transit (BRT) routes using new zero-emission buses on dedicated, traffic-separated lanes
  - A rapid transit connection to the North Shore
  - The Burnaby Mountain Gondola to SFU
  - The Millennium Line SkyTrain extension from Arbutus to UBC
- Exploring other potential SkyTrain extensions, including Newton in Surrey and Port Coquitlam
- Investing in 450 kilometres of new traffic-separated cycling paths

The first three years of this plan – which require senior government capital funding support starting in 2026 to remain on schedule – include the following shovel-ready capital projects to support the service expansion proposed in AFE that residents and businesses in this region need:

- 175 new buses, 110 new SkyTrain cars and one SeaBus to support the next tranche of bus expansion – to stay on track to double service over 10 years – starting in 2027 (in addition to the expansion approved in 2024 and 2025).
- The first three (of nine proposed in AFE) Bus Rapid Transit lines connecting high-growth areas like Langley, Maple Ridge, Pitt Meadows, Surrey, White Rock, Burnaby, and the North Shore
- Upgrade and expand bus depots to support AFE service increases
- Burnaby Mountain Gondola
- Station upgrades, Bus Speed and Reliability infrastructure and Golden Ears Way project to support new BRTs
- Construction of a new SkyTrain Operations and Maintenance Centre to support the Surrey-Langley SkyTrain and network-wide service expansion.
- Complete the planning and design work for future major projects identified in the Access for Everyone Plan, including the Burrard Inlet Rapid Transit Study on the North Shore and the SkyTrain Extension to UBC.

And this isn't just a plan for our region and customers. Most of these investments will be Canadian-sourced, generating jobs and dollars in Canada, BC and in our local economy. That's a great example of a One Canadian Economy approach. Expanding transit by delivering the Access for Everyone Plan aligns directly with the Prime Minister's mandate letter that called on all governments to work together to:

- Accelerate housing supply, which depends on transit
- Build inclusive, sustainable economic growth across Canada
- Cut emissions from transportation, and

This is a truly united regional effort. Metro Vancouver's mayors have come together around a shared vision and a clear need for more transit. Their leadership has been essential in getting us to this point, but we all know we need to do more. TransLink is a trusted partner, with a track record of delivering complex projects. We're ready to do that again – for our region, and for our shared constituents across Metro Vancouver.

## The new realities facing Metro Vancouver transit

Since 2020, the environment in which TransLink, Metro Vancouver's transportation agency, operates has undergone several profound changes that have completely changed the organization and how it plans, builds and runs transit in Canada's third-largest metropolitan area:

- The **COVID-19 pandemic** altered travel patterns dramatically both in the short-term, as a result of health-related restrictions, as well as in the long-term due to the rise of work-from-home workplaces, resulting in shortfalls in fare revenues at the same time as record-levels of overcrowding at peak times and days and in fast-growing areas.
- **Supply-chain shocks, labour shortage and general inflation** have led to an unprecedented rise in costs, well in excess of budget assumptions and planned revenues, putting the agency's finances, already crippled by pandemic-induced changes in travel patterns, under even greater pressure.
- **Record setting population growth**, due to changes to federal immigration policy, far outstripped regional growth projections. The result has been the need to accelerate the expansion of the region's transportation network to meet future population growth.
- The deepening **affordability crisis** has led to an intense pressure on municipalities to approve, service and build new housing, particularly transit-oriented housing, which requires an expansion of the transit system to accommodate and be successful.
- Finally, the **recent challenges with the new US Administration** have led to calls for Canadian industry to become more productive and less reliant on traditional trading partners in the US, which will require more competitive, dynamic and inviting urban regions, including less congestion, improved goods movement and more and better transportation options for workers and families that all require more and better transit in Canada's third-largest city and around Canada's second-largest port.
- Added to these challenges are the **new expectations** placed on transit agencies by senior governments to support ambitious GHG emission reduction targets, reconciliation and other federal and provincial interests.

The cumulative impact of these new demands, pressures and shocks on Metro Vancouver transit has left the agency without a sustainable funding model at the same time as senior governments, residents and businesses are requiring and expecting improved and expanded transit service.

Given these profound changes and new demands that threaten the future of transit in Metro Vancouver, the Mayors' Council made fundamental changes to TransLink's funding model, increasing own-source revenues by more than 80% between 2023 and 2027. However, even this massive expansion in its revenues – an almost doubling TransLink's primary tax source, in an environment where federal and provincial governments have been cutting their taxes – will still leave the agency with a structural deficit, unable to operate its current service levels after 2027, much less expand service, without a new funding strategy.

Restoring TransLink's financial sustainability and equipping the regional transit system to meet future needs is too big a job for TransLink, with its limited revenue tools, to tackle on its own: federal and provincial governments must change how they support transit expansion. TransLink is working intensively with the Government of BC to rebuild its funding model and return it to financial sustainability in welcome and critical work that is expected to be complete in 2027.

Given this structural deficit, any new own-source revenues will need to be prioritized to support current and planned service expenditures on the operating side of our budget. Investing in capital expansion and renewal will require substantial senior government funding support.

### **Federal transit funding**

**The federal government's newest transit funding program – the Canada Public Transit Fund (CPTF) – is five years old, originally promised during the 2019 federal election, and funded in the 2021 federal budget to begin delivering new funding starting in 2026, leaving it out of date and underequipped to respond effectively to the new environment facing Canada's transit systems.**

The capital projects proposed in the first three years of the 10-Year Access for Everyone Plan are estimated to cost \$13.3 billion, while the capital cost of the full Access for Everyone Plan is more than \$30 billion. TransLink's current announced 10-year allocation from the Canadian Public Transit Fund is \$2.1 billion, which is a 15% share of the capital projects proposed in just the first three years of AFE, and less than 7% of the full 10-year plan.

TransLink's current CPTF allocation, which will support 7% of our new 10-year AFE Plan, represents a massive decrease in the federal share of planned capital expansion as compared to the 30-35% share of capital funding invested by the federal government in the Mayors' Council's previous expansion plan, the 10-Year Vision, between 2015-2020. Without sufficient capital funding either committed or on the horizon, planning for AFE projects will be slowed and become less effective, leading to delayed projects and higher costs. Given the impact of uncertain or insufficient capital funding on project planning, without new federal and provincial capital investments, decisions on substantially scaling back planned transit expansion will need to be made within the next year. Delaying, scaling back or cancelling the Access for Everyone Plan will impact the pace of housing development, worsen congestion and goods movement and slow GHG emissions reduction in the region.

The CPTF falls well short of reflecting the needs and expectations facing Metro Vancouver's transit network. The Mayors' Council and TransLink have made difficult decisions to reduce internal costs and massively increase revenues through substantial hikes to its taxes, fares and fees to begin to restore TransLink's financial sustainability and invest in expanding transit again for the first time since before the pandemic. These kinds of difficult decisions will also be required by senior levels of government to keep Metro Vancouver moving.

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***Background on the Mayors' Council on Regional Transportation***

*The Mayors' Council is the collective voice of Metro Vancouver residents on transit and transportation. Our members include representatives from each of the 21 municipalities in TransLink's service area, as well as the Tsawwassen First Nation and Electoral Area 'A'. We are responsible for approving TransLink's transportation plans, identifying local funding and working with other levels of government to make those plans a reality.*