



PUBLIC MEETING AGENDA

Version: October 28, 2024

Thursday, October 31, 2024, 9:00AM to 10:00AM

Metro Vancouver Boardroom, 28th Floor, Metrotower III, 4515 Central Boulevard, Burnaby, BC and via Videoconference* (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 (September 26, 2024)	2
9:05AM	2. PUBLIC DELEGATES	ORAL
9:25AM	3. REPORT OF THE CHAIR	ORAL
9:35AM	4. REPORT OF THE JOINT FINANCE COMMITTEE	
	4.1 Update on Canada Public Transit Fund	6
9:45AM	5. REPORT OF THE EXECUTIVE DIRECTOR	
Report added:	5.1. Update on Mayors' Council "Access For Everyone" Campaign	17
9:55AM	6. OTHER BUSINESS	
	6.1. Next Meeting – November 28 at 9AM (Metro Vancouver Boardroom, 28th Floor, Metrotower III, 4515 Central Boulevard, Burnaby, BC and via videoconference)	
10:00AM	7. ADJOURN to closed session	

** Note that Mayors' Council members may participate in-person or via Zoom videoconferencing. Zoom connection information 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 in order to present to the Mayors' Council at this meeting.*

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 September 26, 2024 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
Mayor George Harvie, Delta
Mayor Mike Hurley, Burnaby
Mayor Patrick Johnstone, New Westminster
Councillor Sarah Kirby-Yung, Vancouver
(alternate)
Mayor Megan Knight, White Rock
Mayor Meghan Lahti, Port Moody
Mayor Andrew Leonard, Bowen Island

Mayor Mike Little, North Vancouver District
Mayor Brenda Locke, Surrey
Mayor Nicole MacDonald, Pitt Meadows
(arrived at 9:13 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
Councillor Bryce Williams, Tsawwassen First
Nation (alternate)
Mayor Eric Woodward, Langley Township

ALSO PRESENT:

Michael Buda, Executive Director, Mayors' Council on Regional Transportation Secretariat
Jody Kositsky, InterVISTAS Consulting (Item 4.1)
Anna Lilly, Earnscliffe Strategy Group (Items 4.1 and 4.2)
Doris Mak, InterVISTAS Consulting (Item 4.1)
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 9:00 a.m.

1. PRELIMINARY MATTERS

1.1. Adoption of the Agenda

Draft agenda for the September 26, 2024 Public Meeting of the Mayors' Council on Regional Transportation, version dated September 20, 2024, was provided with the agenda material.

It was MOVED and SECONDED

That the agenda of the September 26, 2024 Public Meeting of the Mayors' Council on Regional Transportation be adopted, as presented.

CARRIED

1.2. Approval of Public Meeting Minutes (July 25, 2024)

Draft minutes of the July 25, 2024 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 July 25, 2024 Public Meeting of the Mayors' Council on Regional Transportation be adopted, as presented.

CARRIED

2. PUBLIC DELEGATIONS

2.1. Shaena Furlong, Richmond Chamber of Commerce

Ms. Furlong expressed concern with the impact of service cuts to the Richmond community and the environment, in general.

2.2. Jasroop Gosal, Surrey Board of Trade

Mr. Gosal urged the Mayors' Council to continue to advocate with all levels of government for transit funding for the Metro Vancouver region.

2.3. Nathan Davidowicz

Mr. Davidowicz suggested that TransLink's fare system be reviewed to provide discounts to low-income passengers.

Member Arrived

Mayor Nicole McDonald joined the meeting at 9:13 a.m.

3. REPORT OF THE CHAIR

The Chair reported on the need for the provincial government to hear from the members of the public regarding the importance of obtaining commitments from the next government to provide appropriate funding to expand transit and transportation for the rapidly increasing population in Metro Vancouver.

It was MOVED and SECONDED

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

CARRIED

4. REPORT OF THE PUBLIC AFFAIRS COMMITTEE

4.1. Report on Economic Impacts of Potential Service Cuts

Report titled "Item 4.1 – Economic Impacts of Potential Service Cuts", dated September 19, 2024, was provided with the agenda material.

Kevin Quinn, Chief Executive Officer (CEO), advised that the subsequent presentation responds to the request for further information on the likely household and economic impacts of potential transit service cuts scenarios that were presented at the July 25, 2024 Mayors' Council meeting.

Doris Mak and Jody Kositsky, InterVISTAS Consulting, jointly reviewed the presentation titled “TransLink: Supporting Metro Vancouver’s Future Growth” provided with the agenda material and highlighted:

- The current funding model is unsustainable, and TransLink is facing a \$600 million annual shortfall starting in 2026:
 - Without a new funding model, drastic cuts to transit service will be necessary, beginning in 2026
- The impact of transit reductions would be felt by everyone in the region
- Two hypothetical scenarios for potential transit service reductions:
 1. Maximize Ridership
 2. Maximize Coverage
- Potential impacts of transit service cuts:
 - Long-term impacts on household costs and affordability (approximately \$1,000 per household)
 - Overall increase in travel times
 - Compromising Metro Vancouver’s comparative advantage
- Potential cost impacts per annum of the two service reduction scenarios
- Caveats and limitations of the modelling.

During discussion, it was noted that the report clearly indicates that transit service cuts will have significant consequences to regional economy and will impact transit and non-transit users alike.

It was MOVED and SECONDED

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

CARRIED

4.2. Update on Mayors’ Council “Access for Everyone Campaign”

Presentation titled “ITEM 4.2 – Provincial Election Update”, dated September 26, 2024, was provided with the agenda material.

Michael Buda, Executive Director, Mayors’ Council on Regional Transportation Secretariat, reviewed the presentation provided with the agenda material and highlighted:

- Overview of the Save Transit campaign (Campaign)
- Key objectives of the Campaign
- Key findings of the public survey undertaken in early September 2024:
 - 71% of respondents are concerned about potential cuts to transit services if there is no new funding
 - Residents believe the Province has the greatest responsibility among all levels of government to fund transit
 - A majority of supporters from all political parties agree that public transit is an important issue in this election
- Next steps.

5. OTHER BUSINESS

5.1. Next Meeting

The next Public Meeting of the Mayors' Council will be held on October 31, 2024 in the Metro Vancouver Boardroom, 28th Floor, Metrotower III, 4515 Central Boulevard, Burnaby, BC, and via videoconference.

6. ADJOURNMENT

There being no further business, the September 26, 2024 Public Meeting of the Mayors' Council on Regional Transportation was adjourned to a Closed Session at 9:44 a.m.

Certified Correct:

Mayor Brad West, Chair

Carol Lee, Recording Secretary
Mosaic Writing Group

TO: Mayors' Council on Regional Transportation

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

DATE: October 4, 2024

SUBJECT: **ITEM 4.1 - 2025 Investment Plan: Canada Public Transit Fund Status Update**

RECOMMENDATION:

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

PURPOSE

This report provides a status update on the Canada Public Transit Fund (CPTF) process and tasks.

BACKGROUND

The Canada Public Transit Fund was announced by the Federal government in February 2021 and the program was formally launched on July 17, 2024. The program will provide \$3 billion per year in capital funding beginning in 2026. The funding will be for all of Canada and will be delivered through three streams: Baseline: \$500M/year; Metro-Region Agreements; and Targeted Funding.

The Canada Public Transit Fund has four core objectives:

- Increase the use of public transit and active transportation relative to car travel
- Increase the supply of housing and affordable housing as part of complete, transit-oriented communities.
- Use mobility investments to contribute to climate change mitigation and resilience.
- Improve access to transit, biking, and walking options for all, especially equity-deserving groups.

Baseline Stream

The Baseline funding stream will provide stable, predictable annual funding for routine capital projects and state of good repair projects. Funds will flow directly to transit agencies, and allocation will be based on population and ridership (no specific formula provided yet). Our current 2024 Investment Plan already assumes our estimated share of this Baseline stream. Therefore, funding received is not likely reduce our funding needs for the state of good repair or expansion projects, unless we receive more than we estimated. If less money is allocated than was assumed, increased funding will be required from other sources.

Metro-Region Agreement Stream

The MRA stream will be competitive between regions across Canada and is designed to tie funding to transportation, housing, climate, and equity objectives. Metro-Region Agreements offer predictable funding in regions with the highest demand for public transit and active transportation funding, and where travel patterns often cross municipal boundaries. This funding stream is designed to promote coordination among all levels of government, encourage evidence-based decision-making, and advance a shared understanding of investment priorities among signatories.

The signatories for the MRA for the Metro Vancouver region will be: TransLink, Government of B.C. and Government of Canada.

DISCUSSION

At this time, TransLink is pursuing funding under the Baseline stream and the Metro Region Agreement stream. Details on how to apply for the Targeted Funding stream have not yet been released.

Baseline Process Status Update

To access the Baseline Funding, TransLink has submitted an Expression of Interest and has received confirmation of eligibility from Housing, Infrastructure and Communities Canada. TransLink is expecting to receive confirmation of notional funding allocation from Housing, Infrastructure and Communities Canada and an invitation to submit a capital plan in late fall 2024. TransLink will submit a capital plan that meets the program requirements, and funding is expected to be received in 2026.

Metro-Region Agreement Process Status Update

TransLink and the Ministry of Transportation and Infrastructure, on behalf of the Government of B.C., have submitted an Expression of Interest. Confirmation of eligibility and an invitation to submit an Integrated Regional Plan is expected from Housing, Infrastructure and Communities Canada in late fall 2024.

In the meantime, TransLink and Ministry of Transportation and Infrastructure are coordinating on the development of a draft Integrated Regional Plan, with input from the Metro Vancouver Regional District and the Ministry of Housing on the housing requirements. The *Access for Everyone* plan will form the basis of the Integrated Regional Plan.

After the Integrated Regional Plan is submitted, Housing, Infrastructure and Communities Canada will confirm the Federal government contribution amount, and negotiations on a Metro-Region Agreement will begin requiring long-term funding commitments from all parties. Regions will need to commit to objectives and targets, and report on progress on these targets. Individual projects will still need to go through contribution agreement processes with the Provincial and Federal Treasury Boards for approval.

CONCLUSION:

The Canada Public Transit Fund program has launched, and TransLink is pursuing funding through the Baseline and Metro-Region Agreement streams.

TransLink has submitted an Expression of Interest for the Baseline Funding stream and has received confirmation of eligibility from Housing, Infrastructure and Communities Canada. Confirmation of notional funding allocation and invitation to submit a capital plan is expect in Q4 2024.

TransLink and Ministry of Transportation and Infrastructure staff have submitted an Expression of Interest for the Metro-Region Agreement funding stream and are awaiting confirmation of eligibility and invitation to submit a 10-year Integrated Regional Plan.

Further updates will be brought forward as work progresses.

ATTACHMENTS

Attachment 1 - 2025 Investment Plan: Canada Public Transit Fund Status Update Slides

2025 Investment Plan: Canada Public Transit Fund Status Update

Mayors' Council on Regional Transportation

October 23, 2024



Purpose

To provide a status update on the Canada Public Transit Fund process and tasks

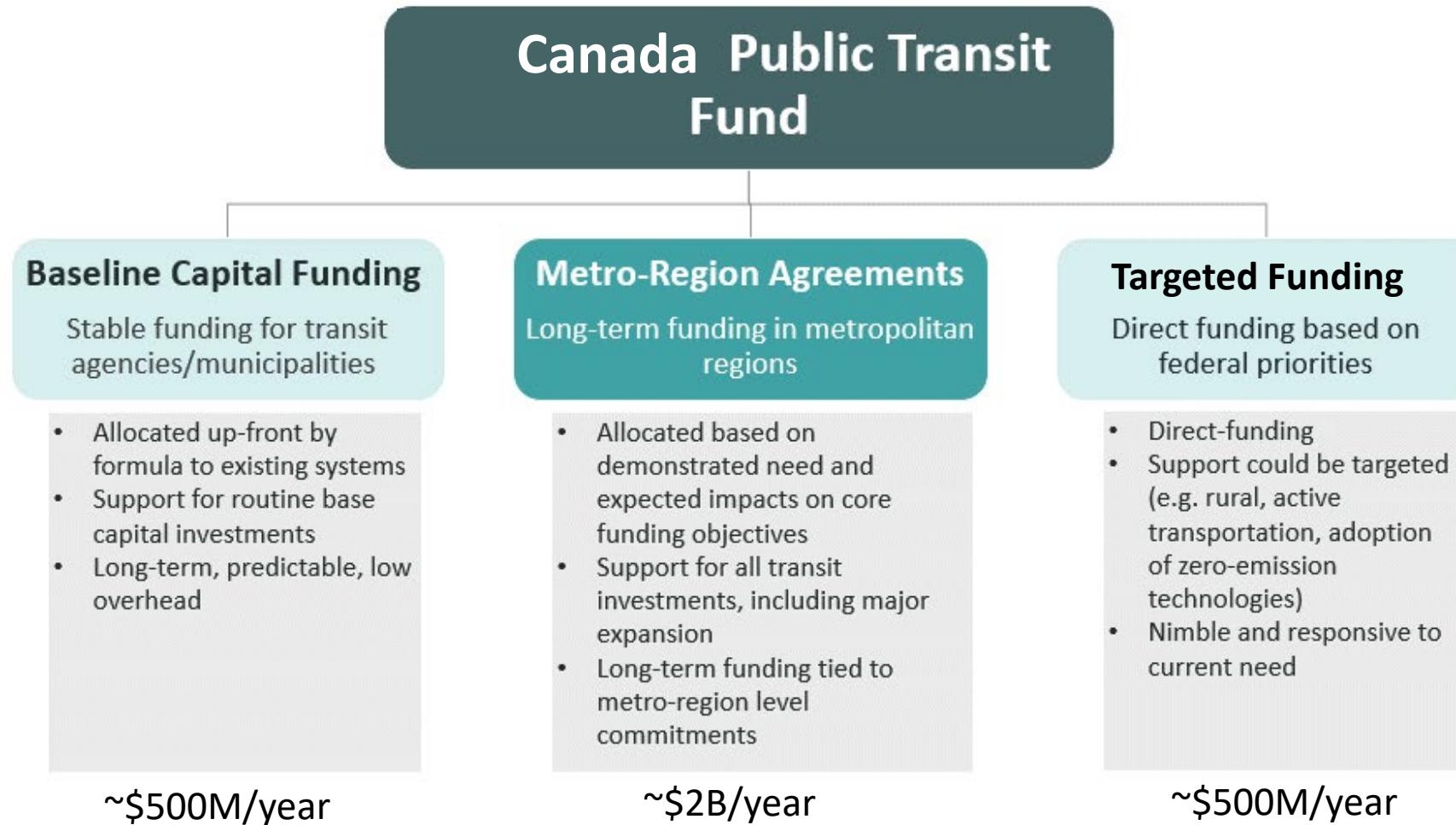


Background: What is the Canada Public Transit Fund (CPTF)?

- Announced by the Federal government in February 2021; program launched on July 17, 2024
- \$3 billion per year in capital funding beginning in 2026
 - Total amount for all of Canada
- Four core objectives:
 - Increase the **use of public transit and active transportation** relative to car travel
 - Increase the **supply of housing and affordable housing** as part of complete, transit-oriented communities
 - Use mobility investments to contribute to **climate change mitigation and resilience**
 - Improve **access to transit, biking, and walking** options for all, **especially equity-deserving groups**



CPTF has three funding streams, with most funding in a new competitive Metro-Region Agreements stream



Baseline Stream Status Update

- *Our current 2024 Investment Plan already assumes our estimated share of this Baseline stream. Therefore, funding received will not reduce our funding needs for the state of good repair or expansion projects. If less money is allocated than was assumed, increased funding will be required*
- Will provide stable, predictable annual funding for routine capital projects and state of good repair projects
- Funds will flow directly to transit agencies. Allocation will be based on population and ridership (no specific formula provided yet)

Steps:

- Submit an Expression of Interest (completed)
- Receive confirmation of eligibility (completed)
- Receive notional allocation of funding from Housing, Infrastructure and Communities Canada and invited to submit a full capital plan application (pending- expected Q4 2024)
- Submit a full capital plan application (under development)
- Receive funding (2026)



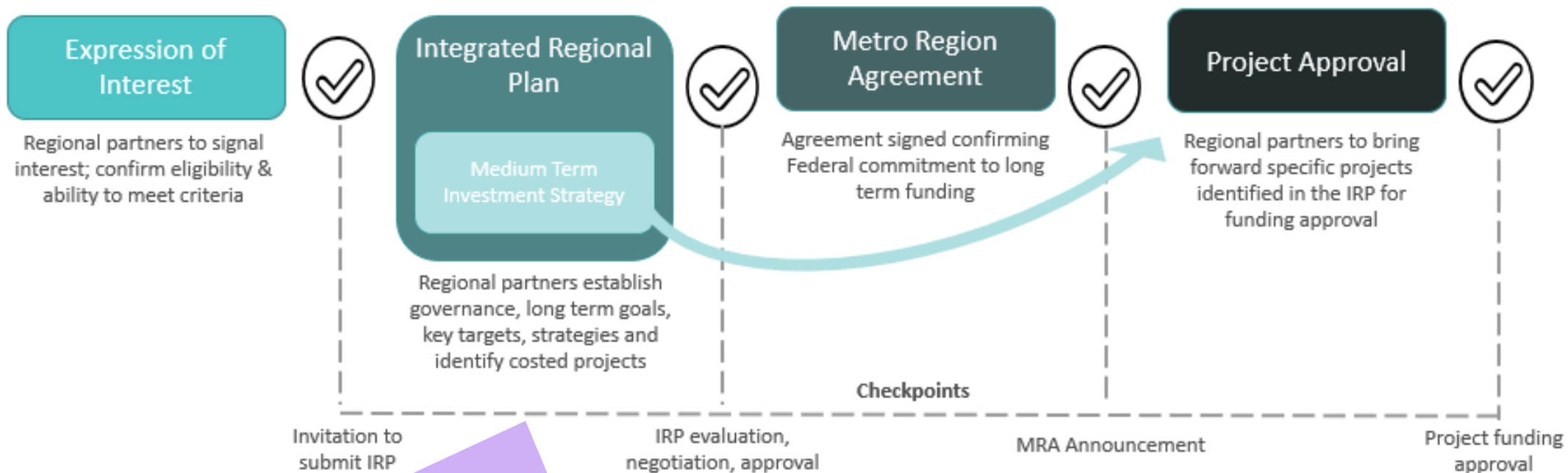
Metro-Region Agreements Stream Status Update

- The MRA stream will be competitive between regions across Canada and is designed to tie funding to transportation, housing, climate, and equity objectives
- The signatories for the MRA for the Metro Vancouver region will be: TransLink, Government of B.C. and Government of Canada
- To access the funds, TransLink and the Government of B.C. will follow the steps below:
 - **Submit Expression of Interest (EOI) (completed)**
 - **Receive confirmation of eligibility and invitation to submit and Integrated Regional Plan (pending- expected Q4 2024)**
 - **Submit 10-year Integrated Regional Plan (IRP)** for regional transit and active transportation needs (**under development**)
 - Designed to enhance regional coordination
 - *Access for Everyone* will form the basis of our IRP
 - Requires funding commitments from Province and region
 - **Negotiate Metro Regional Agreement (MRA)** with funding commitments from the region, the Province, and Federal government (**To come**)
 - Regions will need to commit to objectives and targets, and report on progress on these targets
 - Individual projects will then go through a contribution agreement process for Federal Treasury Board approvals



Metro Region Agreement Process

From Planning to Funding Approval



Requires funding commitments from the Province and region. AfE, Provincial housing legislation, and municipal Housing Needs Assessments will form the basis of IRP

Next Steps

- **Q4 2024:**

- Receive Baseline Stream notional funding allocation from Housing, Infrastructure and Communities Canada and an invitation to submit a capital plan
- Submit capital plan
- Receive confirmation of eligibility and invitation to submit an Integrated Regional Plan

- **Q4 2024-Q1 2025:**

- Draft Integrated Regional Plan for approval by Mayors' Council, TransLink Board and Government of B.C. for submission to Federal government
- Submit Integrated Regional Plan to Housing, Infrastructure and Communities Canada

- **Q2/Q3 2025:**

- Negotiate and sign Metro-Region Agreement with TransLink, Government of B.C., and Government of Canada



TO: Mayors’ Council on Regional Transportation
FROM: Mike Buda, Executive Director
DATE: October 24, 2024
SUBJECT: **ITEM 5.1 – Report on Mayors’ Council Provincial Election Strategy**

RECOMMENDATIONS:

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

PURPOSE:

To provide a summary of the Mayors’ Council public engagement campaign during the 2024 BC election.

BACKGROUND:

Mayors’ Council launched its provincial election campaign, “Save Transit” in July 2024 as part of an ongoing public and intergovernmental engagement strategy to build federal, provincial and public awareness of and support for the [Access for Everyone Plan](#) (AFE).

DISCUSSION:

Campaign Platform

The Mayors’ Council election strategy, called the “Save Transit in Metro Vancouver” campaign, was based on a core set of “asks” of the next government that were publicly released on July 25, 2024 in an open letter to provincial party leaders (see Annex A for full letter):

Ahead of the election, the Mayors’ Council is calling on all parties to commit to the following actions to *Save Transit in Metro Vancouver*:

Action 1:

Commit to begin increasing transit service immediately to address overcrowding and record-setting population growth in Metro Vancouver, by funding the first phase of the AFE Plan in April 2025, in partnership with the Mayors’ Council and TransLink.

Provincial leadership is needed to help ensure the transit in the region can catch up with population growth, address growing crowding on transit and congestion on the roads, support transit-oriented housing legislation, meet 2030 climate target and make life better and more affordable for residents and businesses.

Action 2:

Create a permanent, **\$3.4-billion per year Access for Everyone Fund**, indexed to population growth and inflation, to deliver the Access for Everyone Plan over the next decade that will:

- Identify **\$500 million per year** in new, sustainable operating revenues for TransLink to operate current service levels and the new transit proposed in the AFE Plan;
- Invest **\$2.9-billion per year** in senior government contributions to the capital projects in the AFE Plan (this amount includes working with the Mayors' Council to seek an acceleration and expansion of the Canada Public Transit Fund or other federal funding);
- Create a provincial program to provide transit fare discounts or exemptions for low-income youth, adults and seniors in BC as a targeted measure to improve affordability and equity for those most dependent on transit.
- Review TransLink's governance structure to ensure that elected regional mayors are accountable to the public for decision-making at the agency commensurate with its growing responsibilities and revenues.

Campaign Activities

The election strategy utilized the following activities to achieve the campaign's objectives to secure supportive commitments from all parties to the Mayors' Council's election asks:

- Direct engagement with members of the public and stakeholders via online social media networks, a subscriber newsletter, and through the media.
- Direct engagement with all parties through the open letter to and subsequent follow up with party leaders and Metro Vancouver candidates, an all-candidates briefing, and a candidates' forum on transportation issues co-hosted by SFU's Moving in a Livable Region coalition
- Earned media through media conferences, news releases and interviews.
- Social media through the Mayors' Council accounts on X and Facebook.
- Paid advertising on social media channels and a newsletter to subscribers.

Key campaign statistics:

- Digital advertising impressions: 14,208,153
- Website visits: 25,598
- Newsletter subscribers: 2,732
- Newsletters sent: 6
- Letters sent by members of the public to candidates & party leaders via the Access for Everyone website: 1,984
- Total media stories: 551
- Media events (not including multiple individual interviews): 2
- Total views on media stories: 202,000

Public and stakeholder engagement (Hosted by TransLink and/or Mayors' Council)

- Candidate briefings: 39 (24 now elected)
- Stakeholder briefings via zoom: 2
- Stakeholder event: 1 (with SFU's Moving in a Livable Region)

Communications & Opinion Research deliverables

- News releases: 8
- Letters to party leaders, July 29
- Voters' Guide: Oct 11
- Election Results Statement: Pending recount

All paid advertising and campaign communications during the pre-writ and writ-periods was delivered in accordance with Elections BC rules around third-party election advertising. The TransLink Mayors' Council is a registered third-party advertiser and will submit its final report to Elections BC shortly. The Mayors' Council election strategy incurred \$69,083.41 in expenses related to the production and placement of paid advertising during the writ period that will be reported to Elections BC as per its requirements. The campaign spent \$28,236.00 in paid advertising during the pre-writ period.

The Mayors' Council secured the consulting services of Earncliffe Strategies via RFP in 2023 to support its ongoing public engagement strategy to build federal, provincial and public awareness of and support for the AFE Plan.

Campaign Outcomes

All three parties responded to the questionnaire included in the Mayors' Council's open letter to party leaders sent at the end of July, 2024, and made numerous commitments to transit and transportation throughout the campaign. The Mayors' Council released its Voters' Guide on October 11 that features a summary of each party's responses to four questions and transit-related commitments in their policy platforms (see [this link for the full Guide](#)).

All three parties acknowledged the importance of expanding transit to meet growing demands on the TransLink system, and pledged to help address TransLink's structural deficit and avoid potential transit service cuts that would be necessary if funding isn't identified in 2025.

At the time of the Guide's release, Mayors' Council Chair Brad West said, "We're pleased that all parties have made significant commitments to invest in public transit, after hearing our concerns that there is a very real risk of seeing transit service cut throughout Metro Vancouver. We look forward to getting to work immediately on Day 1 with the next government to fix TransLink's broken funding model."

Next steps

At the time of this report's writing, the final ballot count and election results were not known. All parties aspiring to form government have made clear commitments to transit during the election to provide a mandate to begin to work with the Mayors' Council immediately with the goal of ensuring that TransLink has sufficient revenues to sustain and expand service through the approval of a new TransLink Investment Plan by the end of April 2025. This work will need to begin as soon as a new government forms to ensure there is sufficient time for TransLink's Investment Plan approval process to complete by the end of April 2025 so that potential transit service cuts starting in 2026 can be avoided.

ATTACHMENTS:

- **Annex A:** Open letter to Party Leaders

Open Letter to Leaders and Candidates of British Columbia’s Political Parties Ahead of the 2024 Provincial Election

July 25, 2024

BC Party Leaders and Candidates,

On behalf of the Mayors’ Council on Regional Transportation, I am writing to share our priorities for working in partnership with the next Government of British Columbia and to seek your party’s commitment to **Save Transit in Metro Vancouver**.

Drastic cuts to public transit service in Metro Vancouver are coming if the next provincial government isn’t ready to work with us starting on Day 1 in office to fix TransLink’s broken funding model. As you know, TransLink is facing an average annual funding gap of around \$600 million. Under the current funding model, TransLink has been able to run existing services – which has resulted in ridership growth outpacing all other major metro areas in the US and Canada – thanks to emergency relief funding from the Provincial government. However, this funding is set to run out by the end of 2025.

Without new sustainable funding, as we learned in a [report from TransLink presented to us today](#), we are facing the prospect of severe impacts to our region starting in 2026...

- Ending many transit services at 8pm, which would leave essential workers stranded with no way to get home from their jobs.
- Slashing bus service in some smaller communities to just one bus route, or no bus service at all.
- Forcing thousands of commuters back into their cars, which would bring traffic to a standstill on many of our most congested roads.
- Adding more air pollution, more GHG emissions at a time when our region is seeing devastating impacts from climate change.

Cutting transit service in this region is unacceptable. Our region is growing at record pace at the same time as facing an affordability crisis, both of which require more, and not less, transit. We are on the brink of a crisis that would impact every single person in Metro Vancouver. The Mayors’ Council has been warning provincial and federal leaders that this crisis was coming, and without new funding solutions in place by April 2025 TransLink will not be able to maintain current services past January 2026.

As Mayors and provincial leaders, we cannot stand by and let this happen. As mayors, we are ready to do our part, but this work is too large for just one level of government to do on its own. We need the next provincial government, as well as the federal government, to work with us to ensure these cuts to transit services never happen, and to begin expanding our system rapidly in line with the growing needs of our region.

The Access for Everyone Plan

In 2022, the region’s mayors unanimously approved the [Access for Everyone Plan](#) (AFE Plan), designed to expand our regional transportation network to support record-setting population growth, improve affordability, create and support local jobs, and serve as the foundation for ambitious provincial GHG emission reductions targets. The AFE Plan will:

- More than double bus service over 2022 levels.
- Add up to nine new traffic-separated Bus Rapid Transit (BRT) lines, including the first three of these lines by 2028 in White Rock-Langley-Surrey, Maple Ridge-Langley, and North Shore-Burnaby.
- Build the Burnaby Mountain Gondola to Simon Fraser University and extend the SkyTrain to the University of British Columbia.
- Increase HandyDART service for people with disabilities by 60 per cent and provide 24-hour service.
- Increase SeaBus service start and end times to match SkyTrain’s service hours.
- Expand cycling and pedestrian infrastructure and make improvements to the region’s major road network.

The Access for Everyone Plan requires new capital expenditures, and an increase of almost 50% to our annual operating budget over the next decade. TransLink’s existing revenue sources will need to increase to deliver existing service and to fund some of this new plan, but these sources are limited, regressive and do not grow with the economy. A new funding model, designed with the next government, is required.

Saving Transit in Metro Vancouver:

We hope that the next provincial government will continue to be a good partner to us. We need to hear from all political parties about how they plan to support and fund our transit system if they form government. Ahead of the election, the Mayors’ Council is calling on all parties to commit to the following actions to **Save Transit in Metro Vancouver**:

Action 1:

Commit to begin increasing transit service immediately to address overcrowding and record-setting population growth in Metro Vancouver, by funding the first phase of the AFE Plan in April 2025, in partnership with the Mayors’ Council and TransLink.

Provincial leadership is needed to help ensure the transit in the region can catch up with population growth, address growing crowding on transit and congestion on the roads, support transit-oriented housing legislation, meet 2030 climate target and make life better and more affordable for residents and businesses.

Action 2:

Create a permanent, **\$3.4-billion per year Access for Everyone Fund**, indexed to population growth and inflation, to deliver the Access for Everyone Plan over the next decade that will:

- Identify **\$500 million per year** in new, sustainable operating revenues for TransLink to operate current service levels and the new transit proposed in the AFE Plan;
- Invest **\$2.9-billion per year** in senior government contributions to the capital projects in the AFE Plan (this amount includes working with the Mayors’ Council to seek an acceleration and expansion of the Canada Public Transit Fund or other federal funding);
- Create a provincial program to provide transit fare discounts or exemptions for low-income youth, adults and seniors in BC as a targeted measure to improve affordability and equity for those most dependent on transit.

- Review TransLink’s governance structure to ensure that elected regional mayors are accountable to the public for decision-making at the agency commensurate with its growing responsibilities and revenues.

The proposed \$3.4 billion per year **Access for Everyone Fund** reflects what is necessary to continue delivering the transit services our region needs and avoid severe overcrowding amidst surging population growth. This amount is realistic and consistent with the level of investment by other provincial governments into their public transit systems and by the BC government into other essential services such as hydro-electricity and healthcare. For example, the Government of Ontario recently committed \$61 billion over the next decade for new subways, LRTs and commuter rail in the Greater Toronto area. Here in BC, the Provincial government recently announced \$36 billion over ten years for BC Hydro, \$2.3 billion for the Highway 1 expansion project, and \$13 billion in infrastructure funding for healthcare projects such as the new cancer care center in Surrey and the redevelopment of St. Paul’s Hospital in Vancouver. Public transit is an essential public utility that must expand, similar to other provincial services, as our population surges.

The time for action is now. TransLink cannot meet the needs of our region without the help of the next provincial government. This election is our chance to secure a sustainable future for Metro Vancouver’s transit system. **We urge all parties and candidates to commit to saving transit and preventing these catastrophic service cuts – and encourage all voters to make an informed decision at the ballot box this October.**

2024 Provincial Election Questionnaire:

When Metro Vancouver residents cast their ballots in the B.C. general election on October 19th, we believe they need to know what each of the provincial parties will do to **Save Transit in Metro Vancouver**. We invite all parties to respond to the questions included below, and we will share these with Mayors’ Council members and with the public on our website, mayorscouncil.ca.

The Mayors’ Council is asking all parties to respond to the following questions:

1. Do you agree that public transit is an essential service in B.C.’s urban regions, that all levels of government must continue to invest in, so we can keep people and goods moving, improve affordability, unlock new housing, and reduce GHGs?
2. Do you support beginning to build the **Access for Everyone Plan** starting in 2025?
3. Will your government create a new, long-term **\$3.4 billion Access for Everyone Fund** that identifies **\$500 million annually** in new operating revenues for TransLink and invests **\$2.9 billion annually**, on average – including from federal funding programs like the Canada Public Transit Fund – towards the new capital projects in the Access for Everyone Plan?
4. Do you support working with the Mayors’ Council to review and improve the TransLink governance model to ensure that elected regional mayors are accountable to the public for decision-making at the agency commensurate with its growing responsibilities and revenues.

There is a lot at stake in this election. As mayors and community leaders responsible for setting priorities for what the region needs from the transit and transportation system, we are asking political parties aspiring to form the next Provincial Government to clarify their commitments to saving public transit in

– CONFIDENTIAL –

Metro Vancouver. Please submit your response to the above questions to Mike Buda, Executive Director of the Mayors' Council, at mayorscouncil@translink.ca by **Monday, September 23 at 4:00PM**.

Thank you for your consideration, and we look forward to hearing back from you soon.

Sincerely,

Mayor Brad West
Chair