PUBLIC MEETING AGENDA

Revised: April 24, 2026

Thursday, April 30, 2026, 9:00AM to 10:20AM

via Videoconference[1] (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 Public Meeting Minutes (December 11, 2025) **2**

9:15AM **2. PUBLIC DELEGATES** **8**

9:30AM **3. CONSENT AGENDA[2]**
- **3.1. Report of the Joint Planning Committee**
  - **3.1.1.** 2025 Year-End Transportation Trends Update **9**
  - **3.1.2.** Transportation Trends Update: Ride Hailing in Metro Vancouver **20**

9:35AM **4. REPORT OF THE CHAIR** ..... **ORAL**

9:40AM **5. REPORT OF TRANSLINK MANAGEMENT** ..... **TO COME**

10:00AM **6. REPORT OF THE PUBLIC AFFAIRS AND GOVERNANCE COMMITTEE**
- **6.1.** Report on 2026 Federal Pre-Budget Submission **41**

10:15AM **7. OTHER BUSINESS**
- **7.1.** Next Public Meeting – May 28, 2026 at 9AM (Metro Vancouver Boardroom and via videoconference)

10:20AM **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.

MEETING OF THE MAYORS' COUNCIL ON REGIONAL TRANSPORTATION
DRAFT PUBLIC MEETING MINUTES

Minutes of the Public Meeting of the Mayors' Council on Regional Transportation (Mayors' Council) held December 11, 2025 in the Metro Vancouver Boardroom, 28th 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 Ken Berry, Lions Bay
Mayor Linda Buchanan, North Vancouver City (arrived at 9:15 a.m.)
Mayor George Harvie, Delta
Mayor Patrick Johnstone, New Westminster
Mayor Mike Hurley, Burnaby
Councillor Sarah Kirby-Yung (alternate)
Mayor Megan Knight, White Rock
Mayor Andrew Leonard, Bowen Island
Mayor Meghan Lahti, Port Moody
Mayor Mike Little, North Vancouver District
Mayor Brenda Locke, Surrey
Mayor Nicole MacDonald, Pitt Meadows (arrived at 9:10 a.m.)
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
Mayor Eric Woodward, Langley Township

REGRETS:
Chief Laura Cassidy, Tsawwassen First Nation

ALSO PRESENT:
Michael Buda, Executive Director, Mayors' Council on Regional Transportation Secretariat
Caitlin Cooper, Senior Manager, Investment Plan and Funding Strategy, TransLink
Jonathan Coté, Deputy General Manager, Regional Planning and Housing Development, Metro Vancouver
Kevin Quinn, Chief Executive Officer, 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 December 11, 2025 Public Meeting of the Mayors' Council on Regional Transportation, version dated December 5, 2025, was provided with the agenda material.

It was MOVED and SECONDED

That the agenda of the December 11, 2025 Public Meeting of the Mayors' Council on Regional Transportation be adopted, with the amendment to vary the agenda to consider Item 3 prior to Item 2.

CARRIED

1.2. Approval of Minutes (June 26, 2025)

Draft minutes of the June 26, 2025 Public Meeting of the Mayors' Council on Regional Transportation was provided with the agenda material.

It was MOVED and SECONDED

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

CARRIED

Agenda Varied

In accordance with Item 1.1, the order of the agenda was varied to consider Item 3 prior to Item 2.

3. PUBLIC DELEGATIONS

3.1. Joe Kunzler

J. Kunzler provided suggestions on funding sources to implement the Access for Everyone (AfE) Plan.

3.2. Nathan Davidowicz

N. Davidowicz suggested that HandyDART service be operated by TransLink, rather than by a third-party contractor.

Member Arrived

Mayor Nicole McDonald joined the meeting at 9:10 a.m.

3.3. Arden English and Solomon Etuk

A. English and S. Etuk recommended that a 1% provincial sales tax increase or an annual vehicle levy as considered as the new funding source for the AfE.

2. ELECTION OF 2025 CHAIR AND VICE-CHAIR

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation appoints Carol Lee, Recording Secretary, as Chair to conduct the election of the Mayors' Council Chair and Vice-Chair elections.

CARRIED

Change in Chair

Mayor West relinquished, and the Recording Secretary assumed, the chair.

2.1. Election for Office of Chair

The Recording Secretary called for nominations for the office of Chair of the Mayors' Council.

Mayor Brad West was nominated for the office of Chair of the Mayors' Council. Mayor West consented to the nomination.

The Recording Secretary called a second and third time for nominations for the office of Chair of the Mayors' Council.

There being no further nominations, The Recording Secretary requested a motion to close nominations.

It was MOVED and SECONDED

That nominations for the office of Chair of the Mayors' Council on Regional Transportation be now closed.

CARRIED

There being no further nominations, the Recording Secretary declared Mayor West elected to the office of Chair of the Mayors' Council by acclamation, effective immediately until December 31, 2026.

2.2. Election for Office of Vice-Chair

The Recording Secretary called for nominations for the office of Vice-Chair.

Mayor Malcolm Brodie was nominated for the office of Vice-Chair of the Mayors' Council. Mayor Brodie consented to the nomination.

Mayor Brodie was nominated for the office of Vice-Chair of the Mayors' Council. Mayor Brodie consented to the nomination.

The Recording Secretary called a second and third time for nominations for the office of Vice-Chair of the Mayors' Council.

There being no further nominations, the Recording Secretary requested a motion to close nominations.

It was MOVED and SECONDED

That nominations for the office of Vice-Chair of the Mayors' Council on Regional Transportation be now closed.

CARRIED

There being no further nominations, the Recording Secretary declared Mayor Brodie elected to the office of Vice-Chair of the Mayors' Council by acclamation, effective immediately until December 31, 2026.

2.3. Election of Board Designates

The Recording Secretary called for nominations for the three Board Designate positions.

Mayors Mike Little, Nicole McDonald and Eric Woodwood were nominated for the three Board Designate positions and accepted the nominations.

The Recording Secretary called a second and third time for nominations for the Board Designate positions.

There being no further nominations, the Recording Secretary 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

The Recording Secretary declared Mayors Little, McDonald and Woodward acclaimed as Board Designates, for a term to commence immediately and to conclude on December 31, 2026.

Member Arrived

Linda Buchanan joined the meeting at 9:15 a.m.

Agenda Varied

The order of the agenda was resumed.

4. REPORT OF THE CHAIR

The Chair commented on the Mayors' Council's achievements over the past three years with the limited revenue tools available. It is now the responsibility of the senior levels of government to determine their investments commitments to a better regional transit system to support new housing, population growth and a more competitive economy.

It was MOVED and SECONDED

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

CARRIED

5. REPORT OF TRANSLINK MANAGEMENT

Presentation titled "TransLink Management Report", dated December 11, 2025, was provided with the agenda material.

Kevin Quinn, Chief Executive Officer (CEO), TransLink, reviewed the presentation provided with the agenda material and highlighted:

- Bus service expansion and future benefits resulting from the approval of the 2025 Investment Plan
- Bus stop lighting upgrades
- Expo Line elevator replacements
- The need for permanent predictable funding to deliver projects that increase economic productivity, affordability and housing access.

It was MOVED and SECONDED
That the Mayors' Council on Regional Transportation receive this report.

CARRIED

6. REPORT OF THE JOINT PLANNING COMMITTEE

6.1. Metro Vancouver 2025 Housing and Transportation Cost Burden Study

Report titled "ITEM 6.1 - Metro Vancouver 2025 Housing and Transportation Cost Burden Study", dated November 4, 2025, was provided with the agenda material.

Caitlin Cooper, Senior Manager, Investment Plan and Funding Strategy, TransLink, introduced the item.

Jonathan Coté, Deputy General Manager, Regional Planning and Housing Development, Metro Vancouver, reviewed the presentation titled "Housing and Transportation Cost Burden Study" and highlighted key findings from the study:

- Transportation costs can rival, and sometimes exceed, housing costs
- Centres and corridors, especially along SkyTrain, have lower combined housing and transportation costs
- Rental tenure greatly scales affordability benefits of SkyTrain
- Population density alone does not materially affect housing and transportation affordability
- An investment in public transit is an investment in affordability.

It was MOVED and SECONDED
That the Mayors' Council on Regional Transportation receive this report.

CARRIED

7. CONSENT AGENDA

7.1. Report of the Joint Planning Committee

7.1.1. 2025 Supportive Policies Agreements Annual Report

Report titled "ITEM 7.1.1. – Supportive Policies Agreements Implementation and Monitoring: 2025 Annual Report", dated October 30, 2025, was provided with the agenda material.

7.1.2. Changes to Main Customer Service Performance Questionnaire

Report titled "ITEM 7.1.2 - Changes to the Main Customer Service Performance Questionnaire", dated November 4, 2025, was provided with the agenda material.

It was MOVED and SECONDED
That the Consent Agenda of the December 11, 2025 in-Camera Meeting of the Mayors' Council on Regional Transportation be accepted, as presented

CARRIED

8. REPORT OF THE EXECUTIVE DIRECTOR

8.1. Update on the 2025 Federal Budget

Presentation titled "Late Item 8.1 - Update on the 2025 Federal Budget", dated December 11, 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 highlighted:

- Requests to the provincial and federal governments to commit to capital funding for the AfE
- The Canada Public Transit Fund commitment to TransLink of $2.1 billion represents:
  - 15% of the funding required for the first three years of the AfE
  - 5% of the full 10-year AfE
- Implications and next steps.

Discussion ensued on:

- Concern regarding the reduction in federal public infrastructure funding
- Concern with the financial burden being faced by municipalities to address historic infrastructure deficits and new infrastructure requirements to support population growth
- The need for the Province of BC to advocate for public transit funding from the federal government
- The need for both capital and operating funding from senior governments.

It was MOVED and SECONDED

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

CARRIED

9. OTHER BUSINESS

9.1. Next Meeting

The next Public Meeting of the Mayors' Council will be held on January 29, 2026 at 9:00 a.m. in the Metro Vancouver Boardroom and via videoconference.

10. ADJOURNMENT

There being no further business, the December 11, 2025 Public Meeting of the Mayors' Council on Regional Transportation was adjourned to a Closed Session at 10:19 a.m.

Certified Correct:

Mayor Brad West, Chair

Carol Lee, Recording Secretary
Mosaic Writing Group

TO: Mayors' Council on Regional Transportation

FROM: Gemma Lawrence, Coordinator, Mayors' Council Secretariat

DATE: April 24, 2026

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

RECOMMENDATION:

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

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.

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: Sarah Ross, VP Transportation Planning and Policy
Andrew McCurran, Director, Strategic Planning & Policy

DATE: April 22, 2026

SUBJECT: **ITEM 3.2.1 - 2025 Year-End Transportation Trends Update**

RECOMMENDATIONS:

That the Mayors' Council receive this report.

EXECUTIVE SUMMARY
Driving and active modes experienced increases in trips of between 1.5% and 4%, while transit ridership declined by approximately 1.5% in 2025. This decline reflects a combination of modest population growth and an adverse shift in population composition—specifically, a reduction in the number of young adults, who have historically been the most frequent users of the transit system. Nevertheless, maintaining transit investment remains essential to support the region's long-term transit demand.

PURPOSE

This report provides information on transportation trends in 2025, summarizing the main changes observed in the system by mode and the reasons for them. The report also provides updated ridership forecasts based on revised population projections from BC Stats.

BACKGROUND

Transportation patterns, and transit ridership in particular, are driven by a range of factors, many of which are external to TransLink such as economic activity, population, and work from home trends. Other factors are internal and can be impacted by decisions made within the region (transit service expansion, infrastructure investment, fare rates, land use and development on the network).

Transportation and ridership trends are essential to TransLink, as they directly reflect transit system usage and provide insight into the region's progress toward its transportation and climate goals. For this reason, transportation and ridership updates are provided annually.

DISCUSSION

TransLink has developed a suite of metrics to monitor transit services and travel behavior on a continuous basis. These metrics provide an ongoing assessment of usage and travel conditions across all modes, consistent with TransLink's multimodal mandate and key regional objectives such as goods movement and emissions reduction.

The primary factor influencing travel trends in 2025 was a marked slowdown in regional population growth. After three years of unprecedented increases, Metro Vancouver's population grew by less than

1%, largely as a result of federal immigration policy changes aimed at reducing the number of non-permanent residents.

The new immigration policy reduced federal visa allocations affecting international students and temporary workers. This, along with a generational shift as millennials aged out of this cohort and were replaced by members of the smaller Generation Z, and negative intra- and interprovincial migration resulted in a decline of 3% in the number of young adults aged 19-34 in the region. Young adults have historically been the highest transit users on a per-capita basis; as a result, the reduction in their numbers had a disproportionate impact on transit ridership.

Road Usage and Travel Conditions – TransLink analyzes data from vehicle counters to estimate traffic volumes and uses Google Maps data to estimate travel times on the regional road network. According to vehicle counters, road usage has experienced a slightly smaller increase in 2025 compared to the two previous years – 1.5% vs 2.5% and 2.0% in 2023 and 2024, respectively. As can be expected, this increase in traffic volume resulted in a continued decline to road travel speeds during peak periods. Road reliability - the difference in travel times between the same origins and destinations and at the same time of day on different days - however, remained relatively stable.

Active Transportation Modes – TransLink has active mode counters in several locations throughout the region and more will be added in the coming years. While the number of locations is limited, the counters allow us to monitor the number of bicycles and pedestrians that use the active mode infrastructure at those places. The counts indicate large fluctuations stemming mostly from strong seasonality effect in particularly on cycling, however, number of bikes and pedestrians at these locations increased by about 3% and 4% respectively compared to 2024.

Transit ridership: TransLink had a total of 237.62 million Journeys and 396.35 million Boardings in 2025 and about 900,000 unique customers used the system on an average fall week. However, TransLink's overall 2025 ridership saw a slight decline, with about 1.5% fewer journeys, compared to 2024 and remained below pre-COVID levels. Despite this region-wide metric, some transit modes and subregions experienced ridership growth.

Mode-specific ridership changes: Bus (-2.5%) and Expo/Millennium Lines (-2.6%) saw ridership declines. Conversely, Canada Line ridership increased 1.1%[1] SeaBus ridership (3.8%) grew on both weekdays and weekends, with weekends surpassing 2019 levels. West Coast Express had the highest growth at 11.2%, linked to increased in-office work, and HandyDART showed strong growth[2] (6%).

Subregional variations: The three largest subregions, in terms of ridership – Vancouver/UBC, Burnaby/New Westminster and South of Fraser East – experienced ridership declines of 1.1%, 1.4%, and 5.8% respectively. South of Fraser West, Northeast Sector, and Maple Ridge/Pitt Meadows saw growth. The North Shore remained stable. While South of Fraser East experienced the largest decline, this came on the heels of continued growth so that despite the decline, ridership in 2025 was still 20% higher than in 2019. The decline in ridership in the South of Fraser East has resulted in a reduction in overcrowding there – it went down from 11% of all trips being overcrowded in the Fall of 2024 to 6% in the Fall of 2025. It is possible that the overcrowded conditions contributed to the decline in ridership.

[2] The 6% increase in HandyDART ridership was calculated by excluding a period impacted by the 2024 labour disruption

Ridership outlook: The region is projected to return to steady population growth by 2028 and to reach a population of 4 million in the late 2040s, which is slightly higher than the long-term forecast used in Transport 2050 and Access for Everyone.

Current ridership forecasts indicate that 2030 ridership will be approximately 8% higher than in 2025. Given the long lead times required to plan and deliver transit infrastructure and to procure vehicles, continued major investments remain necessary to ensure the system can respond adequately to the region's long term transit demand.

ATTACHMENT

Att. 1 – 2025 Year-End Transportation Trends Update (PDF)

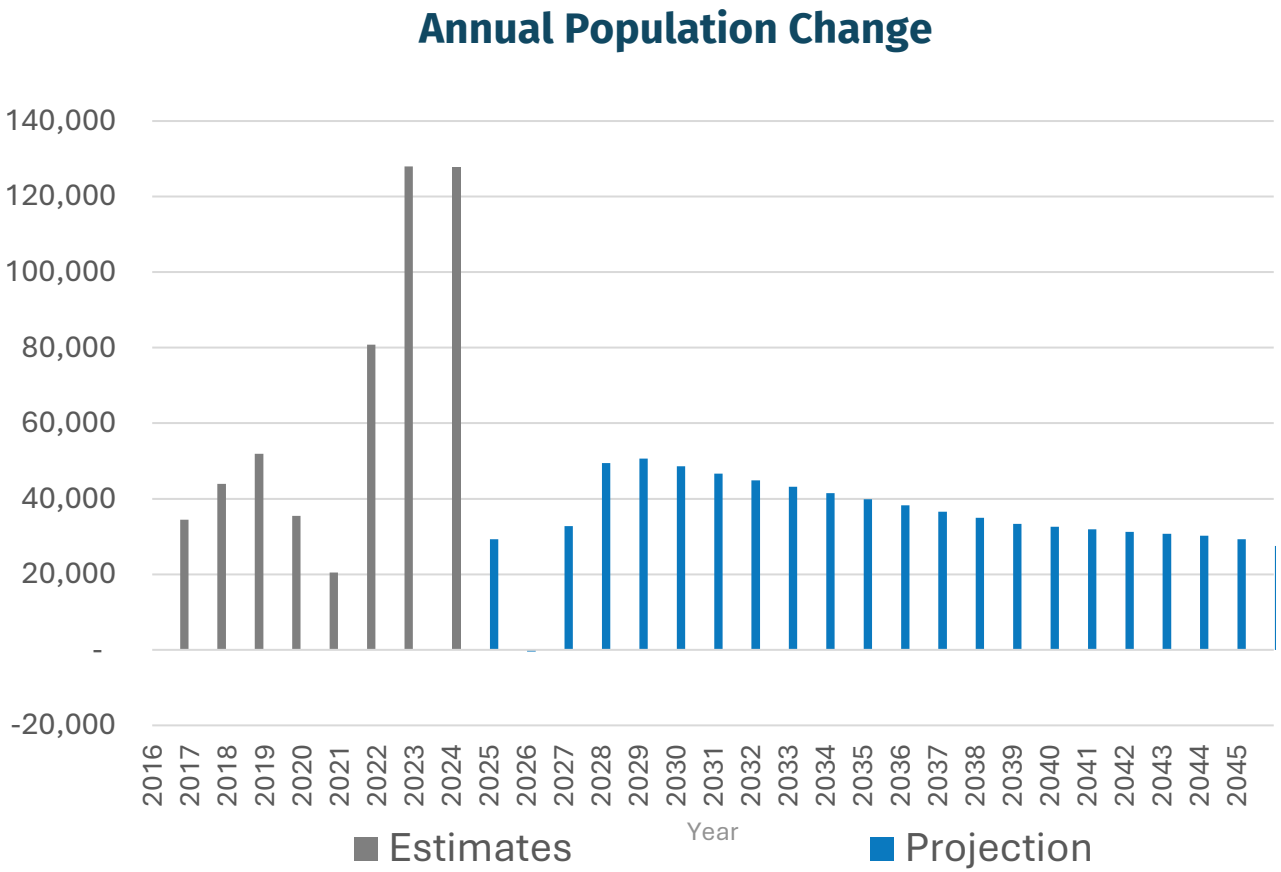
2025 Year-End Transportation Trends Update

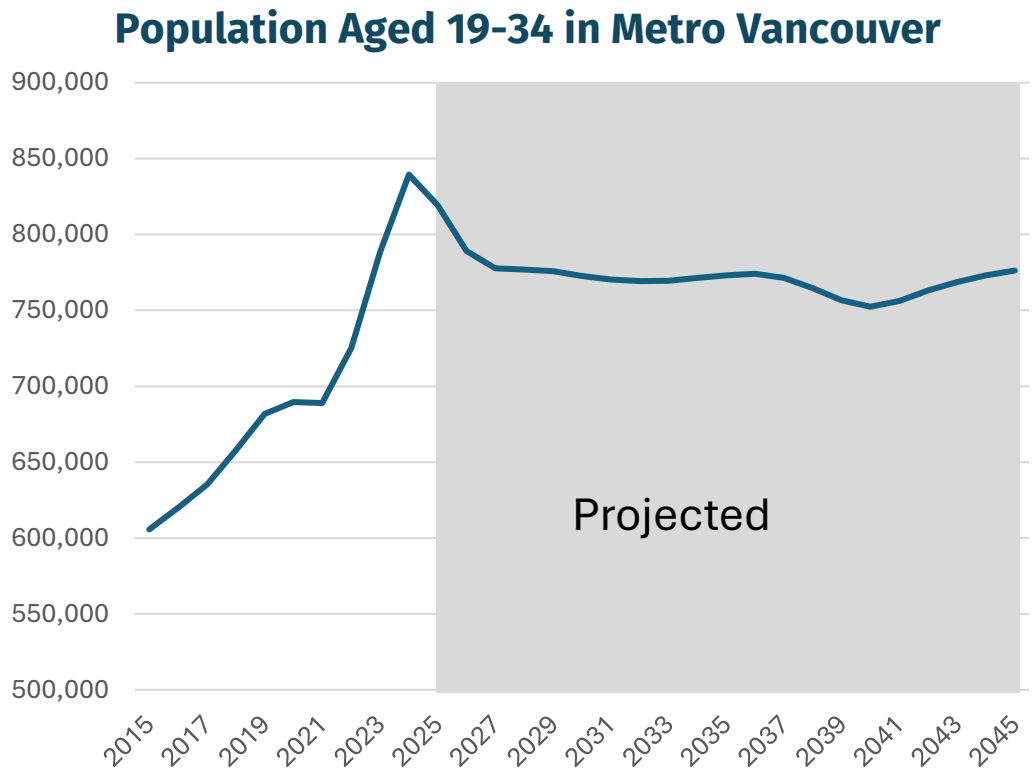
Item 3.2.1 – Mayors' Council meeting

Research & Analytics, Transportation Planning and Policy

March 16, 2026

Low population growth and change in population mix are key to transportation trends in 2025

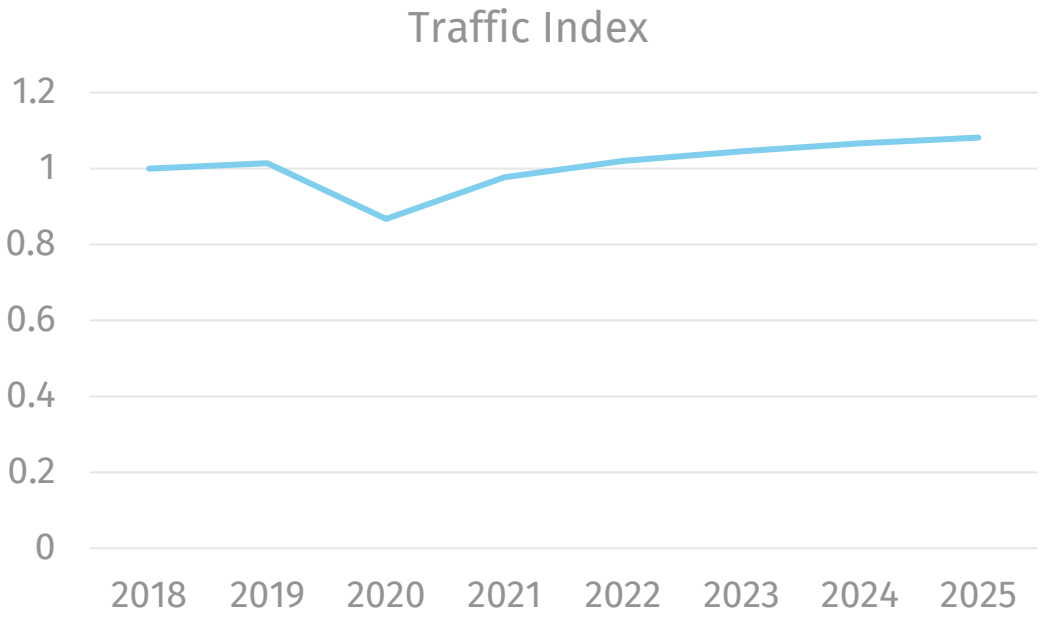


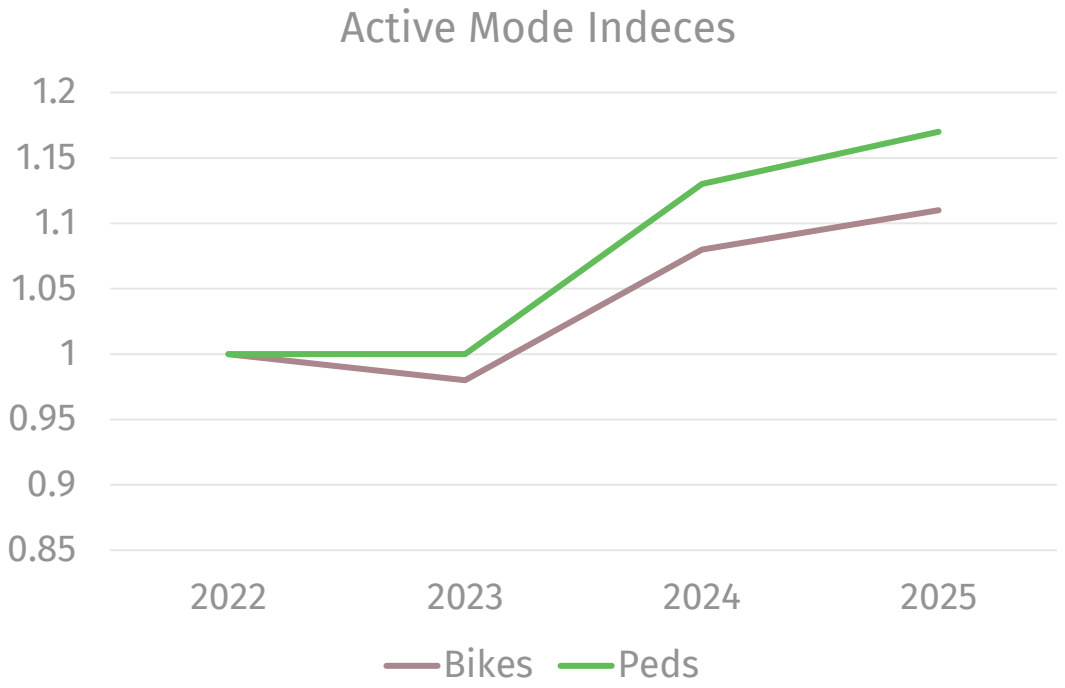


Region-wide transportation demand was relatively stable in 2025 due to modest population growth

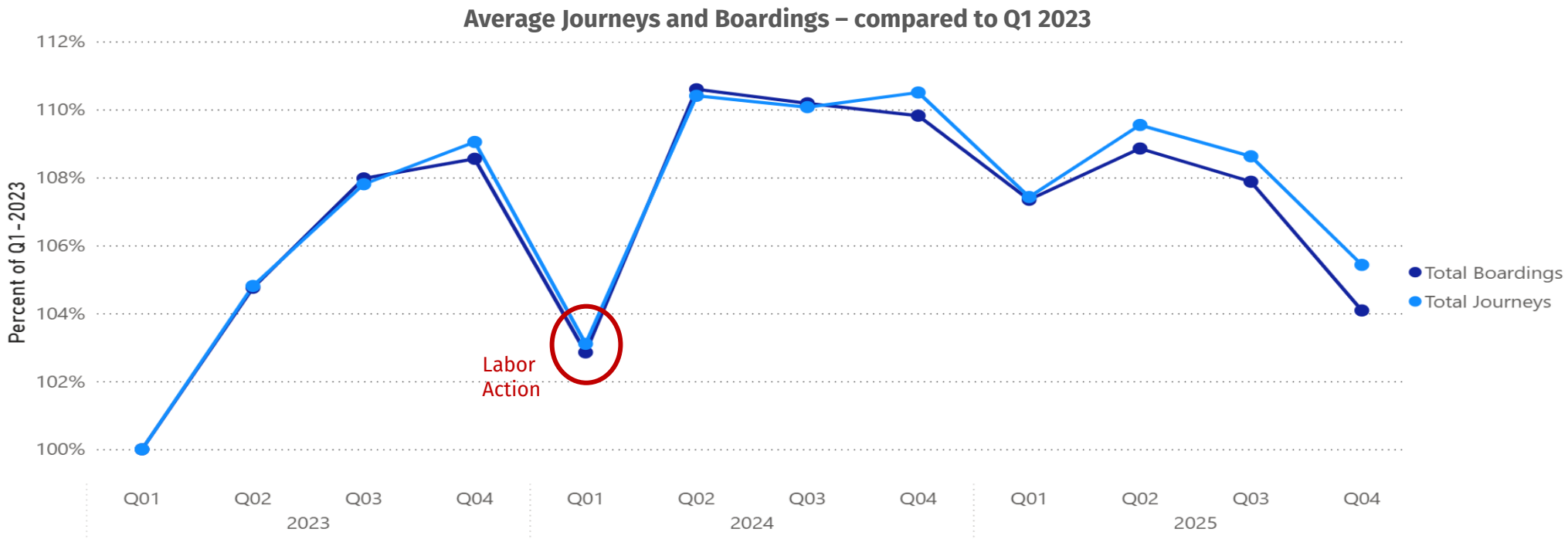
- **Driving increased by about 1.5%** - a slightly smaller growth than in the two previous year
- **Biking and walking increased by 3% and 4% respectively**
- **Transit ridership decreased by about 1.5%**

Traffic and Active Mode growth continue the trends from 2024

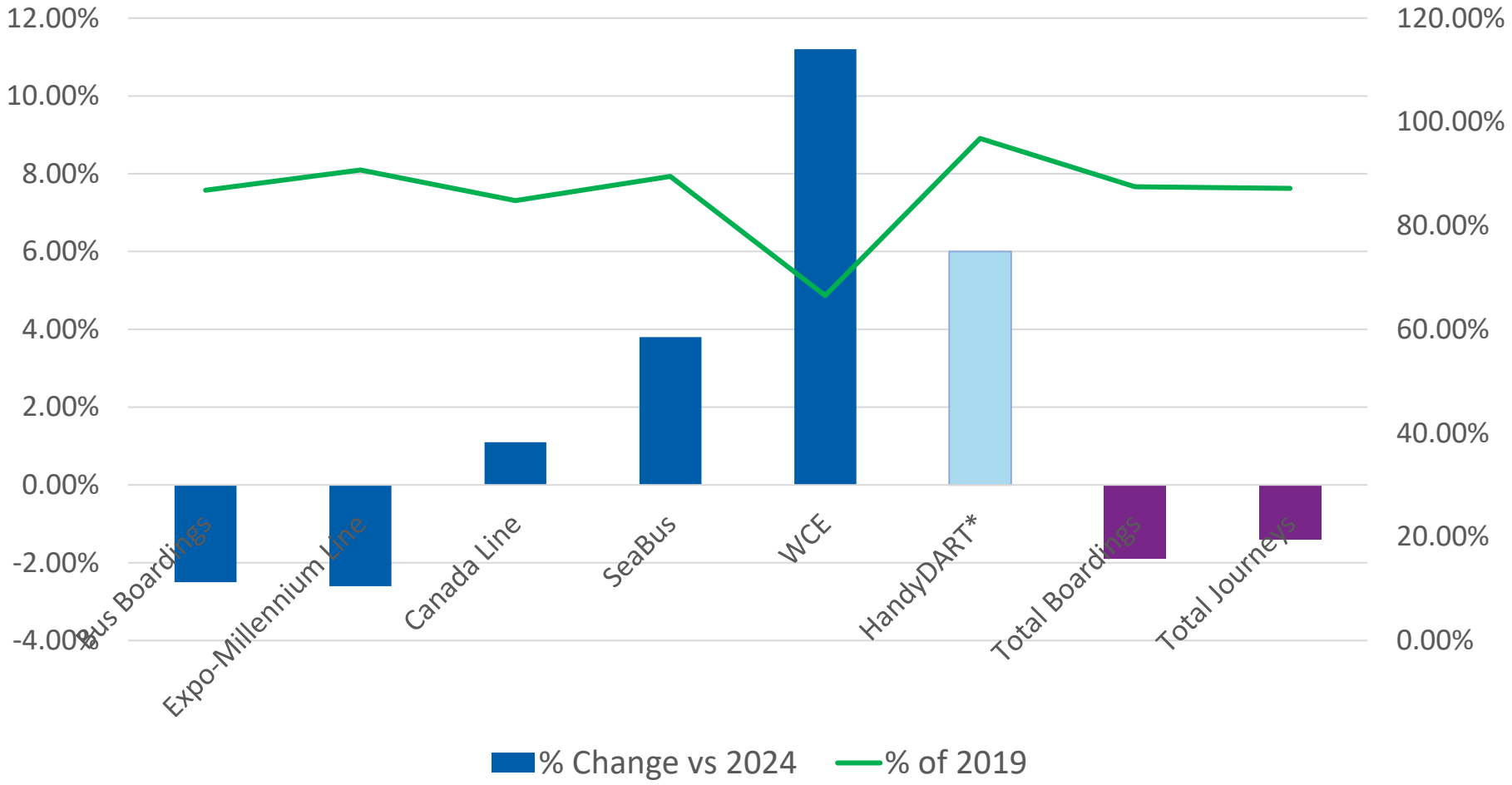




Transit ridership experienced a decline in the second half of the year



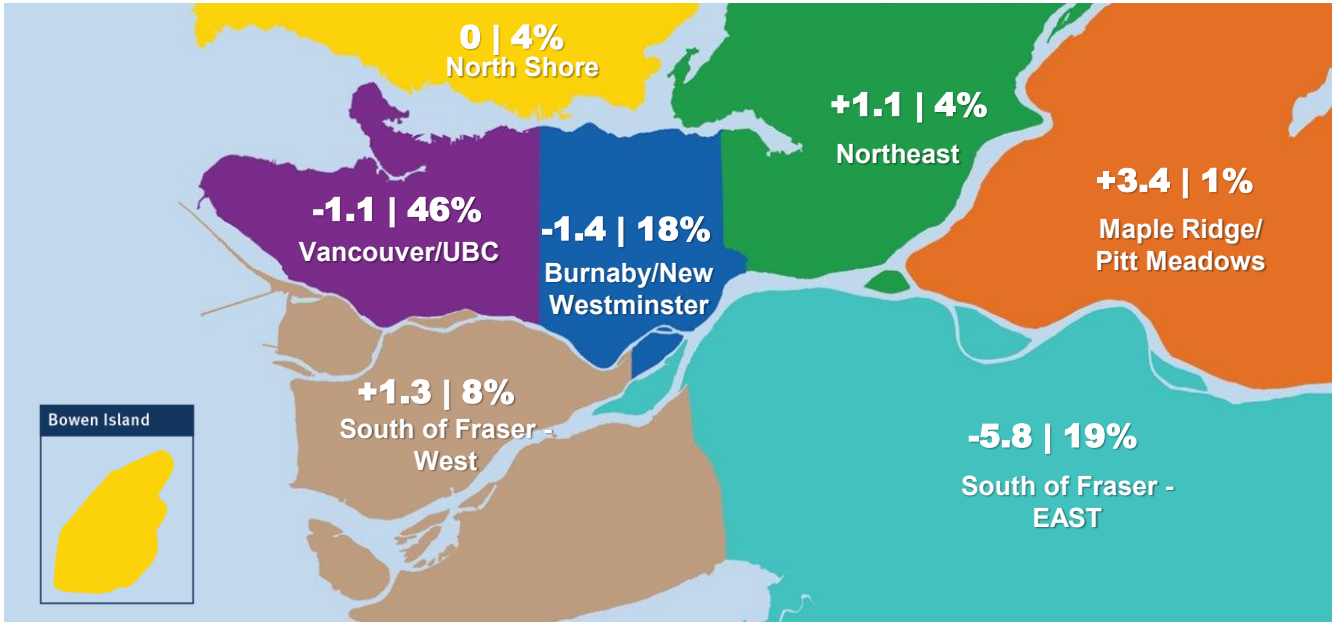
Reduction in bus and SkyTrain ridership and significant increases in WCE



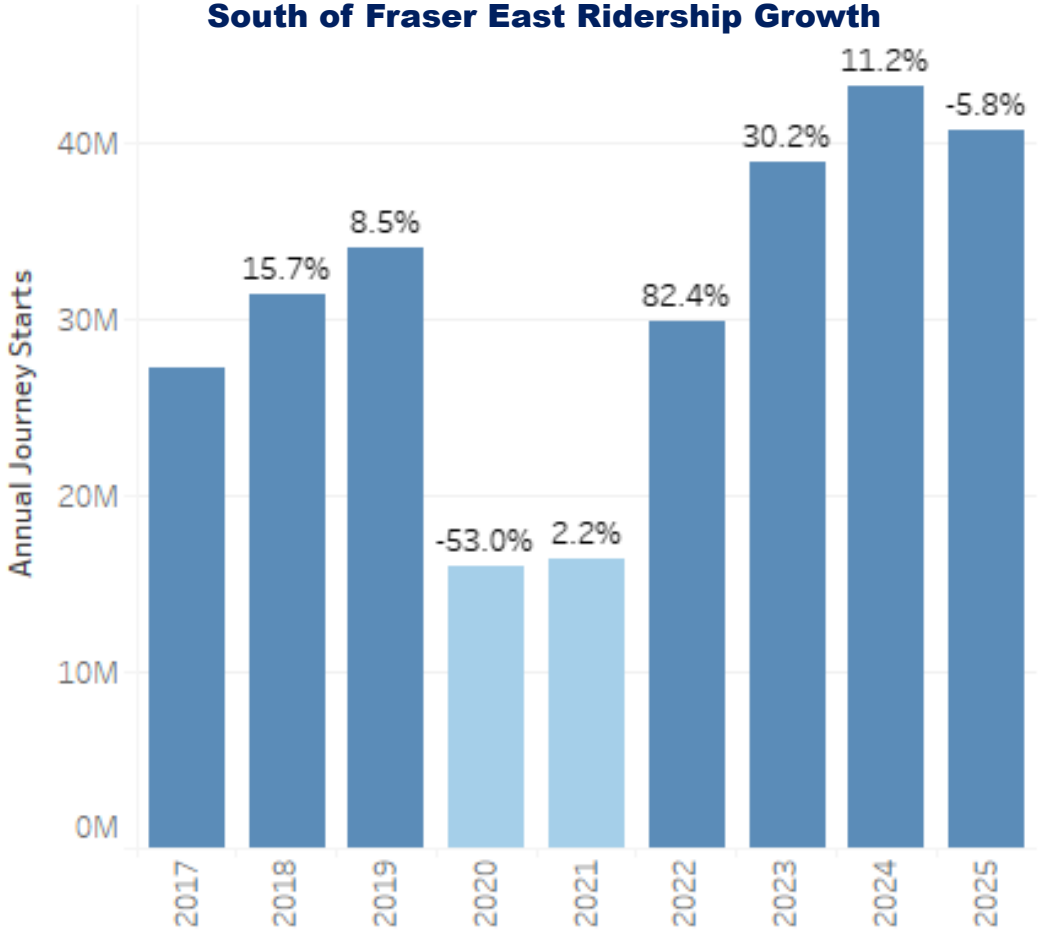
* Labor action in 2024 makes comparison less clear cut

The region's three largest ridership areas experienced year-over-year ridership decline

Annual Ridership Growth & Share of System-Wide Boardings by Sub-Region



South of Fraser East Ridership Growth



Summary:

- **Transit ridership experienced slight decline in 2025, while driving and active modes experienced some growth**
- **It appears that the decline in ridership was due to slowing in population growth along with adverse change in population composition**
- **Population projections suggest that population growth will stabilize to the kinds of % increases we saw pre-covid by 2028. However, the number of young adults is expected to remain below 2024 levels. As a result, long-term ridership growth might be slower than previously expected**
- Regardless of the noted population changes, Metro Vancouver is projected to grow by over 40,000 people annually from 2027–2035, reaching 4 million residents in the late 2040s. This is slightly higher than the forecast used in Transport 2050 and Access for Everyone
- Given the long lead times required to plan and deliver transit infrastructure and to procure vehicles, continued major investments remain necessary to ensure the system can respond adequately to the region's long term transit demand

TO: Mayors' Council on Regional Transportation

FROM: Sarah Ross, VP, Transportation Planning and Policy
Andrew McCurran, Director, Strategic Planning & Policy
Teresa O'Reilly, Sr Manager, System Analytics

DATE: April 4, 2026

SUBJECT: ITEM 3.2.2 – **Transportation Trends Update: Ride-Hailing in Metro Vancouver**

PROPOSED RESOLUTION:

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

EXECUTIVE SUMMARY
Transportation Network Services (TNS), including Uber and Lyft, have been operating in Metro Vancouver since 2020 under a Region 1 Intermunicipal Business License (IMBL). At the time of endorsing the IMBL, the Mayors' Council and TransLink Board identified several areas of interest, including data transparency, accessibility, greenhouse gas emissions, congestion, and potential impacts on public transit, road networks, and curbsides. After more than five years of operation, sufficient data is now available to begin assessing these issues. This information report provides a region-wide overview of the scale, growth, and observed transportation impacts of ride-hailing.

PURPOSE

The purpose of this information report is to update the Joint Planning Committee, the TransLink Board of Directors, and the Mayors' Council on how Transportation Network Services (TNS) – also known as ride-hailing – have evolved in this region since being introduced in 2019, and how they are interacting with the transportation system and regional policy objectives.

BACKGROUND

In July 2019, the Province of British Columbia authorized the operation of transportation network services (TNS) across the province. While licensing to operate is administered by the Passenger Transportation Board, local governments retain authority over business licensing and curbside management. To mitigate the very real risk of multiple inconsistent municipal approaches and regulatory fragmentation, the Mayors' Council endorsed the creation of a Region 1 Intermunicipal Business License (IMBL) for ride-hailing in January 2020.

This regional approach, facilitated by TransLink and administered by the City of Vancouver, enabled municipalities across Metro Vancouver, the Fraser Valley Regional District, and the Squamish-Lillooet Regional District to adopt consistent licensing requirements, with 24 municipalities implementing the IMBL by 2021. While TransLink does not have direct authority over municipal business licensing, the Mayors' Council's endorsement of the principles and framework for an Intermunicipal Business License in January 2020 was instrumental in encouraging municipalities across the region to adopt a common bylaw establishing the IMBL.

Transport 2050 identifies active and shared mobility as central to reducing reliance on private vehicle ownership and supporting more sustainable, affordable, and space-efficient travel. Active mobility—walking and rolling—and shared mobility services—including bikeshare, scootershare, carshare, taxis,

ride-hailing, and public transit—are envisioned as complementary components of an integrated system that, when functioning well together, can offer a competitive alternative to personal car ownership.

Within this active and shared mobility ecosystem, Transport 2050 aims for active transportation to be the most attractive option for shorter trips and transit to be the most attractive option for longer trips. Ride-hailing, taxis, and carsharing play an important supporting role by enabling households to meet occasional car-based travel needs without needing to own a vehicle. These services are crucial in supporting car-free and car-light lifestyles required to achieve the Transport 2050 headline target of "half of all passenger trips by walking, cycling and transit; with taxi, ride-hail and carshare accounting for most of the remaining passenger trips."

However, with the introduction of ride-hailing, the Mayors' Council and Board also raised concerns related to congestion on the roads and at the curbside, emissions, land use efficiency, accessibility outcomes, and equitable transportation access across communities. With more than five years of operating data now available, this transportation trends report provides an initial, evidence-based assessment of how ride-hailing is being used across the region and highlights issues that may be of ongoing interest to TransLink and partner governments.

DISCUSSION

Ride-Hailing Overview

Ride-hailing activity in Metro Vancouver has grown steadily since service launch in 2020. Average monthly trips more than tripled between 2021 and 2025, reaching over 3 million trips per month.

Figure 1 - Ride-Hailing Trips by Month, Metro Vancouver, Jan 2021 – Dec 2025*. Source: TransLink analysis based on data from the BC Passenger Transportation Data Warehouse*

Despite this growth, ride-hailing remains a relatively small share of total regional travel compared to public transit and personal auto use. According to the 2023 Regional Trip Diary, ride-hailing, taxis, and informal ridesharing account for approximately 2.8% of auto passenger trips. The 2023 Trip Diary also recorded about seven times as many transit trips as ride-hailing, ridesharing, and taxi trips – although more recent data from 2025 suggests this gap is narrowing to six times as a result of strong ride-hailing growth alongside more modest recent growth in transit ridership. This trend warrants continued monitoring from both a transit and traffic perspective.

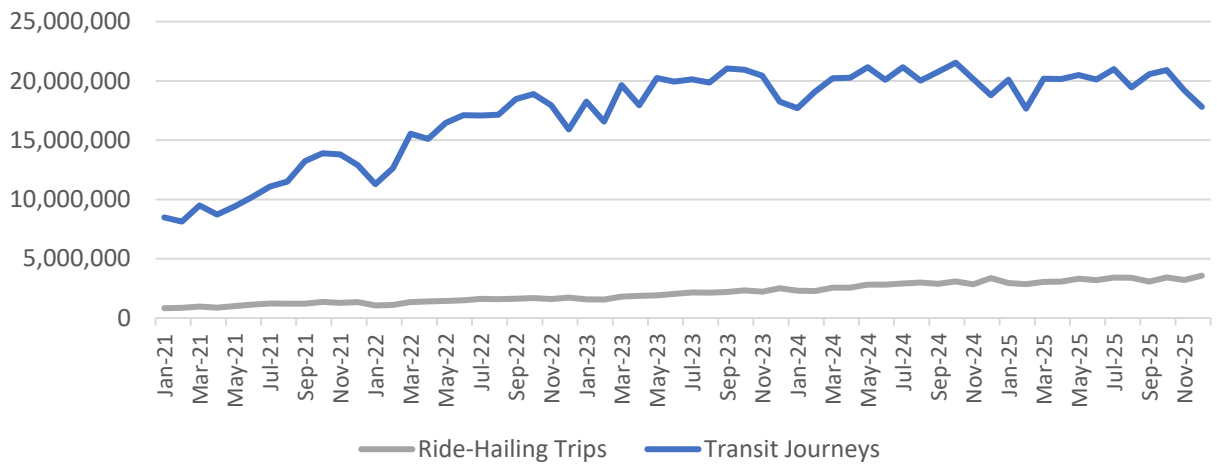


Figure 2 - Ride-Hailing versus Transit Trips by Month, Metro Vancouver, Jan 2021-Dec 2025. ***Source****: TransLink analysis based on data from the BC Passenger Transportation Data Warehouse*

Geographic Distribution & Municipal Context

As shown in Table 1, roughly 4 in 10 ride-hail trips in the region originate in the City of Vancouver, with Surrey & White Rock home to the next highest proportion of ride-hail trips at nearly 2 in 10. The proportion of total pickups in other communities is lower but growing steadily. While YVR represents only 3% of all ride-hail pickups, it is notable as these pickups are highly concentrated in a relatively small geography as shown in Figure 3.

Pickup Location	Proportion of Pickups
Vancouver	43.5%
Surrey & White Rock	17.3%
Burnaby	8.6%
Richmond (excl YVR)	6.2%
North Vancouver City & District	4.2%
Coquitlam & Port Coquitlam	4.2%
Langley City & Township	3.4%
YVR	3.1%
New Westminster	2.5%
Delta & Tsawwassen FN	2.4%
UBC/UEL	1.4%
West Vancouver, Lions Bay, Bowen Island	1.3%
Maple Ridge & Pitt Meadows	1.3%
Port Moody, Anmore, Belcarra	0.6%

Table 1 - Proportion of Ride-hailing trips by pick-up location. *Source: TransLink analysis based on 2025 data from the BC Passenger Transportation Data Warehouse*

Higher ride-hailing activity generally aligns with denser, more walkable, and transit-served areas with lower levels of automobile ownership and higher levels of paid parking. This concentration has implications for curb management, passenger loading activity, and localized congestion, particularly in activity centres, entertainment districts, and near major destinations.

These localized traffic and curbside congestion impacts are not fully captured in the region-wide metrics provided in this report and require some additional data and analysis in order to fully understand their magnitude.

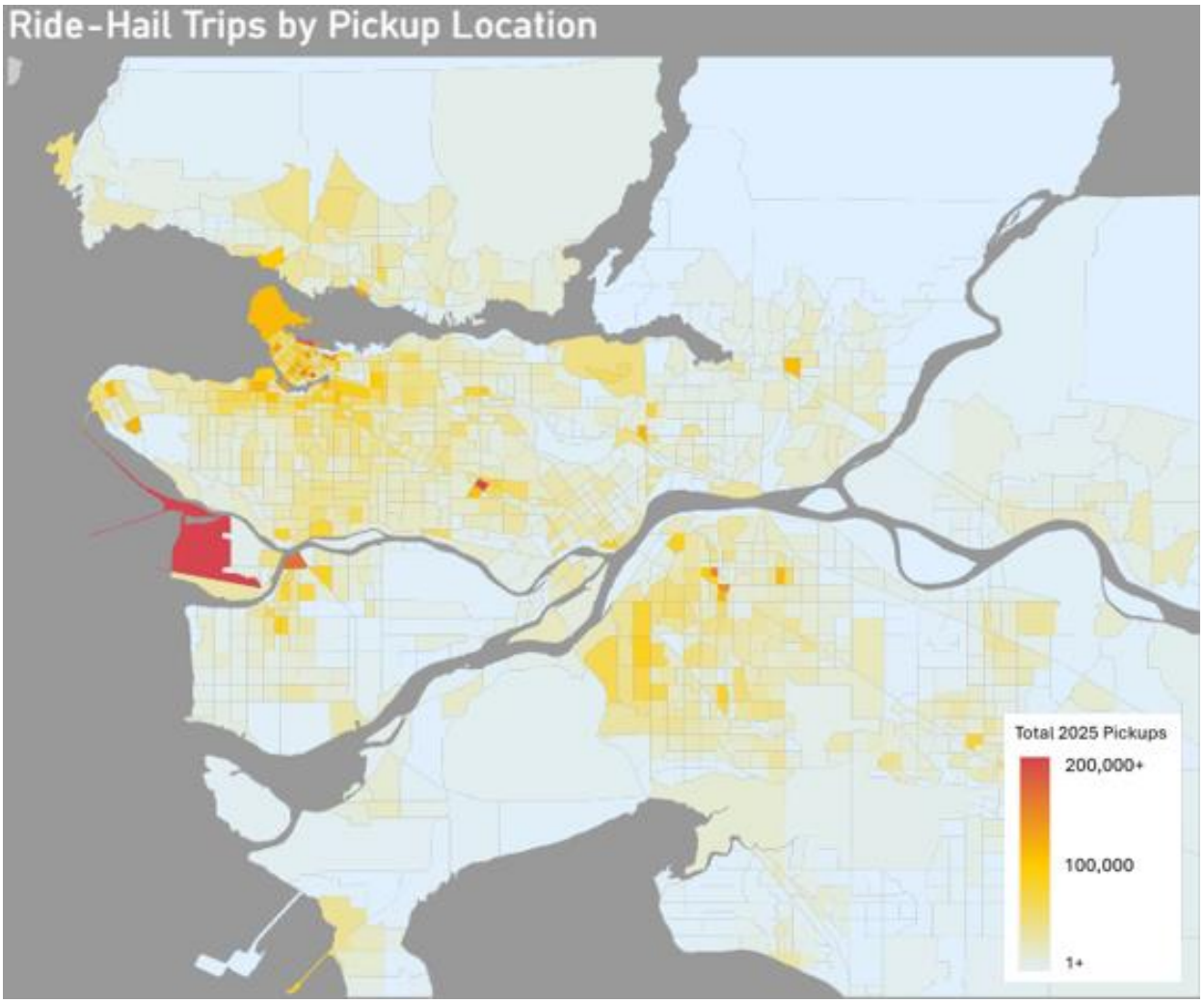


Figure 3 - Ride-hail trips by pickup location*. Source: TransLink analysis based on 2025 data from the BC Passenger Transportation Data Warehouse. Trips grouped by TAZ 1700.*

Ride-Hailing and Greenhouse Gas Emissions

Concerns regarding greenhouse gas emissions were also central to early municipal and regional discussions of ride-hailing. IMBL data indicate that the ride-hailing fleet has transitioned to zero-emission vehicles at a faster rate than the regional light-duty fleet overall. This transition appears largely driven by operational cost considerations associated with high annual vehicle mileage. While this trend supports regional climate objectives, the net emissions impact of ride-hailing also depends on trip substitution effects, which remain uncertain.

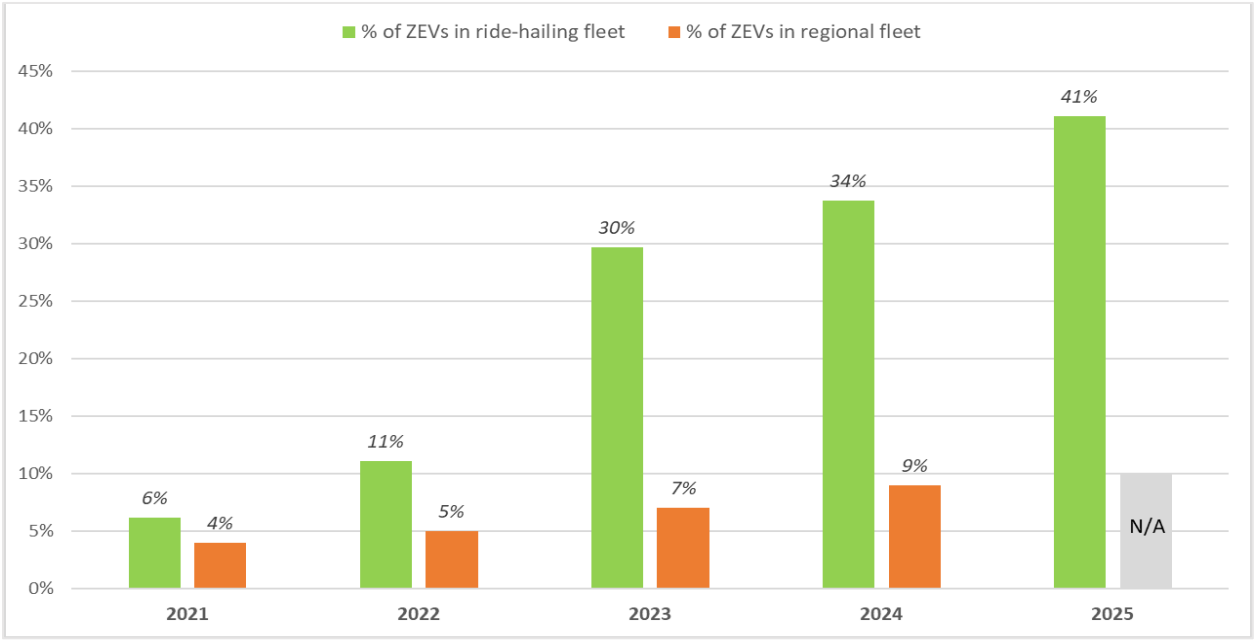


Figure 4 - Percentage of Zero Emissions Vehicles in Ride-hailing vs. Total Regional Vehicle Fleet.

Source for % of ZEVs in ride-hailing fleet: TransLink analysis based on data from Region 1 Intermunicipal Business License. Source for % of ZEVs in regional fleet: Vehicle Population Intro Page | Tableau Public. 2021-2024 Vehicle Population Data, ICBC, Published July 26, 2020, updated June 3, 2025 last retrieved August 22, 2025. Contains info licensed under ICBC's Open Data Licence.

Universal Accessibility

Evidence suggests that persons with disabilities use ride-hailing more frequently than the general population and may experience meaningful mobility benefits from increased availability of on-demand travel options as a study conducted by the University of Toronto (U of T) in 2023 found. According to a subsequent survey of persons with disabilities conducted by TransLink, approximately 55% of respondents reported using ride-hailing at least once in the past year.

Although there are currently no wheelchair-accessible ride-hailing vehicles operating in Metro Vancouver, respondents who use a wheelchair or scooter reported the highest incidence of ride-hailing usage (71% of respondents had used ride-hailing in the past year). 59% of respondents who use a mobility aid also reported using ride-hailing in the past year. The overall benefit in terms of increased mobility may be more significant for people with disabilities—11% of respondents with disabilities in the U of T study would not have made the trip otherwise, compared to 5% of non-disabled people. That said, taxis remain the only guaranteed wheelchair-accessible service.

Passenger-Directed Vehicles (PDV) refers to the combined taxi and ride-hailing sector. In Metro Vancouver, the supply of ride-hailing vehicles has surpassed the supply of taxis. As of April 2022, there were 11,500 licensed ride-hailing vehicles and 2,635 taxis – with 18% of the taxis being Wheelchair Accessible Vehicles (WAVs). Although many ride-hailing vehicles are only in service part-time (nearly three-quarters of ride-hailing drivers work less than 25 hours per week), ride-hailing companies now serve about two-thirds of the PDV trips in Metro Vancouver[1] as shown in Figure 5.

[1] Testimony by the Deputy Minister of Transportation and Infrastructure to the Provincial Special Committee to Review Passenger Directed Vehicles on September 7, 2023. Audio and transcription of the meeting is available at: leg.bc.ca/parliamentary-business/committees/42ndparliament-4thsession-pdv/calendar

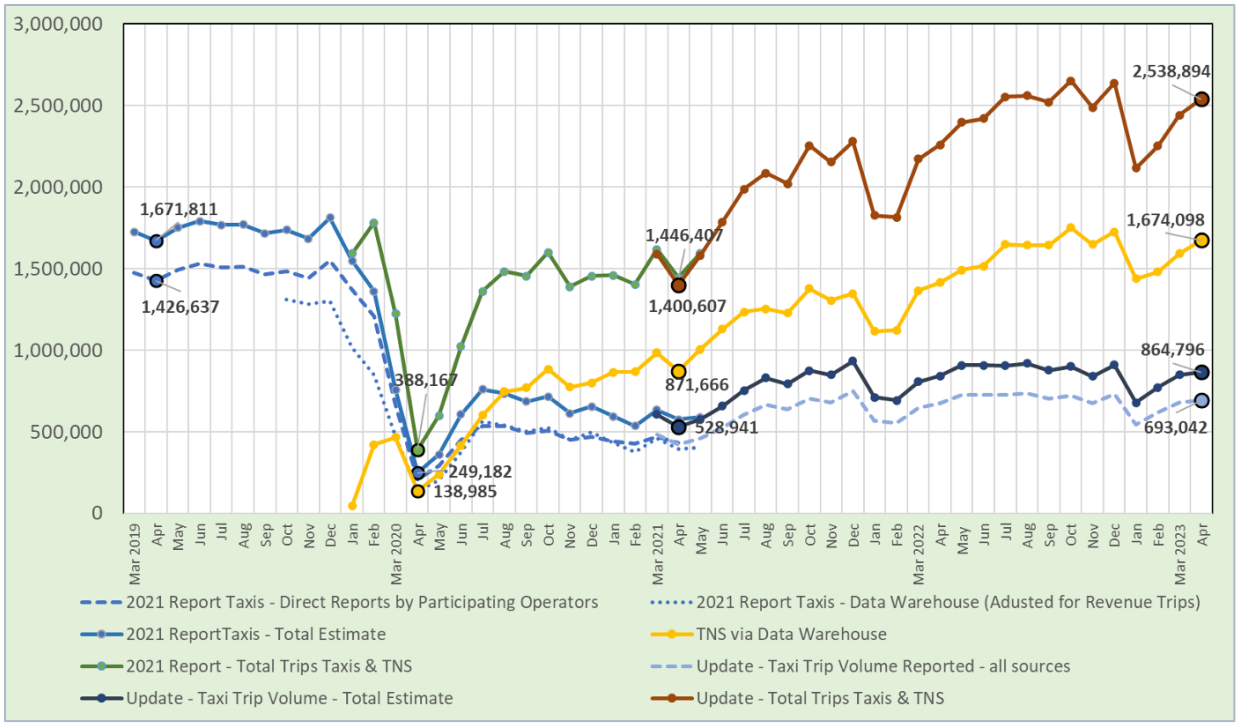


Figure 5 - Monthly trips by Taxis and TNS vehicles from 2019 to 2023

As ride-hailing has captured a growing share of PDV trips, concerns remain regarding potential impacts on the supply and availability of wheelchair-accessible taxis. As such, it is important to understand how competition between ride-hailing and taxi companies might impact the supply and availability of WAV options for customers with wheelchairs. Although data was not available in Metro Vancouver to determine the impact of ride-hailing on availability of WAVs, studies in other cities have found wait times for wheelchair accessible taxis to lengthen as the taxi industry loses market share to ride-hailing. While HandyDART currently reports sufficient taxi availability, data on privately booked wheelchair-accessible trips is limited. The net accessibility impact of ride-hailing therefore remains unclear and is an area of ongoing interest to monitor.

Competition with Transit

Ride-hailing can function as both a complement to and a competitor with public transit. As discussed above – ride-hailing, taxis and car-sharing are an important part of the shared mobility eco-system, allowing more people to make the occasional car trip without needing to own a personal car, which supports active transportation and transit usage for many other trips. However, multiple peer-reviewed U.S. studies have found evidence that ride-hailing has replaced many transit trips and contributed to declines in transit use – especially where ride-hailing fares are offered at steep discounts.

Analysis of Metro Vancouver data indicates that approximately one-third of ride-hailing trips could have been completed by a single-leg (transfer-free) transit journey, where transit is typically at its most competitive. Most of these trips happen during times and in locations when and where transit is already running frequently – such as in the Metro Core.

The corollary is that roughly two-thirds of ride-hail trips are between an origin and destination serviced that would be a less attractive transit option (involving at least one transfer).

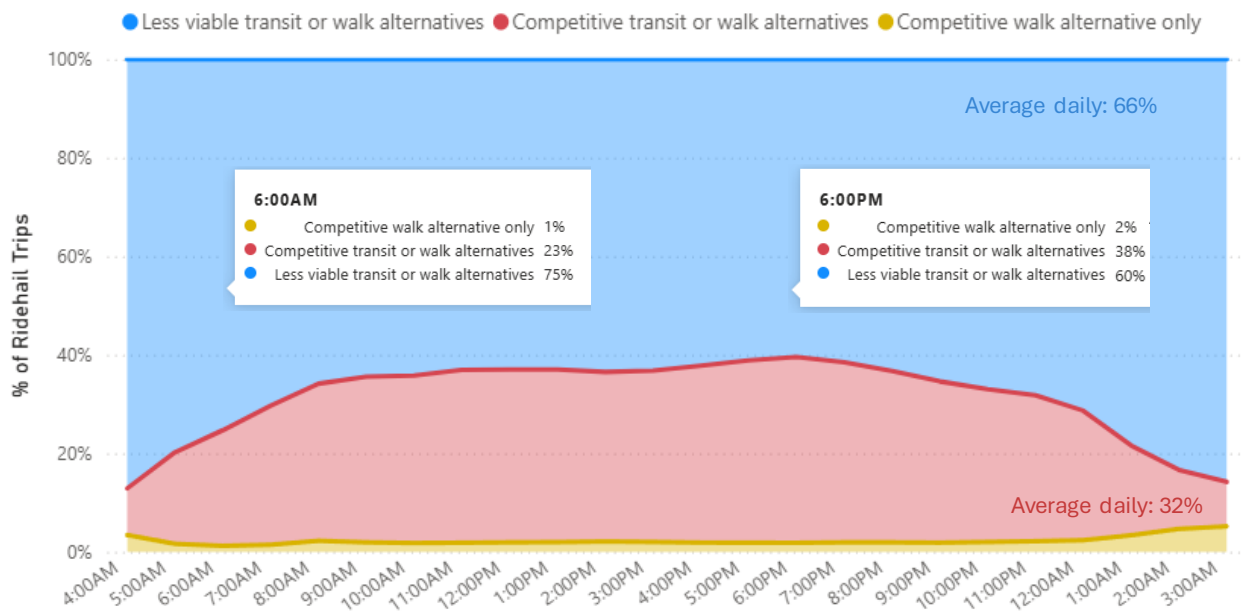


Figure 6 - Proportion of Ride-hail trips with competitive transit or walk alternatives. *Source: TransLink analysis based on 2025 data from the BC Passenger Transportation Data Warehouse*

Trips within the Metro Core represent a particularly significant segment of ride-hailing activity. In 2025, 36% of all ride-hailing trips in the region began or ended in the Metro Core. 13% of all ride-hailing trips both began and ended within the Metro Core – and 71% of these trips could have been completed by a single-leg transit journey, indicating that many of these trips could likely have been made by transit. In addition, approximately 8% of ride-hailing trips were within walkable distances. It is these short trips within dense urban centres where ride-hailing trips are less optimal - most competing with walking and transit, and most adding to congested traffic conditions.

Ride-hailing market share is also relatively high for trips to and from Vancouver International Airport, where travel patterns, luggage considerations, lack of system familiarity, and the additional YVR AddFare all influence mode choice.

Based on 2025 data, transit ridership system-wide exceeds ride-hailing by roughly six-to-one. However, for YVR trips specifically, transit volumes are much closer to ride-hailing—approximately 1.3 times higher for inbound trips and 1.8 times higher for outbound trips. While only 23% of YVR ride-hailing trips could have been completed as a single-leg journey on the Canada Line, this figure is comparable to the regional average of non-walkable, single-leg transit-replaceable ride-hailing trips (26%), indicating similar substitution dynamics despite the higher transfer requirements associated with airport travel.

Complement to Transit

There are several use cases for ride-hailing to more directly complement public transit:

1) In times and locations with low or no transit service (e.g. low density areas, late night);
2) For particular trips where some aspect (e.g. carrying heavy load) makes transit less attractive;
3) For first and last mile travel to bring people more easily to/from rapid transit; and
4) More generally making it easy for people to make the occasional auto trip without needing to own a personal car – thereby facilitating more car-free and car-light living.

A close examination of the patterns of ride-hailing use in terms of time of day reveals some interesting travel patterns. The chart below shows the average unique active vehicles and trip counts by pickup hour. Some noteworthy observations include the following:

(1) The highest peaks are Friday and Saturday evening, with a peak at 6 PM and 10 PM, potentially corresponding to evening entertainment departure and return times.
(2) The third highest peak is weekday morning at 8 AM, potentially corresponding with heading to work in the morning.
(3) A fourth, softer peak can be found on Monday-Thursday evenings at 5 PM.

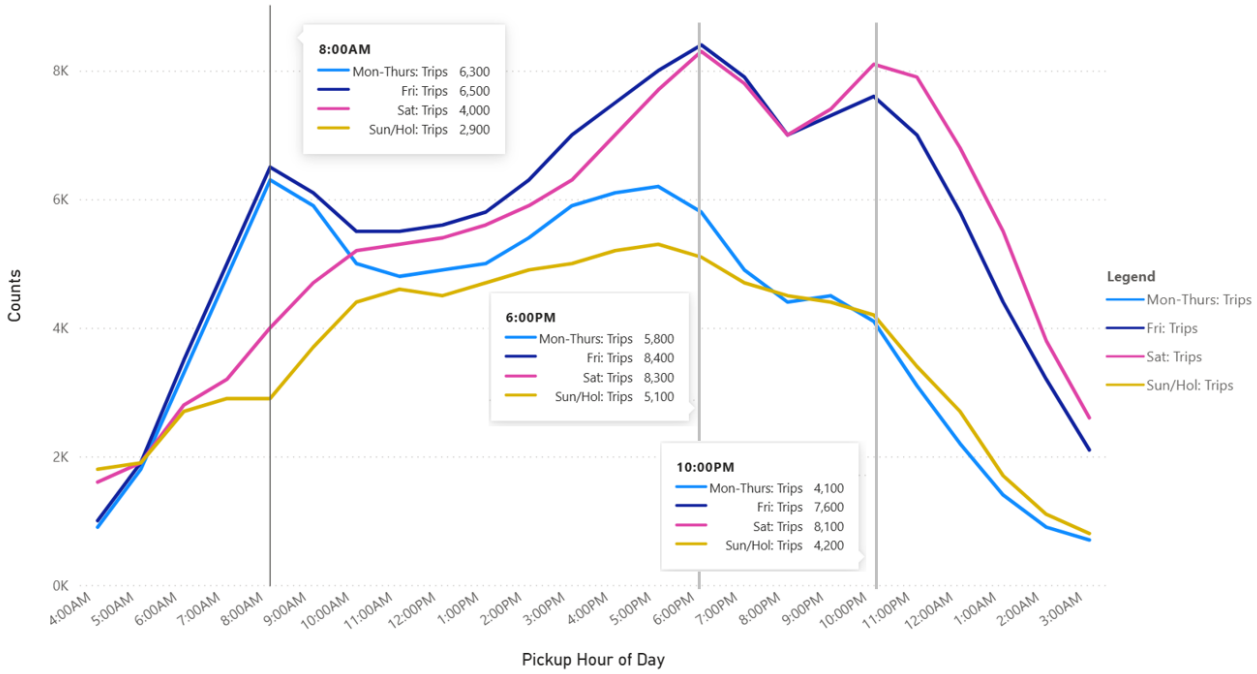


Figure 7 - Average Unique Vehicles & Trip Counts by Pickup Hour

This travel profile points to ride-hailing complementing transit during late night hours when transit service is less frequent and therefore less convenient - and potentially competing more directly with transit during weekday morning peak times.

TransLink looked at ride-hailing trips that ended at selected SkyTrain stations to understand how often ride-hailing is used to connect to transit. The analysis showed that ride-hailing represents only a very small share of passenger boardings at those stations[2].

Congestion and Curbside Impacts

Ride-hailing activity overlaps significantly with daytime and evening peak travel periods when congestion is already present on the region's road network. Evidence from elsewhere suggests that ride-hailing and taxis may disproportionately increase vehicle kilometres travelled through deadheading to their next pickup, its precise contribution to congestion is difficult to isolate without detailed route and displacement data.

[2] Stations were selected due to being relatively easily isolated from other nearby purposes (and included stations such as Nanaimo, 29th Ave, Lafarge Lake, and King George).

Individual communities experience congestion impacts most directly through localized delays, curbside conflicts, and increased demand for passenger loading space. As worsening congestion was one of the primary negative impacts of ride-hailing documented in other cities – made worse with the arrival of robo-taxis – the Ministry of Transit and Transportation is taking the lead on a study to better understand the congestion impacts of ride-hailing. The results are expected to be available by late spring 2026[3] and should provide further insight into these effects – helping to inform future Provincial, regional and municipal policy discussions and policy responses.

Next Steps

Existing trip data provides valuable insight into ride-hailing growth and spatial patterns but does not fully explain user motivations or mode substitution. Some research questions which remain are:

- Why do people choose ride-hailing? What modes are they replacing?
- Why might someone choose ride-hailing over transit?
- Does ride-hailing support lower auto ownership rates and less auto dependency?
- When, where, and to what extent, does ride-hailing complement versus compete against transit?
- Who are ride-hailing users? What are their customer profiles and how do they overlap with transit customer profiles?

Addressing these questions would require additional research, including engagement with ride-hailing users. This work could be prioritized in our 2027 work plan if there is interest from the Board, Mayors' Council or our local government partners in better understanding these questions.

In the interim, TransLink and local governments can continue to work collaboratively to ensure ride-hailing aligns with regional and local objectives. Potential focus areas include:

- coordinated curb management strategies, including adequate pick up and drop off space in high-demand locations like TransLink exchanges, stations and park & rides;
- collaboration on Mobility-as-a-Service apps and Compass payment platforms;
- policy approaches that discourage substitution of high-quality transit trips; and
- continued monitoring of ride-hailing growth and impacts.

[3] Reference: https://www.ptboard.bc.ca/studying-traffic-congestion

Transportation Trends Update: Ride-Hailing in Metro Vancouver

Item 3.2.2 – Mayors' Council meeting

Andrew McCurran, Director, Strategic Planning & Policy

Teresa O'Reilly, Senior Manger, System Analytics

April 16, 2026

Purpose

This information report is to update the Joint Planning Committee, the TransLink Board of Directors, and the Mayors' Council on:

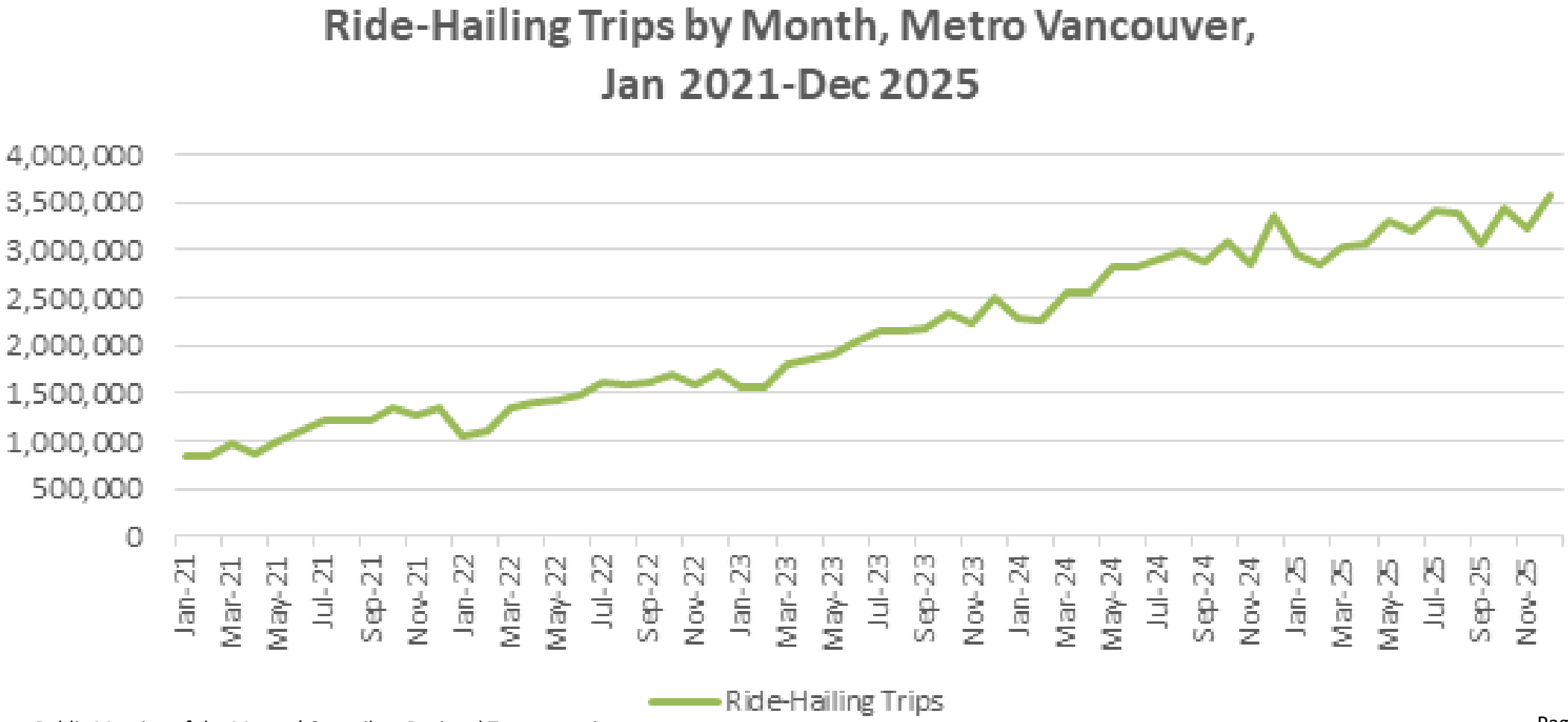
- how Transportation Network Services (TNS) – also known as ride-hailing – have evolved in this region since being introduced in 2019; and
- how they are interacting with the transportation system and regional policy objectives.

Context

- **Ride-hailing authorized (2019):** Province enabled TNS operations; PTB regulates operating licences, while municipalities retain authority over business licensing and curbside management.
- **Regional consistency:** Mayors' Council endorsed a Region 1 Intermunicipal Business License (IMBL) in 2020 to avoid fragmented municipal regulation.
- **Implementation:** IMBL facilitated consistent licensing across Metro Vancouver, the Fraser Valley, and Squamish-Lillooet; adopted by 24 municipalities by 2021.
- **Transport 2050 context:** Ride-hailing is part of an ecosystem of active & shared mobility that can work together to provide more options and enable people to choose alternatives to driving more often.
- **Mitigating negative impacts:** However, also interest in mitigating potential negative impacts on traffic & curbside congestion, emissions, land use efficiency, accessibility & equitable access.

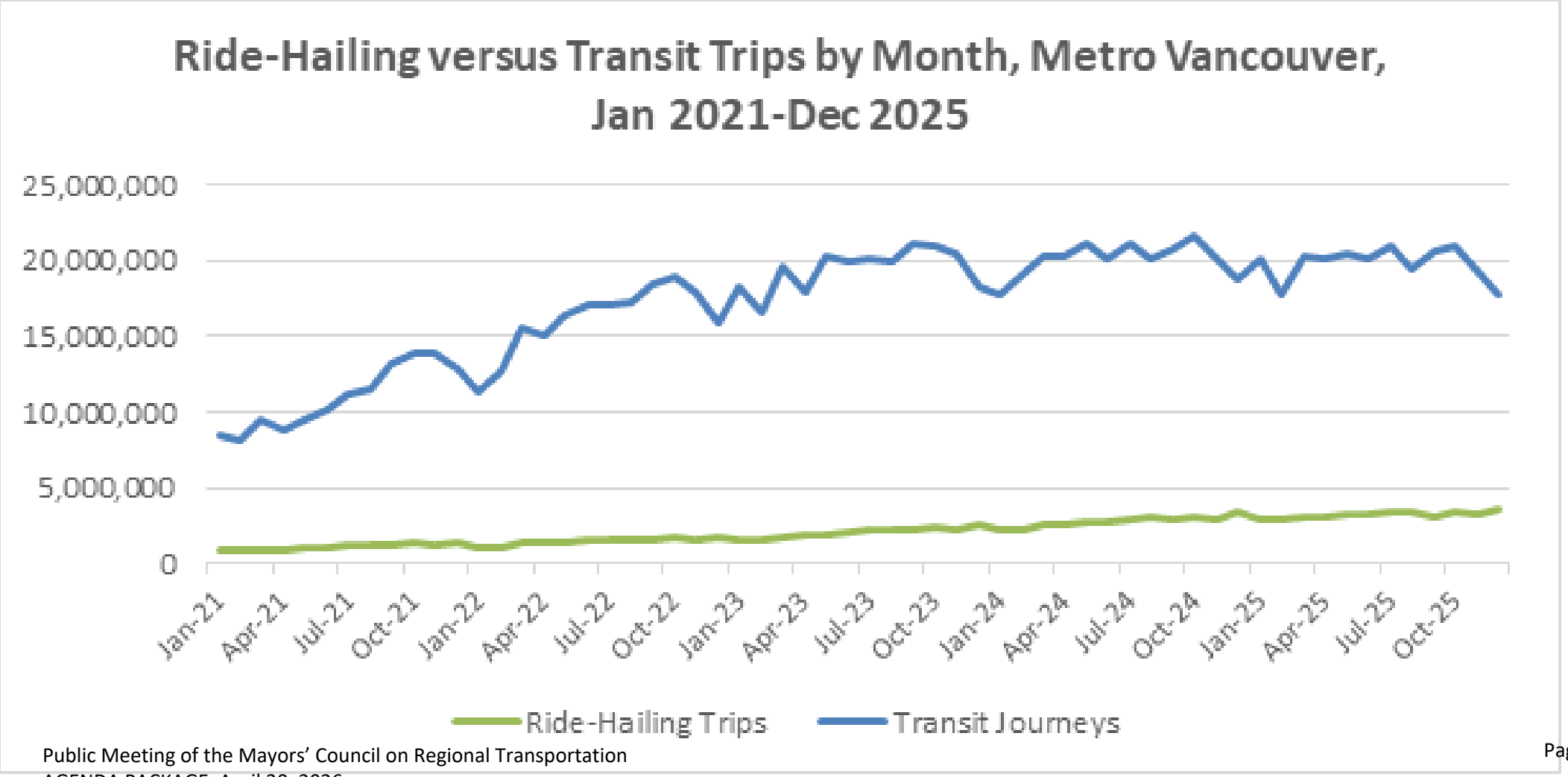
With five+ years of data now available, first glimpse into how these issues are playing out.

Ride-hailing activity has grown steadily since service launch in 2020



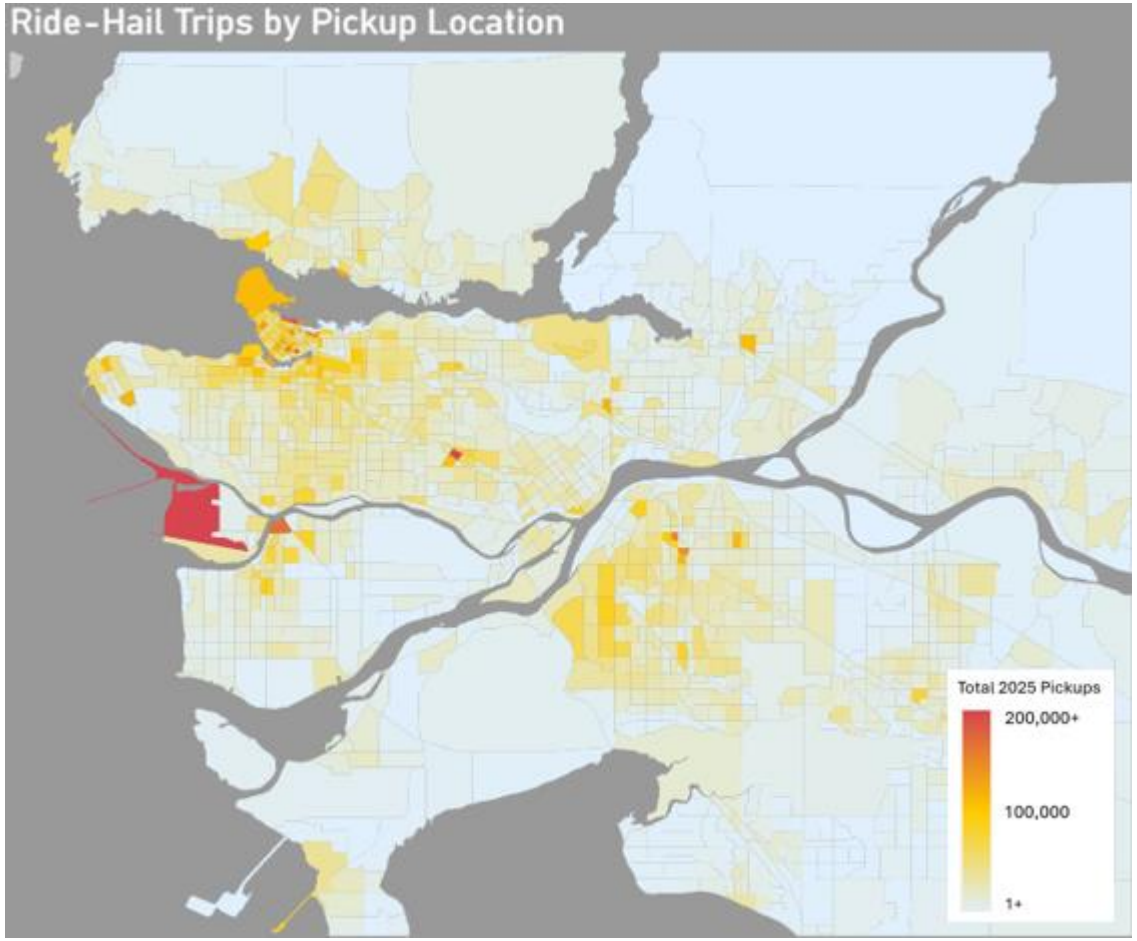
Source: TransLink analysis based on 2025 data from the BC Passenger Transportation Data Warehouse.

The ratio between transit and ridehailing trips is 6:1 but has been narrowing



Source: TransLink analysis based on 2025 data from the BC Passenger Transportation Data Warehouse.

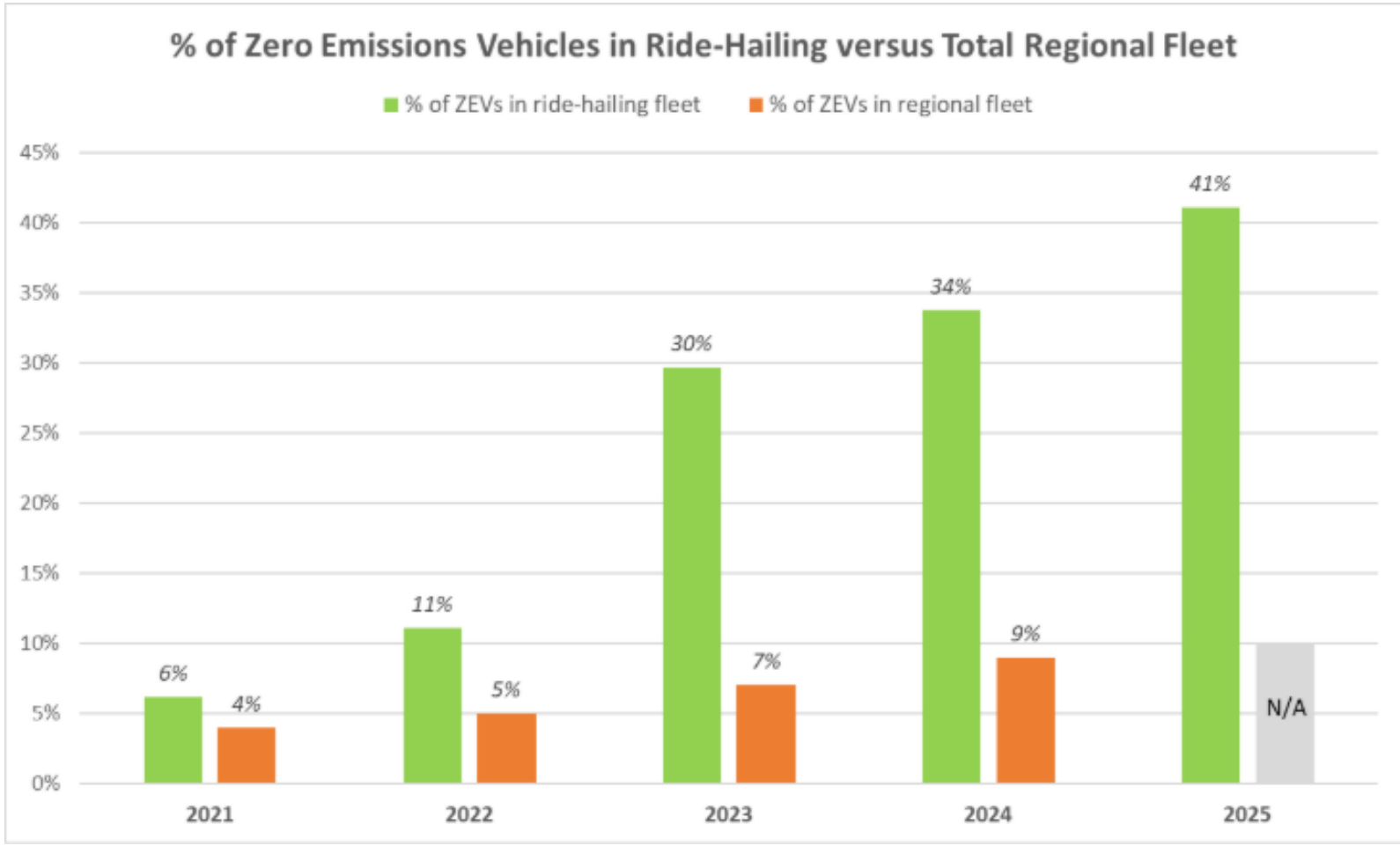
Pickups highest in denser, more transit-oriented areas with lower car ownership & more paid parking



Pickup Location	Proportion of Pickups
Vancouver	43.5%
Surrey & White Rock	17.3%
Burnaby	8.6%
Richmond (excl YVR)	6.2%
North Vancouver City & District	4.2%
Coquitlam & Port Coquitlam	4.2%
Langley City & Township	3.4%
YVR	3.1%
New Westminster	2.5%
Delta & Tsawwassen FN	2.4%
UBC/UEL	1.4%
West Vancouver, Lions Bay, Bowen Island	1.3%
Maple Ridge & Pitt Meadows	1.3%
Port Moody, Anmore, Belcarra	0.6%

Source: TransLink analysis based on 2025 data from the BC Passenger Transportation Data Warehouse.

Ride-hailing fleet has transitioned to ZEVs at faster rate than regional auto fleet – but net emissions impact still uncertain

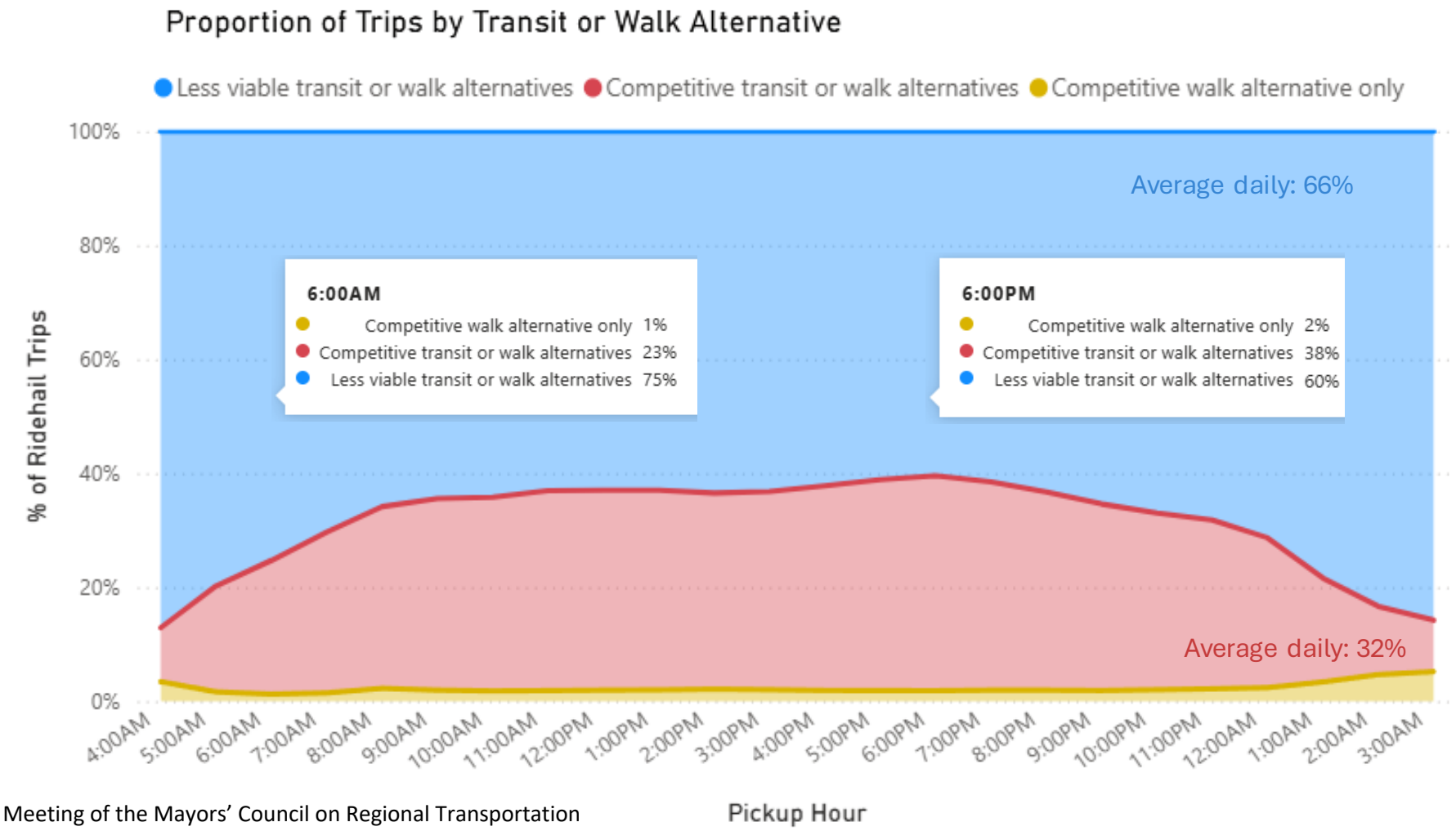


Source for % of ZEVs in ride-hailing fleet: TransLink analysis based on data from Region 1 Intermunicipal Business License.
Source for % of ZEVs in regional fleet: Vehicle Population Intro Page | Tableau Public. 2021-2024 Vehicle Population Data, ICBC, Published July 26, 2020, Updated June 3, 2025 last retrieved August 22, 2025. Contains information licensed under ICBC's Open Data Licence.

Some accessibility wins and some losses – net impact remains unclear

- Currently, **zero** wheelchair accessible ride-hailing vehicles in Region 1
- Evidence that ride-hailing supports increased accessibility for persons with disabilities:
    - 55% of persons with disabilities and 59% of people with a mobility device reported using ride-hailing at least once in the past year
- Only 18% of taxis are wheelchair accessible. Ride-hailing has surpassed taxis as a share of all passenger-directed vehicle trips:
    - could result in gradual loss of wheel-chair accesible taxis, or free them up for users who need them
- Net effect unclear

1/3 of trips made by ride-hail had competitive transit option - 2/3 of trips did not.



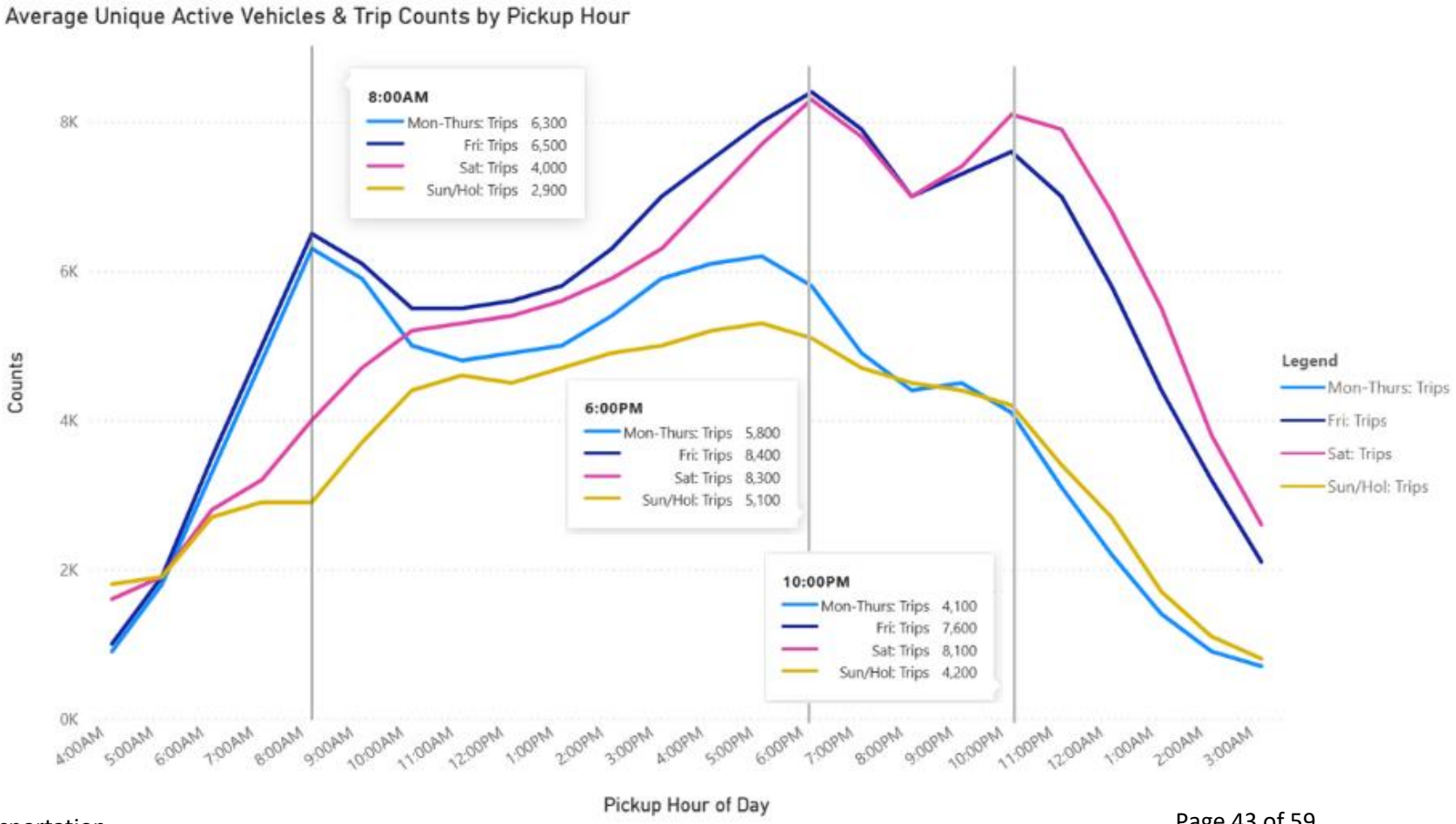
Source: TransLink analysis based on 2025 data from the BC Passenger Transportation Data Warehouse.

For volume of trips to and from YVR - ride-hailing is now approaching par with transit

- An average system wide, transit ridership exceeds ride-hailing in terms of volume by about six-fold.
- YVR journeys, transit is only 1.3 times higher for inbound and 1.8 times higher for outbound than ride-hailing
- Between 2024 and 2025, ride-hailing trips to YVR grew 11% inbound and 43% outbound

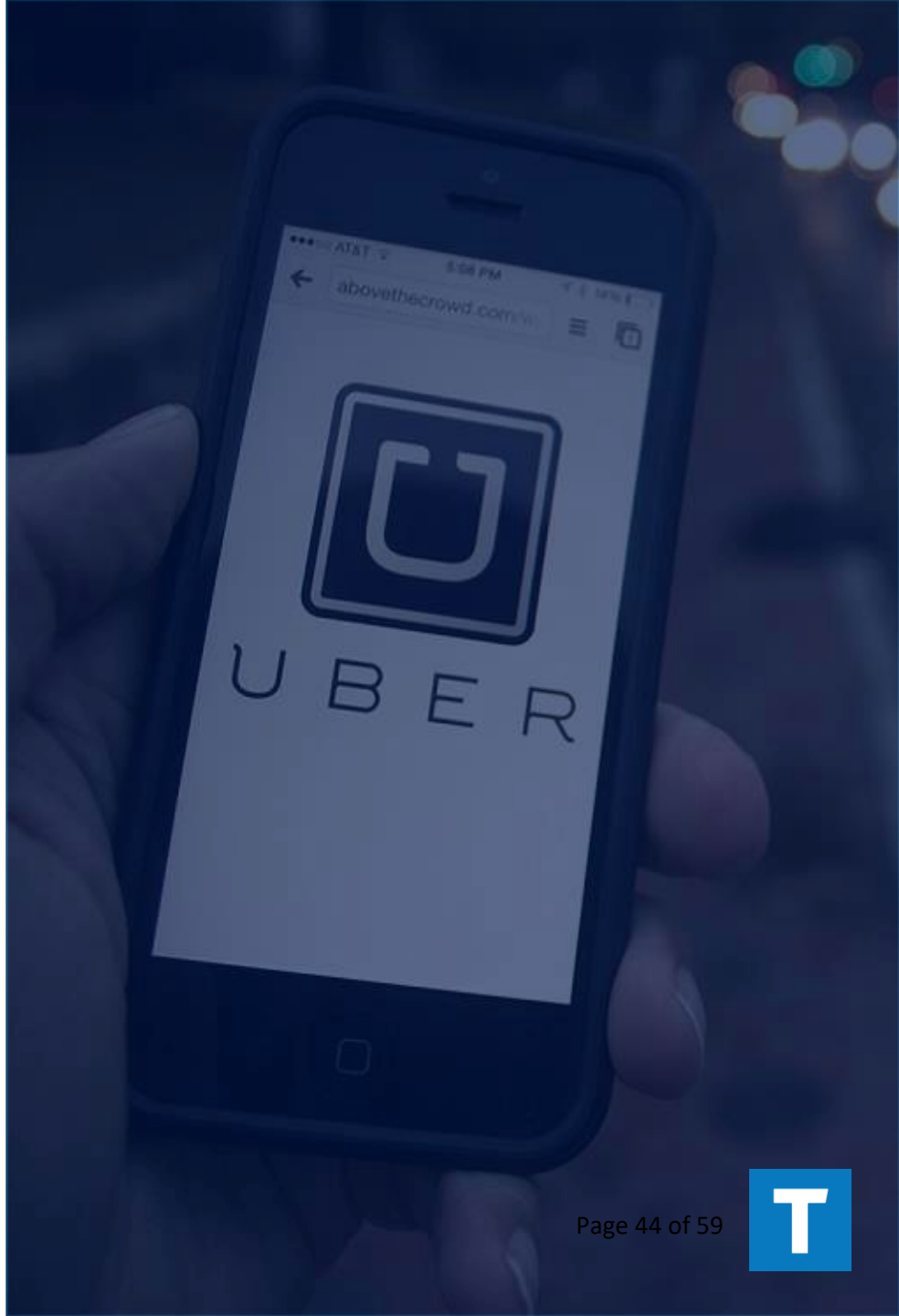
More complementary to transit during late night hours - competes during weekday rush hours

1. Friday and Saturday evening, with a peak at 6 PM and 10 PM – ***possible complementary***
2. Weekday morning at 8 AM – ***possibly competitive***
3. Mon-Thurs 5 PM peak – ***possibly competitive***



Next Steps

- Await PTB congestion study to be completed in 2026
- Potential future research to better understand who is using ride-hiding, why and what mode these trips are replacing (if any).
- Work collaboratively within the region to ensure ride-hailing aligns with regional and local objectives. Potential focus areas include:
    - curb management strategies, including adequate pick up and drop off space in high-demand locations like TransLink exchanges, stations and park & rides; and
    - Mobility as a Service apps and Compass payment platforms;
    - policy approaches that discourage substitution of high-quality transit trips.
- Continued monitoring of ride-hailing growth and impacts, e.g. on accessibility, ensuring solid regulatory approach in place ahead of robo-taxis



TO: Mayors' Council on Regional Transportation

FROM: Mike Buda, Executive Director, Mayors' Council

DATE: April 24, 2026

SUBJECT: **ITEM 6.1 – 2026 Federal Pre-Budget Submission**

RECOMMENDATIONS:

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

1. Approve the Mayors' Council's 2026 Federal Pre-Budget Submission as attached to this report;
2. Endorse the Joint 2026 Federal Pre-Budget Submission by the TTC, STM and TransLink as attached to this report;
3. Join the chairs of the TTC and STM in Ottawa in May to meet with federal Ministers and MPs to advocate for federal transit funding;
4. Receive this report.

PURPOSE:

To approve the Mayors' Council submission to the House of Common's Finance Committee's 2026 federal pre-budget consultation process.

BACKGROUND:

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 $2.2 billion in CPTF funding to TransLink over 10 years. 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 (see Attachment 1 for capital projects in this Phase One 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.

The Mayors' Council's 2025 Federal Budget submission called on the government 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.

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, 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 and complete 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 2025 Federal Budget was an important one for the new federal government, setting the government's agenda for its remaining term. Big new capital commitments will be much more difficult to secure in subsequent budgets.

Given these considerations, the Mayors' Council targeted the 2025 Federal Budget last October for securing most or all of the required federal government funding for Phase One AFE expansion capital projects. The Mayors' Council had 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.

Unfortunately, the 2025 Federal Budget released in October 2025 cut the CPTF by almost $5 billion, or 17%, re-allocating this funding to the new Building Canada Strong Fund (BCSF). The cut to CPTF

extinguishes any hope that TransLink had to increasing its already-announced CPTF allocation of $2.2 billion. Since the release of the budget, the federal government has released additional information on the objectives and program design of BCSF which make it clear that no new funding will be available from this new program to support transit expansion in Metro Vancouver.

At this stage, our 10-year CPTF allocation is assumed to be limited to the $663 million in Baseline funding, and $1.529 billion in "Metro Regio Agreement" funding which requires 60% matching funding from the Province of BC and TransLink. With 40% provincial matching funding for the MRA component of CPTF along with TransLink's already budgeted share, we had assumed, as a starting point, approximately $3.8 billion in new capital funding available for the 2027 Investment Plan as a result of the CPTF program. Additional provincial capital funding in its 2027 Budget could close the remaining gap to enable the delivery of a substantial share of Phase One projects.

In more unfortunate news, in the last several weeks we have become aware of a provincial request to the federal government to allow provincial funding invested in already approved transit projects in Metro Vancouver to be considered as the provincial contribution towards the MRA component of CTPF. The practical outcome of this request, if granted by the federal government, would be that there would be no new provincial capital funding delivered as part of the CPTF program, significantly limiting the amount of new capital funding we could assume as secured for the 2027 Investment Plan. A strategy for engaging the province on their decision will be provided in a separate report.

Given the work needed to secure appropriate provincial capital funding to match CPTF funding and to support the Phase One projects of the AFE Plan, the recommended approach for the 2026 Federal Budget submission is to work with the Toronto Transit Commission (TTC) and Montreal's regional transit agency, Société de transport de Montréal (STM), to urge the federal government to reverse the 17% cut to CPTF and streamline and accelerate this federal funding so that we can confidently complete the planning work underway right now for the new capital projects targeted for the 2027 Investment Plan.

Next steps

A 2026 federal pre-budget submission from the Mayors' Council is attached for consideration. A joint submission from the TTC, STM and TransLink, with recommendations consistent with the Mayors' Council's submission, is also attached for endorsement. These submissions will be publicly released on April 30 at the House of Commons committee's deadline. The Chairs and CEOS of the TTC and STM are coordinating a joint trip to Ottawa in May to meet with Ministers and MPs to advance these recommendations. It is proposed that the Mayors' Council and TransLink join this advocacy mission to present a united voice of Canada's three largest metropolitan areas.

ATTACHMENTS:

- Attachment 1: Capital Projects in Phase One of the Access for Everyone Plan
- Attachment 2: Mayors' Council Submission to 2025/26 federal budget consultations
- Attachment 3 (to come): Joint Submission to 2025/26 federal budget consultations by TTC, STM and TransLink
- Attachment 4: staff presentation slides

ATTACHMENT 1 – 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.

Cover Page

Written Submission for the Pre-Budget Consultations in Advance of the Upcoming 2026 Federal Budget

By the TransLink Mayors' Council

April 30, 2026 [FINAL DRAFT]

RECOMMENDATIONS:

The TransLink Mayors' Council on Region Transportation recommends that the Government of Canada take the following actions in Budget 2027:

1. **Restore the full $30 billion commitment to the Canada Public Transit Fund (CPTF)**
   Budget 2025's cut of $5 billion (17%) to CPTF undermines the program's original intent to provide stable, predictable funding to support long-term transit expansion plans tied to economic competitiveness and housing development and affordability.
2. **Accelerate and streamline the Canada Public Transit Fund**
   Accelerate approvals for systems ready to proceed with procurement and construction, while modernizing the funding framework to support effective and timely project delivery. Major transit projects in Canada's largest metropolitan areas are ready to advance but are constrained by delays in federal funding approvals. Concurrently, program design and administrative complexity risk slowing project delivery, creating delays, and driving up costs over the life of the program.
3. **Preserve the value and continuity of the Canada Public Transit Fund by indexing to inflation and ensuring the annual $3 billion commitment flows in 2037 and beyond.**
   Since CPTF's inception in 2021, supply chain pressures, labour shortages and rising construction costs have significantly eroded its real value by over 30 percent. The program is funded only until 2037, while transit systems face planning and investment decisions that will quickly extend beyond this time horizon. An extension of the program beyond its initial 10-years, paired with an automatic annual escalator tied to inflation and construction costs is important to support long-term planning and reduce the gap between available funding and growing costs and demand.

To the Members of the House of Commons Standing Committee on Finance,

On behalf of the TransLink Mayors' Council on Regional Transportation in Metro Vancouver, I am writing to urge the federal government to reverse the $5 billion cut made to the Canada Public Transit Fund (CPTF) in the 2025 Budget, and restore the full $30 billion commitment, and ensure that funding flows quickly to regions that are ready to expand transit in our cities and communities now and well into the future.

Canada's largest metropolitan regions are entering a critical decision window. Within the next 12 months, transit agencies across the country will face project sequencing decisions that will determine whether major expansion projects proceed on schedule or are delayed. Federal clarity and certainty are required now to prevent avoidable cost escalation, project deferrals, and missed economic and housing outcomes.

These metropolitan regions generate the majority of the country's GDP, and the ability to move workers efficiently within those regions is fundamental to economic performance. Reliable transit infrastructure connects workers to jobs, enables businesses to expand their labour markets, reduces congestion costs, and strengthens the economic productivity of urban regions. Transit investment also supports thousands of Canadian jobs across construction, engineering, manufacturing, and operations.

Metro Vancouver is one of Canada's primary economic engines and a critical trade gateway to global markets. The region supports national productivity through goods movement, international trade, and labour mobility. Investments in transit infrastructure in this region do not only benefit local communities—they directly support Canada's economic competitiveness, supply chains, and long-term growth. For these reasons, transit infrastructure should be recognized as national economic infrastructure that supports the productive capacity of Canada's largest cities and the national economy as a whole.

Transit investment is also essential to addressing Canada's housing affordability challenges. In Metro Vancouver and other large urban regions, housing development and transit expansion must occur together. Research in Metro Vancouver demonstrates that rental housing located near high-quality transit is more affordable than housing built elsewhere, and in many communities transportation costs represent a larger share of household expenses than housing itself. Expanding transit allows governments to support higher-density housing development while reducing household transportation costs. If Canada is to make meaningful progress on housing affordability, transit infrastructure must be delivered alongside new housing supply because a housing-enabling infrastructure.

The Canada Public Transit Fund was designed to provide the long-term federal partnership required to deliver these outcomes. However, the program's slow implementation and recent cuts have introduced significant uncertainty and delays.

While the CPTF was first announced and funded in the 2021 Federal Budget, the application process did not open until late 2024. Major transit agencies across the country entered the process immediately and have now waited more than a year for approvals. As agencies were working through this long-delayed federal application process, the 2025 Federal Budget reduced CPTF by almost $5 billion, or 17%, without consultation or warning, and in part by claiming that the program was undersubscribed. This cut represents the largest reduction in federal funding for local infrastructure in over 20 years.

This combination of reduced funding and delayed approvals is now creating real risks to project delivery across Canada.

The scale of this challenge is clear in Metro Vancouver. The first phase of TransLink's Access for Everyone Plan includes $13.3 billion in capital investments over the first three years, while the full ten-year program exceeds $30 billion. Under the current framework, TransLink's already announced $2.2 billion CPTF 10-year allocation represents approximately 15% of the first three years of this plan and less than 7% of the full ten-year program.

After accounting for inflation, the purchasing power of this allocation is approximately 50% lower than the federal transit funding received through the previous ten-year program, ICIP, launched in 2015. When population growth in Metro Vancouver is considered, the per-capita funding gap is even greater.

Transit agencies are being asked to deliver significantly more infrastructure with substantially less federal support.

Without timely federal funding certainty, transit agencies will soon be required to delay procurement, rescope projects, or defer expansion investments entirely. These decisions increase long-term project costs, erode purchasing power, and slow the delivery of housing and economic growth that depend on reliable transit infrastructure.

Several projects, including the first three of nine planned Bus Rapid Transit Projects, in Metro Vancouver will reach critical design and procurement milestones within the next 6-12 months. Without certainty and sufficient funding regarding federal support, these projects will face delays or scope adjustments that will increase costs and slow the pace of housing development that depends on transit infrastructure. Every year of delay pushes projects further into the future, increases construction costs, and postpones the economic and housing benefits these investments are intended to deliver.

TransLink and peer agencies across Canada have well-developed capital plans, established delivery capabilities, and a pipeline of projects ready to proceed. These projects can support Canadian jobs, strengthen productivity, and enable housing development—but only with predictable and timely federal partnership. Canada's transit systems are ready to deliver the infrastructure required to support economic growth, housing affordability, and national competitiveness. What is required now is certainty.

Restoring the full $30 billion commitment to the Canada Public Transit Fund, providing clarity on program design and timelines, and ensuring funding flows quickly to projects that are ready to proceed will allow Canada's largest metropolitan regions to continue driving national prosperity. Over the longer-term, given that the CPTF was meant to be a permanent funding program to support the long-term planning and investment horizons of large transit systems, shifting towards predictable, long-term funding that grows in line with growing costs and demand beyond the initial 10-year investment period is essential.

Absent this certainty, transit agencies across the country will be forced to make near-term decisions to delay or scale back projects—decisions that will increase costs and undermine the very outcomes federal policy is intended to achieve.

Thank you for your consideration. We welcome continued collaboration with the Government of Canada to advance these shared national priorities.

Regards,

Mayor Brad West
Chair, TransLink Mayors' Council on Regional Transportation

cc: Hon. Gregor Robertson, Minister of Housing, Infrastructure and Communities Canada
Hon. Mike Farnworth, Minister of Transportation and Transit
Metro Vancouver-area Members of Parliament
Councillor Rebecca Bligh, President, Federation of Canadian Municipalities
Marco D'Angelo, Chief Executive Officer, Canadian Urban Transit Association
Members of the TransLink Board and Mayors' Council
Kevin Quinn, Chief Executive Officer, TransLink

MAYORS' COUNCIL
On Regional Transportation

TRANSLINK

Item 6.1 – Staff Presentation Slides

Submission to 26 Federal Pre-Budget Consultations

Towards a 2027 Investment Plan

- 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 2025 Investment Plan commits the province and TransLink to work together to restore TransLink to financial sustainability and begin rolling out AFE in a 2027 Investment Plan
- $13.3B in AFE Phase One capital projects were approved by the Mayors' Council in Nov. 2024; the sooner they get started, the sooner service increases can be supported…and the easier a 2027 IP will be.

Access for Everyone, Phase 1

- New **buses** and **SkyTrain cars** to support 10% service increase (on top of 5% increase in 2025)
- Build first 3 **BRTs**: Surrey-White Rock; Langley-Maple Ridge; Burnaby-North Shore
- Upgrade & expand **bus depots** to support AFE service increases
- Construction of the Burnaby Mountain Gondola
- Upgrade and expand SkyTrain and WCE stations, BSR, roads
- OMC5
- Complete planning of Burrard Inlet Rapid Transit Study & UBCx

Canadian Public Transit Fund

- CPTF was promised in 2020 federal election, funded in 2021 federal budget.
- Commits $30B from 2026 to 2034 for Canadian transit projects
- TransLink allocations to date: **$2.2B**
- TransLink's CPTF allocation is less than **15%** of Share of AFE Phase One capital projects (2027-30) and **<7%** of entire AFE
- **The current CPTF allocation will not allow AFE Phase One to proceed as planned, leading to delays, and reducing or delaying planned service increases**

CPTF in 2025 Federal Budget

- Last October, the 2025 Federal Budget cut **$5B or 17%** from CPTF (the largest cut to federal infra. funding for munis. in 25 years).
- The $5B was transferred to the new **Building Canada Strong Fund**, where it will be used to support DCC cuts and/or provincial infra.
- This cut extinguishes any hope that TransLink's CPTF allocation could be increased beyond the already announced **$2.2B.**
- This $2.2B, when matched with provincial and regional funding, would provide **$3.8B** towards the 2027 Investment Plan – enough to get us started (however, provincial matching has not yet been confirmed)

2026 Federal Budget “Ask”

- 2026 Budget recommendations to Government of Canada:
  - **Restore the full $30 billion commitment to CPTF**
  - **Accelerate and streamline the CPTF**
  - **Preserve the value and continuity of CPTF by indexing to inflation and ensuring the annual $3B commitment flows beyond 2037.**
- This ask has been coordinated with FCM as well as our peers in Toronto and Montreal.

Staff Recommendations

The Committee recommends that the Mayors' Council:

1. Approve the Mayors' Council's 2026 Federal Pre-Budget Submission as attached to this report;
2. Endorse the Joint 2026 Federal Pre-Budget Submission by the TTC, STM and TransLink as attached to this report;
3. Join the chairs of the TTC and STM in Ottawa in May to meet with federal Ministers and MPs to advocate for federal transit funding