Transport 2050: 10-Year Priorities for TransLink

Submitted for Approval on June 30, 2022

TRANSLINK

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Message from the Chair of the Mayors' Council and Chair of the TransLink Board of Directors

A Time for Action

Transport 2050 was adopted at the beginning of 2022, cementing Metro Vancouver's vision for a sustainable transportation future. Now, just six months later, we've developed a bold implementation blueprint to put us on a path to achieving the goals set out in the region's new 30-year transportation strategy. We're moving with urgency because that's what's required of us right now.

We are living through an accelerating climate emergency whose destructive impacts we are now feeling, an affordability crisis leaving many struggling in this increasingly expensive region, and our ongoing recovery from the COVID-19 pandemic. This is also a moment where the country is reckoning with its relationship with Indigenous Peoples and how to meaningfully advance reconciliation. We know what the big challenges are and where the opportunities lie – now is the time for action.

To tackle some of the most pressing challenges, we need an equally ambitious roadmap to help us navigate the decade to come. *Transport 2050: 10-Year Priorities* for TransLink is our acknowledgement that the status quo is not enough.

With over $20 billion slated for new capital expansion over the next decade – more than double the investments outlined in the 2014 *Mayors' Council 10-Year Vision* – these *10-Year Priorities* describe how TransLink will play its part in helping to make the region more resilient and a better place to live for everyone. It includes unprecedented investments in bus service by more than doubling current service levels across the region, building up to 9 new Bus Rapid Transit lines, and a significant commitment to active transportation with a game changing 450 kilometres of new traffic-separated cycling paths, to name a few.

Achieving Access for Everyone

Transport 2050 is a strategy to make transportation more convenient, reliable, safe, comfortable, and carbon-free, while also ensuring access for everyone. It envisions a future where everyone can easily connect to the people, places, and opportunities that they need to thrive. Whether you walk, bike, roll, transit, or drive, there's something in this strategy for everyone.

To meet our shared regional goals, TransLink needs to act on the much-needed transportation initiatives outlined in *10-Year Priorities*. We know there's strong consensus across all levels of government and the public on our overarching objectives, and it's going to take everyone rowing in the same direction, especially regarding funding and road space reallocation, to make these priorities a reality.

There's a lot at stake and it's up to us to come together as a region – just as we've done throughout the past – to actively shape the future we want. Let's get there together.

Jonathan X. Coté
Chair, Mayors' Council on Regional Transportation

Lorraine Cunningham
Chair, TransLink Board of Directors

Message from Minister George Heyman

I am pleased to support *Transport 2050: 10-Year Priorities*, approved by the Mayors' Council on Regional Transportation and the TransLink Board of Directors. Our government is a proud partner in the development of the *Transport 2050* strategy and this next step towards implementation builds on that good work.

I know that TransLink understands the need to work with other levels of government to ensure that Transport 2050, the 10-Year Priorities and the ongoing Investment Plans are achievable and affordable within our shared, evolving priorities and fiscal frameworks of local, First Nations and senior governments.

To begin delivering on the goals and targets of *Transport 2050*, the *10-Year Priorities* identifies the first decade of projects and programs recommended in the Regional Transportation Strategy. The priorities will help build an affordable, low-carbon future for the people in Metro Vancouver.

Convenient, affordable and safe public transit and active transportation options will help us shift away from the dependence on single-occupant vehicles and reduce harmful pollution. The improvements outlined in the new *10-Year Priorities* will be instrumental in achieving our CleanBC Roadmap goal of 30% of all work and personal trips made by transit and active transportation by 2030. Our government is working with our transit agencies to explore opportunities to improve and expand inter-regional service to the Fraser Valley and Sea-to-Sky regions to reduce congestion and make transit a preferred option for more people travelling longer distances.

TransLink's approach to prioritize bus-based transit investments, including HandyDART services, will make it easier to get to work and school and will create significant economic opportunities, better connections to affordable housing, increase accessibility and further reductions of greenhouse gas emissions. The introduction of traffic-separated bus-rapid transit will offer a timely, reliable and cost-effective way to keep the region moving. I'm also pleased to see the Millennium Line SkyTrain extension from Arbutus Street to UBC included in the plan. Our government has been part of the preliminary planning work for this proposed project – one that offers significant benefits for people in the area and the wider region.

TransLink's commitment to advancing reconciliation in tangible ways, including through collaborative development of the Indigenous Relations Vision Statement and Guiding Principles is foundational to the plan's success. Together, we will work to ensure the Declaration on the Rights of Indigenous Peoples Act guides future decisions and actions. The Province supports the path TransLink is charting towards systemic change that will help address ongoing inequities and uphold the human rights of Indigenous Peoples.

The Province looks forward to our continued collaboration on the delivery of *Transport 2050* as we work together to build a brighter future for the people of the Metro Vancouver region.

Sincerely,

George Heyman
Minister of Environment and Climate Change Strategy and Responsible for TransLink

Recognition Of Indigenous Nations and Peoples

TransLink has worked through our long-term planning with Indigenous Nations and urban Indigenous organizations by seeking input to shape the *Regional Transportation Strategy (Transport 2050)* and *Transport 2050: 10-Year Priorities*.

The key goals of engagement activities on 10-Year Priorities were to:

- Understand the transportation challenges and barriers facing Indigenous Peoples;
- Understand the transportation priorities of Indigenous Nations; and
- Build long-term, respectful, and mutually beneficial relationships with Indigenous Peoples.

TransLink invited the Indigenous Nations with modern treaties and unceded territories within the Lower Mainland to provide feedback on *10-Year Priorities* through meetings and an online feedback form. TransLink also engaged with urban Indigenous organizations through a focus group. The themes and priorities are consistent with the feedback provided to TransLink during the 2021 engagement on *Transport 2050*.

Through engagement on *10-Year Priorities*, the following key themes and interests emerged:

- Transportation service options to reserves and improved service to treaty lands
- Improving safety and comfort
- Collaborating on community engagement and long-term transportation planning
- Indigenous representation in governance and decision-making bodies at TransLink

TransLink understands that to gain the trust and confidence of Indigenous Nations and peoples, we must be honest and committed to implementing the changes required to build an inclusive and equitable society. We understand that our role in planning and managing transportation in the region provides a unique and important opportunity to advance the work required to achieve meaningful reconciliation. TransLink commits to working with Indigenous Nations, the Government of Canada, the Government of British Columbia, local governments, and partners to support the fundamental paradigm shift required to dismantle the systemic racism, discrimination, and disparity faced by Indigenous Peoples in our society today.

Actions in *10-Year Priorities* for TransLink to support advancing reconciliation include:

- Collaborating with Indigenous Nations, the Government of Canada, the Government of British Columbia, and other partners to introduce transit and transportation options connecting to treaty and reserve lands

- Creating a TransLink Reconciliation Action Plan for the development and implementation of:
    - Indigenous policies, programs, and practices
    - Applicable commitments from BC's Declaration on the Rights of Indigenous Peoples Act relating to TransLink's business
    - An annual report for publication to track progress on Indigenous and *Transport 2050* commitments
- Work with Indigenous Nations on their transportation priorities to support thriving and sustainable Indigenous communities and a shared understanding of reconciliation
    - Include reconciliation as a core policy objective in the phasing and implementation of investments
    - Work with Indigenous groups and Indigenous Nations, the Government of Canada, the Government of British Columbia, and other partners in the phasing and implementation of investments

We extend our sincere gratitude to the Indigenous Nations and urban Indigenous organizations that provided feedback to help shape the priority strategies and actions that we will implement together, with multiple levels of government and regional support, over the next 10 years.

Indigenous Relations Vision and Guiding Principles

In March 2022, the TransLink Board of Directors approved the *Indigenous Relations Vision Statement and Guiding Principles* with the support of the Mayors' Council. The Vision and Guiding Principles, developed through engagement with local Indigenous Nations, are a first step in demonstrating our commitment to reconciliation with Indigenous peoples and ensuring that Indigenous perspectives inform TransLink's decision-making.

EXECUTIVE SUMMARY

Highlights

Transport 2050 – the region's new 30-year transportation strategy — provides a bold vision of Access for Everyone, where every person in Metro Vancouver can easily connect to the opportunities they need to thrive. Where we all have real choices, that we can count on, that we can afford, and that we can safely enjoy for generations to come.

To realize this bold vision and to make real progress on the pressing challenges of our time – the climate emergency, an affordability crisis, increasingly crippling traffic congestion, advancing reconciliation, and addressing social equity concerns – requires immediate action on a scale unprecedented in our region's history. It will require a new approach to how we fund, build and operate the regional transportation system, requiring all governments – local, regional, provincial and federal – to work together in innovative ways to achieve this vision.

We have heard from senior governments and our residents of the need for solutions NOW to the problems facing our region. To respond to this call for urgency, our 10-Year Priorities are a departure from past plans because of its "bus-first" approach to rapidly expand transit service across the region. Below is a summary of what we're going to focus on delivering over the first decade to keep every corner of Metro Vancouver moving:

TRANSIT STOPS & STATIONS

- Improve **comfort and safety** with new weather protection, seating, lighting and escalators.

BUS SERVICE

- **130% increase in bus service** across the region.
- **11 new RapidBus lines** providing fast, frequent, limited stop service.
- **7 new Express bus lines** providing service competitive with cars for longer distances.
- **Service new areas** including parks.
- **60% more HandyDART available trips** provided 24/7.

RAPID TRANSIT

- **More SkyTrain service** including 10% more on Expo & Millennium Line and 65% more on Canada Line.
- **Up to 9 new Bus Rapid Transit (BRT)** routes serving all parts of the region.
- **North Shore** rapid transit connection.
- **Burnaby Mountain** Gondola to SFU.
- **UBC extension** of Millennium Line SkyTrain.
- **Explore potential rapid transit extensions** for King George Boulevard in Surrey and to downtown Port Coquitlam.

STREETS

- **Complete 66% of the missing sidewalks** in areas near transit.
- **Complete 75% of 2050 Major Bikeway Network**: 450 km of new traffic-separated cycling paths.
- **Support people-first streets** with funding to help re-design streets for safer speeds.
- Maintain and upgrade the 2,500 lane kilometres of **Major Road Network**.
- **Goods movement** investments to help make the sector cleaner and more efficient.

TECHNOLOGY

- Invest in **cleaner and safer** transit vehicles.
- Invest in **digital platforms** to improve customer experience and help better manage the transport system.

RESILIENCY

- Make our transportationsystem more **resilient to seismic risks and climate change**.

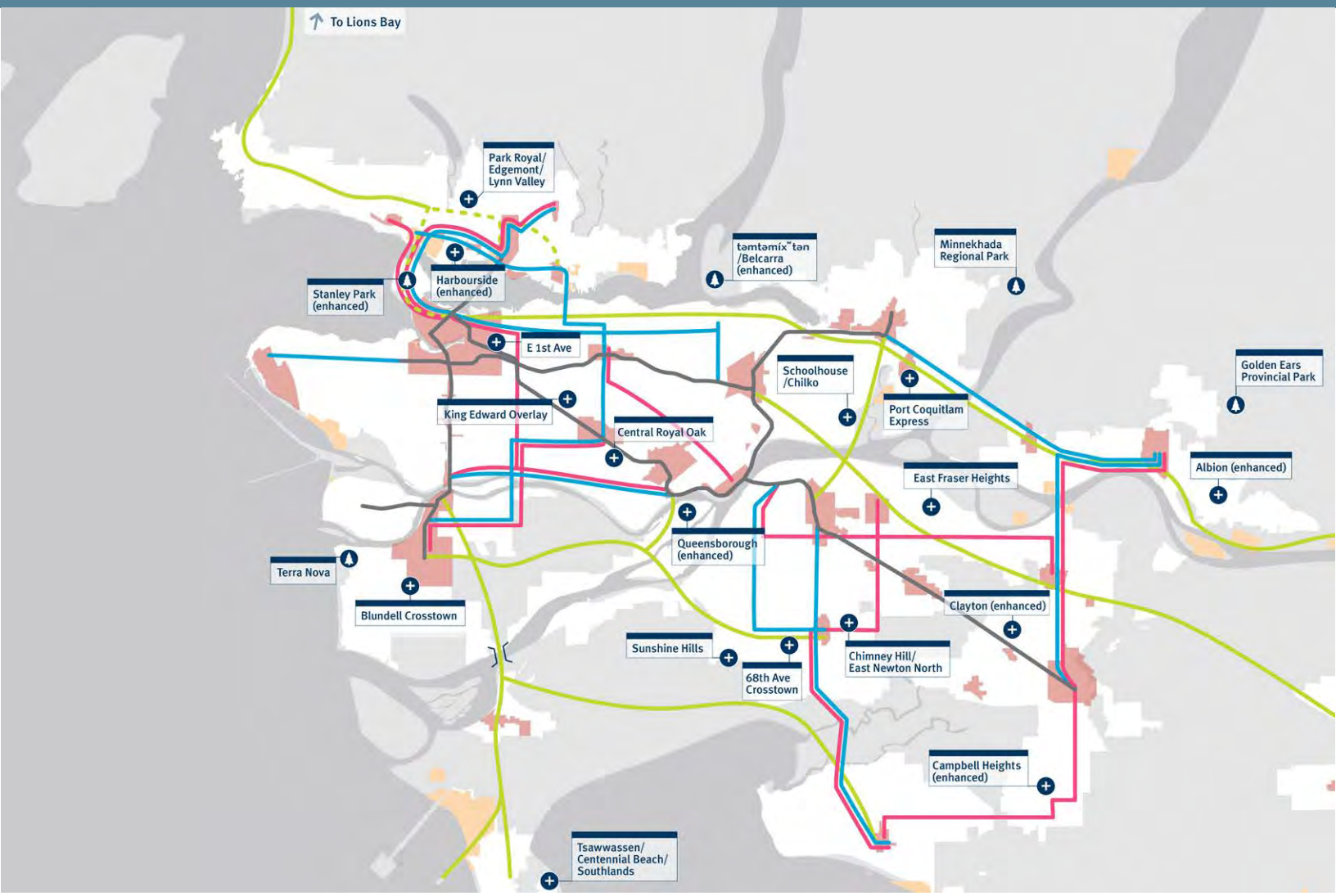
RECONCILIATION

- Collaborate with Indigenous Nations to advance their transportation priorities, including **transit service to reserves**.

SOCIAL EQUITY

- Invest in ways that reduce any barriers experienced by disadvantaged groups and individuals and help to **build a more just, equitable, and inclusive transportation system**.

Transport 2050: 10 Year Priorities (Transit)



Legend

Major Transit Network

- Existing / Committed [1]
- 10-Year Priority

Express: Regional and Interregional

- Existing / 10-Year Priority [2]

RapidBus

- 10-Year Priority

New or Enhanced Service Areas [3]

- New or Enhanced Service Area
- New or Enhanced Service Area to Natural Areas
- First Nation Reserves and Tsawwassen Treaty Lands [4]

Other

- Urban Centres and Frequent Transit Development Areas
- Urban Areas (within the Urban Containment Boundary)
- Non-Urban Land
- New Highway 99 Tunnel (Provincial Project)

Map reflects Metro 2050 geographies as of 2021. Additional FTDAs may be designated over time.
Not shown on this map but included in the 10-Year Priorities is significant investment in local bus and HandyDART service throughout the network.
All route alignments, including termini, are shown for illustrative purposes only and are subject to refinement through future studies.
(1) Includes service increases to SeaBus and Expo, Millennium, and Canada SkyTrain Lines.
(2) Potential Sea to Sky termini to be determined, including further work with inter-regional and Provincial partners.
(3) The new or enhanced service areas shown here are illustrative and subject to change based on further consultation.
(4) The design and implementation of transportation service to First Nations Reserves and Tsawwassen Treaty Lands will be determined through a separate planning process and with consultation with First Nations.

What is Bus Rapid Transit?

Bus Rapid Transit, or BRT, is rapid transit that provides fast, frequent and high-capacity service. BRT is economical to deploy — potentially 10 times less expensive per kilometre than rail rapid transit — because it can be implemented at street level optimizing existing infrastructure. Another key advantage of BRT is that it can be rapidly planned, constructed and deployed, likely in less than 5 years, compared to a decade or more for SkyTrain. With up to nine BRT corridors included in the 10-Year Priorities, people will see an immediate benefit with new fast, frequent, and reliable rapid transit options serving much more of the region much sooner.

Three features define BRT:

- Dedicated lanes and transit signal priority.
- Modern stations, real-time information, pre-payment, and level boarding.
- Specialized zero-emission, spacious and comfortable vehicles.

The nine BRT priority corridors identified in the 10-Year Priorities can only be implemented quickly if championed by local communities and government partners. This includes advance commitments from the relevant road authorities for dedicated bus lanes, other transit priority measures, and other supporting infrastructure.

TransLink will work closely with local governments and support and engage local communities and Indigenous Nations on future BRT planning decisions.

How Will We Implement These 10-Year Priorities?

These 10-Year Priorities represent a bold, ambitious implementation blueprint that will require a new approach to how we fund, build, and operate the regional transportation system. Only a new approach, with all governments working together in innovative ways will allow us to achieve the objectives described in Transport 2050.

Timing

While the 10-Year Priorities sets out aspirations, Investment Plans are where the region commits to specific investments and outlines how they will be paid for. We are targeting for the first of a series of Investment Plans by 2025 that would deliver the improvements in the 10-Year Priorities.

Delivering on this 10-year timeline will not be easy and will require all involved – including federal, provincial and local governments – to work urgently, and be open to new ways of funding and delivering public services, but given the degree of public support and consensus for taking action on the key issues facing our region, we think the timeline is achievable and practical.

Funding

Realizing the promise of the 10-Year Priorities will require bold moves: over $20 billion in new capital investments and an approximate 50% increase in annual operating costs when fully implemented.

It will also require a change in how we currently fund regional transportation – with continuing partnership and substantially expanded funding from the governments of British Columbia and Canada and funding contributions from major project partners. It will also require new regional revenue tools that balance our reliance on transit fares and property tax, and replace our longer-term declining fuel tax revenue in ways that don't negatively impact household affordability and are aligned with peoples' ability to pay. Contributions to the *10-Year Priorities* and investment plans by all levels of government will need to remain affordable within the priorities and fiscal frameworks of all jurisdictions involved.

Preliminary Cost Estimates for 10-Year Priorities Program Areas

(all costs approximate and in 2022$)

MAJOR PROGRAM AREAS	CAPITAL	OPERATING (annual)*
Transit & Shared Mobility		
Transit Passenger Facilities and Customer Experience	~$1B	~$20M
Bus, RapidBus, Bus Priority Infrastructure, SkyTrain, SeaBus, West Coast Express, HandyDART	~$9B	~$880M
Reliable & Fast Transit Network Expansion (up to 11 new rapid transit corridors; up to 8 new express transit corridors; additional major planning studies)	~$7B	~$200–250M
Streets		
Funding for major roads & bridges, more efficient and cleaner goods movement, and safer streets	~$1.5B	~$60M
Funding for expanded walkway and bikeway networks	~$1.5B	~$10M
Infrastructure and Asset Resilience		
State of good repair backlog; climate and seismic upgrades	~$1B	N/A
Technology		
Digitalization, electric, connected and automated mobility	~$0.5B	~$20M
TOTAL	**~$20B+**	**~$1.2B**

Note: Costs are subject to further refinement through the investment planning process and associated business casing.

*Does not include any financing costs.

PART A

Scope and Context

Transport 2050 is the new 30-Year Regional Transportation Strategy for Metro Vancouver. Whether we walk, bike, roll, take transit, or drive, *Transport 2050* will shape how you get around. The Strategy also lays out a path for goods movement so that we can keep building a sustainable economy in a growing region.

Designed to be flexible in an era of rapid change, *Transport 2050* is this region's transportation roadmap for the next three decades. It identifies projects, services, and policies to make transportation better for everyone. As a shared strategy for the region with roles for all partners - it reflects our region's collective vision for the future of transportation in Metro Vancouver.

Of the more than 100 actions put forward in *Transport 2050* – TransLink was identified as having a leading role in helping to advance many of them. The purpose of this document, *Transport 2050: 10-Year Priorities for TransLink,* is to confirm what projects, services, and policies TransLink will prioritize in the first decade to do its part in helping to achieve the region's goals and targets.

10-Year Priorities builds on the success of the last *10-Year Vision,*[1] adopted in 2014. The final few projects remaining from this previous blueprint have been included here and will be advanced as our first priority. TransLink will deliver on the commitments outlined in this document through several Investment Plans, the next of which should be delivered by 2025.

[1] Regional Transportation Investments: a Vision for Metro Vancouver, also known as the Mayors' Council *10-Year Vision*, was based on prioritizing investments from the 2013 Regional Transportation Strategy.

TransLink's Strategic Planning Framework

Under the *South Coast British Columbia Transportation Authority Act (SCBCTA Act)*, TransLink is legislatively required to create two planning documents – a 30-year regional transportation strategy, and a 10-year Investment Plan. *Transport 2050: 10-Year Priorities for TransLink* is a bridge between these two planning documents and prioritizes the next phase of investments for future Investment Plans for TransLink. It is expected that other levels of government will have their own implementation planning documents to help them deliver their respective commitments in the 30-year strategy.

About TransLink

TransLink (South Coast British Columbia Transportation Authority) plans, funds, and manages a regional transportation system that moves people and goods, and supports the regional growth strategy, provincial and regional environmental and emission reduction objectives, and the economic development of the transportation service region.

To serve that purpose, TransLink has the following responsibilities:

- **PLAN** the regional transportation system for people and goods, including setting out the long-term vision, goals and key initiatives in a regional transportation strategy and other related plans, supported by robust monitoring and forecasting capabilities.

- **FUND** the regional transportation system, generating, seeking, and managing the necessary funds to deliver on our purpose.

- **MANAGE** the regional transportation system including developing and implementing transportation demand management strategies and programs, supporting the designation and management of the truck route network, supporting regional traffic management operations, and supporting the licensing of commercial transport service providers.

- **COORDINATE** with the Province, Metro Vancouver, and local governments on the implications to the regional transportation system of land use and growth management plans, major development proposals, and highway infrastructure plans.

- **INSURE** TransLink-owned assets and operations through our own captive insurance company, Transportation Property and Casualty Co. Inc.

- **PROTECT** the travelling public and ensure that people feel welcome, safe and secure while using public transit, through civilian security, community safety officers, and a dedicated regional Transit Police force.

- **ACQUIRE, CONSTRUCT, AND MAINTAIN** assets, infrastructure, facilities, and property required for the regional transportation system including:
    - **ACTIVE TRANSPORTATION INFRASTRUCTURE**. TransLink maintains a network of bike parkades and lockers across the transit network and, together with our partners, invests in building out the walkway and bikeway network across the region.

- **TRANSIT FLEET AND INFRASTRUCTURE**. TransLink owns and/or manages rail rapid transit guideways, stations, and storage, maintenance and operations facilities for our fleets of passenger ferries, buses, and trains.
- **MAJOR ROADS**. Together with local governments, TransLink co-funds and co-manages the Major Road Network, which includes hundreds of kilometres of key roads connecting major destinations for people and goods.
- **BRIDGES**. TransLink owns and maintains six bridges – Knight Street Bridge, Pattullo Bridge, Golden Ears Bridge, Westham Island Bridge, the SkyTrain SkyBridge, and the Canada Line Bike & Pedestrian Bridge.

  TECHNOLOGY. TransLink owns and manages the necessary technology assets to deliver on our purpose, including data management, telecommunications, and the Compass payment system.

- **OPERATE** transit and transportation services including:
  - **BUS**. We are the provider of bus transit service across the region, delivered through our own bus operating company (CMBC) and via contracts with other bus operating companies.
  - **PARATRANSIT**. We are the provider of paratransit service for the region. HandyDART is available for those who are unable to safely navigate the region's conventional public transit without assistance.
  - **FERRIES**. We provide a passenger-only ferry service, called SeaBus, linking downtown Vancouver and North Vancouver.
  - **RAIL RAPID TRANSIT**. We are the provider of rail transit service across the region, operating the Expo and Millennium Lines through our own operating company, BCRTC, and the Canada Line via contract.
  - **COMMUTER RAIL**. We are the provider of the West Coast Express commuter rail service.

Challenges and Opportunities

Transport 2050 identified both challenges and opportunities in navigating the coming rapid technological changes in the transport sector while accommodating the significant growth this region expects over the next 30 years. It prioritizes the advancement of reconciliation, increasing social equity and access for everyone. The investments in *10-Year Priorities* are intended to make urgent progress on climate actions, reducing congestion, improving travel reliability and traffic safety, as well as improving transport affordability.

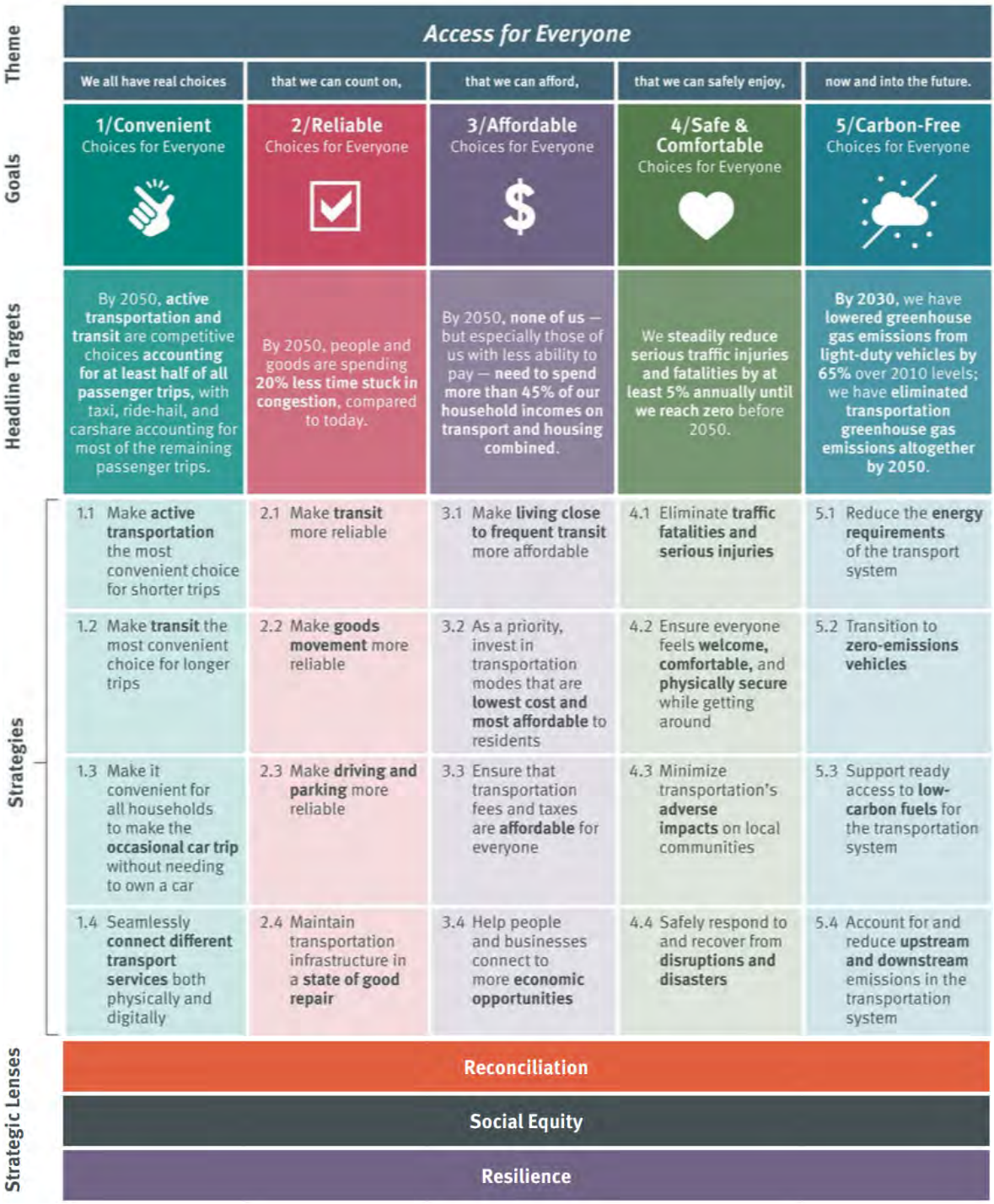
This will not be an easy task. TransLink faced unprecedented financial challenges throughout the COVID-19 pandemic with public health measures causing significant reductions to transit ridership and fare revenue throughout 2020 and 2021. Thanks to emergency operating relief from the governments of Canada and British Columbia, TransLink was able to maintain needed transit service levels throughout the pandemic to keep the economy functioning, support essential travel, and lay the groundwork for a sustainable pandemic recovery.

With the approval of the 2022 Investment Plan in May of 2022, TransLink's finances are stable until 2025. The next Investment Plan in 2025 will need to both address the remaining gap from the pandemic, promote pandemic recovery, and begin to advance the *10-Year Priorities*.

The bold ambitions outlined in *Transport 2050* are set to deliver a transportation system where people have a variety of convenient choices – where active transportation is the most convenient choice for shorter trips, where transit is the most convenient choice for longer trips, and where everyone can get around reliably, affordably, safely, and comfortably, and in carbon-free ways – will require a high level of coordination between all partners over the coming decade as we work to transform the region's streets and expand walkways, bikeways, and transit.

The Future We Want

Transport 2050 sets out a vision of Access for Everyone. Five goals and associated headline targets clarify precisely the kind of future we're aiming to achieve. The strategies describe how we'll get there, and the strategic lenses of reconciliation, social equity, and resilience are applied throughout.



TransLink used this *Transport 2050* framework to evaluate the effectiveness of different proposed initiatives and investments. The Mayors' Council and Board considered this evaluation alongside other factors including ease of implementation, synergies and duplication, and regional distribution of projects to arrive at the agreed-upon package of *10-Year Priorities* described in Part B: 10-Year Priorities for TransLink. The details of this evaluation are described in Appendix A: Evaluation Methodology and Results.

The Tools in our Toolkit

Transport 2050 outlined three key policy tools to help steer the transportation system towards the future we want. TransLink will deploy these tools in different combinations throughout the *10-Year Priorities* described in Part B: 10-Year Priorities for TransLink.

Managing Land Use

It's often said that the best transportation plan is a good land use plan. Land use influences travel behaviour in many ways, especially by determining how far we need to travel to different destinations. This then impacts the modes we're likely to use and the total kilometres we're likely to travel in a year.

Local government land use planning and zoning regulations have tremendous power to create more compact urban forms, more complete communities, more active transportation, and more transit-friendly streets.

TransLink helps manage land use by designing a transit system that supports Metro Vancouver's *Regional Growth Strategy*, which provides the land use framework for planning related to regional services, including regional transportation. Project partnerships are another key tool to achieving successful major transit projects. These agreements outline reciprocal commitments by TransLink and relevant local partner agencies on project supportive land-use and transportation actions

Managing Travel Demand

This tool focuses on making better use of the existing transportation system, for example by encouraging off-peak travel and discouraging driving, especially single-occupant vehicle trips. The three main types of demand management tools include: regulation and design (e.g., pedestrian-only zones), pricing (e.g., peak period parking charges), and information (e.g., personal travel planning, marketing).

TransLink helps manage travel demand by partnering with local governments to help manage traffic congestion, using off-peak transit fare pricing to encourage less crowding during peak times, implementing demand-based pricing at park and ride lots, and providing TravelSmart information to customers to support the use of walking, biking, rolling, and transit.

Managing Service Levels and Infrastructure

Service levels means the quality of the service experienced by the traveller or, in the context of goods movement, by the person or business shipping or receiving freight.

Aspects of service level include access and convenience (frequency, speed), reliability, safety and comfort. Service level is a key factor for determining how competitive different modes of travel are compared to one another. TransLink directly manages the service levels for the different parts of the transit system, and partners with local governments and the Province to manage road infrastructure and service levels for each mode.

TransLink also manages infrastructure it has direct jurisdiction over, such as transit stations and exchanges, maintenance facilities, and SkyTrain rail guideways. TransLink partners with local governments to share the cost of walking, cycling, and road improvements.

PART B

10-Year Priorities for TransLink

This section provides detail on the *10-Year Priorities* for TransLink, organized by investment areas and with reference to how they support the goals and strategies of *Transport 2050*.

Transit and Shared Mobility

Transport 2050 envisions a future where transit is the most convenient choice for longer trips. The investments proposed here will significantly increase service to local bus, SeaBus, SkyTrain, and HandyDART, implement new RapidBus service, expand the Major Transit Network, improve express services, and introduce new service to emerging transit-oriented areas, employment areas, treaty and reserve lands, disadvantaged communities, and parks and other natural areas. They will also improve the transit customer experience, making transit safer, more comfortable, more personalized and easier to use.

Transit Passenger Facilities

The key theme of *Transport 2050* is Access for Everyone. As such, social equity is a key strategic lens to bring to these *10-Year Priorities* – ensuring that disadvantaged communities see greater benefit from these investments. Discussions in focus groups with disadvantaged communities identified specific gaps in their transit experience around safety, security and comfort while accessing stops and stations, waiting for transit to arrive, and riding aboard transit. These gaps require urgent attention to reduce barriers and make transit more accessible for everyone.

In the first ten years, we plan to introduce upgrades and services to improve the safety, security, accessibility and comfort of transit stops, stations and exchanges. We will accelerate the funding of transit passenger facilities in the next Investment Plan to make quick progress on these high value improvements essential to making our transit system more accessible to everyone.

These *10-Year Priorities* include:

Bus Stop Improvements

Work with local governments and other partners to create safer, more accessible, and comfortable bus stops with ample weather protection, seating, and lighting; accessible passenger information and wayfinding; accessible walkways and bikeway connections; and parking for bicycles and shared micromobility services.

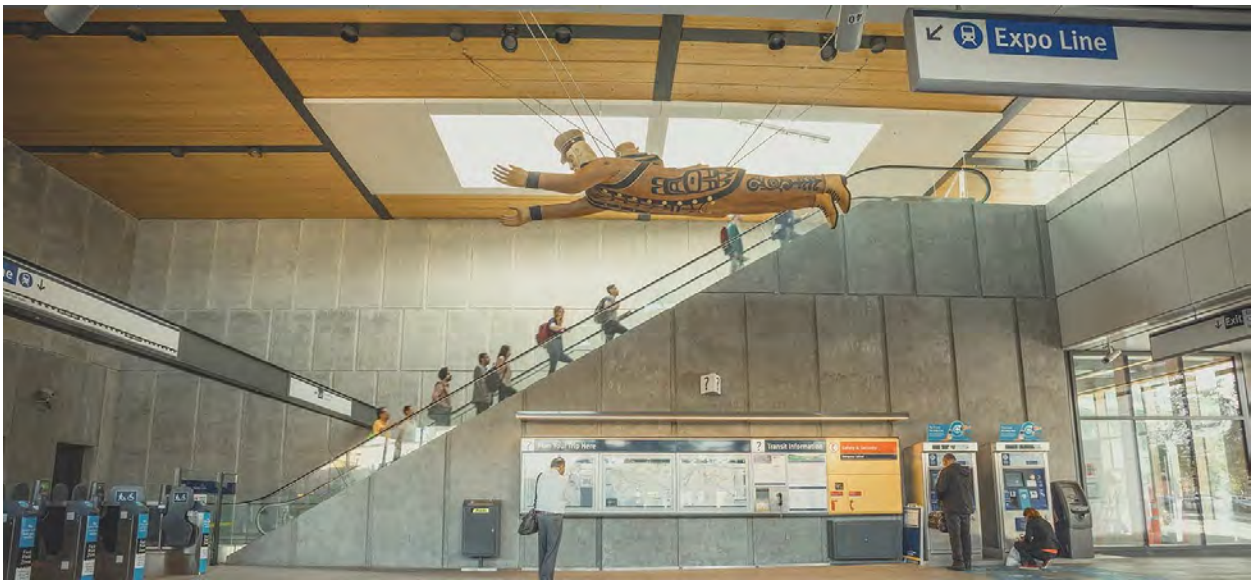
Transit Exchange Upgrades

Continue program of major bus exchange renovations to improve bus and passenger safety, circulation, and capacity; and to introduce ample weather protection, seating, and lighting; accessible passenger information; accessible walkways and bikeway connections, and secure parking and electric charging for bicycles, as well as nearby spaces for car-sharing and shared micromobility services.

Station Upgrades

Continue program of SkyTrain and West Coast Express station renovations to improve safety, capacity and ease of passenger circulation including through the faregates and between the street and platform; and provide more generous seating, enhanced lighting and other security features, more accessible passenger information and wayfinding, accessible walkways and bikeway connections, and secure parking and electric

charging for bicycles in new bike parkades as well as nearby spaces for car-sharing and shared micromobility services. At SkyTrain stations, begin to introduce new customer washrooms and new retail opportunities.



Station Area and Corridor Planning

Collaborate with local governments to help fund and develop station area and corridor plans that include, for the vicinity around the station: circulation and access improvements for all modes; public realm improvements; and guidance for integrated and adjacent land use and development to ensure it is transit-oriented.

Customer Experience Program

To help people and businesses make transport choices that are best for themselves and the transportation system, the proposed investments include effective, timely and personalized communications, marketing, travel planning, wayfinding, and loyalty and incentive programs. These investments help to increase people's sense of comfort, safety, ease, and enjoyment when taking transit.

Implementing a *Transit Customer Experience Action Plan* that responds to evolving customer needs for more personalized, easy to use, reliable, pleasant, and socially responsible transit. This includes:

- Improved customer amenities throughout the transit system;
- More real-time information displays on buses, at bus stops and transit hubs;
- Leveraging Compass upgrades to provide more personalized travel information; a loyalty and rewards program; and new fare structure and products consistent with the Transit Fare Review recommendations.

TravelSmart Program

Execute a regional youth travel strategy, single-occupant vehicle trip reduction program with large businesses and post-secondary institutes and continue expanding the current multimodal promotion and partnerships program to encourage travelling by active and shared modes, including walking, cycling and transit.

How do investments in Transit Passenger Facilities & Customer Experience support Transport 2050?

Transport 2050 Strategies supported:

- 1.1 Make active transportation the most convenient choice for shorter trips.
- 1.2 Make transit the most convenient choice for longer trips.
- 1.3. Make it convenient for all households to make the occasional car trip without needing to own a car.
- 1.4 Seamlessly connect different transport services both physically and digitally.
- 2.1 Make transit more reliable.
- 2.4 Maintain transportation infrastructure in a state of good repair.
- 4.2. Ensure everyone feels welcome, comfortable, and physically secure while getting around.

Local Bus Service

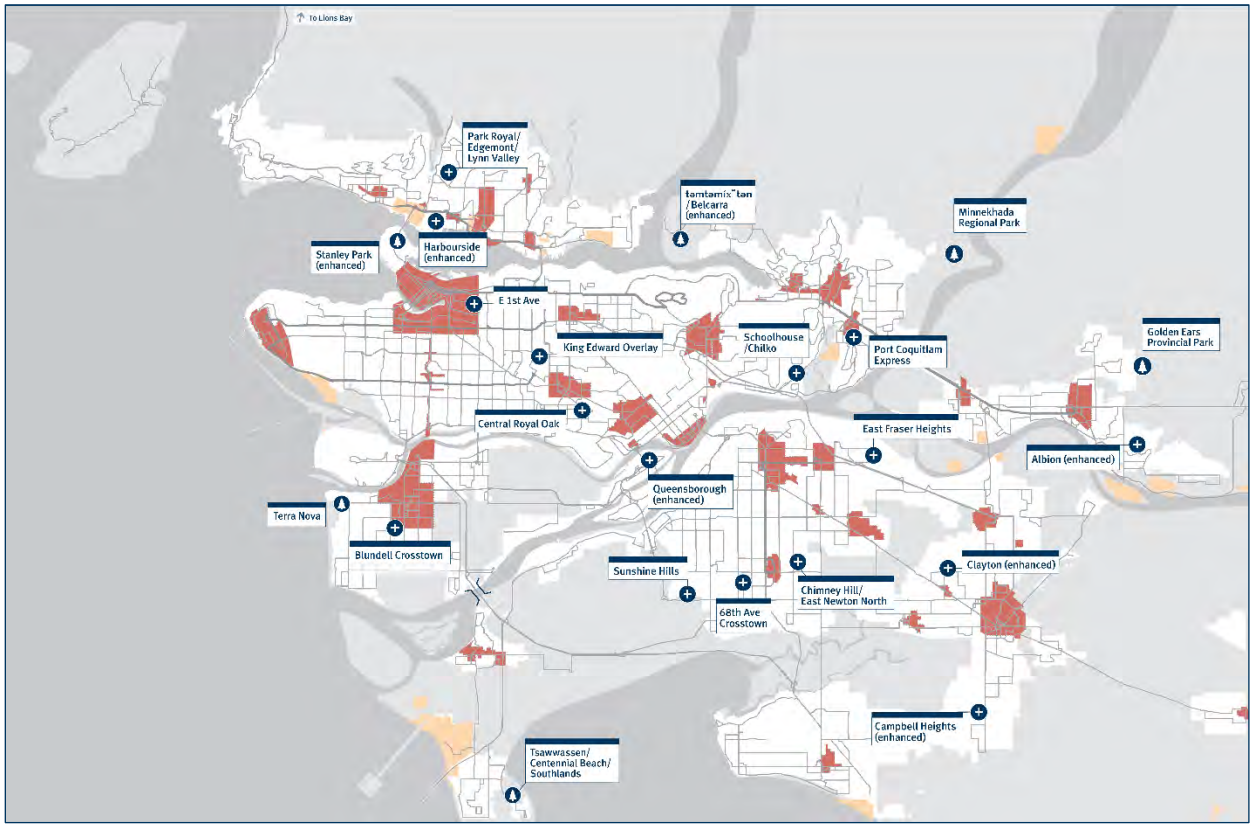
Recognizing the critical role that local bus service plays as the foundation of the transit network, we will more than double bus service over current levels, the largest increase in our region's history.

These service increases will be designed to:

- Reduce wait times and overcrowding, and provide a longer span of service (late evenings and early mornings) on most routes throughout the region:
    - "10 until 10": Major routes run every 10 minutes or better until 10 pm (including much of the current Frequent Transit Network).
    - "15 for 15": Many routes run every 15 min or better for at least 15 hours on most days.
    - ~1/3 of routes have 24-hour service; most other routes run from early morning until midnight or later.
- Increase geographic coverage, including new service to ~40 new areas connecting to treaty and reserve lands, disadvantaged communities, emerging transit-oriented areas, employment areas, and parks and natural areas.

We will also introduce new bus exchanges, vehicles, and bus depots to support this significantly increased bus service.

Map 1: New or Enhanced Service Areas



Map reflects Metro 2050 geographies as of 2021. Additional FTDAs may be designated over time.

Not shown on this map but included in the 10-Year Priorities is significant investment in local bus and HandyDART service throughout the existing network.

All route alignments, including termini, are shown for illustrative purposes only and are subject to refinement through future studies.

(1) Includes service increases to SeaBus and Expo Line, Millennium Line, and Canada Line SkyTrain.

(2) The new or enhanced service areas shown here are illustrative and subject to change based on further consultation.

(3) The design and implementation of transportation service to First Nations Reserves and Tsawwassen Treaty Lands will be determined through a separate planning process and with consultation with First Nations.

Paratransit & Flexible Services

HandyDART is TransLink's door-to-door, shared-ride service for people who are unable to navigate conventional public transit without assistance. These *10-Year Priorities* include a 60% increase in available trips to:

- Provide enough service as ridership grows to minimize trip refusals and denials.
- Extend hours of operation to make trips available 24 hours a day.
- Implement other service investments to improve the customer experience.

These *10-Year Priorities* will also:

- Explore the viability of flexible services for trips poorly served by conventional fixed-route transit including: vanpooling and first/last mile partnerships with other mobility services; and
- Support the expansion of carsharing and shared micromobility (bikes, e-scooters, and/or other emerging devices) so that they are widely available across the urban parts of the region.

RapidBus service

RapidBus is a bus service offering fewer stops and faster service than local buses. *10-Year Priorities* includes working with local government partners to plan and implement 11 new RapidBus lines featuring new transit priority measures to better serve existing riders and grow ridership in advance of fully-traffic separated Bus Rapid Transit (BRT) (see Backgrounder: Bus Rapid Transit (BRT) and Major Transit Network Expansion sections for more information on BRT).

- Years 0-5:
    - Langley – Haney Place (200th St)
    - Lynn Valley – Downtown/Lonsdale
    - Marine Drive – 22nd St Station
    - Newton - White Rock (R1 extension)
    - Richmond – Expo Line
- Years 6-10:
    - Ambleside – Downtown (Lions Gate)
    - Carvolth – Scott Rd (96 Ave)
    - Commercial/Victoria
    - Langley – White Rock (24 Ave)
    - New Westminster Station – Brentwood (Canada Way)
    - Newton – Guildford (152nd St)

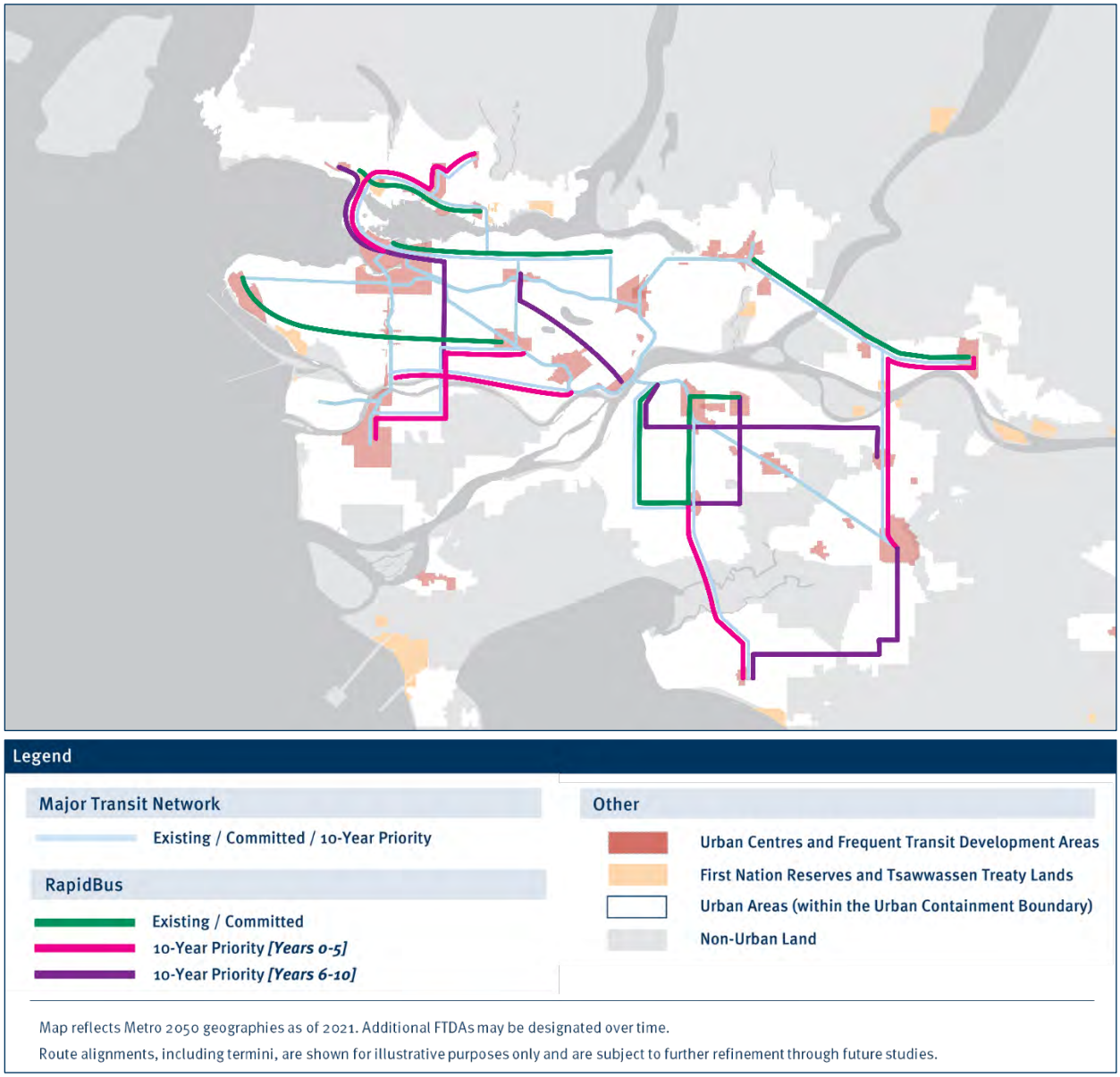
We will consider how investment in upgrading existing bus service (as described in the Bus Service section above) and local government commitments toward transit priority can enable RapidBus on additional corridors to be identified through future Area Transport Planning processes.

Implementing new RapidBus service requires commitments from municipalities or relevant road authorities for bus lanes and other bus priority measures to achieve travel times 20% faster than local bus and bus lanes on at least one-third of the route. These projects can only advance with local government support and active participation, the strength of which will be considered by the Mayors' Council and Board in project prioritization and phasing. For RapidBus corridors also being considered for BRT, coordinated planning and local support will be especially critical.

Bus Rapid Transit

To learn more about Bus Rapid Transit, which will build upon existing bus service and RapidBus, see the Backgrounder: Bus Rapid Transit (BRT).

Map 2: RapidBus



Bus Priority Infrastructure

In the first 10 years, we will expand funding for local governments to design and deliver bus priority measures such as bus lanes, queue jumps, bus bulbs, and signal improvements on both local buses and existing RapidBus routes.

We will also expand bus priority measures to the entirety of the existing frequent bus network and up to 25% of the expanded frequent bus network.

Bus priority lanes, such as this queue jump lane at Edmonds Street in Burnaby, help buses avoid congestion, improving reliability for transit customers

SkyTrain service

The Major Transit Network today consists of the Expo, Millennium and Canada Lines – providing the highest levels of frequency, speed and reliability across the transit system. Recognizing the critical role that these existing lines will continue to play as key spines of the transit network, these *10-Year Priorities* include:

- A 10% increase to Expo and Millennium Line service (in addition to Broadway Subway, Surrey-Langley SkyTrain, and the Millennium Line extension to UBC) to reduce crowding and pass-ups according to ridership growth; and
- A 65% increase to Canada Line service to reduce crowding and pass-ups (according to ridership growth) and improve convenience during off-peak periods.

SeaBus service

SeaBus provides a direct link across Burrard Inlet between two high-density urban centres, providing reliable, convenient, comfortable and scenic service connecting people to destinations within walking distance and the broader transit network. These *10-Year Priorities* include:

- A 25% increase in SeaBus service in order to:
    - Increase service during off-peak times; and
    - Match service start and end times with those of the Expo Line SkyTrain.

West Coast Express service

West Coast Express provides fast, high-capacity service between Downtown Vancouver's Central Business District, the Northeast Sector, and Fraser Valley. With the capacity to move over 6,000 people in and out of downtown during the busiest times of day, this is a critical part of the regional transportation system. These *10-Year Priorities* include:

- Operating five West Coast Express trains with capacity scaled to meet demand.
- Conducting studies to support future capacity expansion, reconfirm long-term forecasts, and evaluate the role of West Coast Express as part of a regional passenger rail system.

Major Transit Network Expansion

Making transit the most convenient choice for longer trips will require substantial investment in the Major Transit Network (MTN) over the next decade. The 2050 network concept for major transit (or rapid transit), and emphasis on at-grade delivery, was identified in *Transport 2050*.

These *10-Year Priorities* for the Major Transit Network expansion include implementing ~170 kilometres of rapid transit on up to 11 corridors, including up to nine Bus Rapid Transit (BRT) routes using new zero-emission buses on dedicated, fully traffic-separated lanes with signal priority at intersections to provide the speed and reliability of rail rapid transit at a much lower cost, as shown on Map 3: Reliable and Fast Transit Network.

The heavy emphasis on BRT in these *10-Year Priorities* is for good reason. While BRT does require reallocation of traffic lanes to dedicated rapid transit running ways, its lower cost means that we can bring fast, frequent, and reliable rapid transit service more quickly and affordably and to more areas of the region than would otherwise be possible with a rail-only approach. In this way our region can realize an almost doubling of the rapid transit network in 10 short years. (See BRT Action Plan for more details in implementation.)

Backgrounder: Bus Rapid Transit (BRT)

What is Bus Rapid Transit (BRT)?
BRT is fully traffic separated rapid transit that provides high-frequency, high-capacity service on high-demand corridors.

A BRT system has three defining characteristics:

Traffic separation and signal priority: vehicles are separated (often physically) from general traffic in their own lanes, keeping them speedy and reliable. At intersections, BRT vehicles have signal priority over general traffic.

Fast and convenient boarding: to keep the system fast, customers prepay and board through multiple doors, minimizing the amount of time a vehicle needs to remain stopped. Stations are modern, high quality, and built at street level, making them easy to access.

Specialized vehicles: zero-emission buses are articulated and have spacious interiors with high passenger capacities, which in combination with amenities help put the customer experience at the forefront.

BRT is cost-effective
BRT is economical to deploy — potentially 10 times less expensive per kilometre than rail rapid transit (including stations) — because it can be implemented at street level optimizing existing infrastructure.

BRT allows fast implementation
Before any procurement and construction begins, all rapid transit systems must undergo study, consultation, and business case development. This process can take anywhere from one to three years. A key advantage of BRT is that it can be rapidly constructed and deployed, likely in less than five years, compared to a decade or more for SkyTrain (pending funding contributions).

BRT can provide more people with more access to rapid transit
With nine proposed corridors within *10-Year Priorities*, people in the region will see an immediate benefit with fast, frequent, and reliable transit options, particularly suited for long-distance trips in the region.

BRT supports urgent action on the climate emergency

TransLink, through its Climate Action Strategy has committed to:

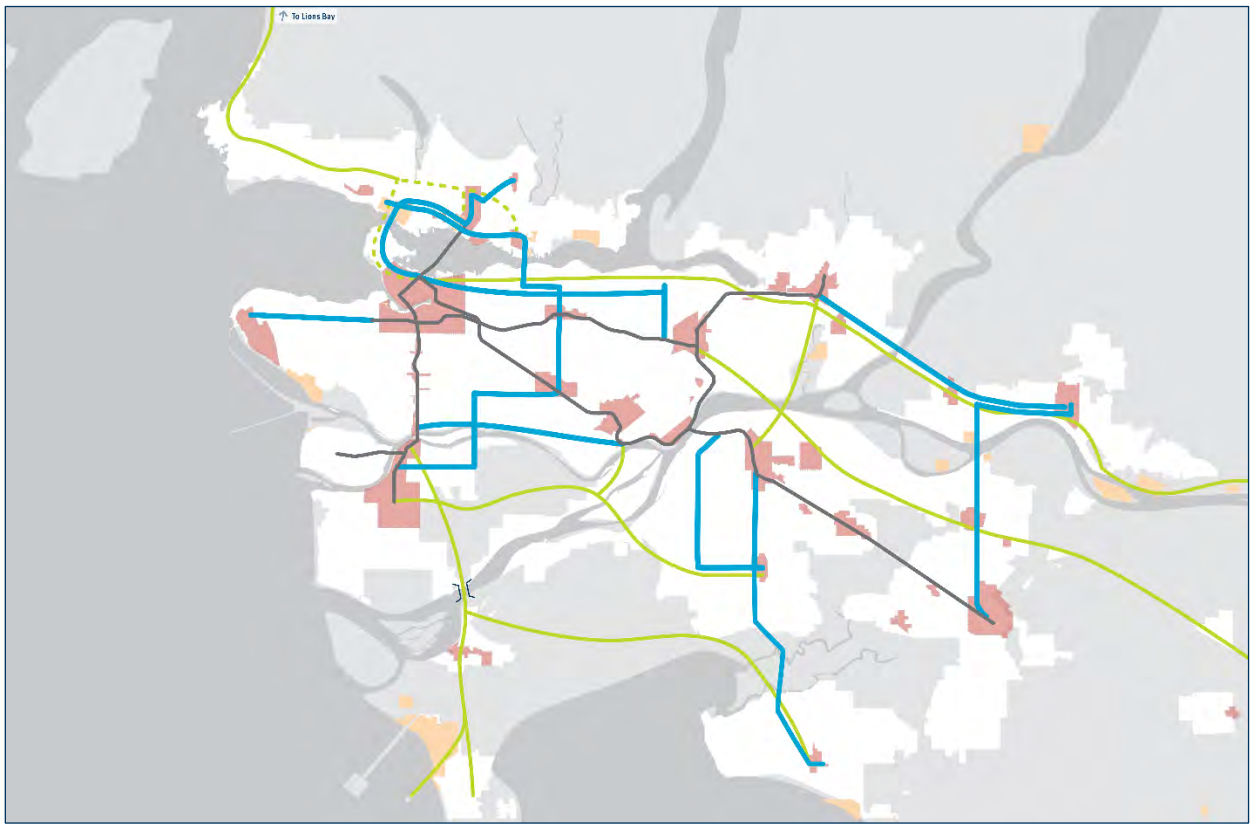
- Net-zero greenhouse gas emissions (GHG) by 2050, with an interim target of 45% reduction by 2030 and targeting a zero-emission bus fleet by 2040;
- Ensuring our infrastructure and operations are resilient to the impacts of climate change;
- Providing rapid transit access to hundreds of thousands of Metro Vancouverites, and providing quick and zero-emission travel across the region with BRT. It will support people transitioning to more climate-friendly transportation modes, significantly contribute to reducing transportation GHG emissions and meet the Province and region's ambitious GHG reduction targets;
- Having BRT utilize zero-emissions vehicles, such overhead-electric, battery-electric buses or hydrogen fuel-cell electric buses; and
- Having BRT use existing road infrastructure, thereby reducing embodied GHG emissions with less carbon-intensive construction.

Partnering with local and provincial governments for successful BRT

The BRT priority corridors identified in *10-Year Priorities* can only be implemented quickly if championed by local communities and government partners. This includes advance commitments from local governments or relevant road authorities for dedicated bus lanes, other transit priority measures, and other supporting infrastructure.

Once *Transport 2050: 10-Year Priorities* is approved, TransLink will move quickly to develop a detailed local government partnership framework, to support and engage local communities and Indigenous Nations on future BRT planning decisions.

Map 3: Reliable and Fast Transit Network



Legend

Major Transit Network

- Existing / Committed [1]
- 10-Year Priority

Express: Regional and Interregional

- Existing / 10-Year Priority [2]

Other

- First Nation Reserves and Tsawwassen Treaty Lands
- Urban Centres and Frequent Transit Development Areas
- Urban Areas (within the Urban Containment Boundary)
- Non-Urban Land
- New Highway 99 Tunnel (Provincial Project)

Map reflects Metro 2050 geographies as of 2021. Additional FTDAs may be designated over time.

Not shown on this map but included in the 10-Year Priorities is significant investment in local bus and HandyDART service throughout the network.

All route alignments, including termini, are shown for illustrative purposes only and are subject to further refinement through future studies.

(1) Includes service increases to SeaBus and Expo Line, Millennium Line, and Canada Line SkyTrain.

(2) Potential Sea to Sky termini to be determined, including further work with inter-regional and Provincial partners.

Burnaby Mountain (Gondola)

A gondola connecting the existing SkyTrain system at Production Way in Burnaby up to the Simon Fraser University campus on Burnaby Mountain will provide increased capacity, shorter travel times, more frequent departures, mode shift from car to transit, greater winter reliability, and reduced noise and emissions. Once built, it would connect major employment centres, residential and regional nature destinations.

A gondola is a unique form of urban transport that has been gaining acceptance globally. The proposed Burnaby Mountain Gondola offers increased capacity, shorter travel times, more frequent departures, better customer experience, mode shift from car to transit, greater winter reliability (essential for people with mobility challenges), and reduced noise and emissions when compared with buses. Capital costs are low for the level of service provided, resulting in superior financial performance.

These *10-Year Priorities* propose to build the gondola in years 0-5 to provide fast, frequent, and reliable service operating in all types of weather.

Hastings St (BRT)

Upgrade the existing R5 RapidBus connecting downtown Vancouver and SFU Burnaby Mountain campus into a fully traffic-separated BRT line with dedicated bus lanes and transit signal priority across the length of the Hastings corridor.

King George Blvd (BRT + study alternatives)

Extend existing R1 RapidBus or implement at-grade BRT to White Rock in years 0-5 and complete an exploratory business case to study grade separation and technology alternatives. Extending RapidBus or building BRT from Surrey Centre to White Rock will quickly deliver fast, frequent, and reliable service, while allowing the time required to study the potential for a future grade-separated solution.

Langley – Haney Place (BRT)

Connect the city centre of Langley and the city centre of Maple Ridge with a fully traffic-separated BRT line featuring dedicated bus lanes and transit signal priority across the 200 St - Golden Ears - Lougheed Highway corridor.

Lougheed Hwy (BRT)

Upgrade the existing R3 RapidBus connecting the city centre of Coquitlam and the city centre of Maple Ridge into a fully traffic-separated BRT line with dedicated bus lanes and transit signal priority across the length of the Lougheed corridor.

Lynn Valley – Downtown/Lonsdale (BRT)

Connect Lynn Valley centre in the District of North Vancouver with Lonsdale and potentially, if feasible, all the way to downtown Vancouver via the Lions Gate Bridge with a traffic-separated BRT line featuring dedicated bus lanes and transit signal priority.

Marine Dr Station – 22nd St Station (BRT)

Connect the Canada Line in south Vancouver and the Expo Line in New Westminster with a fully traffic-separated BRT line featuring dedicated bus lanes and transit signal priority across the Marine Way corridor.

Metrotown to Park Royal (BRT + study alternatives)

In recognition of the acute congestion challenges facing the North Shore, the region commits to delivering a traffic-separated rapid transit connection between Park Royal and Metrotown as soon as possible:

- Recognizing that this is a highly complex and constrained corridor, we will immediately begin the required planning work to advance a BRT option so that construction of rapid transit can begin within years 0-5.
- In parallel, we will advance business case development to confirm whether the ultimate technology will be Bus Rapid Transit, Light Rail Transit, or SkyTrain (or a combination), and to confirm the associated alignment, terminus locations, and degree of grade separation including options for a dedicated transit crossing of Burrard Inlet.
- In the meantime, the region commits to increased bus service and transit priority measures, as feasible, between Park Royal and Metrotown to improve bus travel times, operating costs, and grow ridership in advance of more permanent rapid transit investment.

Millennium Line UBC Extension (SkyTrain)

Bus service to UBC will reach full capacity during peak hours in 2025 when the Broadway Subway opens. UBC is the largest employment centre in the region without a rapid transit connection. Significant high-density population and employment growth is planned for the corridor – including on the Jericho lands being developed jointly by the Musqueam, Squamish, and Tsleil-Waututh Nations.

Accordingly, subject to further planning and discussions, and an approved business case that includes a new funding model with third-party contributions and capturing the increase in land values, these *10-Year Priorities* include extending the Millennium Line from Arbutus to UBC in years 6-10.

This project will only proceed after the *10-Year Priorities BRT Action Plan* has already begun implementation (see BRT Action Plan in Implementation Section for more details). This 7km, four-station extension is assumed to be above-grade unless otherwise funded by third-party contributions and land value uplift contributions or where not technically or functionally feasible.

Richmond Centre – Metrotown (BRT)

Upgrade the planned RapidBus to connect the city centre of Richmond and the city centre of Metrotown via the Knight Street bridge with a fully traffic-separated BRT line with dedicated bus lanes and transit signal priority across the length of the corridor.

Scott Road (BRT)

Upgrade the R6 RapidBus connecting Surrey City Centre and Newton via the Scott Road corridor into a fully traffic-separated BRT line with dedicated bus lanes and transit signal priority across the length of the corridor.

Major Transit Network Planning Studies

To be prepared for investment in the next *10-Year Priorities*, we will undertake several Major Transit Network planning studies to better understand needs, potential and feasibility.

Port Coquitlam

Undertake an exploratory business case to study the potential of extending the Millennium Line to Port Coquitlam. In the interim, implement a fast, reliable Port Coquitlam Express bus service along this corridor.

SkyTrain long-term capacity

The Expo and Canada Lines could reach their ultimate capacity as we approach 2050. This study will assess longer term capacity needs and evaluate potential solutions including adding additional capacity to existing lines or implementing parallel relief lines.

Transit Fleet & Facilities

Study transit fleet and facilities needed to support expansion, including new bus depots, and SkyTrain Operating and Maintenance Centres.

Water-based transit

Study the potential of passenger marine ferries to connect locations where water-based transit offers greater accessibility, convenience, travel times, and reliability compared to land-based transit alternatives.

41st/49th Ave Corridor

Transport 2050 includes this corridor in the 2050 Major Transit Network Concept, intended to connect Metrotown and UBC and serve Langara College and Oakridge Town Centre along the way. This study will assess longer term capacity needs and evaluate potential rapid transit technology alternatives.

Regional and Interregional Express Service Expansion

Study and implement Express Transit services working with regional and provincial partners to deliver reliable and fast service with fewer stops, comfortable stations/stops, and extensive transit priority. These services intend to make transit to be more convenient and reliable than driving for those longer trips across the region and beyond.

Bridgeport Station – White Rock

Leverage the new Highway 99 tunnel and provincial highway infrastructure to provide fast and reliable bus service connecting White Rock, South Surrey and the Canada Line.

Bridgeport Station – Tsawwassen Ferry

Leverage the new Highway 99 tunnel and provincial highway infrastructure to provide fast and reliable bus service connecting the Tsawwassen Ferry Terminal, Tsawwassen First Nation, and South Delta with the Canada Line.

Richmond-Brighouse Station – Newton

Leverage provincial highway infrastructure along the Highway 91 corridor to provide a fast and reliable bus service directly connecting the Newton Exchange in Surrey with the Canada Line in north Richmond.

Richmond-Brighouse Station – 22nd St Station

Leverage provincial highway infrastructure along the Highway 91 corridor and Queensborough Bridge to provide a fast and reliable bus service directly connecting the Expo Line in New Westminster with the Canada Line in north Richmond.

Coquitlam Central Station – Surrey Central Station

Leverage the Port Mann Bridge and provincial highway infrastructure along the Highway 1 and Highway 7 corridors to provide a fast and reliable bus service directly connecting Coquitlam City Centre with Surrey City Centre.

Fraser Valley Corridor (Inter-regional)

Work with provincial and regional partners to improve and expand existing express bus service and bus priority infrastructure between the Fraser Valley and Metro Vancouver.

Sea to Sky Corridor (Inter-regional)

Work with provincial and regional partners to explore express bus transportation solutions connecting the Squamish-Lillooet Regional District and Metro Vancouver. This would include transit priority infrastructure along the Sea to Sky corridor.

Express Service Planning Studies

To be prepared for investment in the next *10-Year Priorities*, we will undertake several Express Service planning studies to better understand needs, potential and feasibility:

- Guildford – White Rock (via 152 St)
- Horseshoe Bay – Downtown Vancouver (via Lions Gate)
- Newton – Langley (via Hwy 10)
- Potential of regional/inter-regional heavy passenger rail.

How do Investment Priorities in Transit & Shared Mobility advance Transport 2050?

Transport 2050 Strategies supported:

- 1.2 Make transit the most convenient choice for longer trips.
- 1.4 Seamlessly connect different transport services both physically and digitally.
- 2.1 Make transit more reliable.
- 2.4 Maintain transportation infrastructure in a state of good repair.
- 3.1 Make living close to frequent transit more affordable.
- 3.2. As a priority, invest in transportation modes that are lowest cost and most affordable modes.
- 3.4 Help people and businesses connect to more economic opportunities.
- 4.2. Ensure everyone feels welcome, comfortable, and physically secure while getting around.
- 5.2 Transition to zero-emissions vehicles.

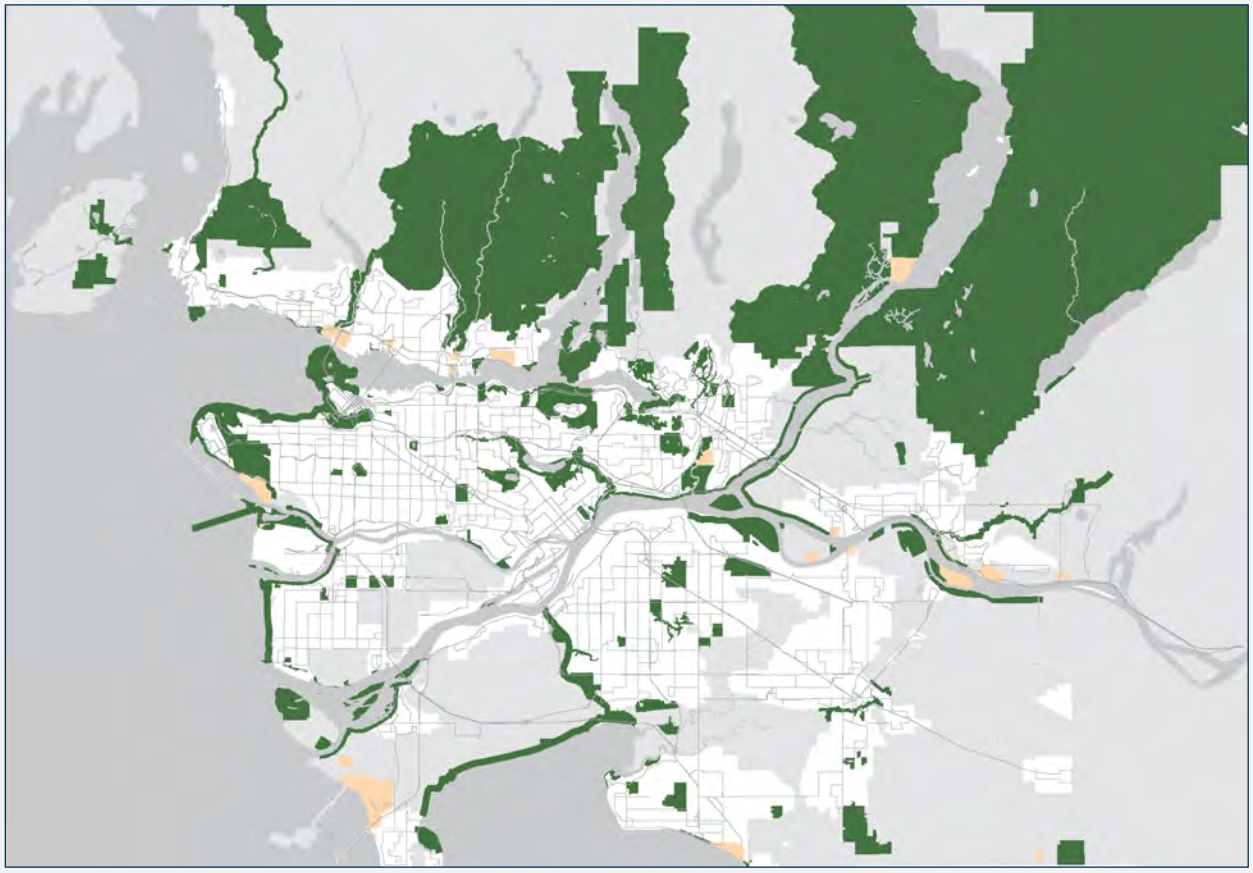
Access to Nature

Through *Transport 2050*, we heard that residents of Metro Vancouver highly value this region's natural areas, such as parks and forests. Currently, just 11 of 22 of Metro Vancouver's Regional Parks are accessible by transit, making them largely out of reach for most people without a personal vehicle. Parking at some key regional and provincial parks is challenging, due to high demand. Ultimately, this an equity issue, as not being able to access a car shouldn't be a barrier to taking advantage of the spectacular parks and natural areas that are a key attraction of living in Metro Vancouver.

To support *Transport 2050* in building a future where access to parks and natural areas is convenient, the *10-Year Priorities* will introduce new service to parks and natural areas, as well as support cycling to parks and natural areas:

- Increase geographic coverage, including new service to parks and natural areas. Map 4: Access to Nature highlights key access to nature destinations within Metro Vancouver that are candidates for new or enhanced service. Exact areas will be subject to further consultation.
- Rapidly complete up to 75% (450 km) of the traffic-separated 2050 Major Bikeway Network (MBN) (see Map 5: Transport 2050 Regional Cycling Network), implement bike networks for all Urban Centres; examine supporting the Regional Greenway Network (RGN) and other areas of high-cycling potential. This will connect urban centres with parks and natural areas.

Map 4: Access to Nature



Legend

Transit Network

Existing / Committed

Parks and Natural Areas

Regionally Significant Park [1]

Other

First Nation Reserves and Tsawwassen Treaty Lands

Urban Areas (within the Urban Containment Boundary)

Non-Urban Land

Map reflects Metro 2050 geographies as of 2021.

Not shown on this map but included in the 10-Year Priorities is significant investment in local bus and HandyDART service throughout the existing network.

(1) Areas identified on this map represent federal, provincial, regional and local parks and natural areas within Metro Vancouver that are significant destinations for recreation.

Streets

Roads and streets form the foundation of our transportation network, carrying people, goods, and services on many different modes. The proposed investments will help ensure the region's streets are maintained, reliable, and accessible, while upgrading specific corridors and bridges. The investments will also fund studies and projects to facilitate safer and more people-first streets, goods movement, and zero-emission vehicle policies.

Streets in our region already provide multiple uses, and we need to consider multiple different objectives – sometimes with competing priorities. They are used to move people, whether by walking, rolling, cycling, in buses, or in cars. Streets also help move goods and support local businesses. Increasingly, they are being used for other purposes – summer patios, parking, bus lanes and more. The demands on the limited number of streets we have in the region are only expected to grow. We will need to carefully weigh the benefits and trade-offs in decisions as we support the ambitious goals in *Transport 2050*.

Investments in the Major Road Network will help advance regional objectives for improving safety and moving people and goods along these regional roads. These investments will also ensure roads are maintained in a state of good repair to support emergency response. This will preserve the resiliency of the road network and allow TransLink to provide funding for local governments to ensure a state of good repair for regionally significant roads.

Active transportation is the most cost-effective mode of transportation, and is the most affordable, healthy, and low-emission way of travelling on our roads and streets. *Transport 2050* envisions making active transport the most convenient choice for shorter trips to support everyday travel, improve first- and last-mile connections to rapid transit, and improve access to nature. The proposed investments aim to greatly expand sidewalk coverage across the region and ensure that more parts of the region benefit from traffic-separated and connected biking and rolling infrastructure, reducing conflicts with vehicles and enabling a safer journey for vulnerable road users.

Buses are essential to effective streets planning, providing high people-moving capacity with limited space. TransLink's streets program also includes expanded funding for improving bus speed and reliability (see Bus Priority Infrastructure for information) to be carefully planned in coordination with other street uses and street changes.

These *10-Year Priorities* include investing in:

Major Roads & Bridges

TransLink co-funds and co-manages the Major Road Network with our local government partners – hundreds of kilometres of key roadways linking urban centres and major destinations for people and goods. Additional funding in this *10-Year Priorities* will focus on:

- Safety, structural resiliency, and improved operations and maintenance;
- Incorporating more regional-serving roads into the Major Road Network (MRN), effectively growing the number of lane kilometres classified as MRN by 10%; and
- Upgrading TransLink-owned roads and bridges, including the replacement of the Westham Island Bridge, an upgrades of the Knight Street Bridge, and expansion to Golden Ears Way and connecting TransLink-owned roads and interchanges.

We will also review the costs and funding allocations for Operation, Maintenance and Rehabilitation (OMR) of the MRN, and determine funding program changes needed to include multimodal infrastructure and seismic upgrades on the MRN.

Cleaner & More Efficient Goods Movement

Develop freight Zero-Emission Vehicles (ZEV) supportive policies, loading zone and curb space management pilots, freight priority measures and development of Long Combination Vehicle Network & Hubs, and an approach to freight impact assessments for changes to roads and streets that includes identifying potential mitigation measures.

Safer Streets

Transport 2050 set a target of reducing serious traffic fatalities and injuries by at least 5% annually until we reach zero before 2050. To achieve this ambitious Vision Zero target will require a transition away from roads designed for cars towards people-first streets designed for everyone, featuring reduced motor vehicle speeds and greater separation of different modes and speeds. Additional funding in this *10-Year Priorities* will focus on:

- Developing a regional road safety strategy; and
- Working with local governments to help fund and implement transformations of urban streets to reduce design speed to 30 km/hr or slower, increase the physical separation of different modes and speeds, and improve the public realm to support more walking.

Expanded Walkway Networks

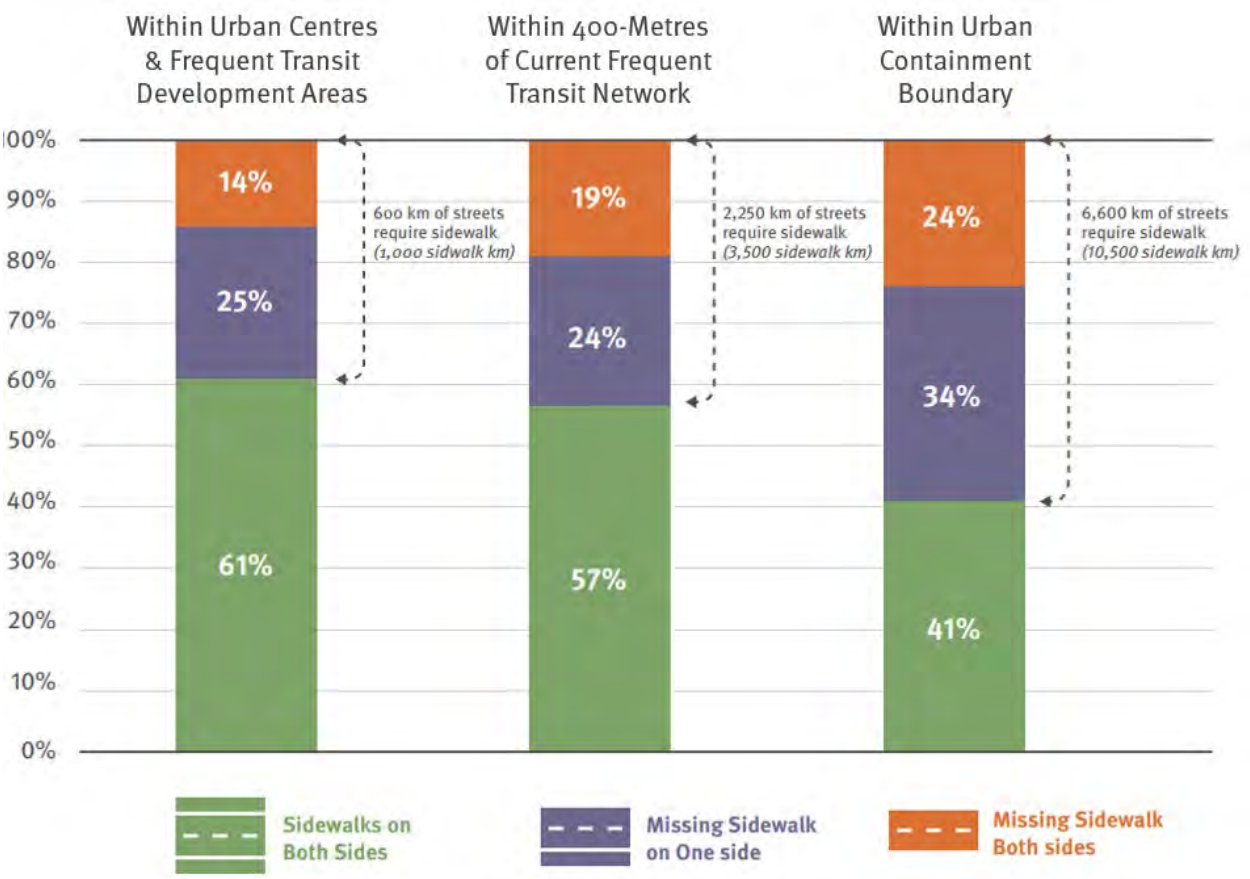
Transport 2050 aims to make active transportation the most convenient choice for shorter trips by rapidly completing a network of walkways so that walking can be the most direct and convenient travel option for distances less than one kilometre. It sets a regional target of ensuring that every street within the Urban Containment Boundary (except limited-access highways) has sidewalks on both sides. Even within 400 metres of frequent transit stops and stations – the parts of our region that should be the most walkable and transit-oriented - less than 60% of streets have sidewalks on both sides.

Within the first decade, we intend to increase the amount of funding TransLink directs towards investment in walkway infrastructure by roughly 25 times over today's levels to:

- Complete up to 66% of the remaining walkway network within 400 metres of frequent transit with a particular focus on Urban Centres and Frequent Development Transit Areas (FTDAs), around rapid transit stations, and other important areas served by transit.

TransLink will collaborate with local governments to review and update cost-share programs and other support mechanisms to ensure that local governments of all sizes can effectively partner with TransLink to deliver this ambitious and historic level of investment in walkway infrastructure.

Figure 1: Status of Sidewalk Availability Today on Streets within Different Areas of Metro Vancouver



Expanded Bikeway Networks

Transport 2050 aims to make active transportation the most convenient choice for shorter trips in part by rapidly completing a network of bikeways, bike parking and e-charging stations that make bicycles, scooters, and other human-powered or electrified micromobility devices the most direct and convenient travel option for most trips between 1 and 5 kilometres as well as being an attractive option for longer trips. It aims to make safe and comfortable local bikeways widely available in all Urban Centres and areas of high cycling potential across the region. And it aims to advance the implementation of a Regional Cycling Network consistent with Map 5: Transport 2050 Regional Cycling Network.

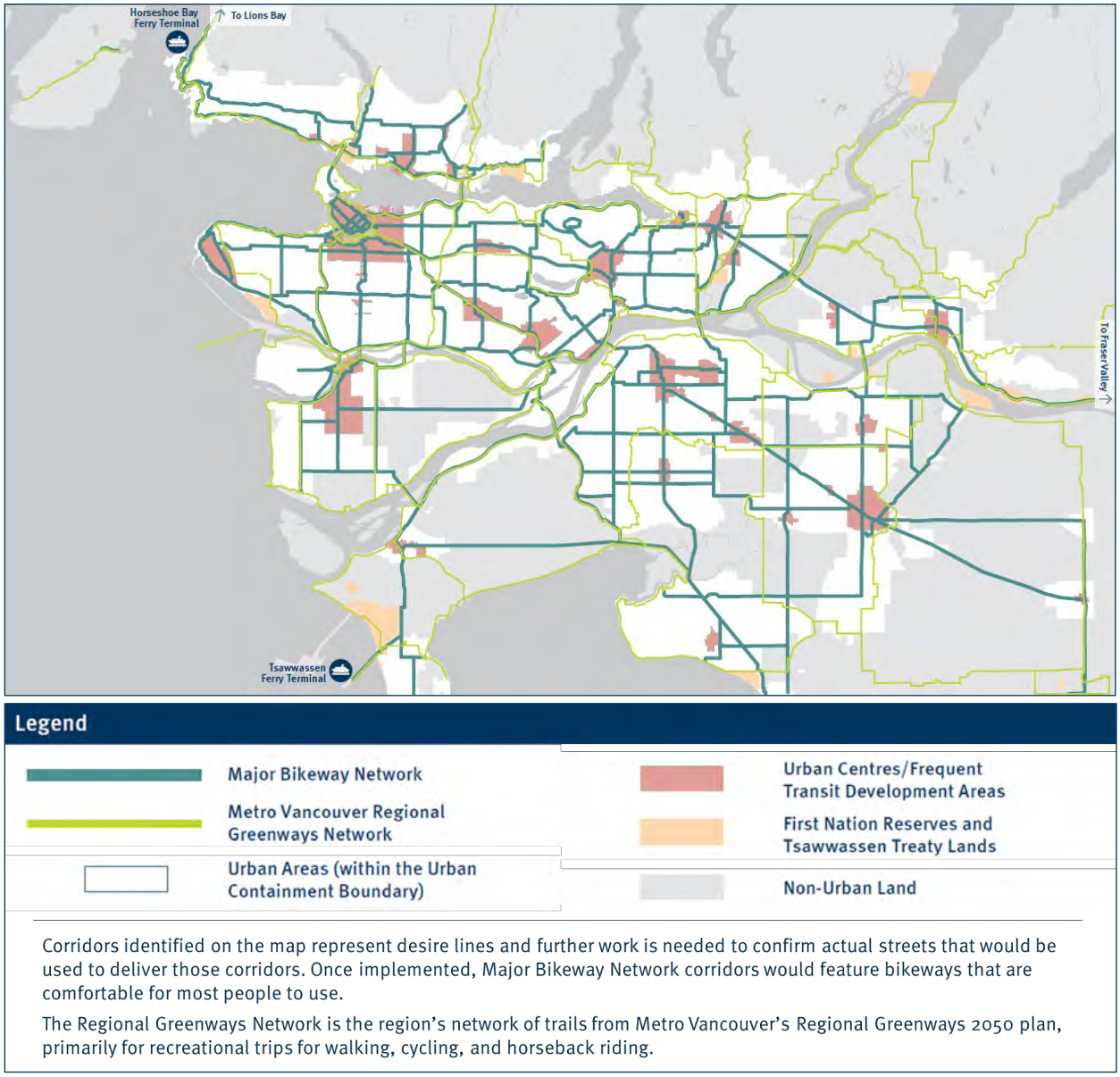
Within the first decade, we intend to increase the amount of funding TransLink directs towards investment in bikeway infrastructure by roughly five times over today's levels to:

- Rapidly complete bikeway networks in all designated Urban Centres;
- Rapidly complete up to 75% (450 km) of the traffic-separated 2050 Major Bikeway Network (MBN) with corresponding operations, maintenance and rehabilitation funding;
- Examine additional corridors for funding that may include the Regional Greenway Network and other areas of high cycling potential outside of Urban Centres and the MBN; and
- Fully upgrade and keep in good repair the BC Parkway (that follows the Expo Line) for which TransLink has some greater ownership responsibilities.

TransLink will also coordinate with Metro Vancouver in implementing the Regional Greenway Network (RGN).

TransLink will collaborate with local governments to review and update cost-share programs and other support mechanisms to ensure that local governments of all sizes can effectively partner with TransLink to deliver this ambitious and historic level of investment in bikeway infrastructure.

Map 5: Transport 2050 Regional Cycling Network



Corridors identified on the map represent desire lines and further work is needed to confirm actual streets that would be used to deliver those corridors. Once implemented, Major Bikeway Network corridors would feature bikeways that are comfortable for most people to use.

The Regional Greenways Network is the region's network of trails from Metro Vancouver's Regional Greenways 2050 plan, primarily for recreational trips for walking, cycling, and horseback riding.

How Streets Investment Priorities Advance Transport 2050

Transport 2050 Strategies supported:

- 1.1 Make active transportation the most convenient choice for shorter trips.
- 1.2 Make transit the most convenient choice for longer trips.
- 2.2 Make goods movement more reliable.
- 2.3 Make driving and parking more reliable.

- 2.4 Maintain transportation infrastructure in a state of good repair.
- 3.2. As a priority, invest in transportation modes that are lowest cost and most affordable modes.
- 3.4. Help people and businesses connect to more economic opportunities.
- 4.1. Eliminate traffic fatalities and serious injuries.
- 4.2. Ensure everyone feels welcome, comfortable, and physically secure while getting around.
- 5.1 Reduce the energy requirements of the transport system.

Infrastructure and Asset Resilience

TransLink is committed to upgrading existing assets, facilities, and infrastructure to ensure the safety and security of the public, as well as regional prosperity, recovery, and resilience. *Transport 2050* confirms that transit and regional transportation systems should be available to support communities before, during, and after emergencies and disasters, including major earthquakes, heating, and flooding events. New investments will also support deferred maintenance to ensure a state of good repair and reliability.

In the first 10 years, we plan to deliver:

Infrastructure resiliency

- Conduct detailed studies on climate and seismic risks of transportation assets.
- Implement projects to mitigate climate and seismic risks to transportation infrastructure.

Reduction of state of good repair backlog

- Fund the backlog of capital investments that arise at the end of asset life to maintain the current levels of service.
- Replace or rehabilitate capital assets that are required to maintain long-term service requirements.
- Ensure assets are safe, reliable, and fit for purpose.
- Replace SeaBus with zero-emissions vessel.

How Infrastructure Resilience Investment Priorities supports Transport 2050

Transport 2050 Strategies supported:

- 2.4 Maintain transportation infrastructure in a state of good repair.
- 4.4 Safely respond to and recover from disruptions and disasters.

Technology

The pace of technological change is accelerating, and along with it are opportunities to provide a regional transportation system that is more convenient, more seamlessly integrated, and easy to use, more reliable, safer, more comfortable, and less polluting. TransLink will continue to make smart investments in technology to ensure that TransLink is helping the region advance its *Transport 2050* goals as cost-effectively as possible and to meet public expectations regarding customer experience.

Investments in Electric, Connected, and Automated Mobility

Investments in electric, connected, and automated mobility will help reduce transport emissions, improve travel time reliability, improve road safety, ensure the travelling public can take advantage of new ways of moving, and ensure that the entire system is working cost-effectively, smoothly and seamlessly for the benefit of the travelling public.

In the first 10 years, we plan to deliver:

Electric, connected, and automated mobility investments

- Support the expansion of electric vehicle fast-charging for electric shared, commercial, and personal mobility (including micromobility).
- Pilot and invest in advanced bus driver assistance systems, focusing on safety and customer experience improvements (e.g., object detection, collision avoidance, automatic braking, lane-keeping assist, curb-side assist) and operational efficiency (e.g., self-parking in depots).

Digitalization

In the first 10 years, we plan to deliver:

Real-time mobility management system

Provide a platform for real-time coordination and data exchange between local government road authorities, the Province, TransLink, and public and private passenger and freight mobility service providers, building the foundation for effective governance and dynamic management of the future digital mobility system, effective regulatory oversight of licensed commercial transport providers, and seamlessly integrated customer platforms.

Digital customer experience

Upgrade customer-facing digital platforms and explore new channels for getting real-time information to improve customer experience.

TransLink innovation

Improve staffing, software, technology, and processes to support nimble innovation, prototyping and pilots, and delivery of New Mobility programs.

Information Technology state of good repair

Maintain and replace information technology systems.

Monitoring and data analytics

- Invest in data infrastructure, systems, resources, and portals for multimodal data collection, management, and analysis.
- Deliver insights for planning, system management, project evaluation, and to monitor progress toward achieving regional goals.
- Install sensors around the region to monitor transportation 140 additional bike counters to grow the regional bike monitoring program.

Business and IT growth and transformation

Invest in back-end IT and IoT (Internet of Things) infrastructure to deliver digitalized services for transportation system management, cybersecurity, customer-facing platforms, and to enable a data sharing portal.

How Innovation in Connected, Electric, and Shared Mobility Investment Priorities and Digitalization Investment Priorities supports Transport 2050

Transport 2050 Strategies supported:

- 1.1 Make active transportation the most convenient choice for shorter trips.
- 1.4 Seamlessly connect different transport services both physically and digitally.
- 2.3 Make driving and parking more reliable.
- 2.4 Maintain transportation infrastructure in a state of good repair.
- 3.2. As a priority, invest in transportation modes that are lowest cost and most affordable modes.
- 4.1. Eliminate traffic fatalities and serious injuries.
- 4.4 Safely respond to and recover from disruptions and disasters.
- 5.2 Transition to zero-emissions vehicles.

PART C

Implementation Approach

How Will We Deliver These 10-Year Priorities?

These *10-Year Priorities* represent TransLink's aspirations for the next decade: what the Mayors' Council and Board have agreed we should aim to achieve in the first decade of *Transport 2050* to respond to key regional, provincial, and national objectives and challenges. It is a bold, ambitious blueprint that will require new approaches to how we fund, build and operate the regional transportation system. Only new approaches, with all governments – local, regional, provincial, and federal – working together in innovative ways will allow us to achieve the objectives described in *Transport 2050*. Given the degree of support and consensus for taking action on *Transport 2050*, we expect and assume this new intergovernmental partnership is achievable, but it will not be easy and will require all involved to work urgently and be open to new ways of funding and delivering public services. Contributions to the *10-Year Priorities* and Investment Plans by all levels of government will need to remain affordable within the evolving priorities and fiscal frameworks of all levels of government involved.

Timing

The unfunded aspirations in *10-Year Priorities* will need to be funded and actioned through a series of Investment Plans. Investment Plans are how TransLink commits to new projects and services and outlines the specific revenues that will be raised to fund them. They are required at least every 3 years. The next Investment Plan - the first of a series of Investment Plans needed to deliver the *10-Year Priorities* - needs to be approved by the TransLink Board of Directors and Mayors' Council by 2025. Throughout this document, Year 0 refers to the year of the next Investment Plan approval.

The timing of investments will be influenced by factors such as readiness, availability and cost of labour and construction materials, the ability to secure fleet, funding certainty and financing considerations. Some expansion can proceed quickly given existing fleet and project readiness. Timing of major service and infrastructure advancement will require procurement and design and will take longer to implement. Near-term investment opportunities include accommodating transit service expansion within existing fleet and early investment in transit passenger facility upgrades, technology, and expanding the walkway and bikeway networks,

With these considerations in mind, the Mayors' Council is committed to the *10-Year Priorities*. The 10-year timeline, while ambitious, is achievable and practical.

Funding

Senior governments have supported the region's continued pandemic recovery to significantly mitigate funding challenges out to 2025. To realize the vision identified in *Transport 2050* will require:

- the stabilization of TransLink's finances – the first step of which was begun in the *2022 Investment Plan*;
- followed by new investments into the regional transportation system.

Stemming from the 2014 *10-Year Vision*, this region saw historic partnership and levels of investment over the subsequent years, which resulted in record-setting ridership up to 2020. Looking ahead to the next 10 years and beyond, double this investment will be required to realize the promise of *Transport 2050*: over $20 billion in new capital investments, and an approximate 50% increase in annual operating costs when fully implemented (see Table 1). A doubling of the funding required as compared to the 2014 *10-Year Vision* reflects the substantially increased role that transit will need to play in meeting key regional, provincial, and national objectives and challenges.

All of which will require a significant overhaul to how we fund regional transportation, including continued capital contributions from senior governments, financial support from project partners, third-parties and land development uplift, and a diversification beyond the three primary revenue tools that TransLink relies on today for capital and operating expenses: transit fares, fuel sales tax, and property tax.

Three factors contribute to the regional need for new transportation funding sources:

- Transit users in Metro Vancouver have historically paid for a bit more than half of transit operating costs – which is a very high cost-recovery ratio compared to most transit systems in Canada and the US. However, transit ridership was significantly reduced throughout the COVID-19 pandemic resulting in substantial loss of transit fare revenues. We are maintaining a convenient and useable network for customers by keeping overall transit service near pre-pandemic levels. As ridership continues to grow and surpass pre-COVID levels over the next few years, we will invest in the transit system to make it more convenient, comfortable, and equitable. However, with lower anticipated fare revenue and growing operating costs, we will need to rebalance our funding mix away from relying so heavily on transit fares.

- Fuel taxes provide TransLink's second-largest revenue source after transit fares. But as fuel prices have gone up, more people have bought more fuel-efficient vehicles, are switching to electric vehicles and/or switching to walking, cycling, or transit. As a result, fuel tax revenues are gradually declining each year – a trend that is forecast to accelerate until they disappear entirely once the entire vehicle fleet is electric. As vehicle users benefit from a regionally integrated system we will need to diversify our revenue sources and find a replacement for this revenue tool in the near future to help ensure that vehicle drivers, including owners of electric vehicles, continue to contribute their fair share towards the regional transportation system that includes roads and transit.

- Property taxes are TransLink's third-largest revenue source. While this tool does keep pace with economic and population growth and is now well designed to support current transit service costs, municipalities rely almost exclusively on property taxes to fund infrastructure and services, so this source can be oversubscribed in its ability to maintain levels of service and to increase them to support growth. Further work should be done to explore a shift away from a general tax to a more targeted and differentiated system, to recognize varying levels of geographic benefits from public transportation investments and ensure our region can accommodate projected growth.

In 2020, TransLink and the Government of British Columbia signed a Memorandum of Understanding committing us to work together to explore ways for TransLink to achieve near-term and longer-term financial sustainability. We will continue this close collaboration as we collectively seek to fund these ambitious but necessary *10-Year Priorities* in ways that align with broader regional and Provincial policy objectives including:

- Transportation and the movement of people and goods within, to, and from Metro Vancouver
- Advancing climate action,
- Improving overall household affordability, and
- More closely aligning taxes and fees with peoples' ability to pay.
- Balancing evolving priorities and fiscal capacities of all levels of governments involved

Table 1: Preliminary Cost Estimates for 10-Year Priorities Program Areas (2022$)

Major Program Areas	Capital	Operating (annual)*
Transit & Shared Mobility		
Transit Passenger Facilities and Customer Experience	~$1B	~$20M
Bus, RapidBus, Bus Priority Infrastructure, SkyTrain, SeaBus, West Coast Express, HandyDART	~$9B	~$880M
Reliable & Fast Transit Network Expansion (up to 11 new rapid transit corridors; up to 8 new express transit corridors; additional major planning studies)	~$7B	~$200-250M
Streets		
Funding for major roads & bridges, more efficient & cleaner goods movement, and safer streets	~$1.5B	~$60M
Funding for expanded walkway and bikeway networks	~$1.5B	~$10M
Infrastructure and Asset Resilience		
State of good repair backlog; climate & seismic upgrades	~$1B	N/A
Technology		
Digitalization, electric, connected & automated mobility	~$0.5B	~$20M
TOTAL	**~$20B**	**~$1.2B**

Note: Costs are subject to further refinement through the investment planning process and associated business casing, as described below. * Does not include any financing costs.

Transport 2050: 10-Year Priorities will be funded through a series of Investment Plans. We target the delivery of the first of this series of Investment Plans by 2025.

Business Casing & Prioritization

An approved business case for major transportation projects, including rapid transit projects, is required by the Mayors' Council, TransLink, and senior government funding partners before project procurement and construction can begin. For TransLink-led business cases, TransLink's Business Case Framework outlines a five-step business case development process that includes stage gates after each step for decision-makers to confirm whether a project should advance further. Taking a consistent, structured, and evidenced-based approach to conducting the planning and business casing work on potential major projects, as shown in Figure 2 will ensure that these projects are:

- evaluated fairly, consistently and transparently;
- proven to contribute to regional objectives cost-effectively; and
- be financially and technically feasible.

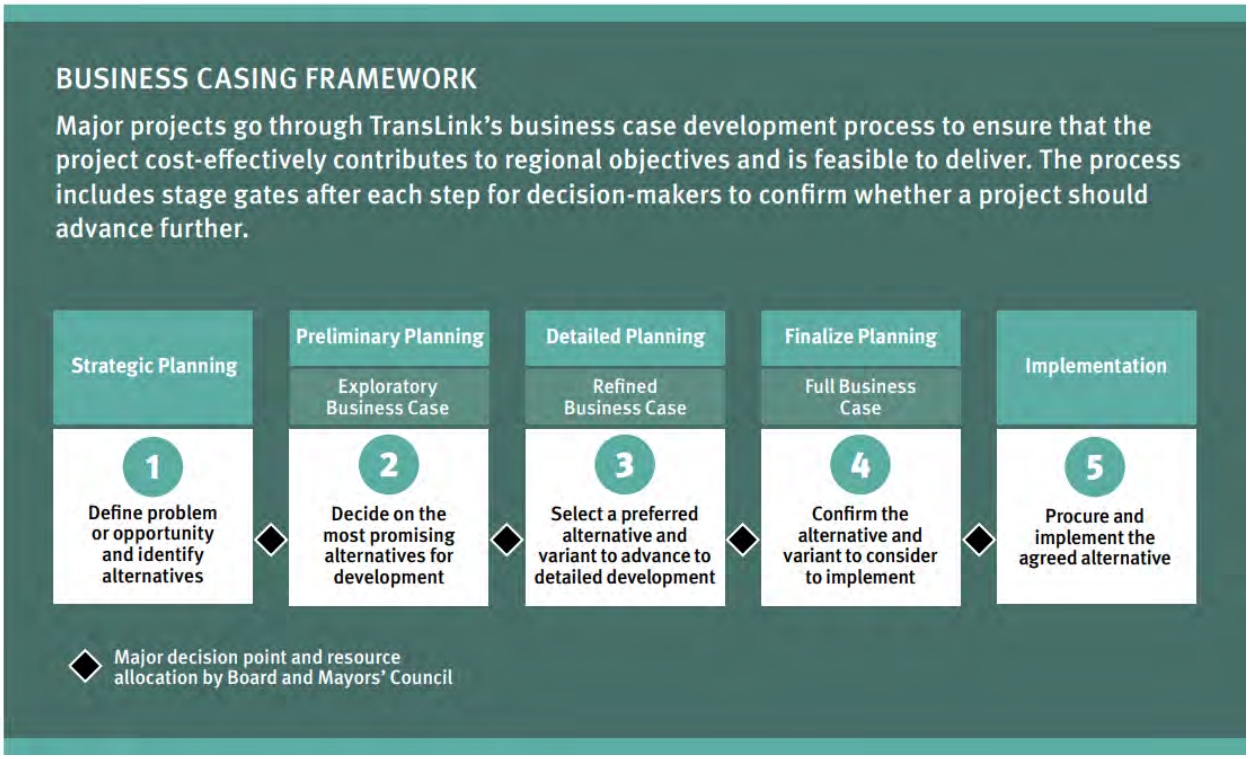


Figure 2: TransLink's Business Casing Framework

TransLink will engage with relevant partners, key stakeholders, and Indigenous Nations during different stages of the business casing process. Public consultation will be conducted parallel to business case development and is required by TransLink for certain types of plans, projects, and policies.

Major transportation capital projects over $50 million delivered by the Ministry of Transportation and Infrastructure (MoTI) and Transportation Investments Corporation (TI Corp), such as rapid transit projects, require a Concept Plan (initial high-level business case summary), as a preliminary stage-gate with the provincial Treasury Board before developing a full business case (Step 4 in TransLink's process), including

the need to meet Indigenous engagement requirements. TransLink and the Province are planning to coordinate TransLink's Business Case Framework approach with Province's Business Plan Guideline for Capital Projects (Ministry of Finance and Infrastructure BC). This will ensure that the Business Cases will include all necessary considerations and analysis to allow both TransLink and the Province to evaluate and prioritize these major projects.

Project Partnerships

Local communities benefit tremendously from significant capital investment, which generates higher land values, brings incremental tax revenue, and supports city-building objectives. We recognize that the business case for these investments depends upon host communities putting into place the conditions for success and are committed to ensuring formal partnerships are in place. As a demonstration of this commitment, and to provide increased assurance that the full benefits will be realized, TransLink and local partners will develop Partnership Agreements. These Agreements will be brought forward for approval by regional policy makers before or with project approval and funding.

Project Partnerships

Planning for and delivering successful major projects requires partnership and collaboration at the local level and with Provincial and Federal governments. Clear and early coordination and cooperation between TransLink and local partners increases the likelihood of achieving the project's desired outcomes, efficient and effective delivery, and reduced cost and risk of major projects. Project Partnerships are key tools to achieve this.

Project Partnerships are a key tool to achieving successful major transit projects. These agreements outline reciprocal commitments by TransLink and relevant local partner agencies on project supportive land-use and transportation actions, investment in connecting infrastructure, direct and monetized contributions, and in-kind contributions including efficient and effective planning and approval processes.

The term "Project Partnership" is an umbrella term that encompasses a variety of potential agreements between TransLink and local partner agencies that need to be endorsed by regional policymakers before the project's approval and funding in a 10-Year Investment Plan. Depending on the project and its ownership, Partnership Agreements can include a Memorandum of Understanding (MOU), Supportive Policies Agreement (SPA), and/or Contribution Agreement.

Expectations for Local Partners and Third-Parties Directly Related to the Project itself

A regional policy framework was approved in 2021 for major transportation project contributions by local partners. The framework serves as guidance for TransLink and regional decision-makers and sets out expectations for local partners about when, how, and what to contribute to major transportation projects.

The types of contributions expected of partners vary by the type and nature of the project and may include direct monetary transfer to TransLink or the project for the construction of specific project components; contribution of land and/or property rights; and/or in-kind contributions such as staff time, planning and project assistance.

The contributions policy framework works alongside TransLink's Business Case Framework, which provides the structure for defining the Regional Base Scope of the project. This is the scope of the project that best advances the Project's regional objectives. If a decided upon project component goes beyond the regional base scope, the local partner must contribute some or all the incremental costs. As such, this determines the cost-sharing of the project between TransLink and local partners when the project advances to the formal approval and implementation stage. In all cases, all the project's operating costs would typically be borne by TransLink.

Expectations for Local Partners for Actions Outside the Direct Project Scope

A Supportive Policies Agreement (SPA) includes commitments for land use and transportation actions by the local partner and by TransLink, where those actions are outside the direct scope of the project but significantly influence the outcome of project objectives. SPAs also require ongoing monitoring and reporting to the Mayors' Council, TransLink Board, the partner agency's decision-making body, and senior officials at the Province, with the intent to ensure commitments and related outcomes (indicators) are tracking as expected.

The framework used to develop the SPAs is based on key principles for advancing transit-oriented communities, as described in TransLink's Transit-Oriented Communities Design Guidelines. These high-level principles provide the structure for the SPA documents and ensure that commitments speak not only to the importance of focusing on population and employment density near transit, but also to other key principles around:

- providing diverse land uses and housing, with a focus on affordable housing;
- locating high demand destinations near transit;
- developing street networks that support walking, cycling and transit;
- designing a safe, vibrant and accessible public realm for people of all ages and abilities; and
- using measures such as reduced parking to promote sustainable transportation.

While these principles provide the framework for the SPAs, each new SPA TransLink initiates looks to any recent changes in the planning context, as well as key learnings from the development and implementation of previous SPAs and works with the partner agencies to evolve new SPA(s) content on that basis. Local partners entering a new SPA with existing or in-progress planning initiatives already reflective of these principles are well situated to align with SPA objectives. To date, the Province has also been closely involved with developing and implementing the SPAs, given their significant interest in advancing the range of principles addressed by the SPAs.

Managing Scarce Road Space

Delivering on the actions and investments committed to in this document will be a collaborative process requiring partnership between TransLink and local road authorities.

Regional Streets Management Framework

Develop a regional streets management framework that assesses the relative modal priorities for each street segment in the region in ways consistent with the goals of *Transport 2050* and that helps to reconcile overlapping priorities and mitigate potential impacts where specific street segments have both limited space in the right-of-way and high importance for multiple networks. This framework would guide undertaking impact assessments to understand how significant interventions to the street network may impact each mode.

BRT Action Plan

10-Year Priorities outlines investments for the first decade of *Transport 2050* – some of these investments, such as BRT, require additional work to prioritize implementation through a BRT Action Plan:

- Identify conceptual requirements, such as alignments, right-of-way and lane reallocation needs, for all 9 BRT candidate corridors, as well as more programmatic scope requirement for what a BRT network would look like in our region.
- Coordinate with local governments to confirm the level of commitment and support for these conceptual requirements, particularly road space allocation
- Prioritize the implementation and funding of the BRT corridors beginning in the 2025 Investment Plan including 2-4 BRT lines, based on which candidate corridors have strong local government support and high likelihood of successful implementation

Partnering with Local Governments on Streets and Active Transportation Investments

TransLink's Cost Share Programs are key components to enable implementation. They provide funding to support local governments to deliver on investments for cycling and walking facilities, roadways, bus priorities, infrastructure, and others.

A review of the Cost Share Programs will be undertaken in the near-term, to improve the programs' effectiveness in supporting the outcomes detailed in this document. Areas to be examined for effectiveness may include TransLink contribution levels and thresholds, eligible locations, the application process, and efficiencies across multimodal programs. The review will aim to ensure all local road authorities can effectively navigate the process of applying for and obtaining funding and are adequately resourced to fully utilize the funds to deliver on intended outcomes.

Support for Smaller Communities

10-Year Priorities include historic investments in our local government cost-sharing programs to help create and maintain more people-first streets featuring high quality walkways, bikeways, and transit-priority measures. However, it can be challenging for local governments with limited resources and staffing to apply for and access these funds, and to implement the projects that would be funded by these programs.

To support these local governments, TransLink will examine:

- Providing additional resource supports through staffing and consulting services;
- Streamlining Cost Share Program criteria and application process to reduce barriers to access; and

- Increasing the share of funding from TransLink, especially where projects have significant regional benefits, such as connecting to regional parks or the Major Bikeway Network.

Incorporating Strategic Lenses

Transport 2050 includes the strategic lenses of reconciliation, social equity, and resilience. These strategic lenses are an overlay to the goals and strategies of *Transport 2050* to provide additional considerations in determining how our actions advance these issues, and any other actions we need to take.

Reconciliation

TransLink understands that to gain the trust and confidence of Indigenous Nations and Indigenous Peoples in our region, we must continue to commit to implementing the changes required to build an inclusive and equitable society, and supporting the fundamental paradigm shift required to dismantle the systemic racism, discrimination, and disparity faced by Indigenous Peoples in our society today. Many initiatives outlined in *10-Year Priorities* align with the feedback we have heard from Indigenous Nations regarding their transportation interests and priorities. This includes specific actions such as working closely with Indigenous Nations to determine community-specific transportation needs and reviewing options for Indigenous representation in governance at TransLink, and working with Federal, Provincial, local governments, and partners to address these needs.

To learn more, please see Recognition of Indigenous Peoples and Voices, Indigenous Relations Vision and Guiding Principles, and Appendix B: Indigenous Engagement - What We Heard

Social Equity

An Equity Evaluation Framework was developed and applied to support the analysis and evaluation required for the social equity lens. This framework was a cross-cutting approach to exploring and understanding the contribution of *10-Year Priorities* toward social equity. Social equity is a core value in planning, building, operating, and maintaining the regional transportation system. The equity evaluation framework considered how *10-Year Priorities* impacts groups that are typically marginalized or disadvantaged compared to the general population. This entailed assessing how the costs and benefits associated with 'access to opportunities' are distributed throughout the region, while striving to ensure that the gap in levels of access between the general population and that of disadvantaged populations reduces in the future, and that disadvantaged populations receive a fair share of the region's transportation investments.

The *10-Year Priorities* will promote social equity in the following ways:

- Include social equity as a core policy objective among the phasing and implementation of *10-Year Priorities*. This requires building upon our approach toward equity evaluation and taking stock of the lessons learned throughout this process.
- Work with disadvantaged groups to understand the issues, challenges, and lived experiences they face in the transportation system to prioritize the type of investments and locations for improvements.

Resilience

Given the uncertainties of the future, any investments should be resilient to potential shocks and stresses. Using the definitions and attributes of resilience identified in *Transport 2050*, the investments in *10-Year Priorities* are resilient in the following ways:

Resilience attribute	How investments in 10-Year Priorities increases resiliency?
Robustness to reduce the risk of degraded service or risk of failures in event of shocks and stresses	• Increases in service across different transit modes • Improves state of good repair, especially with funding for structural resilience, maintenance, and replacements • Increases resilience of transit service with funding for roads and the MRN, which transit depends on
Redundancy in various ways to travel if one part of transportation system fails	• Investments in multiple modes and corridors • BRT provides more flexibility to reroute, and can use existing road infrastructure, compared to SkyTrain
Resourceful approaches that can increase the resources and capacity to plan and respond to shocks and stresses	• Increases in transit vehicle fleet provides additional fleet for redeployment • Investments in monitoring and data analytics increases the capacity to identify problems and mobilize resources • Studies and projects to mitigate climate and seismic risks will help identify and address problems
Rapid approaches that can quickly deploy the tools and processes needed to address shocks and stresses	• Investments in transit priority measures can assist in more rapidly restoring reliable service • BRT is quicker to deliver than SkyTrain, thereby more quickly address climate change and affordability concerns

While investments in *10-Year Priorities* improves the transportation system's resiliency, additional work is needed (see Infrastructure and Asset Resilience and Climate and Resilience sections).

Climate and Resilience

To transition to a carbon-free transportation system for the Metro Vancouver region, we need to advance the strategies and actions under *Transport 2050*'s Goal 5: Carbon-Free Choices in a significant, urgent, and immediate manner over the next decade. Further work will develop programs that will require funding, aggressive action, and involvement by all levels of government including consideration of TransLink's role in enabling some of our resilience actions.

TransLink is also advancing work from a corporate perspective, ensuring we "walk the talk" regarding climate mitigation and adaptation. Following the approval of the Climate Action Strategy in January 2022, we are embarking on the development of a detailed climate change adaptation plan. This process will involve identifying the vulnerabilities within TransLink's infrastructure and operations, and prioritizing investments based on risk. TransLink will also work closely with regional partners to identify critical interdependencies between systems and infrastructure such as communications, energy supply, roads, water, sewer,

stormwater, and other transportation/goods movement systems. The result will be a more detailed Climate Action Plan focusing on adapting to climate impacts.

Over the next decade, TransLink will also work with regional partners and the Provincial and Federal governments on timely access to funding, access to land, appropriate governance, efficient project approvals and coordination, and close collaboration with energy partners. These aspects have been identified as critical to enabling TransLink and our regional partners to succeed at reducing emissions and creating a resilient region and transportation system.

What Commitments are Required – By Whom?

Success in implementing *10-Year Priorities* will require the cooperation and coordination of many different partners and levels of governments.

For local governments, the most important actions are:

- Make changes to local community plans and zoning, consistent with Metro 2050
- Design and manage walkways, bikeways, streets, and curbsides under their responsibility in ways to support delivery of investments outlined in *10-Year Priorities*, including transit priority and road space reallocation measures needed for bus, RapidBus, and BRT
- Coordinate with TransLink and senior governments on partnership agreements required for major projects
- Support the development and implementation of stable revenue tools to help fund regional transportation

For Metro Vancouver, the most important actions are:

- Support implementation of transit-oriented regional growth concept in Metro 2050
- Support abundant supply of transit-oriented affordable housing
- Expand access to regional parks and greenways
- Manage and regulate air contaminants, including greenhouse gases from transportation

For TransLink, the most important actions are:

- Deliver and operate transit service, including expansion of service outlined in *10-Year Priorities*
- Work with the Provincial government to develop and implement stable revenue tools to help fund regional transportation
- Coordinate with local governments and relevant authorities to support delivery of transit priority measures needed for bus, RapidBus, and BRT in ways that promote safety and reliability of the regional transportation system.
- Coordinate with local and senior governments on partnership agreements needed for major projects
- Work with Indigenous Nations, the Government of Canada, the Government of British Columbia, and partners where applicable, to support the implementation of investments that are priorities for Indigenous Nations

- Support the development and implementation of stable revenue tools to help fund regional transportation
- Coordinate to ensure Investment Plans remain affordable within the priorities and fiscal frameworks of all levels of government involved

For the Government of British Columbia, the most important actions are:

- Support the implementation of these *10-Year Priorities*, with contributions towards the capital cost of the investments, within the priorities and fiscal framework of government
- Work with the region to identify and assist where appropriate, with regional revenue tools to help fund regional transportation
- Coordinate with TransLink and local governments on partnership agreements needed for major projects
- Coordinate with TransLink on management of roads under Provincial responsibility to support delivery of transit priority measures needed for bus, RapidBus, Express routes and BRT as needed

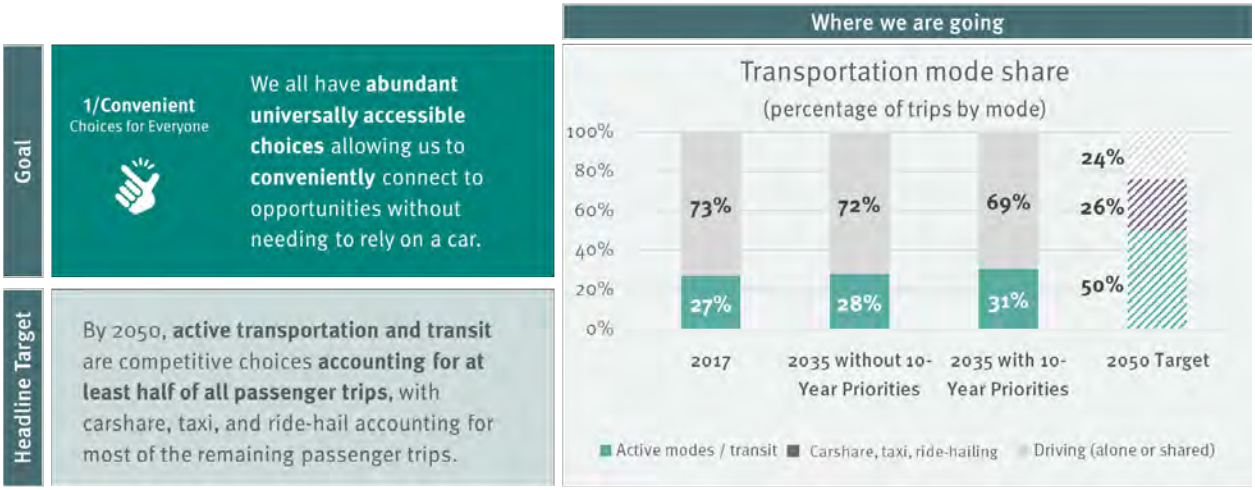
For the Government of Canada, the most important actions are:

- Support co-funding of the capital costs of *10-Year Priorities*
- Support TransLink in the advancement of reconciliation with Indigenous Nations and Indigenous Peoples
- Introduce policy measures and incentives to accelerate the reduction of greenhouse gas emissions from transportation
- Coordinate with TransLink and local governments on partnership agreements needed for major projects

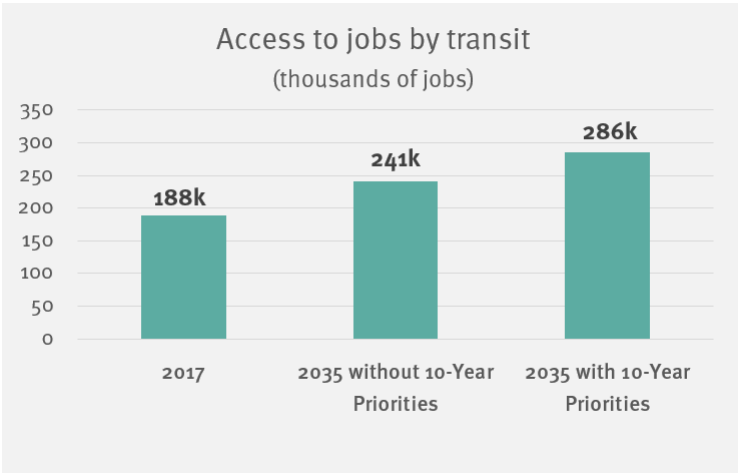
Outcomes from Implementing the 10-Year Priorities

Transport 2050 Headline Targets

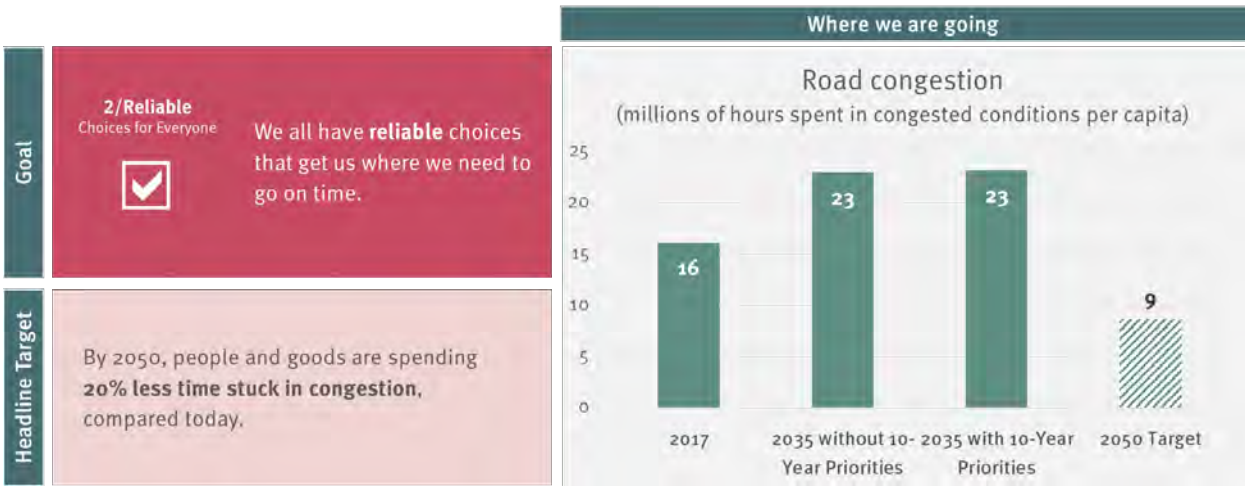
This section outlines how *10-Year Priorities* contribute to the headline targets in *Transport 2050*.



The progress shown above results from new and improved transit infrastructure. For methodological reasons, investments in active transportation infrastructure, people first streets, micro and shared mobility are not reflected in the figures above. Still, they will improve convenience, expand the range of transportation options available in the region, and improve on the above figures. Further work will be needed to meet the ambitious, sustainable, and shared car mode share targets laid out in *Transport 2050*.

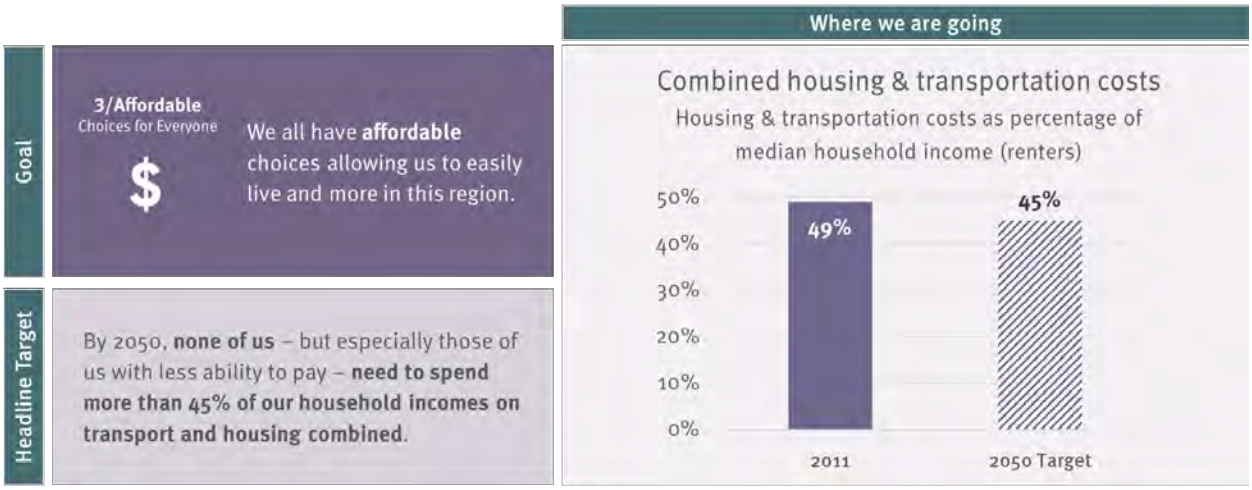


One key metric supplementing the mode share target is access to destinations by transit, which increases significantly by 2035. Using jobs as a proxy for destinations, transit access increases over 50%. This improvement results the actions in *the 10-Year Priorities*, as well as the increase in population and jobs. Access by transit to other destinations such as natural areas, access by active transportation, and access by shared vehicles is anticipated to show similar improvements because of the expansion of networks and investments in shared mobility. To learn more about how access to destinations differs by population group, see the Social Equity section.

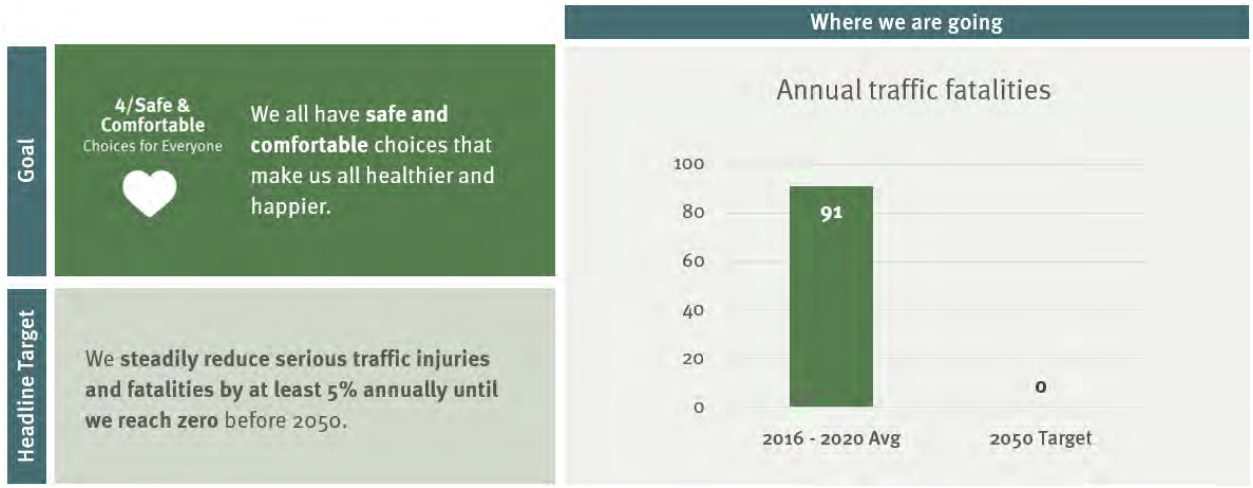


*Note: Transport 2050 headline target used millions of hours spent in congested conditions; this has been converted to per capita for *10-Year Priorities*

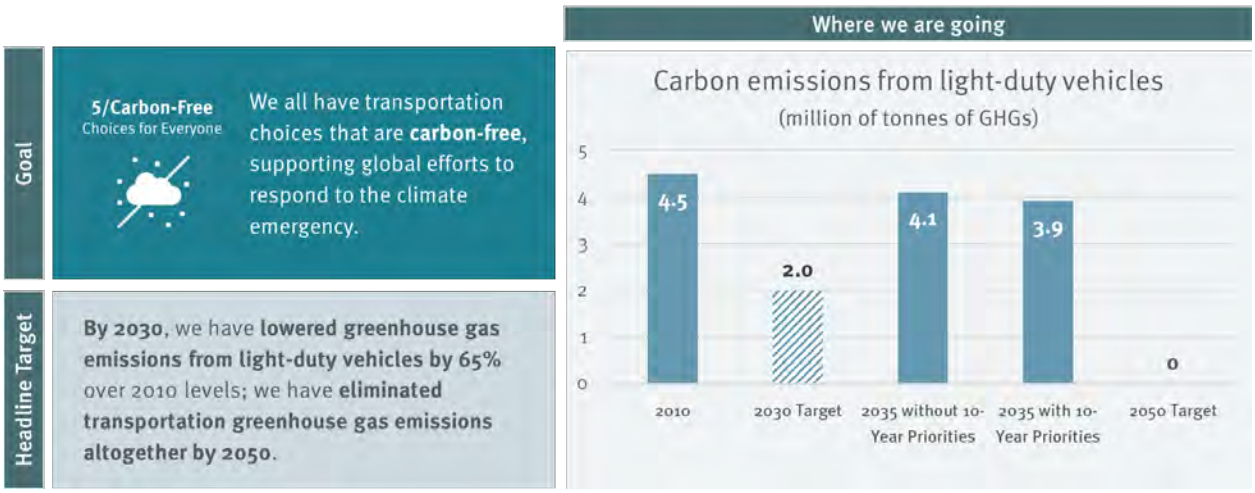
10-Year Priorities expands the RAFT network and transit priority that helps provide more people with a congestion-free transit option. However, as the region's population continues to grow, roadways will become busier and more congested, even with investments in *10-Year Priorities*. Demand management measures in the future will need to be considered to help achieve this 2050 target.



Many factors influence combined housing and transportation costs, and housing impacts are largely outside the scope of this plan. Therefore, it is not possible to estimate the impact on housing and transportation costs attributable to this plan. Nonetheless, it is anticipated that significant investments in cost-effective transit solutions like BRT will improve overall affordability. BRT also expands the number of transit-accessible sites that can accommodate an increasing supply of affordable housing. The housing and transportation burden will continue to be monitored to determine how investments in *10-Year Priorities* are influencing our progress towards the 2050 target.



10-Year Priorities includes investments in active transportation, road safety, and transit that will improve safety and comfort. These improvements will decrease the number of collisions and fatalities. Further work is needed to determine how these investments will make progress towards this 2050 target. We will continue to monitor this 2050 target.

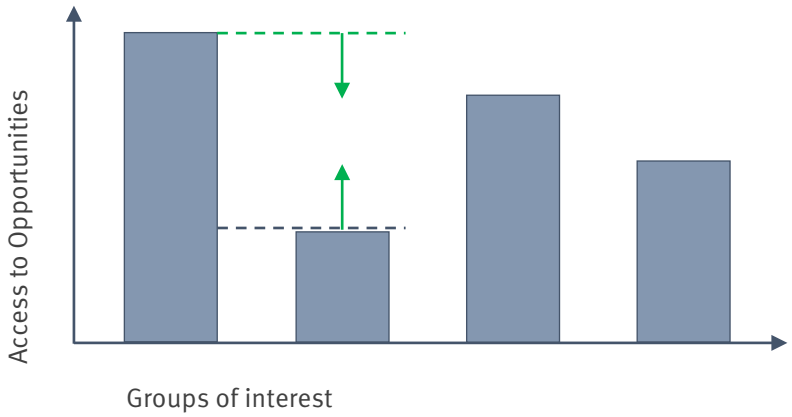


While *10-Year Priorities* makes some progress in reducing GHG emissions, it falls short of reaching our 2030 target. More work is needed to help reduce the use of fossil fuel vehicles and accelerate the shift to more climate-friendly modes, such as transit, walking, rolling and cycling, as well as a faster transition to electric vehicles. The significant investments in walking, cycling, and transit provides viable sustainable alternatives for more people. Providing these alternatives will increase support for policies to discourage driving that are needed to meet the ambitious 2035 and 2050 GHG emission targets. Further work is being undertaken with partners to reduce GHG emissions. We will continue to monitor progress on the target for 2030 and 2050.

Social Equity

The key theme of *Transport 2050* is Access for Everyone, and as such social equity must be considered to ensure disadvantaged communities benefit sufficiently from the investments in *10-Year Priorities*. This includes a broader evaluation of *10-Year Priorities*, beyond the headline targets, to understand how different population groups are impacted, including how the benefits (as well as any dis-benefits) are distributed among different population groups.

An 'Equity Philosophy' was developed and tested to help guide our pursuit of equity and inform whether *10-Year Priorities* sufficiently advances equity. This philosophy was centred on the idea of minimizing the gaps in levels of access to opportunities between what is often experienced by the general population compared to that which is experienced by a range of disadvantaged groups.

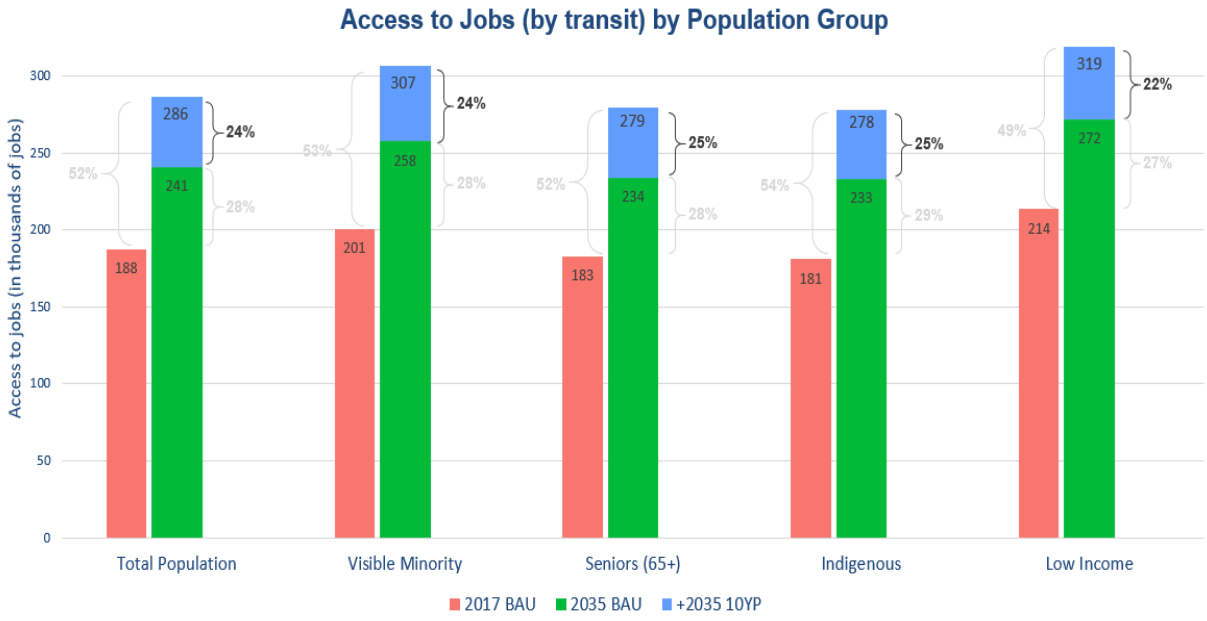


In addition to comparing against the general population, the specific groups of interest for this preliminary technical analysis included: visible minorities, seniors, Indigenous communities, and low-income households. There are many other groups of interest that can be included in future analyses. The decision to focus on these particular groups for the technical analysis was a combination of data availability, best practice, and existing spatial distributions of these groups within the region of Metro Vancouver. Another reason why groups (such as seniors) were selected was due to the intersectionality (for example a senior might also be a person with disabilities and using a mobility device), where often there is a lack of robust data for technical analysis. We know intersectionality can apply in other ways too, however, and that many seniors may come from moderate- to high-income households. So, some caution is required when interpreting the results. In addition to these quantitative data sources, further qualitative data was collected from Focus Groups, including persons with disabilities, youth, seniors, Indigenous communities, and visible minorities. This helped to capture previously missing groups, providing a more rounded picture of what our technical analysis was revealing and understanding the lived experiences among various disadvantaged groups.

Our analysis compared the distribution for different population groups in a Business as Usual (BAU) baseline in 2017 and 2035 compared to a 2035 scenario with *10-Year Priorities* fully implemented.

Overall, we see about a 50% increase in access to jobs by transit across the region from the 2017 BAU to a 2035 scenario with *10-Year Priorities* fully implemented. About half of that increase is due to expected population growth and land use changes between 2017 and 2035, while the other half is due to the completion of *10-Year Priorities*.

Both the general population as well as the disadvantaged groups which we assessed all benefit from similar improvements in access to jobs (by transit) from the implementation of *10-Year Priorities*. Analysis of access to education, healthcare, and parks revealed similar results – that all groups experience improvements in access to these destinations by similar margins.



However, from discussions in focus groups with disadvantaged communities, it emerged that there are specific gaps in customer experience that require examination with an equity lens, including safety and security, facilities, and first/last-mile connections. More work will be required to reduce these barriers and to prioritize implementation of 10-Year Priorities investments.

With these findings in mind, *10-Year Priorities* will promote social equity in the following ways:

- Include social equity as a core policy objective among the phasing and implementation of *10-Year Priorities*. This requires building upon our approach towards equity evaluation and taking stock of the lessons learned throughout this process.
- Work with disadvantaged groups to understand the issues, challenges, and lived experiences they face as it relates to the transportation system to prioritize the type of investments and locations for improvements.

PART D

Engaging the Region

Indigenous Engagement

February 28 – May 17, 2022

TransLink hosted one Indigenous Advisory Committee meeting on February 28, 2022 and invited the ten local Indigenous Nations for an informational overview on *10-Year Priorities*. In response to Indigenous Nations' feedback that individual meetings were preferred, TransLink pivoted the approach and offered meetings with each Indigenous Nation. In addition, Indigenous Nations were encouraged to provide written comments on the *10-Year Priorities* Discussion Guide through an online feedback form. TransLink also engaged with Urban Indigenous organizations through a focus group.

We extend our sincere gratitude to the Indigenous Nations and organizations that provided feedback to help shape the strategies and actions that we will implement together, with multiple levels of government and regional support, over the next ten years.

Please refer to Appendix B: Indigenous Engagement - What We Heard for the summary of how we engaged, an overview of key interests, issues, and priorities, and what's next.

Public Engagement

April 20 – May 4, 2022

From July 2021 until March 2022, TransLink staff worked with members of the Mayor's Council and the Regional Transportation Advisory Council to develop the proposed scope for *Transport 2050: 10-Year Priorities*. From April 20 through May 4, 2022, TransLink conducted an engagement program to seek feedback from public and key stakeholders on the *2022 Investment Plan* and *Transport 2050: 10-Year Priorities*. Delivery of the public and stakeholder engagement was conceived to take place jointly. The engagement included a single survey with questions about both plans, and joint engagement materials and information events. A primarily digital approach to awareness and measurement was taken due to both project timelines, and ongoing COVID related safety concerns and in-person events.

Please refer to Appendix C: Public Engagement Summary for the summary of what we did, whom we reached, and what we heard.

APPENDICES

Appendix A: Evaluation Methodology and Results

The *10-Year Priorities* seeks to advance the vision laid out in *Transport 2050*. To do that, the *10-Year Priorities* identifies and prioritizes a subset of projects and investments laid out in *Transport 2050* for near-term implementation, identified through a comprehensive evaluation that assesses how the investments achieve *Transport 2050* goals and strategies.

This appendix provides details on each investment, how the evaluation was completed, and the results.

What benefits were measured

Investments under consideration were assessed on both their performance and cost-effectiveness against a set of key performance indicators corresponding to *Transport 2050* goals and strategies, including increase in sustainable mode share, reduction in total time spent in congestion, increased access to employment, reduction in vehicle kilometres travelled, and reduction in greenhouse gas emissions.

How benefits were measured

The *10-Year Priorities* evaluated different types of investments, including new transit corridors, cycling infrastructure, and data monitoring programs, among others. This evaluation was based on future land use and population projections provided by Metro Vancouver. Investments under consideration were also at different stages of TransLink's project development lifecycle and have varying levels of scope definition. As a result, the various investments were subject to different types of evaluation that varied in their level of rigour.

Cost-effectiveness was the primary metric used to compare performance across investments and corridors because it controls for attributes that change across the different investments such as investment type, magnitude, and cost.

This approach helps ensure that the *10-Year Priorities* includes the most cost-effective investments that help achieve the region's goals in a manner that is mindful of overall levels of spend, and costs to the region.

Cost-effectiveness was evaluated as follows:

- Transit corridors and service were evaluated using the Regional Transportation Model: The regional transportation model (RTM) is a key analytical tool central to the evaluation. This model projects future transportation conditions in the region based on inputs describing the distribution of homes and jobs throughout the region, the roads and transit services available, and the time and dollar costs of using each mode.

  Active transportation, roads and travel management investments were evaluated using a benchmarking approach: Benchmarking was used to evaluate investments that could not be evaluated in the RTM, and where relevant data on similar investments could be used to evaluate performance. For example, benchmarking was used to evaluate cycling infrastructure investments by applying similar trip generation rates from kilometres of bike lanes in Metro Vancouver. A small

number of headline KPIs were used for benchmarking to minimize the complexity and burden of analysis.

- **Investments with preliminary scoping were subject to a qualitative assessment**: Certain investments were evaluated qualitatively based on their alignment with *Transport 2050* goals and strategies. These investments were in earlier stages of the project development process and had a less defined scope than transit or other infrastructure projects. For example, Enterprise digitalization aims to ensure that TransLink and the region are harnessing the rapid evolution of technology to achieve the vision laid out in *Transport 2050*. This project is in an early stage of the project lifecycle, making a high-level qualitative type of analysis more appropriate.

Following the analysis of cost-effectiveness, all investments were evaluated based on additional considerations, including commitments from previous plans, project readiness, local priorities, regional distribution of investments, and the interactions between different investments and corridors. For example, two parallel corridors that performed well individually may have been found to be redundant, and only one advanced for immediate implementation.

Summary of results

The evaluation of investments in the *10-Year Priorities* are summarized in the table below.

Investment area	Results highlights
Reliable and Fast Transit Network	Corridors were recommended for investments based on their overall performance relative to other corridors in the network in the RTM model.
Enhanced local bus, SeaBus, West Coast Express	Multiple scenarios of local bus service level increases (including investments in higher frequencies, span and new service areas) were evaluated in aggregate for their contribution towards *Transport 2050* goals and targets. The results for each level of service were compared to the RAFT investments to estimate the relative cost effectiveness of the investments. Additional considerations included the implementability of the proposed local bus service, ability to achieve specific *Transport 2050* strategies such as new service areas, and the overall regional distribution of proposed transit investments. Based on this evaluation, the *10-Year Priorities* includes an action to more than doubling local bus service.
Transit supportive investments	Investments in customer facilities, bus priority and other transit supportive investments were identified as necessary based on transit needs thresholds and were evaluated both through model outputs and qualitative assessment. Customer facilities are essential for comfort and safety, while bus reliability measures improve convenience and reliability.

Safe Roads and People First Streets	Benchmarked against previous road investments in the region. Expanding the Major Road Network designation and investments in the current network help advance important resiliency and safety goals.
Cycling	Benchmarked against previous cycling investments in the region. Cycling was found to be more cost-effective at reaching *Transport 2050* goals than many transit investments.
Walking	Benchmarked against previous walking investments in the region. Walking was found to be more cost-effective at reaching *Transport 2050*goals than many transit investments, and is essential for safety, equity, and other regional goals.
Customer information and travel management	Previous investments show that travel management is cost effective at achieving goals set out *Transport 2050*.
Innovation in Mobility	Continued investment in innovation is important to stay nimble to changing conditions and trends. Further project refinement needs were identified.
Enterprise Digitalization	Continued investment in digitalization improves customer experience and increases resilience to evolving digital threats.
Infrastructure resilience	Continued investment in resilience minimizes climate and seismic risk and is essential to service continuity

Appendix B: Indigenous Engagement - What We Heard

INDIGENOUS ENGAGEMENT: FEBRUARY 28 – MAY 17, 2022

TransLink acknowledges, respects, and celebrates the Indigenous Nations on whose modern treaty and unceded territories we are fortunate to live, work, and operate, and recognizes that in planning and managing the region's transportation system we have a role to play in supporting reconciliation with Indigenous Peoples.

The key goals of engagement activities with Indigenous Nations and urban Indigenous organizations in the region on *Transport 2050: 10-Year Priorities* were to:

- Understand the transportation priorities of Indigenous Nations.
- Understand the transportation challenges and barriers facing Indigenous Peoples.
- Build long-term, respectful, and mutually beneficial relationships with Indigenous Nations.

HOW WE ENGAGED

TransLink invited the Indigenous Nations with modern treaties and unceded territories within the Lower Mainland to provide feedback on *Transport 2050: 10-Year Priorities* through meetings and an online feedback form. The Indigenous Nations invited to participate were:

- qʔíc̓əy (Katzie First Nation)
- qʷɑ:nx̌ən' (Kwantlen First Nation)
- kwikwəx̌əm (Kwikwetlem First Nation)
- máthxwi (Matsqui First Nation)
- xwməθkwəy̓əm (Musqueam Nation)
- qiqéyt (Qayqayt First Nation)
- se'mya'me (Semiahmoo First Nation)
- Skwxwú7mesh Úxwumixw (Squamish Nation)
- scə̓ waθən məsteyəxw (Tsawwassen First Nation)
- sə̓lílwətaʔɬ (Tsleil-Waututh Nation)

It should be noted that Tsawwassen First Nation negotiated a modern treaty with a formalized role in decision-making processes through the TransLink Mayors' Council on Regional Transportation as per the South Coast British Columbia Transportation Authority Act.

PARTICIPATION

TransLink has worked through our long-term planning with Indigenous Nations and urban Indigenous organizations by seeking input to shape *Transport 2050* and *10-Year Priorities*.

TransLink hosted one Indigenous Advisory Committee meeting on February 28, 2022 and invited the ten local Indigenous Nations for an informational overview on *10-Year Priorities*. In response to Indigenous Nations' feedback that individual meetings were preferred, TransLink pivoted the approach and offered meetings with each Indigenous Nation. In addition, Indigenous Nations were encouraged to provide written comments on the *10-Year Priorities Discussion Guide* through an online feedback form. TransLink also engaged with Urban Indigenous organizations through a focus group.

We extend our sincere gratitude to the Indigenous Nations and organizations that provided feedback to help shape the strategies and actions that we will implement together, with multiple levels of government and regional support, over the next ten years.

SUMMARY OF KEY INTERESTS, ISSUES AND PRIORITIES FROM INDIGENOUS NATIONS

Indigenous Representation in Governance and Decision-Making Bodies

- The BC Declaration on the Rights of Indigenous Peoples Act (DRIPA) Action Plan calls for more opportunities for Indigenous Nations to be incorporated into decision-making bodies, rather than maintaining the status quo of Indigenous Nations' engagement.

Transportation Service Options to Reserves and Improved Transit Service on Treaty Lands

- Limited access to transportation service options to and from reserve lands and on Treaty Lands impacts community members' access to health services.
    - The recent COVID-19 pandemic has elevated this concern further as Indigenous Nations have experienced the passing of many Elders and novel challenges to community health and well-being posed by the pandemic.
- Interest in improved transportation options to support economic opportunities on Treaty and reserve lands and employment opportunities for people seeking to work for Indigenous Nations now and in the future.
- Indigenous Peoples living in on-reserve communities must walk long distances to the nearest bus stop to access transportation to and from reserve lands because bus services are not direct.
    - Walking long distances utilizing make-shift pedestrian trails and walkways that are often unlit impedes access to persons with limited mobility, and creates safety concerns for all community members seeking to access transportation services.
- Providing service to Indigenous Nation reserve lands is essential to economic sustainability and reconciliation with the Indigenous Nations.
- Regarding Reliable and Fast Transit (RAFT) corridors, Indigenous Nations expressed interest in further discussion around the possibility that preferred alignments could cross or be adjacent to reserves. This will require more conversations around how detailed planning and routing decisions are made and how Indigenous Nations' feedback can be included in regional transportation governance.

Improving Safety and Comfort

- Interest in improvements to bus infrastructure, including bus shelters along the provincial highway, to improve comfort and safety.
- Interest in adding Indigenous place names to signage to promote cultural recognition and language revitalization.

Collaborating on Long-Term Community Engagement and Transportation Planning

- Interest in working with TransLink to hold community engagement sessions to inform the next Investment Plan and to gather more widespread and comprehensive feedback on priorities for the next decade and onwards.
- Notably, the themes, interests, and priorities identified above are consistent with the feedback TransLink heard from Indigenous Nations during the 2021 engagement on *Transport 2050*.

SUMMARY OF KEY INTERESTS, ISSUES AND PRIORITIES FROM URBAN INDIGENOUS FOCUS GROUP

- Request for enhanced visibility of transit staff to answer questions and improve the overall feeling of safety
- Request for enhanced visibility of Indigenous employees in TransLink's front-line workforce
- Improved signage within stations and at bus shelters that is easy to understand for people that are not accustomed to taking transit
- Improved awareness for Indigenous Peoples on how to report experiences of racism and harassment while taking transit
- Increased training opportunities for Indigenous Peoples on how to navigate the transit system
- Consideration of persons and families experiencing low-income or poverty before any increases in transit fares
- Improved awareness that the cost of transit can deter Indigenous Peoples from attending important ceremonies, celebrations, and funerals on reserve lands

WHAT'S NEXT

Actions in *10-Year Priorities* for TransLink to support advancing reconciliation include:

- Collaborating with Indigenous Nations, the Government of Canada, the Government of British Columbia, and other partners to introduce new and improved transit service connecting to treaty and reserve lands
- Develop a TransLink Reconciliation Action Plan for the development and implementation of:
    - Indigenous policies, programs, and practices
    - Applicable commitments from BC's Declaration on the Rights of Indigenous Peoples Act relating to TransLink's business

    - An annual report for publication to track progress on Indigenous and *Transport 2050* commitments
- Work with Indigenous Nations on their transportation priorities to support thriving and sustainable Indigenous communities and a shared understanding of reconciliation
    - Include reconciliation as a core policy objective in the phasing and implementation of investments
    - Work with Indigenous groups and Indigenous Nations, the Government of Canada, the Government of British Columbia, and other partners in the phasing and implementation of investments

Appendix C: Public Engagement Summary

Transport 2050, the region's new 30-year transportation strategy, was adopted in January 2022 by the TransLink Mayors' Council and Board of Directors. *Transport 2050: 10-Year Priorities* will capture the region's top priorities, so we can begin planning and preparing future Investment Plans. Once approved, *Transport 2050: 10-Year Priorities* will guide new transportation investments in future Investment Plans, after full financial recovery from the impacts of COVID-19.

While there is no legislative requirement to consult on the development of *Transport 2050: 10-Year Priorities*, TransLink sought to draw on the extensive public engagement efforts associated with Transport 2050, to keep the public informed, engaged, and involved by asking for feedback on key elements proposed by the *Transport 2050: 10-Year Priorities* document.

From April 20 through May 4, 2022, TransLink conducted an engagement program to seek feedback from the public and key stakeholders on both the *2022 Investment Plan* and *Transport 2050: 10-Year Priorities*. Delivery of the public and stakeholder engagement was conceived to take place jointly. The engagement included a single survey with questions about both plans, and joint engagement materials and information events.

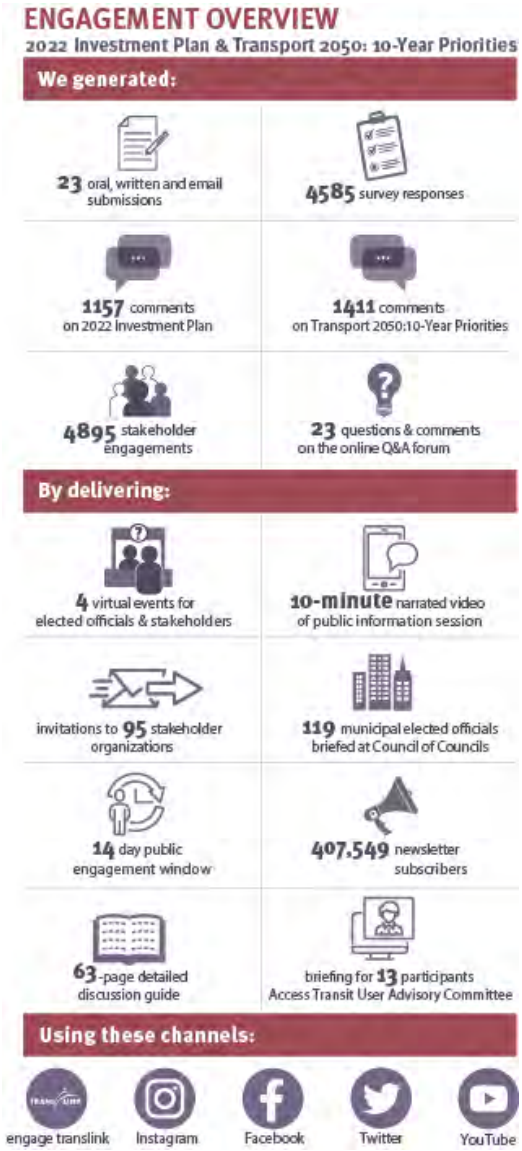
A primarily digital approach to awareness and measurement was taken due to both project timelines and ongoing COVID-related safety concerns and in-person events. Physically distant opportunities were available for those who could not, or preferred not, to participate online.

Notification

Public and stakeholders were notified about the engagement opportunities using several methods – all included a link to TransLink's civic engagement website (engagetranslink.ca), email address (transport2050@translink.ca), and the dedicated project phone line (778.375.7860). Notification channels included sponsored posts on TransLink's social media channels, amplified by those of community partners, stakeholders and municipalities. A recorded public information session was available on TransLink's YouTube channel. Stakeholder emails went to 95 organizations. The engagement was promoted in TransLink's general e-newsletter, to over 407,549 subscribers. The engagement was launched on May 20 with a technical briefing, followed by a media event at Waterfront Station with TransLink CEO Kevin Quinn and Mayors' Council Chair Jonathan Cote, livestreamed on TransLink's YouTube channel.

Participation

During the engagement period, including the public survey window from April 20 to May 4, 2022, there was a total of 4,895 public and stakeholder interactions.



What we heard

Of the survey responses entered addressing levels of support for the five high-level priorities,

substantive support was measured. Respondents ranked the proposed priorities by most important (1) to least important (5) The priorities ranked in this order: the provision of reliable and fast transit received the highest average ranking (2.06), followed by convenient, reliable, safe & comfortable transit at (2.15);, safe roads and People-First Streets and walking, biking & rolling infrastructure was next (2.72), innovation in automated, electric, and shared mobility ranked with (3.90), and lastly customer information and travel management at (4.14)

For more information, including a summary of survey responses, please visit the 2022 Investment Plan and Transport 2050: 10-Year Priorities Engagement Summary Report online.

Appendix D: Equity Evaluation Framework and Engagement

An Equity Evaluation Framework was developed to apply a social equity lens to *10-Year Priorities*. Development of the framework was a multi-faceted approach, which included:

- Defining equity
- Access to opportunities and other key metrics
- Disadvantaged groups of interest
- Evaluated scenarios
- Our equity 'philosophy'

Defining equity

We place value on both:

- **Process equity** – who and how we engage with as we undertake our analysis; and
- **Outcome equity** – whether the outcomes are equitable or not.

Our underlying premise is that in a transportation context, social equity is concerned about transportation-related costs and benefits, including how they are distributed, and whether that distribution is desirable.

Access to opportunities and other key metrics

The main purpose of a regional transportation system is to provide access to opportunities. This can include a range of destinations and amenities, such as jobs, education, healthcare, parks and green spaces, grocery stores, coffee shops, sporting events, friends and family, etc. Typically, there is both a cost and a benefit associated with reaching these opportunities, which could be either financial (e.g., transit fares, fuel costs, parking, etc.) or time (e.g., travel time, number of jobs you can reach in X minutes, etc.). The opportunities that we focused on for the equity analysis of *10-Year Priorities* included access to jobs, education, healthcare, and parks. We developed a 'distance-decay' metric that combined financial and travel time costs to determine the levels of access to these opportunities. Historically access metrics typically only consider travel time, and not costs. We believe the cost required to reach these destinations is also a key consideration in how accessible they are, hence, its inclusion in our analysis.

In addition to the metrics related to access to opportunities, the equity analysis also included metrics that relate to affordability, such as:

- Transportation cost burden
- The burden of car reliance
- Transportation spending as a percentage of total spending

Disadvantaged groups of interest

Our equity analysis explored how the addition of *10-Year Priorities* (compared to the baseline) impacts the levels of access to opportunities for the general population compared to a range of disadvantaged groups.

The disadvantaged groups assessed in our analysis includes visible minorities, seniors (65+), low-income households, and Indigenous communities.

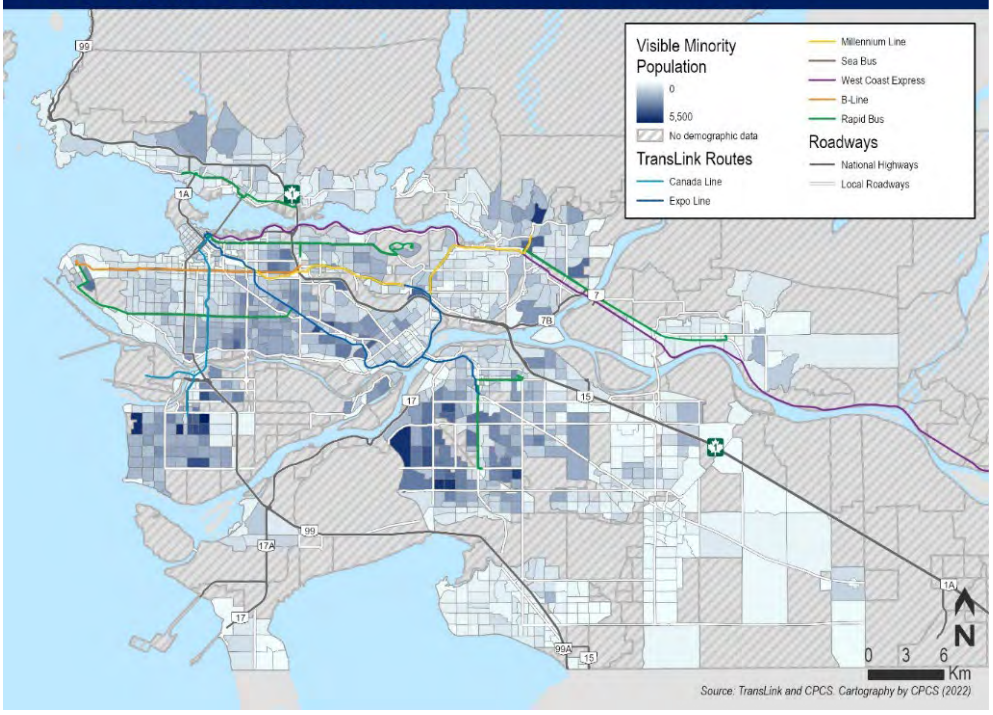
Maps revealing the distribution of these population groups throughout the region are displayed below. The rationale for the selection of these specific groups (and not others) is a combination of multiple factors, such as:

- Literature review and existing reports and best practices
- Existing distributions of these groups throughout Metro Vancouver (i.e., wide variations in how they are distributed throughout the region)
- Data constraints and limitations (e.g., data from StatsCan does not include variables such as 'disability'. Also, by its very nature equity groups are often marginalized or minorities, which results in sample size challenges and a lack of a representative datasets)

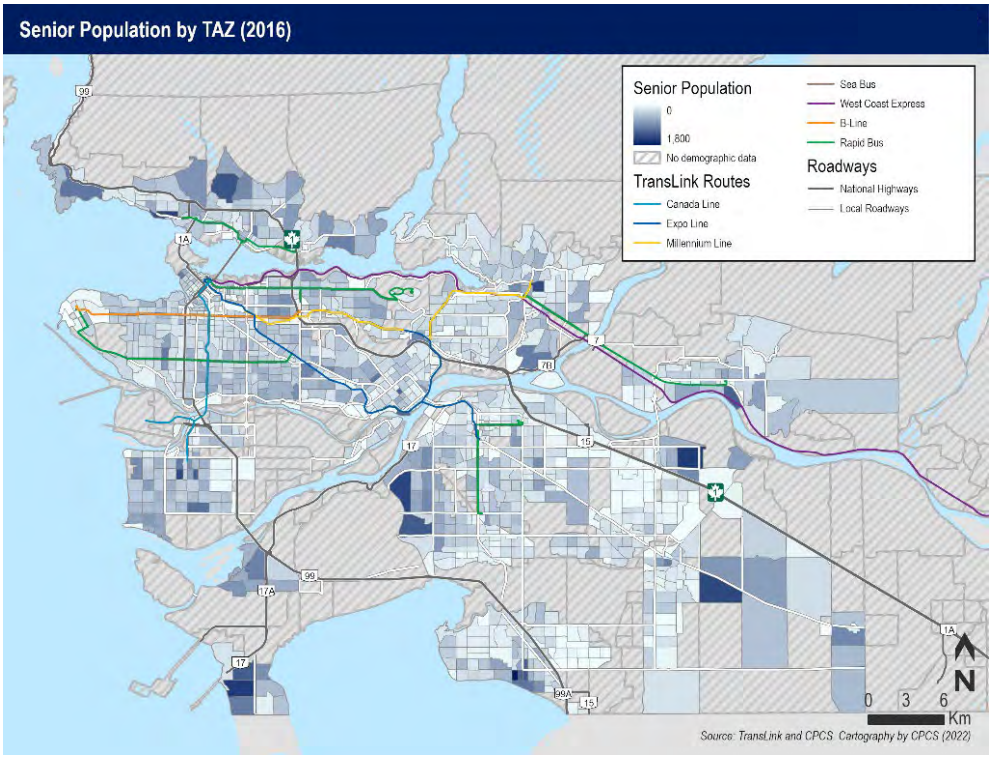
To combat some of the data deficiencies, we explored proxies and intersectionality. In particular, there is often a correlation between 'seniors' and people with disabilities that require a mobility device. The quantitative data collected was also complemented with qualitative data from focus groups to 'round out' the groups of interest and tap into the depth and lived experiences of the people identifying with these groups. Six focus group meetings were held with members of the public that were affiliated with the following organizations:

Organization	Target population Group
Disability Alliance BC	Persons with disabilities
Canadian National Institute for the Blind (CNIB) Foundation	Persons with vision loss or vision impairment
CityHive	Youth
Progressive Intercultural Community Services (PICS)	New and recent immigrants and low-income communities
Seniors Services Society	Seniors
Vancouver Aboriginal Friendship Centre Society	Urban Indigenous communities

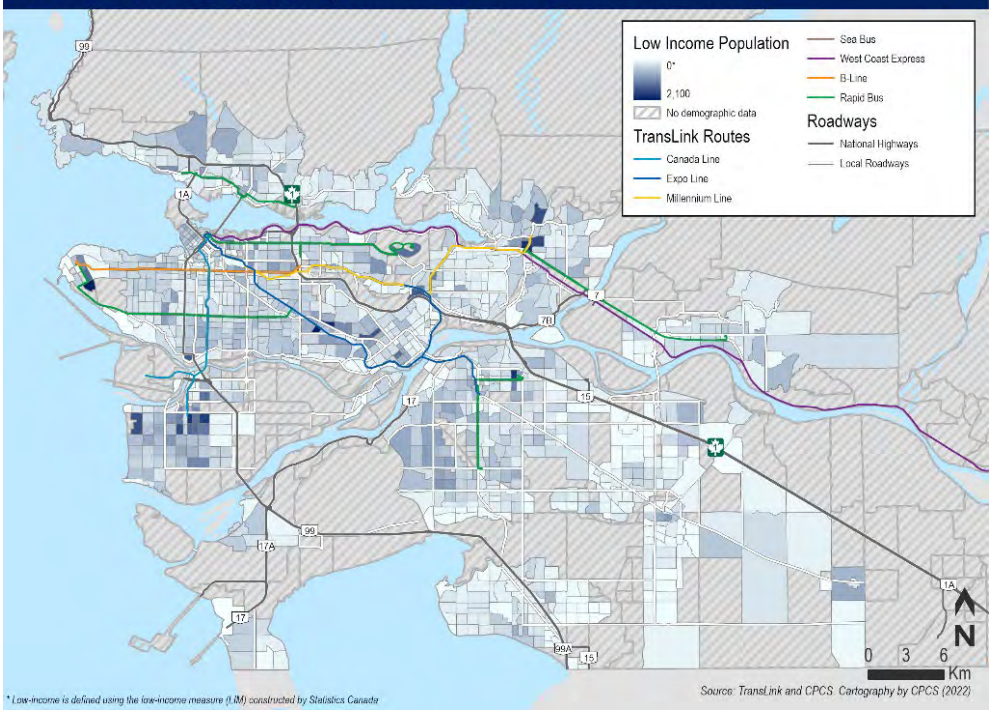
Visible Minority Population by TAZ (2016)



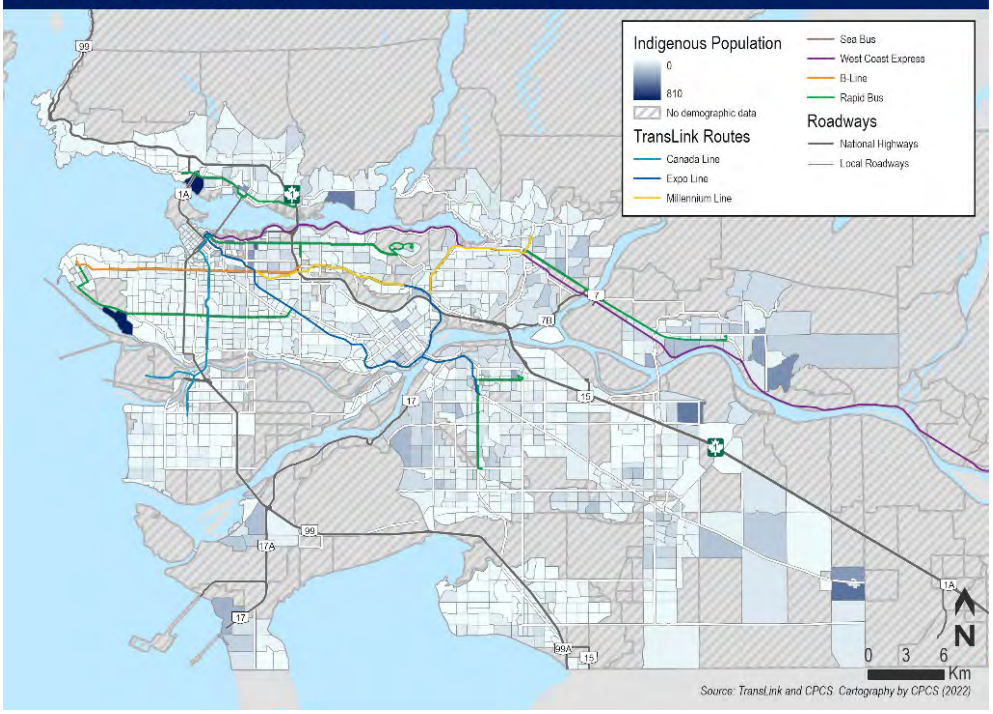
Senior Population by TAZ (2016)



Low Income Population by TAZ (2016)



Indigenous Population by TAZ (2016)



Evaluated scenarios

Three scenarios were evaluated for the equity analysis as follows:

2017 BAU: A baseline 'Business as Usual' scenario to reflect 'current conditions' in 2017. This includes socio-demographics and levels of service in 2017.

2035 BAU: A forecasted 'Business as Usual' scenario in 2035 to reflect pre-implementation of the *10-Year Priorities*. Socio-demographic characteristics are projected to 2035, and service levels are improved to reflect expected population growth and land use changes.

2035 10YP: A forecasted scenario in 2035 to reflect post-implementation of the *10-Year Priorities*. This scenario includes what we see in the 2035 BAU with the further implementation of the *10-Year Priorities* on top of it.

Equity philosophy

We developed an 'equity philosophy' to guide our analysis and inform whether the results and conclusions drawn sufficiently promotes access to opportunities for disadvantaged groups. There are (at least) four ways to inform our goals and objectives as to how access to opportunities *could* be distributed among different population groups, as follows:

- Maximize net benefit
- Equal access
- Minimum threshold
- Minimize gaps

Through workshops and consultations among staff and decision-makers, it was determined early on that our equity philosophy would align with the concept of minimizing gaps (in levels of access) between the general population and various disadvantaged groups.