

**To:** Chief Administrative Officer  
**From:** Ellen Croy, Manager of Transportation  
**Subject:** January 2026 Transit Expansion Update

**Date:** July 7, 2025

---

## Recommendation(s)

This report is for information purposes only, no action is required.

## Purpose

The purpose of this report is to notify Council that the transit expansions supported by Council at their Regular Meeting of September 23, 2024 did not receive the required provincial funding and cannot be implemented as envisioned in January 2026.

## Background

BC Transit confirms transit service expansion plans with local government partners on an annual basis, typically in the fall (e.g. September 2025) through both parties signing a Three Year Transit Expansion Memorandum of Understanding (MOU). When local governments sign the MOU, they demonstrate their commitment to funding the local government's portion of the first year of transit expansions. This commitment enables BC Transit to submit a formal budget request to the Province for the matching provincial funding (Table 1). The provincial budget is typically confirmed the winter the following year (e.g. February 2026). If the matching provincial funding has been approved, BC Transit will notify the local government and commence the transit expansion implementation plan.

Table 1: Local government and provincial transit funding percentages

	Conventional Transit Service (i.e. fixed route service)	Custom Transit Service (i.e. handyDART)
Local Government	53.31%	33.31%
BC Transit	46.69%	66.69%

At their Regular Meeting of September 23, 2024, Council supported the MOU and the annual costs (Attachment A), which included the following transit expansions planned to start in January 2026:

- 3,800 conventional transit hours at an annual cost of \$248,999 (rounded to \$250,000).
  - Increase weekday and Saturday service on Route 35 – Hatzic. This expansion was recommended in the 2018 Transit Future Action Plan (TFAP).
  - Extend Route 31 – Valley Connector to the McCallum Park and Ride in Abbotsford (the route currently terminates at the Bourquin Exchange in Abbotsford). Extending Route 31 to the McCallum Park and Ride would improve connectivity to the Fraser Valley Express which links Mission to the east (Chilliwack) and west (Metro Vancouver). Increasing service between Mission and Metro Vancouver was recommended in the 2018 TFAP.

- Distribute additional hours throughout the transit network to improve overall on-time performance and service reliability. This is recommended each year where possible to ensure transit reliability remains high.
- 3,120 custom transit hours at an annual cost of \$130,432 starting in January 2026, to extend morning or evening service on Monday, Tuesday, Thursday, and Friday. The City of Mission would fund 21.1% of the total cost at \$27,521 (rounded to \$30,000) per year, while the remainder would be funded by the City of Abbotsford.

## **Discussion and Analysis**

The transit expansions supported by Council at their Regular Meeting of September 23, 2024 did not receive the required provincial funding and cannot be implemented as envisioned in January 2026. Staff and BC Transit will bring forward a revised MOU for Council's consideration in September 2025 for earliest service implementation in January 2027 (should the matching provincial funding be approved by the Province). The revised MOU would include a list of recommended transit expansions to be implemented based on the latest available TFAP.

## **Financial Implications**

The transit expansions anticipated to start in January 2026 are no longer occurring due to no funding approved by the Province. Therefore, the anticipated budget required to fund the 2026 transit expansions (\$250,000 per year for the conventional transit expansion and \$30,000 per year for the custom transit expansion) is no longer required.

## **Communication**

No communication action is required.

## **Summary and Conclusion**

The transit expansions supported by Council at their Regular Meeting of September 23, 2024 did not receive the required provincial funding and cannot be implemented as envisioned in January 2026. Staff and BC Transit will bring forward a revised MOU for Council's consideration in September 2025, for earliest service implementation in January 2027 (should the matching provincial funding be approved by the Province). The revised MOU would include a list of recommended transit expansions to be implemented based on the latest available TFAP.

**Report Prepared by:** Ellen Croy, Manager of Transportation  
**Reviewed by:** Tracy Kyle, Director of Engineering & Public Works  
**Approved for Inclusion:** Mike Younie, Chief Administrative Officer

## **Attachment(s)**

Attachment A: Three Year Transit Expansion Initiatives MOU Report to Council – September 23, 2024