

TransLink Board of Directors
Mayors' Council on Regional Transportation

PUBLIC JOINT MEETING AGENDA

Version: May 20, 2022

May 26, 2022, 10:05AM to 11:00AM

Via Videoconference (live streamed to the [TransLink YouTube Channel](#))

CO-CHAIRS:

Mayor Jonathan X. Coté, Chair, Mayors' Council on Regional Transportation
Lorraine Cunningham, Chair, TransLink Board of Directors

Joint Discussion – Chaired by Lorraine Cunningham

10:05AM	1. PRELIMINARY MATTERS	
	1.1. Call to order	
	1.2. Adoption of agenda	Page 1
10:10AM	2. REPORT OF TRANSLINK MANAGEMENT	
	2.1. 2022-2031 Investment Plan.....	2
	• Annex A: 2022-2031 Investment Plan	DOWNLOAD HERE
	• Annex B: Letter from Metro Vancouver Board Chair	6
	• Annex C: Surrey-Langley SkyTrain Supportive Policies Agreements with Langley City and Langley Township	22
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TransLink Board Motions – Chaired by Lorraine Cunningham

10:25AM	3. TRANSLINK BOARD MOTIONS	
	3.1. 2022 Investment Plan.....	2

Mayors' Council Motions – Chaired by Mayor Coté

10:35AM	4. MAYORS' COUNCIL MOTIONS	
	4.1. 2022 Investment Plan.....	2

Joint Discussion – Chaired by Mayor Coté

10:55AM	5. ADJOURN to closed joint session (Meeting #3)	
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Note that Mayors' Council and Board members will be participating via Zoom videoconferencing. Zoom connection information sent separately via e-mail.

TO: TransLink Board of Directors
Mayors' Council on Regional Transportation

FROM: Kevin Quinn, CEO, TransLink

DATE: May 19, 2022

SUBJECT: **ITEM 2.1 - 2022-2031 Investment Plan**

PROPOSED RESOLUTIONS

1. That the TransLink Board of Directors:
 - a. Approve the "Investment Plan (2022-2031 Investment Plan)", attached as Annex A to the May 19, 2022, report titled "2022-2031 Investment Plan"; and
 - b. Provide the "Investment Plan (2022-2031 Investment Plan)", and the associated bylaws and resolutions in relation to revenue measures and borrowing limits, attached in Annex A to the May 19, 2022, report titled "2022-2031 Investment Plan", to the Mayors' Council on Regional Transportation.

 2. That the Mayors' Council on Regional Transportation:
 - a. Approve the "Investment Plan (2022-2031 Investment Plan)", attached as Annex A to the May 19, 2022, report titled "2022-2031 Investment Plan"; and
 - b. Receive this report.
-

EXECUTIVE SUMMARY

The 2022-2031 Investment Plan (the "2022 Investment Plan") was developed over the course of 2020-2022, in collaboration with the Mayors' Council, TransLink Board of Directors, the Province of British Columbia and TransLink staff. This Plan maintains transit service and advances strategic capital projects, funded through capital contributions, operating relief funding, non-taxation revenues, and small property tax and fare increases. It focuses on financial stability for the next few years; by spring 2025, or sooner, another Investment Plan will be required to address longer-term funding needs.

Public consultation on the proposed investments and funding sources for the 2022 Investment Plan was held from April 20th to May 4th. Overall, the public showed support for the investments in the plan, with strong support for washrooms and zero emissions fleet. The Consultation Report is attached as Annex ED to this report for information.

The 2022 Investment Plan must be approved by the TransLink Board and submitted to the Mayors' Council prior to May 31, 2022 to meet legislative deadlines. The 2022 Investment Plan is attached as Annex A to this report. This report seeks approval of the 2022 Investment Plan.

PURPOSE

The purpose of this Report is to:

- Outline feedback received by the public and stakeholders on the 2022 Investment Plan through the public consultation period; and
- Seek approval of the 2022 Investment Plan and provide the 2022 Investment Plan to the Mayors' Council for final approval.

BACKGROUND

The 2022 Investment Plan was developed over the course of 2020-2022. Through this period, the Mayors' Council, the TransLink Board of Directors, the Province of British Columbia, and TransLink staff collaborated on the scope and funding for the Investment Plan.

At the Joint Meeting of the Board of Directors and the Mayors' Council on March 31, 2022, the Mayors' Council received a report on the Investment Plan Scope and approved in principle the proposed funding strategy and referred the report for final consideration to the meeting of the Mayors' Council on April 7, 2022.

At the Board of Director's meeting on April 6th and at the April 7th meeting of the Mayors' Council, respectively, the Board and the Mayors' Council endorsed staff to undertake public consultation and prepare a draft 2022 Investment Plan with details consistent with what was presented at the March 31st joint meeting.

Public consultation took place between April 20th and May 4th and focused on both the 2022 Investment Plan and T2050 10-Year Priorities. As required by the *South Coast British Columbia Transportation Authority Act* (SCBCTA Act), the Metro Vancouver Regional District Board was consulted by TransLink on the contents of the 2022 Investment Plan and by the Mayors' Council on the increases contemplated in the proposed 2022 Investment Plan to TransLink's borrowing limit.

DISCUSSION

Summary of consultation

The SCBCTA Act requires that TransLink consult with the following groups on the investment plan:

- the public in the transportation service region,
- the Mayors' Council on Regional Transportation,
- Metro Vancouver Regional District, and
- any municipality and other organization that TransLink considers will be affected.

TransLink received feedback from the general public and stakeholders over the two-week consultation period. Consultation materials included a Discussion Guide that summarized the proposed investments and revenues, a short survey, a video presentation and stakeholder and elected officials presentations, and phone line and email question submissions.

Specific to the 2022 Investment Plan, survey participants noted support for:

- **Washrooms:** survey participants noted extremely high level of support for washrooms; and
- **Zero-emissions vehicles:** strong support for pursuing zero emissions vehicles and electrifying the diesel bus fleet.

For a full summary of consultation outcomes see the Public Consultation Report in Annex D.

Section 31(1.1) of the SCBCTA Act also requires that the Mayors' Council consult with the Metro Vancouver Regional District board of directors before the Mayors' Council approves an investment plan that proposes an increase in the amount TransLink may borrow. The Mayors' Council has carried out this consultation and in a letter to the Mayors' Council dated May 10, 2022, the Metro Vancouver Regional District confirmed their support for the alignment of TransLink's 2022 Investment Plan with the regional growth strategy and for the proposed increase to TransLink's borrowing limit associated with the implementation of the Investment Plan.

The Investment Plan maintains service and advances strategic capital projects, focusing on the first three years

The 2022 Investment Plan scope includes the regional share of funding the Surrey Langley SkyTrain project, as well as the regional share of providing transit service to reserves. It also enables the region to maintain a 4% reduction in bus service, maintain SeaBus service and restore most rail service, with significant increases with the opening of Broadway Subway in 2025 and Surrey Langley SkyTrain in 2028. The plan increases HandyDART service, and funds ongoing investments in walking, cycling, and road operations and maintenance. Finally, the plan advances TransLink's low carbon fleet strategy, funds critical state of good repair projects and other priority capital projects, including Compass upgrades and Customer washrooms.

The proposed 2022 Investment Plan is funded through non-taxation sources, an increase to the annual property tax escalator, operating relief funding, and stable annual fare increases throughout the plan period.

This investment plan aims to limit burden to taxpayers in a time of uncertainty and does not fully solve the funding gap. Future funding needs will be addressed in a subsequent investment plan.

The 2022 Investment Plan is attached as Annex A to this report, and the associated bylaws and resolutions in relation to revenue measures and borrowing limits are shown in Annex A.

Project Partnership Agreements have been completed for Surrey Langley SkyTrain

The Mayors' Council 10-Year Vision called for Project Partnership Agreements to be developed for major projects, to help realize the full benefits of the infrastructure investment. For the inclusion of the Surrey Langley SkyTrain project in the 2022 Investment Plan, both Memoranda of Understanding and Supportive Policies Agreements (SPAs) have now been completed between TransLink and each of the three municipalities along the Surrey Langley SkyTrain corridor. These Project Partnership Agreements have been completed by the time of funding decision as prescribed in the Vision, with:

- The three MOUs completed in 2019 and 2020;
- The City of Surrey SPA endorsed by the Mayors' Council and Board in 2020; and

- The two most recently developed SPAs between (1) TransLink and the City of Langley and (2) TransLink and the Township of Langley, as found in Annex C.

All three Surrey Langley SkyTrain SPAs include numerous commitments related to affordable housing in the corridor, as well as to a broad range of project-supportive land use and transportation initiatives aligning with TransLink's *Transit-Oriented Communities Design Guidelines*.

ANNEXES:

- A. Investment Plan (2022-2031 Investment Plan)
- B. Letter from Metro Vancouver Board Chair
- C. Project Partnership Agreements
 - a. Introductory Report
 - b. Surrey Langley SkyTrain Supportive Policies Agreement with City of Langley
 - c. Surrey Langley SkyTrain Supportive Policies Agreement with Township of Langley
- D. Engagement Report
- E. 2022-2031 Investment Plan Staff Presentation

ANNEX B:
Letter of Support from
Metro Vancouver Board
Chair

May 10, 2022

File: CR-12-01
Ref: RD 2022 Apr 29

Chair Jonathan Coté
Mayors' Council on Regional Transportation
TransLink
400 - 287 Nelson's Court
New Westminster, BC V3L 0E7
VIA EMAIL: board@translink.ca

Dear Chair Coté:

Considering TransLink's 2022 Investment Plan and Proposed Increase in Borrowing Limit

I am pleased to inform you that at its April 29, 2022 regular meeting, the MVRD Board adopted the following resolution:

That the MVRD Board:

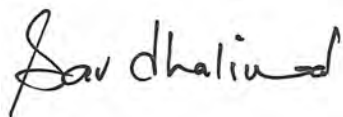
- a) Receive for information the report dated April 13, 2022 titled "Considering TransLink's 2022 Investment Plan and Proposed Increase in Borrowing Limit"; and*
- b) Send a letter to the Mayors' Council on Regional Transportation communicating support for the alignment of TransLink's 2022 Investment Plan with the regional growth strategy and for the proposed increase to TransLink's borrowing limit associated with the implementation of the Investment Plan.*

TransLink faced unprecedented financial challenges during the COVID-19 pandemic in which transit ridership and fare revenues were significantly impacted. In response, the 2022 Investment Plan supports the region's pandemic recovery by focusing on stabilizing TransLink's finances, maintaining the transit system, advancing strategic projects, and replacing lost revenue streams.

Moreover, the 2022 Investment Plan advances the goals of *Transport 2050* and supports the regional growth strategy's objectives to reduce greenhouse gases, while subsequently aligning planned locations for growth (i.e. connecting and reinforcing Urban Centres and Frequent Transit Development Areas) with transit investment; although, it does so in a less comprehensive manner than previous investment plans as a result of current financial constraints.

As the region moves forward with implementing the 2022 Investment Plan and the subsequent *Transport 2050: 10 Year Priorities*, Metro Vancouver will look for opportunities to work closely with TransLink and the Mayors' Council to align the next phase of regional transportation investments with *Metro 2050*, the draft regional growth strategy, and *Climate 2050*, the regional climate strategy.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Sav Dhaliwal". The signature is fluid and cursive, written on a light-colored background.

Sav Dhaliwal
Chair, Metro Vancouver Board

SD/JWD/hm

cc: Jerry W. Dobrovlny, Commissioner/Chief Administrative Officer, Metro Vancouver
Heather McNell, General Manager, Regional Planning and Housing Services, Metro Vancouver

Encl: Report dated April 13, 2022, titled "Considering TransLink's 2022 Investment Plan and Proposed Increase in Borrowing Limit" (Doc# 51930174)

52251027

To: Finance Committee

From: Heather McNell, General Manager, Regional Planning and Housing Services

Date: April 13, 2022 Meeting Date: April 21, 2022

Subject: **Considering TransLink’s 2022 Investment Plan and Proposed Increase in Borrowing Limit**

RECOMMENDATION

That the MVRD Board:

- a) Receive for information the report dated April 13, 2022 titled “Considering TransLink’s 2022 Investment Plan and Proposed Increase in Borrowing Limit”; and
 - b) Send a letter to the Mayors’ Council on Regional Transportation communicating support for the alignment of TransLink’s 2022 Investment Plan with the regional growth strategy and for the proposed increase to TransLink’s borrowing limit associated with the implementation of the Investment Plan.
-

EXECUTIVE SUMMARY

TransLink regularly consults with the MVRD Board on major strategies and plans and is currently consulting on the 2022-2031 Investment Plan. Pursuant to the *South Coast British Columbia Transportation Authority Act*, prior to consideration by the Mayors’ Council, TransLink is required to consult with Metro Vancouver.

TransLink faced unprecedented financial challenges during the COVID-19 pandemic, with significant impacts on transit ridership and fare revenues. The 2022 Investment Plan supports the region’s pandemic recovery, and is focused on stabilizing TransLink’s finances, maintaining the transit system, advancing strategic projects, and replacing lost revenue streams. TransLink is seeking an increase to its borrowing limit to support the delivery of capital expenditures for infrastructure projects identified in the plan. The 2022 Investment Plan advances the goals of *Transport 2050* and supports the regional growth strategy’s objectives to reduce greenhouse gases, and align planned locations for growth (i.e. connecting and reinforcing Urban Centres and Frequent Transit Development Areas) with transit investment, but does so in a more limited way than previous investment plans given current financial constraints.

PURPOSE

The purpose of this report is to provide the Metro Vancouver Regional District (MVRD) Board with the opportunity to review TransLink’s 2022 Investment Plan and the proposed increase to TransLink’s borrowing limit associated with its implementation.

BACKGROUND

In 2014, the Mayors’ Council approved its 10-Year Vision, which outlined major transportation investments for the region. Since then, the region approved the Phase One (2017) and Phase Two (2018) Investment Plans, which funded nearly 75% of the projects identified in the 2014 Vision. Due

to the impact of the COVID-19 pandemic, completion of the remaining investments has not yet been implemented. These outstanding investments are being carried forward for a new 10-Year Vision, now called *Transport 2050: 10 Year Priorities*, which is separate from the 2022 Investment Plan, a statutory requirement that must be fully funded. As a result, the 10-Year Investment Plan is primarily about stabilization, with the advancement of strategic projects such as the Surrey Langley SkyTrain project and the electrification of the bus fleet, and replacing lost revenue streams.

Pursuant to the *South Coast British Columbia Transportation Authority Act*, prior to consideration by the Mayors' Council, TransLink is required to consult with Metro Vancouver on the 10-Year Investment Plan. TransLink is engaging on the 10-Year Investment Plan between April 20 and May 1, 2022, and the TransLink Board and Mayors' Council on Regional Transportation will receive a summary report of the consultation, and will be considering approval of the Plan on May 26, 2022 (Attachment 1).

As part of its consultation with Metro Vancouver on the 10-Year Investment Plan, TransLink has provided information about its expected draws from the Greater Vancouver Regional Fund (GVRF) between 2022 and 2031 (Attachment 2). TransLink anticipates spending an additional \$1.5 billion in GVRF funding over the ten-year period. The estimated GVRF balance at the end of 2031 is \$360 million, with the fund being fully drawn down by 2034 due to a large planned fleet replacement in the 2032-2034.

SHARED TRANSPORTATION INTERESTS

Action 5.1.2 in *Metro 2050*, the draft regional growth strategy, notes that a key role for Metro Vancouver is to communicate to TransLink that Metro Vancouver's objectives for the regional transportation system are to:

- a) support regional land use objectives, particularly focusing transit-oriented growth in Urban Centres and Frequent Transit Development Areas;
- b) support energy consumption, greenhouse gas emission, and air quality objectives in part through increasing transit ridership growth and mode shifting; and
- c) support the safe and efficient movement of vehicles for passengers, goods, and services.

Further, policy action 5.1.3 states the region's investment priorities to support growth by increasing transit services connecting Urban Centres as follows:

- a) Priority 1: Major Transit Network
- b) Priority 2: Frequent Transit Network
- c) Priority 3: Local Transit Networks

Pursuant to the *South Coast British Columbia Transportation Authority Act*, TransLink's purpose is to provide a regional transportation system that:

- a) moves people and goods; and
- b) supports:
 - i. the regional growth strategy,
 - ii. provincial and regional environmental objectives, including air quality and greenhouse gas emission reduction objectives, and

iii. the economic development of the region.

THE 2022 INVESTMENT PLAN

TransLink, by statute, must have a 10-year Investment plan that is fully funded. It also must be updated every three years as a rolling 10-year plan. The last three-year update to the Investment Plan was adopted by TransLink in 2018. Last year, given the pandemic, TransLink received a one-year extension on its three-year update.

TransLink faced unprecedented financial challenges during the COVID-19 pandemic, with significant impacts on transit ridership and fare revenues. As a result, the 2022 Investment Plan will work toward funding stabilization with a focus on the first three years. Once approved, the 10-Year Investment Plan becomes TransLink's strategic and financial plan for the 2022-2031 plan period (Reference 1).

Transit Service Stability

The plan maintains current bus service levels for the next three years, which are 4% below pre-pandemic levels. This service level meets short-term projected demand. Beginning later this year, some service will be reallocated from existing frequent routes, while maintaining convenient frequencies, to minimize overcrowding and deliver high-urgency projects that were deferred due to the pandemic.

The plan maintains current service levels on SeaBus and increases service by 3% on HandyDART. For the West Coast Express, the plan proposes maintaining the same number of trains as pre-pandemic, but with the number of train cars adjusted to reflect lower forecasted ridership. SkyTrain service on the existing system is nearing pre-pandemic levels, and the plan still contains expansion plans for the Broadway Subway and Surrey Langley SkyTrain extension.

The plan also advances support for bus priority infrastructure to improve reliability and speed. This investment is intended to both improve competitiveness and efficiency.

High Priority Capital Projects

The plan will provide new and continued funding for critical upgrades to SkyTrain power and control systems, capital replacement projects, the R6 Scott Road RapidBus and planning and infrastructure but not service for the R7 RapidBus. It also provides new funding for Surrey Langley SkyTrain and a new operations and maintenance centre.

Climate Action

In January 2022, TransLink adopted its corporate Climate Action Strategy, which sets a path to net-zero GHG emissions by 2050. The 2022 Investment Plan includes continued funding for the Low-Carbon Fleet Strategy that is critical to meeting TransLink's 2030 emissions target and getting to net-zero by 2050. It includes over \$1.5B of investments to replace 34% of the current diesel bus fleet with battery-electric buses by 2030, and funding to design and construct critical charging infrastructure at bus depots, as well as investing in 84 new compressed-natural gas buses that will run on 100% renewable natural gas. These investments will reduce corporate emissions by 35% by 2030 based on 2010 levels. Although these efforts are moving strongly in the right direction, they still are not moving

as quickly as needed to meet Climate 2050 targets. The MVRD Board has played an important role in reviewing and approving funding for many of these projects through the Greater Vancouver Regional Fund.

Washroom Program Across the Network

TransLink will begin to provide clean, safe, high-quality facilities to address customer requests for washrooms and improve accessibility. The 2022 Investment Plan funds capital and operating costs for the design, construction, and operation of multi-stall washrooms at six busy locations across the transit network.

TRANSLINK'S NEXT 10-YEAR VISION

Through a parallel process, TransLink is also updating its 10-Year Vision, now called *Transport 2050: 10-Year Priorities*. This plan will replace the Mayors' Council 10-Year Vision adopted in 2014 and is targeted for adoption by July 2022. Like the 2022 Investment Plan, *Transport 2050: 10-Year Priorities* will have a ten-year outlook. The difference between the two plans is that the 2022 Investment Plan is required by statute and must be fully funded. The 2022-2031 Investment Plan is primarily about stabilization. In contrast, the *Transport 2050: 10-Year Priorities* reflects implementation of the bold vision set out in *Transport 2050*. It builds on the 2014 Mayors Vision, incorporating remaining investments that were not implemented due to the pandemic, and identifies top priorities for the first decade of *Transport 2050*. It is not funded, and will be funded through future Investment Plans.

Established Regional Objectives

The regional transportation system is a crucial element for facilitating the orderly management of growth and supporting prosperity of the Metro Vancouver region which is projected to grow from approximately 2.7 million residents today to 3.8 million by 2050. As noted above, one of Metro Vancouver's roles is to communicate to TransLink the region's objectives for the regional transportation system as set out in the regional growth strategy. As *Metro 2050* and *Transport 2050* were developed together and with the intent of integration, the 10 -Year Investment Plan was considered in relation to the draft *Metro 2050*, which is currently under consideration by the MVRD Board.

A main tenet of the regional growth strategy is the concentration of transit-oriented growth within a framework of Urban Centres and Frequent Transit Development Areas. The Transit-Oriented Affordable Housing study has demonstrated that lower income households, particularly renter households, tend to depend on and use transit more often (Reference 3). Given the scale and geographic reach of the investments, the 10-Year Investment Plan and future Investment Plans will shape growth patterns by serving transportation demand in the region and continue to support opportunities, in collaboration with municipalities and other partners, for new affordable rental housing development near frequent bus corridors and rapid transit stations.

The implementation of the 2022 Investment Plan and future Investment Plans will also support the priorities for the expansion and enhancement of the transit network throughout the region, and reinforce the region's Urban Centres and Frequent Transit Development Areas consistent with policy action 5.1.3 of *Metro 2050*. It is anticipated that the 2022 Investment Plan will address remaining

service gaps through transit service expansion and enhancements over time, work towards reducing energy consumption and emissions, and maintain and encourage transit ridership growth and support active transportation mode share in the region.

Further, the planned improvements to pedestrian and cycling infrastructure will make active transportation modes more attractive and viable choices for daily travel, reduce dependence on private passenger vehicles, and lower vehicle kilometres travelled and the associated greenhouse gas emissions, and support the creation of complete, walkable communities.

PROPOSED BORROWING LIMIT

TransLink is required by the *South Coast British Columbia Transportation Authority Act* to consult with the MVRD Board prior to approval of an investment plan that proposes an increased borrowing limit. The 2022 Investment Plan proposes that TransLink's borrowing limit be increased to \$6.8 billion from its current \$5.5 billion to support the delivery of TransLink's share of capital expenditures for infrastructure projects identified in the plan.

ALTERNATIVES

That the MVRD Board:

1. Receive for information the report dated April 13, 2022 titled "Considering TransLink's 2022 Investment Plan and Proposed Increase in Borrowing Limit"; and
 2. Send a letter to the Mayors' Council on Regional Transportation communicating support for the alignment of TransLink's 2022 Investment Plan with the regional growth strategy and for the proposed increase to TransLink's borrowing limit associated with the implementation of the Investment Plan.
2. That the MVRD Board receive for information the report dated April 13, 2022, titled "TransLink's 2022 Investment Plan and Increase in Borrowing Limit" and provide staff with alternate direction.

FINANCIAL IMPLICATIONS

The 2022 Investment Plan requires an increase to TransLink's established borrowing limit. The increase will support delivery of the regional share of the capital expenditures in the plan. TransLink, as required by legislation, is consulting with the Finance Committee and MVRD Board at their respective April 2022 meetings.

The 2022 Investment Plan also assumes future contributions in Federal Gas Tax Funds from the Greater Vancouver Regional Fund to fund expansion projects, and the continuation of the program to fund planned transit vehicle replacement and rehabilitation. The MVRD Board remains the approval authority for the allocation of funds from the Greater Vancouver Regional Fund. Staff note that the MVRD Board's *Federal Gas Tax Fund Expenditures Policy* is a 10-year agreement entered into by member jurisdictions in 2014 and is expiring at the end of 2023 and the renewal of the agreement will be considered by the MVRD Board during 2023.

CONCLUSION

TransLink has prepared a 2022 Investment Plan to support the region's pandemic recovery and the stabilization of TransLink's finances, while advancing the strategies and actions of the recently approved *Transport 2050* within context of existing financial constraints.

TransLink faced unprecedented financial challenges during the COVID-19 pandemic, with significant impacts on transit ridership and fare revenues. The 2022 Investment Plan supports the region's pandemic recovery, and is focused on stabilizing TransLink's finances, maintaining the transit system, advancing strategic projects, and replacing lost revenue streams.

The 2022 Investment Plan advances the goals of *Transport 2050* and supports the regional growth strategy's objectives to reduce greenhouse gases, and align planned locations for growth (i.e. connecting and reinforcing Urban Centres and Frequent Transit Development Areas) with transit investment, but does so in a more limited way than previous investment plans given current financial constraints. The 2022 Investment Plan also proposes that TransLink's borrowing limit be increased to support the delivery of TransLink's share of capital expenditures for infrastructure projects identified in the plan.

Attachment

1. Correspondence from Mayors' Council on Regional Transportation, dated April 5, 2022, re: Draft 2022-2031 Investment Plan.
2. Correspondence from TransLink, dated April 6, 2022, re: Greater Vancouver Regional Fund (GVRF) Information for Metro Vancouver Consultation

References

1. 2022-2031 Investment Plan Public Consultation Discussion Guide available online at engagetranslink.ca on April 20, 2022
2. *Transport 2050*
3. Transit-Oriented Affordable Housing study

51930174

April 5, 2022

Councillor Sav Dhaliwal
Chair, Board of Directors
Metro Vancouver
Metrotower III, 4515 Central Boulevard
Burnaby BC V5H 0C6

Dear Chair Dhaliwal:

TransLink has initiated the public consultation process for its Draft 2022-2031 Investment Plan. The Draft Plan is the product of several years of collaboration between the Mayors' Council, the TransLink Board and the Province of British Columbia, supported by regional and municipal staff. Originally due in June 2021 as per the *South Coast British Columbia Transportation Authority Act*, TransLink received an extension via an Order in Council to deliver an investment plan by May 31, 2022, to allow more time to assess ridership recovery and the financial situation after the acute period of the pandemic. Consultation will commence on April 20 and conclude on May 1, 2022.

Consultation with Metro Vancouver is an important part of the process to review the Draft Plan. TransLink staff has and will continue engaging with Metro Vancouver planning staff throughout the development of the Draft Plan. In April, TransLink staff will present an overview of the Draft Plan to Metro Vancouver's Board; this consultation will focus on the Draft Plan's role in supporting the Regional Growth Strategy, as well as the Plan's proposed allocation of funding from the Greater Vancouver Regional Fund.

In addition to the required TransLink consultation with Metro Vancouver regarding the Draft Plan, legislation requires the Mayors' Council to formally consult with the Metro Vancouver Board regarding any increase to TransLink's borrowing limit proposed in a draft investment plan. Specifically, Section 31(1.1) of the *South Coast British Columbia Transportation Act* (SCBCTA Act) states:

Before the mayors' council on regional transportation approves an investment plan that proposes an increase in the amount the authority may borrow, the mayors' council on regional transportation must consult with the Greater Vancouver Regional District board of directors.

In accordance with this provision, and to fulfill TransLink's consultation obligations with respect to the amount TransLink may borrow, I am writing to inform the Metro Vancouver Board of Directors that the Mayors' Council plans to consider approval of a 2022-31 Investment Plan that would increase TransLink's established borrowing limit. TransLink currently has an established borrowing limit of \$5.5 billion. The Draft Plan proposes an increase of \$1.3 billion to the amount TransLink may borrow so that the revised borrowing

limit, in accordance with Section 31(1) of the SCBCTA Act, becomes \$6.8 billion. The proposed increase supports the delivery of the regional share of capital expenditures in the Plan, including critical expansion projects (Surrey Langley Skytrain and supporting infrastructure) and the advancement of real estate development initiatives.

If you have any questions, please do not hesitate to contact me, or to have your staff liaise with TransLink staff. We look forward to Metro Vancouver's continued support for investment in transit and transportation in the region.

Sincerely,



Mayor Jonathan Cote
Chair, TransLink Mayors' Council on Regional Transportation

Enclosure

cc: Dean Rear – Chief Financial Officer, Metro Vancouver
Lorraine Cunningham – Chair, TransLink Board of Directors
Kevin Quinn – Chief Executive Officer, TransLink
Mike Buda – Executive Director, TransLink Mayors' Council on Regional
Transportation

To: Metro Vancouver
 From: TransLink
 Date: April 6, 2022
 Subject: Greater Vancouver Regional Fund (GVRF) Information for Metro Vancouver Consultation

Purpose

This memo is to provide information to Metro Vancouver on TransLink's current and proposed future use of Greater Vancouver Regional Fund (GVRF) in the draft 2022-2031 Investment Plan.

The information provided includes:

- A. Current status of GVRF as of December 31, 2021;
- B. Active and approved in principle projects with GVRF funding as of December 31, 2021;
- C. Summary of anticipated GVRF funding and usage; and
- D. Cash flow projections for GVRF usage for planned projects during the Investment Plan period.

A. Current status of GVRF

Fund Balances

The table below shows the total funding TransLink has received since the Federal Gas Tax Funding program began in 2005 and the funds available as of December 31, 2021. TransLink generally applies for funds in conjunction with its budget cycle or on approval of an investment plan depending on the timing of large capital projects.

Greater Vancouver Regional Fund (as of December 31, 2021)

In millions

Approved GVRF Funds	\$1,611.9
Interest earned on funds received ¹	62.7
Unapproved GVRF Funds ²	548.1
Total Gas Tax Funds	\$2,222.7
Less	
Funds applied to completed projects	\$(1,015.5)
Funds for approved projects ³	(935.2)
Interest allocated to projects	(14.5)
Funds available for use	\$257.5

1. Represents interest earned-to-date on funds received as of December 31, 2021
2. Represents funds held at UBCM as of December 31, 2021
3. Includes \$358.5M approved for program year 2022

B. Active projects with GVRF funding

The table below lists all active and approved in principle projects as of December 31, 2021 that received GVRF funding and provides information on project costs, funding and anticipated funds remaining to be spent. GVRF savings from approved projects are returned to the GVRF pool to be applied for in future projects.

Active Projects with GVRF Funding (Dollar amounts in millions)	Forecast Final Cost	Approved Funding	Expenditures to Dec 31, 2021	Funding spent to Dec 31, 2021	Unspent funds
SkyTrain Mark I Vehicle Refurbishment	28.0	24.4	26.4	14.7	9.6
2018 Conventional Bus - Replacement	65.1	61.9	65.0	61.9	-
Electric Battery Bus Purchases - Pilot	9.6	6.9	8.9	6.9	-
2019 Conventional Bus – Replacement	32.6	30.0	32.0	30.0	-
2019 Community Shuttle Vehicles - Replacement	10.3	10.8	10.3	10.0	0.8
2020 Conventional Bus - Replacement	32.4	31.6	12.5	11.8	19.8
2020 Conventional Bus - Expansion	100.6	97.8	16.5	14.8	82.9
2020 HandyDART Vehicles - Replacement	6.3	6.1	0.1	0.0	6.1
2020 HandyDART Vehicles - Expansion	1.6	1.6	0.0	0.0	1.6
2020 Community Shuttle Vehicles - Expansion	2.5	2.4	-	-	2.4
2021 Conventional Bus - Expansion	46.8	107.8	0.1	0.0	107.8
2021 HandyDART Vehicles - Replacement	6.5	6.4	0.1	0.0	6.4
2021 Community Shuttle Vehicles - Replacement	14.1	13.7	11.7	10.9	2.8
Mark 1 500-800 Refurbishment	10.4	17.2	1.2	1.1	16.2
2022 HandyDART Vehicles - Replacement	6.8	6.5	-	-	6.5
2022 Community Shuttle Vehicles - Replacement	15.9	15.3	-	-	15.3
2021 CMBC Service Support Vehicles - Replacement	1.2	1.4	-	-	1.4
2021 BCRTC Service Support Vehicles - Replacement	0.4	0.4	-	-	0.4
BCRTC Elevating Devices Escalators Replacement	10.3	5.5	0.0	0.0	5.5
Port Coquitlam Transit Centre Infrastructure (LCFS)	30.6	27.8	0.1	0.1	27.7
2021 HandyDART Vehicles - Expansion*	1.6	1.6	-	-	1.6
2021 Community Shuttle Vehicles - Expansion*	0.9	2.4	-	-	2.4
2023 Conventional Bus (Electric) - Replacement*	88.7	86.1	-	-	86.1
BCRTC Elevating Devices Elevators Replacement*	11.8	11.2	-	-	11.2
2023 Community Shuttle Vehicles - Replacement*	6.9	6.7	-	-	6.7
2023 Conventional Bus (CNG) - Replacement*	46.1	44.4	-	-	44.4
2023 HandyDART Vehicles - Replacement*	7.0	6.8	-	-	6.8
Next Generation SeaBus Design*	2.7	2.5	-	-	2.5
Marpole Transit Centre*	308.2	298.1	-	-	298.1
Total	906.0	935.2	184.8	162.4	772.8

* Approved in principle projects with approved GVRF funding. All other projects are active.

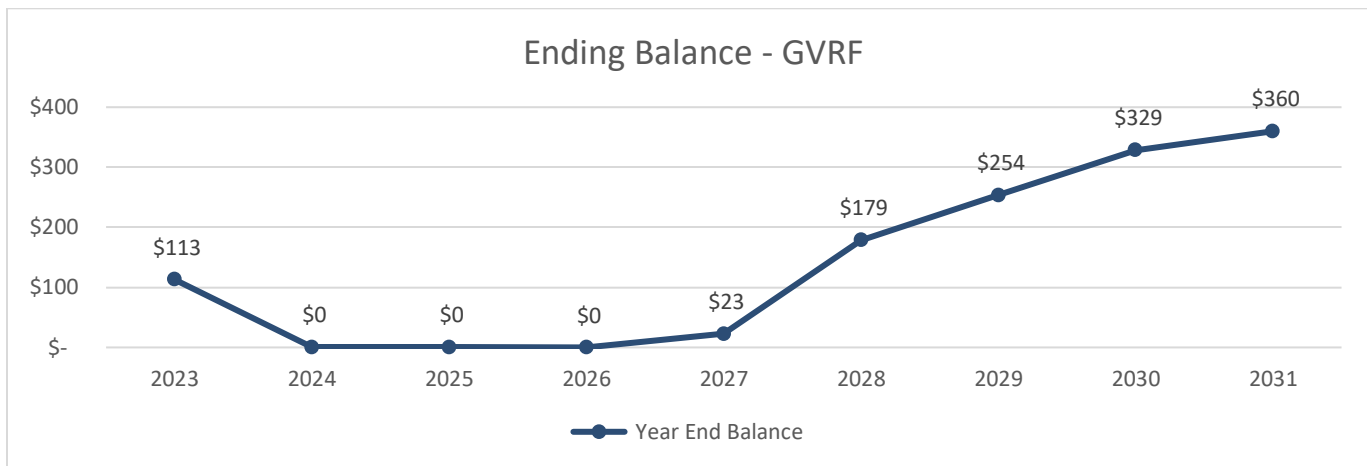
C. GVRF funding and usage assumed in the Investment Plan

New funding assumed in the Investment Plan

The current Gas Tax agreement covers the 10-year period from 2014 to 2023. Under the agreement, the funds are indexed with inflation. For the remaining period of eight years to 2031 in 2022 Investment Plan, it is assumed that the agreement will be renewed, GVRF funding is assumed to continue, with growth rates similar to the current agreement. This assumption is based on the indications from Federal government that this program will continue.

Federal Allocation Forecast	
Program Year	Allocation from Canada
2022	\$ 146
2023	\$ 153
2024	\$ 153
2025	\$ 156
2026	\$ 156
2027	\$ 159
2028	\$ 159
2029	\$ 162
2030	\$ 162
2031	\$ 165

The chart below shows the projected GVRF balance over the next ten years. As of December 31, 2021 there was \$257.5 million available for project funding. During the period 2022-2031 TransLink anticipates allocations of \$1.6 billion in funding from the Government of Canada, with TransLink utilizing \$1.5 billion (see details in section D). These projects reflect investments in the transit fleet and advancing TransLink’s Low Carbon Fleet Strategy. Compared to the plans under the previous Mayors’ Vision, the conventional bus propulsion has changed from hybrid to electric as part of TransLink’s Low Carbon Fleet Strategy. In addition, TransLink is no longer assuming that the fossil fuel buses (Community Shuttle and HandyDART vehicles) will be funded from the GVRF – a change since our previous applications. While the GVRF balance at the end of 2031 is forecasted to be \$360 million, it is expected to be fully draw down by 2034 by a large fleet replacement coming due between 2032-2034.



GVRF funding is a very important part of capital funding source of TransLink and is fundamental to our ability to implement the Low Carbon Fleet Strategy, achieve the planned GHG reductions and support the Province’s Clean BC mandate.

In the absence of GVRF funding, TransLink would have to borrow the funds to implement these projects. These borrowings would put further pressure on TransLink’s debt limit. Furthermore, the additional borrowing exacerbates the net debt to operating revenue ratio. This is a ratio indicative of TransLink’s ability to service its debt and it is closely monitored by the bond rating agencies. According to the opinion of these agencies, TransLink’s net debt to operating revenue ratio is already high; further increases in this ratio, pushing it up to and potentially past the policy limit of 300% may negatively impact TransLink’s credit rating and ability to borrow. Moreover, in order to be able to sustain higher levels of debt, TransLink would have to increase its revenue sources, resulting in a potential increase in pressure to the tax payer.

D. GVRF Funding cash flow – 2023-2031

The table below includes the list of planned projects that are assumed to receive GVRF funding. The table identifies the cost, funding and funding cash flows. Cash flows for planned projects total \$1,631.8 billion during the Investment Plan period.

Program Year	Project Description	Project Cost	Total GVRF Funding	GVRF Funding CF									
				2023	2024	2025	2026	2027	2028	2029	2030	2031	
2023	2024-2028 Conventional Bus Replacements (Trolleys)*	414.6	(373.1)	-	(35.1)	(1.9)	(53.6)	(214.6)	(67.9)	-	-	-	
	2024 Conventional Bus Replacements (RNG)*	76.4	(68.8)	-	(68.8)	-	-	-	-	-	-	-	
	Service Support Vehicles Replacement	1.8	(1.6)	(0.4)	(1.2)	-	-	-	-	-	-	-	
	2023 BCRTC Service Support Vehicles Replacement	0.3	(0.2)	(0.2)	-	-	-	-	-	-	-	-	
2023 Total		493.1	(443.8)	(0.6)	(105.1)	(1.9)	(53.6)	(214.6)	(67.9)	-	-	-	
2024	2026 Conventional Bus Replacements (BEB)*	470.4	(423.3)	-	-	-	(423.3)	-	-	-	-	-	
	2025-2029 Conventional Bus Replacements (Trolleys)*	199.2	(179.3)	-	-	(16.7)	(2.3)	(19.4)	(65.4)	(75.5)	-	-	
	Service Support Vehicles Replacement	1.7	(1.5)	-	(0.4)	(1.2)	-	-	-	-	-	-	
	2024 BCRTC Service Support Vehicles Replacement	0.2	(0.2)	-	(0.2)	-	-	-	-	-	-	-	
2024 Total		671.5	(604.3)	-	(0.6)	(17.9)	(425.7)	(19.4)	(65.4)	(75.5)	-	-	
2025	Service Support Vehicles Replacement	1.6	(1.4)	-	-	(0.4)	(1.1)	-	-	-	-	-	
	2025 BCRTC Service Support Vehicles Replacement	0.5	(0.4)	-	-	(0.4)	-	-	-	-	-	-	
2025 Total		2.1	(1.9)	-	-	(0.8)	(1.1)	-	-	-	-	-	
2026	Service Support Vehicles Replacement	2.0	(1.8)	-	-	-	(1.5)	(0.3)	-	-	-	-	
	2026 BCRTC Service Support Vehicles Replacement	0.3	(0.3)	-	-	-	(0.3)	-	-	-	-	-	
2026 Total		2.3	(2.1)	-	-	-	(1.8)	(0.3)	-	-	-	-	
2027	2029 Conventional Vehicles Replacements (BEB)*	114.5	(103.0)	-	-	-	-	-	-	(103.0)	-	-	
	Service Support Vehicles Replacement	2.1	(1.9)	-	-	-	-	(1.5)	(0.3)	-	-	-	
	2027 BCRTC Service Support Vehicles Replacement	0.2	(0.2)	-	-	-	-	(0.2)	-	-	-	-	
2027 Total		116.7	(105.1)	-	-	-	-	(1.7)	(0.3)	(103.0)	-	-	
2028	Transit Police NRV Replacement	1.7	(1.5)	-	-	-	-	-	(0.4)	(1.2)	-	-	
	Service Support Vehicles Replacement	1.5	(1.4)	-	-	-	-	-	(1.2)	(0.2)	-	-	
	2028 BCRTC Service Support Vehicles Replacement	0.2	(0.2)	-	-	-	-	-	(0.2)	-	-	-	
2028 Total		3.4	(3.1)	-	-	-	-	-	(1.8)	(1.3)	-	-	
2029	2031 Conventional Bus Replacements (BEB)*	93.7	(84.3)	-	-	-	-	-	-	-	-	(84.3)	
	Service Support Vehicles Replacement	1.8	(1.6)	-	-	-	-	-	-	(0.4)	(1.2)	-	
	Transit Police NRV Replacement	1.2	(1.1)	-	-	-	-	-	-	(0.3)	(0.8)	-	
	2029 BCRTC Service Support Vehicles Replacement	0.1	(0.1)	-	-	-	-	-	-	(0.1)	-	-	
2029 Total		96.8	(87.1)	-	-	-	-	-	-	(0.8)	(2.0)	(84.3)	
2030	2032 Conventional Bus Replacement (BEB)* (Note 1)	93.3	(84.0)	-	-	-	-	-	-	-	-	-	
	2030 BCRTC Service Support Vehicles Replacement	2.1	(1.9)	-	-	-	-	-	-	-	(1.9)	-	
	Service Support Vehicles Replacement	1.7	(1.5)	-	-	-	-	-	-	-	(0.4)	(1.2)	
2030 Total		97.1	(87.4)	-	-	-	-	-	-	-	(2.2)	(1.2)	
2031	2033 Conventional Bus Replacements (BEB)* (Note 1)	146.3	(131.7)	-	-	-	-	-	-	-	-	-	
	Service Support Vehicles Replacement	1.9	(1.7)	-	-	-	-	-	-	-	-	(0.4)	
	2031 BCRTC Service Support Vehicles Replacement	0.6	(0.5)	-	-	-	-	-	-	-	-	(0.1)	
2031 Total		148.8	(133.9)	-	-	-	-	-	-	-	-	(0.5)	
Total		1,631.8	(1,468.6)	(0.6)	(105.7)	(20.6)	(482.1)	(236.0)	(135.4)	(180.6)	(4.2)	(86.0)	

Note 1: These projects are expected to be initiated during the Investment Plan period, but the funding cash flows are expected past 2031.

* Part of TransLink's the Low Carbon Fleet Strategy (BEB, RNG, Trolleys).

Conclusion

Draft 2022 Investment Plan assumes continuing availability of GVRF funding, indexed to inflation. The projects planned in the Investment Plan will utilize most of the current and anticipated GVRF funds that will be available during the period. As of December 31, 2021, there was \$257.5 million in funds remaining to be spent on active and approved projects. Draft 2022 Investment Plan anticipates spending an additional \$1.5 billion of the GVRF funding on fleet replacements during the plan period enabling TransLink reduce the GHG impact of the transit system and keep the fleet in a state of good repair. GVRF funding remains a key component of the capital funding sources, and is critical to TransLink implementing its Low Carbon Fleet Strategy, achieving GHG emission reductions targets and contributing towards achieving Clean BC mandate of the Province.

TO: Mayors' Council on Regional Transportation
FROM: Sarah Ross, VP, Transportation Planning and Policy
DATE: May 18, 2022
SUBJECT: **ITEM 2.1 (Annex C) – Surrey Langley SkyTrain Supportive Policies Agreements**

RECOMMENDATIONS:

The Finance and Governance Committee recommends that the Mayors' Council receive this report.

PURPOSE:

The purpose of this report is to provide an update to the Mayors' Council on the status of two new Supportive Policies Agreements (SPAs) recently developed for the Surrey Langley SkyTrain (SLS), the first between TransLink and City of Langley and the second between TransLink and Township of Langley (Attachments 1 and 2). The Finance and Governance Committee reviewed and endorsed these agreements at its May 18 meeting, directing that the SPAs be included in the 2022 Investment Plan report for consideration at the May 26, 2022 Joint Public Meeting.

BACKGROUND:

SPAs are required for major projects in an Investment Plan and establish commitments by all parties

A Supportive Policies Agreement (SPA) is one part of the Partnership Agreements required for a major project and must be completed prior to the project's inclusion in an approved Investment Plan. SPAs include commitments for land use and transportation actions by the host municipality and by TransLink, where those actions are outside the direct scope of the Project but significantly influence the outcome of business case objectives. SPAs also require ongoing monitoring and reporting to the Mayors' Council and TransLink Board, to ensure commitments and related outcomes are tracking as expected.

To date TransLink has signed SPAs with the City of Vancouver for Broadway Subway Project and with the City of Surrey for the portion of the SLS Project within Surrey's boundaries. With the SLS now planned to be delivered by the Province to Langley Centre, two additional SLS SPAs are needed between TransLink and City of Langley and between TransLink and Township of Langley. The Province has been closely involved with the development of all SPAs to date, and as was the case with the Surrey SPA, it is expected that the Langley SPAs will be included alongside the SLS Project provincial business case submission.

DISCUSSION:

Langley SPAs Commitments: Advancing Key Principles of Transit-Oriented Communities

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 SPAs and ensure that commitments speak not only to the

importance of focusing population and employment density near transit, but also to other key principles around: 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; providing diverse land uses and housing; and using measures such as reduced parking to promote sustainable transportation. These principles provide the land use, transportation, and urban design elements key to supporting desired outcomes in a rapid transit corridor, outcomes that maximize the benefits of the regional transportation investment and advance the goals of Transport 2050.

Each new SPA TransLink initiates also looks to any recent changes in the planning context (e.g. new directions in Transport 2050), as well as key learnings from the development and implementation of previous SPAs, and works with the partner agencies to evolve the current SPA(s) content on that basis. Local governments entering into a new SPA with existing or in-progress planning initiatives that are already reflective of these principles are well situated to align with SPA objectives.

The key topic areas or sections within each of the two Langley SPAs include:

- Principles and objectives supported and advanced by the SPA;
- Recognition of SLS supportive actions already existing or initiated;
- Commitments to new initiatives and actions related to land use, density, affordable housing, supportive transportation connections (bus and active transportation), Transportation Demand Management (TDM), and coordinated cross-municipal planning for the 196 Street Station area (located within the jurisdictions of Langley City and Township, as well as the City of Surrey); and
- Commitments to a formal system for monitoring SPA commitments in the future, and for reporting regularly to decision-makers on the progress of the commitments and related outcomes (via performance measures).

Based on feedback received from the Committee in January, commitments in the SPAs related to affordable housing were strengthened prior to finalizing the SPAs content. This includes the City seeking a 15% affordable rental housing target, exploring improved development approvals processes, and a joint TOD study to include affordable housing.

CONCLUSION:

Once the Investment Plan (with the SPAs attached to that report) are approved on May 26, they would then be submitted to the Province to be considered alongside the future SLS Project final business case submission. Looking ahead, the proposed investments in Transport 2050 and the draft Transport 2050 10-Year Priorities may require SPAs not only for rail-based projects but also potentially for Bus Rapid Transit.

ATTACHMENTS:

- **Attachment 1** – Surrey Langley SkyTrain Supportive Policies Agreement: City of Langley & TransLink
- **Attachment 2** – Surrey Langley SkyTrain Supportive Policies Agreement: Township of Langley & TransLink

SUPPORTIVE POLICIES AGREEMENT

SURREY-LANGLEY SKYTRAIN PROJECT

THIS SUPPORTIVE POLICIES AGREEMENT made on the ____ day of _____, 2022

BETWEEN:

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY, an entity continued under the *South Coast British Columbia Transportation Authority Act* (British Columbia)
400-287 Nelson's Court, New Westminster, BC V3L 0E7

(“**TransLink**”)

AND:

CITY OF LANGLEY
20399 Douglas Crescent, Langley, BC V3A 4B3

(the “**City**”)

WHEREAS:

- A. TransLink, as the regional transportation authority, has the mandate to plan, prioritize, secure funding, and deliver transportation and transit projects and create an integrated transportation and transit system within the Metro Vancouver Regional District pursuant to the *South Coast British Columbia Transportation Authority Act* (British Columbia);
- B. In October 2020 the Province announced it was delivering the Surrey-Langley SkyTrain (SLS) Project and it would be delivered in a single phase to Langley Centre;
- C. The SLS Project is a 16-kilometre extension of the existing SkyTrain Expo Line from King George Station to Langley Centre along the Fraser Highway (the “**Proposed Extension**”);
- D. The Proposed Extension will provide an alternative to driving, increase transit network capacity, and offer new housing development opportunities, including Affordable Housing, to help meet the transportation, housing and climate action goals for the region and the Province;
- E. The City, as the host municipality of the Proposed Extension within the boundaries of the City, has the mandate to provide good governance within its municipal boundaries pertaining to the exercise of powers and duties provided to it pursuant to, among other things, the *Community Charter* and the *Local Government Act*;
- F. The 2014 Mayors' Council Regional Transportation Investments, a Vision for Metro Vancouver (the “**Mayors' Vision**”) calls on the parties to enter into Project Partnership Agreements (the “**PPAs**”), one of which is this Supportive Policies Agreement, whenever the region is making a major investment involving significant cost and risk, the success of which depends on higher degrees of coordination, collaboration, and mutually supportive actions by multiple partners;

- G. The Province, TransLink and the City have significant roles and responsibilities with respect to the portion of the Proposed Extension within the boundaries of the City of Langley (such portion being referred to herein as the “**Project**”), the details of which are included in this Supportive Policies Agreement (the “**SPA**”), the Municipal Access Agreement (the “**MAA**”) and other potential related agreements/**PPAs** to be entered into by the City and/or TransLink and/or the Province to enable the construction and operation of the Project;
- H. The City and TransLink, recognizing that multiple partners that are not signatories to this SPA will have close involvement in the Agreement’s implementation, will act in good faith and make reasonable efforts to undertake the actions, cooperation and support described in this Agreement, acknowledging that achieving the objectives of this Agreement could also be influenced by the potential future actions that may be taken by these non-signatory partners; and
- I. TransLink and the City are committed to implementing the Project.

NOW THEREFORE:

The Parties hereby acknowledge, confirm, and agree as follows:

1. INTERPRETATION

1.1 Definitions

In this Agreement, including the Recitals and Schedules hereto, unless otherwise specified or the context otherwise requires, the following words and expressions have the following meanings:

- (a) “**Adjacent and Integrated Development**” means TransLink’s review process of the same name;
- (b) “**Affordable Housing Policies**” has the meaning set out in Section 6.1;
- (c) “**Affordable Housing**” means a range of housing types and tenures which are affordable to households with a range of incomes. This definition will be further refined under the work outlined in Section 6.1, and is intended to align with the Affordable Housing definition in the most current Regional Growth Strategy, as well as the City’s Housing Needs Report/Action Plan;
- (d) “**Agreement**” means this Supportive Policies Agreement;
- (e) “**City Council**” means the municipal Council of the City, the governing body of the City of Langley;
- (f) “**Collaborate**” means to work closely regarding a decision or initiative, including the development of alternatives and identification of a preferred solution;
- (g) “**Land Use Plan**” has the meaning set out in Section 5.1;
- (h) “**Master Transportation Plan**” means the plan by the same name developed by the City;
- (i) “**Mayors’ Council**” means the Mayors’ Council on Regional Transportation as established under the *South Coast British Columbia Transportation Authority Act*;

- (j) “**Mayors’ Vision**” has the meaning set out in Recital F;
- (k) “**Metro Vancouver**” means the Metro Vancouver Regional District;
- (l) “**Metro Vancouver Board**” means the board of directors of Metro Vancouver as the same may be modified from time to time;
- (m) “**Metro Vancouver Transit-Oriented Affordable Housing Study**” means the 2017 study undertaken by Metro Vancouver and as further described in Section 2.4 (i);
- (n) “**Monitoring Committee**” has the meaning set out in Section 10.1;
- (o) “**Municipalities**” means the City of Surrey, City of Langley, and Township of Langley together;
- (p) “**Official Community Plan**” or “**OCP**” means the Official Community Plan of the City under the authority of the *Local Government Act* (British Columbia);
- (q) “**Opening Day**” means the first day upon which the Project opens for service to the public;
- (r) “**Parks, Recreation and Culture Master Plan**” means the strategic plan of the City by the same name;
- (s) “**Party**” means TransLink or the City, and “**Parties**” means TransLink and the City together;
- (t) “**Performance Measures**” has the meaning set out in Section 10.3;
- (u) “**Performance Report**” has the meaning set out in Section 11.2;
- (v) “**PPAs**” has the meaning set out in Recital F;
- (w) “**Project**” has the meaning set out in Recital G;
- (x) “**Project Approval**” means public announcement of senior government approval of the Province’s SLS Project Business Case;
- (y) “**Projects of Significance**” means any significant proposed development projects (residential, mixed-use or otherwise), as determined by the City and which may be identified through inquiry from TransLink or the Province, as well as any OCP and zoning amendments, representing a significant change from existing OCP and/or zoning bylaw, including those that may not be considered transit-supportive (e.g. those that propose lower development densities, restrict uses or change in tenure away from rental);
- (z) “**Proposed Extension**” has the meaning set out in Recital C;
- (aa) “**Province**” means the Province of British Columbia;
- (bb) “**Regional Affordable Housing Strategy**” has the meaning set out in Section 2.4 (h);

- (cc) “**Regional Growth Strategy**” has the meaning set out in Section 2.4 (g);
- (dd) “**Regional Transportation Strategy**” has the meaning set out in Section 2.4 (f);
- (ee) “**SkyTrain Station**” means a location along the SLS SkyTrain Service for passenger boarding and alighting;
- (ff) “**SLS**” means Surrey Langley SkyTrain;
- (gg) “**SLS Bus Integration Service Plan**” has the meaning set out in Section 7.3;
- (hh) “**SLS SkyTrain Service**” means the rail rapid transit services provided to customers by way of the Project during the Project’s operations and maintenance stage;
- (ii) “**SLS Corridor**” means the geographic area within 800 metres of the SkyTrain Stations;
- (jj) “**Subcommittee**” has the meaning set out in Section 10.3 (g);
- (kk) “**TDM**” has the meaning set out in Section 2.3 (f); and
- (ll) “**Transit-Oriented Communities Design Guidelines**” means the design guidelines developed by TransLink in consultation with municipal, Metro Vancouver and provincial government stakeholders, published in July 2012.

1.2 Recitals and Schedules

The Recitals and all Schedules to this Agreement are incorporated into and form an integral part of this Agreement.

1.3 Number and Gender

In this Agreement, words importing the singular number include the plural and vice versa and words importing the neuter, masculine or feminine genders include all genders.

1.4 Headings

The headings in this Agreement have been inserted for convenience of reference only and will not affect in any way the meaning or interpretation of this Agreement.

1.5 Statutory References

Each reference in this Agreement to an enactment is deemed to be a reference to that enactment, and to the regulations made under that enactment, as the same may be amended or re-enacted from time to time.

1.6 References to Plans

Each reference in this Agreement to a plan or similar document, such as the Official Community Plan, Regional Transportation Strategy or the Regional Growth Strategy, is deemed to be a reference to that plan or document as the same may be amended from time to time.

1.7 Status of Agreement

As governmental or public authorities, the Parties are documenting their good faith commitments to each other to undertake the actions, cooperation and support described in this Agreement in a diligent and timely manner to achieve the Project objectives described below in Section 2. As governmental or public authorities, each Party acknowledges that it is governed by officials who are duty-bound to enact by-laws and policies in accordance with, among other things, the applicable mandates, including but not limited to those stipulated in each Party's governing legislation, which may include requirements for public hearings and other participation and input. As such, and despite any other term of this Agreement to the contrary, the Parties acknowledge and agree that this Agreement is not intended to, and will not operate so as to, create legally binding rights and obligations nor to fetter the lawful discretion and powers of either Party with respect to the subject matter of this Agreement. For clarity, all City policies, bylaws, plans or other regulations suggested or required to be amended or adopted under this Agreement are subject to the approval of the then constituted City Council.

1.8 Effective Date

Notwithstanding the execution date of this Agreement, the effective date of this Agreement is the date upon which the Mayors' Council approves an investment plan (as defined in and required by the *South Coast British Columbia Transportation Authority Act*) that includes the approved funding for the Proposed Extension.

2. PRINCIPLES AND OBJECTIVES

2.1 Objective of this Agreement

The central objective of this Agreement is to confirm and provide certainty regarding the policy commitments of TransLink and the City which are mainly outside the direct scope of the Project, but which will have a significant impact on the achievement of the Project's objectives. These commitments are intended to be interpreted and applied having regard to the Project objectives (as set out in section 2.2), Agreement principles (as set out in section 2.3) and broad policy objectives (as set out in section 2.4).

2.2 Project Objectives

The Project objectives, as fully supported by TransLink and the City, and included in the SLS Business Case to be approved by provincial Treasury Board, are to:

- (a) provide users with a positive experience;
- (b) facilitate increased share of sustainable modes of transport;
- (c) support active transportation;
- (d) support increased density in the adjacent communities;
- (e) support Affordable Housing;
- (f) support a healthy environment;
- (g) enhance regional goods movement, commerce and job opportunities;
- (h) deliver community benefits;

- (i) provide a service that is good value for money; and
- (j) provide infrastructure that meets the needs of the community.

2.3 Agreement Principles

The success of this major regional investment is dependent on each Party clearly prioritizing, within their respective agencies, the reasonable allocation of resources and alignment of policy in the SLS Corridor. The key elements to successful transportation system performance for this Project include transit-supportive land use along the entire corridor, Affordable Housing Policies, a complete street approach, and pedestrian-friendly, transit-oriented urban design.

The 196 Street station area is bounded by the City of Langley, Township of Langley, and City of Surrey. Given this unique circumstance, the Parties recognize the importance of coordinated planning across these three (3) Municipalities, and with TransLink and the Province, to achieve a successful transit-oriented community in that station area.

The Parties affirm their commitment to advancing the principles of the Transit-Oriented Communities Design Guidelines and Official Community Plan in the planning, design and implementation of the Project as follows:

- (a) Destinations: the coordination of land use and transportation, focusing on high demand destinations within the SLS Corridor;
- (b) Distance: the continued development of a pedestrian and bicycle-friendly street network to support transit use;
- (c) Design: the design of a public realm that is safe, vibrant and accessible to people of all ages and abilities, whether they be walking, cycling, using transit, pushing a stroller, or using a mobility device;
- (d) Density: the concentration of homes, jobs, and key activities within walking distance of SLS SkyTrain Stations at a level appropriate to maximize co-benefits and support for the transit investment;
- (e) Diversity: the provision of diverse land uses and housing for a range of types, residential tenures and household incomes; and
- (f) Demand Management: the use of transportation demand management (“TDM”) measures like parking pricing and reduced parking requirements to promote walking, cycling and transit in the SLS Corridor.

2.4 Broad Policy Objectives

Throughout the lifecycle of the Project, the Parties will continue to support the following regional and provincial initiatives and policies:

- (a) provincial government initiatives to improve public transit in the transportation service region;

- (b) provincial housing policy, as contained in the 2018 Homes for BC: A 30-Point Plan for Housing Affordability in British Columbia, which aims specifically to increase development density and improve the availability of Affordable Housing around transit stations and more generally to increase the net new supply of Housing, including affordable rental housing, such as less than market, purpose built rental and affordable home ownership, while preserving current residents' access to Affordable Housing stock;
- (c) provincial climate action policies as contained in CleanBC RoadMap to 2030 that include transportation sector targets and actions such as mode shift, reduced vehicle-kilometres travelled, and less carbon-intensive buildings and communities;
- (d) provincial active transportation planning and engineering guidelines as contained in British Columbia: Active Transportation: Design Guide (2019);
- (e) Gender-Based Analysis+ and other equity based provincial and regional policies which can support the advancement of equitable access to transit service;
- (f) regional transportation policies as contained in the most current regional transportation strategy adopted by the TransLink Board of Directors (the "**Regional Transportation Strategy**");
- (g) regional growth management policies as contained in the most current Metro Vancouver Regional Growth Strategy adopted by the Metro Vancouver Board (the "**Regional Growth Strategy**");
- (h) regional Affordable Housing Policies as contained in the Regional Affordable Housing Strategy, which was adopted by the Metro Vancouver Board in 2016 (the "**Regional Affordable Housing Strategy**"), and which recognizes the shortage of Affordable Housing in Metro Vancouver and includes a goal of increasing the supply of rental housing along TransLink's Frequent Transit Network (a network of corridors where transit service runs at least every 15 minutes in both directions throughout the day and into the evening, 7 days a week);
- (i) the Metro Vancouver Transit-Oriented Affordable Housing Study, the intent of which is to expand the knowledge of practitioners and decision-makers about the challenges and opportunities to increase the net new affordable rental housing supply near the region's Frequent Transit Network;
- (j) the Transit-Oriented Communities Design Guidelines, the key elements of which inform the structure of this Agreement, and which demonstrate the fundamentality of community design to the promotion of transit, walking, cycling, and place-making; and
- (k) regional climate action in support of Metro Vancouver Climate 2050 Strategic Framework, which was adopted by the Metro Vancouver Board in 2018 ("Climate 2050").

3. CONTINUATION OF EXISTING PLANS AND INITIATIVES

3.1 Existing City Plans and Initiatives

The City has contributed, completed or initiated a significant amount of work in preparation for the Project and toward the achievement of the objectives and principles described in section 2, including the following:

- (a) A new Official Community Plan (OCP), which was adopted on November 22, 2021. The new OCP, through its land use plan, maps and policies therein as well as Appendix A (Nicomekl River District Neighbourhood Plan) and Appendix B (District Policies), identifies significant land area and properties that are designated for transit-supportive density and mixed-use, pedestrian and active transportation-friendly development of the SLS Corridor. The OCP also identifies study areas for future transit-oriented development, and these studies will be undertaken according to the scope and timing outlined in Section 5 of this Agreement;
- (b) specific policies in the OCP Appendix B (District Policies) that identify comprehensive redevelopment of significant lands adjacent to, surrounding and nearby the 196 Street SkyTrain Station and 203 Street SkyTrain Station. These policies identify transit-supportive densities (up to 5.5 Floor Area Ratio or (FAR)), mixed uses, specific uses such as Transit Police, building heights, street network additions, access points, specific urban design, public realm, and amenity requirements, among other items, that aim to create vibrant transit-oriented neighbourhoods adjacent to and around the Project, ensure a great and safe use experience for Project users and generate ridership that supports the Project. Appendix B also identifies specific policies that reinforce the City's Historic Downtown Core as a primary retail, food service, entertainment, and employment destination and residential neighbourhood within close proximity to the 203 Street station, as well as policies that support the development of a new cultural facility and more transit-oriented development on the Hotel, Convention and Casino site near the 203 Street station;
- (c) Section 2.3.1 in the OCP that requires TOD in the Core and Shoulder Areas to leverage investment along the SLS extension;
- (d) Section 2.8 in the OCP that prioritizes investments in new and enhanced infrastructure for walking, cycling, and rolling in the Core and Shoulder Areas of the planned SkyTrain stations located near 196 Street and 203 Street;
- (e) housing initiatives, that seek to develop Affordable Housing according to the Affordable Housing-related land uses and policies in the new OCP and Appendix A (Nicomekl River District Neighbourhood Plan), which support the creation of a range of housing options, tenures and affordability levels within the SLS Corridor, and seek to meet housing demand projections and to address specific housing needs as identified in the City's Housing Needs Report (2021);
- (f) the Parks, Recreation and Culture Master Plan update, which will provide for new investments in park, recreation, and cultural facilities within the City and within the SLS Corridor, including those identified in the OCP;

- (g) the Master Transportation Plan update, which will identify and implement multi-modal transportation improvements that align with the OCP and support the Project;
- (h) initiatives and policies that support the growth and mixed-use intensification of the Kwantlen Polytechnic University (KPU) campus, a significant local and regional travel destination, as identified in the KPU 2050 campus plan;
- (i) Zoning Bylaw update, which implements the densities and uses in the OCP and includes reduced off-street parking requirements and TDM provisions that support the Project; and,
- (j) an amenity contribution policy update that supports the creation of new community amenities as the City grows.

4. DESTINATIONS: COORDINATE LAND USE AND TRANSPORTATION

4.1 Developments around SLS SkyTrain Stations

- (a) The City will refer Projects of Significance within the SLS Corridor to TransLink and the Province for their information and general awareness. These applications will be referred to TransLink and the Province as early as possible in the planning process to achieve the best possible land use, housing, transportation, and design outcomes. The deadline for TransLink to submit comments will be two (2) weeks from the date the application is referred to it by the City, unless a longer period is stated by the City. For clarity, this responsibility is in addition to the requirements of the City to seek input from both TransLink and the Province's SLS Project Team on developments that have implications for the regional transportation system and for the SLS Project, and to direct developers to engage in TransLink's Adjacent and Integrated Development review process. The intent is to ensure TransLink and the Province are aware of key developments being proposed within the SLS Corridor to allow an opportunity to address their interests. TransLink and the Province would be subject to the same commenting period deadlines as other referral agencies for the same project or two weeks, whichever is longer.
- (b) TransLink will seek to provide input to the City on Projects of Significance within the SLS Corridor to ensure the best possible land use, housing, transportation, and design outcomes, allocating staff and in-kind resources consistent with the City's development review schedules and sufficient for their desired level of involvement. For clarity, this responsibility is in addition to the requirements of TransLink to provide input to municipalities, including the City, on plans and major developments that have implications for the regional transportation system and to engage developers in the Adjacent and Integrated Development review process.

5. DENSITY: CONCENTRATE AND INTENSIFY ACTIVITIES IN TRANSIT CORRIDOR

5.1 Land Use Plan

- (a) The City's OCP includes transit-oriented land uses and densities, study areas for future transit-oriented land uses and development densities, employment-generating areas, and housing options and tenures that will result in population and job growth that exceeds the 2035 and 2050 population and job growth projections used in the

Provincial SLS Business Case ridership forecasts, for the SLS Corridor within the City, as shown on Schedule B, and supports the SLS Project over the long term.

- (b) The City has consulted with TransLink and the Province during the development of the OCP, and the City will collaborate with TransLink and the Province, among other agencies and landowners, during future OCP updates and land use studies involving existing and future transit-oriented development areas in the City, as described in subsection 5.1 (d).
- (c) TransLink will support the implementation of the City's OCP, in terms of maximizing transit-oriented redevelopment potential and supporting public realm, urban design and transportation objectives, on lands adjacent to and surrounding the 203 Street and 196 Street SkyTrain Stations and in areas along the SkyTrain guideway leading to the 203 Street and 196 Street SkyTrain Stations, where TransLink sees that the OCP is aligned with the Regional Transportation Strategy, the Transit-Oriented Community Design Guidelines, and TransLink interests generally.
- (d) The City is committed to supporting the SLS Project by accommodating transit-oriented development that generates ridership for the Project on opening day and over the long term, through future actions and initiatives. The City will:
 - (i) seek and support, wherever possible, new transit-oriented development on properties within the SLS Corridor and beyond that achieves the maximum densities or Floor Area Ratios (FARs) for the transit-oriented land uses on these properties, as designated by the OCP. The maximum FAR for lands designated Transit Oriented Core in the OCP is 5.5;
 - (ii) complete the 'Glover Road Innovation Boulevard Plan' and incorporate it into the OCP by 2023. This Plan will support high-density, transit-oriented employment, post-secondary, research, technology and housing development along the 1-kilometre corridor that connects the 203 Street SkyTrain Station with Kwantlen Polytechnic University (KPU) and within 800 metres of the 203 Street SkyTrain Station. This process will also consider the re-designation of properties north of the 203 Street SkyTrain Station from their current Mixed Employment OCP land use designation to the Transit-Oriented Core land use designation;
 - (iii) complete a Joint Transit-Oriented Development (TOD) Study with the Township of Langley and City of Surrey by 2023, for lands within a mutually agreed upon geography of at least 800m surrounding the 196 Street station. The scope of the Joint TOD Study is outlined in Section 5.2 b below;
 - (iv) complete a Langley Bypass TOD study by 2024. This study will complement the joint TOD Study, as described in Section 5.2, and includes properties, currently designated Service Commercial in the OCP, that are located outside of the joint TOD Study area, along the Langley Bypass, further than 800 metres from the SLS Corridor, and within 400 metres of the 200 Street Major Transit Network corridor. These properties are intended to be re-designated to transit-oriented land uses in the OCP, once development is substantially underway on properties currently designated Transit-Oriented Core land use in the OCP. This study will include servicing, transportation network, transit service, access, environmental and housing considerations, and consultation with landowners, the public, the

Township of Langley, TransLink and the Province, among others. A key deliverable of this study will include a phasing plan that supports the progressive expansion of future transit oriented land uses as existing transit oriented lands are redeveloped;

- (v) following Project Approval, the City will complete an OCP update by 2024 that includes these components:
 - (A) adding dwelling unit, population and employment targets for areas within the SLS Corridor and within the Joint TOD Study and Langley Bypass TOD Study areas for the years 2025, 2030, 2035, 2040, 2045 and 2050;
 - (B) add Affordable Housing related targets for areas within the SLS Corridor, as referenced in 6.1(b) and 5.2(c)(ii);
 - (C) reviewing minimum and maximum densities or FARs for specific land use designations within the SLS Corridor, with the intent of increasing FARs where appropriate and in response to market conditions; and,
 - (D) Re-designating properties within the Joint TOD Study and Langley Bypass TOD Study areas, from their current Service Commercial land use to Transit Oriented Core land use, according to the phasing plans in these TOD studies and if redevelopment is substantially underway on properties currently designated Transit Oriented Core land use in the OCP. The City intends to meet or exceed a density of 5.5 FAR on properties that are re-designated to Transit Oriented Core land use.

- (vi) following completion of the Housing Needs Report and Affordable Housing Strategy Update in early 2026, the City will complete an OCP update by 2026 that includes the following components:
 - (A) updating land use and housing policies to reflect the most current Regional Growth Strategy (policies and targets) and the Housing Needs Report, implement the Affordable Housing Strategy, and respond to evolving market and community conditions;
 - (B) reviewing minimum and maximum densities or FARs for specific land use designations within the SLS Corridor, with the intent of increasing FARs where appropriate and in response to market conditions; and,
 - (C) re-designating properties, within the Joint TOD Study and Langley Bypass TOD Study areas, from their current Service Commercial land use to Transit Oriented Core land use, according to the phasing plans in these TOD studies and if redevelopment is substantially underway on properties currently designated Transit Oriented Core land use in the OCP. The City intends to meet or exceed a density of 5.5 FAR on properties that are re-designated to Transit Oriented Core land use.

5.2

Land Use Plan Intermunicipal Coordination

- (a) The City of Langley has and will continue to consult with the Township of Langley and the City of Surrey regarding future transit-oriented redevelopment around the 196 Street Station and specific improvements (transportation/traffic, public realm, amenities, among other items) related to the Project and private property redevelopment, in the interest of supporting new growth that aligns with the commitments set out in Section 5.1.
- (b) Given that the 800 metre area around 196 Street Station is also bounded by the Township of Langley and the City of Surrey, the City commits:
 - (i) to participate in a joint Transit Oriented Development (TOD) Study to be undertaken collaboratively with the Municipalities, also with the involvement of TransLink and the Province as needed. This study will review all lands within a mutually agreed upon geography of at least 800m surrounding the 196 Street station, the details of which are to be determined by the Municipalities as part of the project scope at the commencement of the study. The TOD Study's geography is subject to further refinement to account for land parcels, such as but not limited to, regionally designated industrial and employment lands, natural areas and park space;
 - (ii) to work collaboratively to develop the scope and detailed timeline for the TOD Study. This scoping will be undertaken at the commencement of the TOD Study and reflect that its purpose is to identify shared objectives for land use, density, affordable housing, transportation (including but not limited to active transportation), infrastructure, urban design, and any other mutually agreed-upon elements in the 196 Street Station area that is aligned and coordinated between the Municipalities and is supportive of rapid transit. The scoping will also reflect that the TOD Study is meant to:
 - (A) address how the multiple municipal jurisdictions around 196 Street Station will coordinate to plan for Affordable Housing in the SLS Corridor within each jurisdiction and to align with any Affordable Housing related targets in the Regional Growth Strategy current at that time;
 - (B) identify the processes, tools and deliverables that the Municipalities will pursue to achieve those shared objectives;
 - (C) provide detail on phasing the TOD Study as needed to accommodate the Municipalities' planning processes;
 - (iii) to make reasonable efforts to participate in and support the completion of this joint TOD Study by the end of 2023, with the intent to initiate work in 2022 following the signing of this agreement;
 - (iv) to provide a portion of funding (which will be subject to future agreement and discussion between the Parties), all possible supporting information, and dedicated staff resources to support the completion of the TOD Study;

- (v) to refer future planning and development applications to the other municipalities pertaining to those lands within the TOD Study geography for review and comment, with the intent to ensuring land use planning coordination; and
- (vi) that once the TOD Study is complete, and subject to satisfaction with the TOD Study, there is agreement to use the outputs of the TOD Study as technical inputs to future planning and land use exercises and decisions on lands within the TOD Study geography, including consideration of OCP and zoning updates.
- (c) TransLink will contribute to the joint TOD Study by coordinating TransLink review, comments and staff participation in TOD Study related meetings, discussions and workshops.

5.3 Land Use Plan Updates

- (a) In addition to the City's commitment to complete the OCP updates in 2024 and 2026, the City will update the City's OCP approximately every five (5) years with the intent to create new opportunities for transit-oriented development, reflect new and emerging market conditions and respond to the City's most recent Housing Needs Report, and will Collaborate with TransLink and the Province on these updates.
- (b) TransLink will collaborate with the City with respect to such updates to the OCP.

6. DIVERSITY: ENCOURAGE MIXED USES, INCLUDING HOUSING TYPES AND RESIDENTIAL TENURES

6.1 Affordable Housing

- (a) The City's OCP includes policies, organized under 'Affordable Living and Diverse Housing for all Generations' and informed by the City's Housing Need Report (the "**Affordable Housing Policies**"), that encourage the development of diverse housing types and tenures that meet the needs of the population, respond to the demographic challenges of the City and reflect the City's existing housing type context, which has one of the highest proportions of rental housing and subsidized housing stock relative to owner-occupied housing stock in Metro Vancouver. The City commits to implement these policies wherever possible, in order to:
 - (i) identify land uses, transit-supportive densities, requirements and incentives to support the creation of new housing within the SLS Corridor that includes a range of affordability levels, unit sizes, residential tenures, levels of support for residents, and types of structures, including specialized housing as identified in the Housing Needs Report;
 - (ii) encourage the creation of a balanced mix of rental and home-ownership based housing within the SLS Corridor over time, as identified by the OCP;
 - (iii) support the exploration of partnerships and funding opportunities with non-profit housing organizations, and senior, regional and First Nations government partners;
 - (iv) support the creation of subsidized, supportive housing and non-market housing for vulnerable populations; and,

- (v) seek to preserve and increase new rental housing stock in the City as a part of overall housing unit growth over time, by way of:
 - (A) increasing residential densities in areas within walking distance of the SLS Corridor;
 - (B) requiring the one-to-one replacement of purpose-built rental units, secured by housing agreements, as existing rental properties are redeveloped;
 - (C) prohibiting strata conversion of purpose-built rental buildings when CMHC rental unit vacancy rates are below 4 percent;
 - (D) providing incentives to support below market and non-market rental housing developments (including but not limited to reduced parking, density bonusing and waiving amenity contributions); and
 - (E) supporting the creation of innovative and equitable rental housing developments and options for groups with specific needs, such as Indigenous peoples, recent immigrants, seniors and those with special needs, among other potential groups.
- (b) The City will seek to achieve a target of 15% affordable rental housing as a part of new and redeveloped housing development within 800 metres of the 203 Street Station. Affordable rental housing will be interpreted to include any rental tenure units that also meet the Affordable Housing definition as referenced in this agreement.
- (c) The City will collaborate with TransLink, Metro Vancouver, the Province, and BC Housing on the development of a set of performance measures and indicators to assist in tracking progress toward meeting Affordable Housing needs, as defined by the City's Housing Needs Report, within the SLS Corridor by 2024.
- (d) TransLink will Collaborate with the City on the City's development of the Affordable Housing related performance measures and indicators.
- (e) The City will update the performance measures and indicators identified in 6.1 (c) every five (5) years.
- (f) The City will utilize the future Housing Needs Reports to inform the development of Affordable Housing Policies in the City's OCP, including those that apply to new transit-oriented developments within the SLS Corridor, when these areas are re-designated though future OCP updates.
- (g) The City will update its Affordable Housing Strategy to further refine and expand upon the Affordable Housing Policies in the OCP, and will complete this update in conjunction with the updating of the City's Housing Needs Report in 2026. The Affordable Housing Strategy will encourage and support a partnership based approach that results in the creation of an appropriate range of affordability levels, unit sizes, residential tenures, level of support for residents and types of structures, including specialized housing as identified in the City's Housing Needs Report, and identify funding needs and mechanisms.

- (h) Within one (1) year of the signing of this agreement, the City will explore and implement more efficient and effective development approvals processes for Affordable Housing developments (or projects that otherwise contribute to housing diversity and support equity outcomes) in the Corridor. This will support project viability and affordability, through reduced project costs, timelines and risks. As part of this effort, the City will explore options including: ensuring early alignment between zoning bylaws and the OCP; delegating decisions to staff; and simplifying requirements (e.g. removing parking minimums). The City may also consider waiving public hearings where appropriate.
- (i) In an effort to ensure that residents of all income groups benefit from this significant public transit investment, and in recognition that the housing market is unlikely to deliver housing that is affordable to moderate to middle income households without direction and support from all levels of government, the private and the non-profit sectors, the signatories agree to work together to encourage a net new supply within the SLS Corridor to meet housing needs identified in the City's OCP and Housing Needs Report.

6.2 Government and Non-Profit-Owned Sites

- (a) The City will collaborate with TransLink, the Province, BC Housing, Metro Vancouver, the federal government the non-market housing sector and, at the City's discretion, any other institutional partners to determine, for the purpose of developing Affordable Housing, the feasibility of assembling and redeveloping large government or Crown corporation-owned property or non-profit owned sites within the SLS Corridor within the City of Langley by the end of 2023. Affordable Housing types considered on these sites shall include a mix of market, below market and nonmarket rental options, as well ownership options, wherever possible.
- (b) TransLink will:
 - (i) work, as appropriate, with the Province and BC Housing to support the completion a market assessment and review of opportunities for land assembly, sale or redevelopment for Affordable Housing of any TransLink-owned sites within the SLS Corridor by the end of 2023;
 - (ii) explore any new opportunities related to Affordable Housing stemming from TransLink's real estate explorations around property development;
 - (iii) work with the City to implement the City's OCP policies, including those that strongly encourage the creation of new developments that include a mix of market ownership, market rental and below market/non-market rental units, as a part of redevelopments occurring on TransLink lands within the SLS Corridor; and
 - (iv) support the implementation of the City's OCP, in terms of maximizing transit-oriented redevelopment potential and supporting public realm, urban design and transportation objectives, on lands adjacent to and surrounding the SLS Corridor as a part of redevelopments occurring on TransLink sites, including redevelopments that incorporate Affordable Housing.

6.3 Retail and Office Development

The City will:

- (a) continue to prioritize the advancement of Downtown Langley and Transit Oriented Core and Mixed Employment land use areas adjacent to and within the SLS Corridor as the preferred location for major office space, institutions, and employment generating uses, as identified in the OCP and Regional Growth Strategy.
- (b) continue to Collaborate with the Province, Metro Vancouver and industry groups to examine necessary market conditions for the attraction of public and private sector office space, destination retail and employment generating uses to Downtown Langley, Transit Oriented Core and Mixed Employment land use areas, the KPU Langley Campus area and the future Innovation Boulevard, as well as study areas for new high-density, transit oriented development and employment generating uses that are located within the SLS Corridor and Langley Bypass, as identified in the OCP.
- (c) Identify opportunities for the Province to locate Provincial offices and facilities in the City of Langley and Langley Regional City Centre, in close proximity to the SLS Corridor.

6.4 Industrial and Mixed Employment

- (a) The City will ensure that land designated as “Industrial and Mixed Employment” in the Regional Growth Strategy will be reserved for industrial and mixed employment uses and intensified for jobs as appropriate, and that the aggregate area of Industrial and Mixed Employment lands in the City will remain consistent over time with the existing area of Industrial and Mixed Employment Lands in the OCP following the development of the Innovation Boulevard Plan and future transit-oriented development land use planning for areas included in the joint TOD Study and the Langley Bypass TOD Study.

6.5 Urban Containment

- (a) The City will ensure the ongoing protection of existing agricultural lands and the containment of new residential and employment growth inside the Urban Containment Boundary (as identified by Metro Vancouver), consistent with the provisions of the Regional Growth Strategy.

6.6 Institutional and Community Services

- (a) The City of Langley OCP identifies opportunities to locate new institutional and public facilities and amenities within the SLS Corridor, and will seek to collaborate with local, regional and senior levels of government, including the Township of Langley and City of Surrey, other public institutions and potentially other partners to consider the development of future facilities and amenities.
- (b) The City of Langley will endeavour to create a new cultural facility with senior levels of government, community partners and donors, that will act as a community hub and major trip-generating destination near the 203 Street SkyTrain Station.

- (c) The City of Langley will identify potential new facilities, amenities, and capital improvements, through the Parks, Recreation and Culture Master Plan Update.
- (d) TransLink will, as part of the transit system-wide customer washroom policy adopted in 2018, identify potential opportunities to provide washroom access at key SLS SkyTrain Stations.

7. DISTANCE: CREATE A WELL-CONNECTED STREET AND BUS NETWORK

7.1 City Transportation Plan

- (a) The City is undergoing an update to the City-wide **Master Transportation Plan Update** with the intent to complete by the end of 2022.
- (b) The future Master Transportation Plan Update will:
 - (i) incorporate recommended road network, cycling and pedestrian improvements, and speak to their incorporation into capital improvement programs and other transportation plans, as appropriate;
 - (ii) incorporate improvements to enhance access to transit, improvements to improve bus speed and reliability, and modification needed for future rapid transit corridors;
 - (iii) review policies and measures such as TDM measures, reduced parking requirements, facilitating electric vehicle infrastructure, and improved facilities for Active Transportation;
 - (iv) review policies and measures for adoption which strive towards a Vision Zero goal to improve safety for all transportation modes and users; and
 - (v) ensure that the transportation infrastructure needed to support mobility, economic growth, and the movement of goods and services is provided.
- (c) TransLink will Collaborate with the City to develop the Master Transportation Plan Update and allocate staff and in-kind resources consistent with the City's Transportation Master Plan Update production schedules and sufficient for their desired level of involvement.

7.2 Area Transport Plan

- (a) TransLink intends to Collaborate with the City to complete, by the end of 2026 or two years prior to Opening Day, an Area Transportation Plan that will:
 - (i) Identify sub-regional priorities and may be developed in coordination with other local governments including Township of Langley, City of Surrey, and other relevant partners and stakeholders; and,
 - (ii) Identify opportunities to provide transportation service connections with the Fraser Valley Regional District, which may include consulting with BC Transit, the Province, Fraser Valley Regional District and neighbouring municipalities.

- (b) The City will Collaborate with TransLink on the preparation of an Area Transport Plan to ensure that it reflects the City’s long-term vision for the future of transit in the City, as well as potentially addressing aspects related to the regional walking, rolling, cycling, roads, and goods movement network.

7.3 **SLS Bus Integration Service Plan**

- (a) TransLink will prepare a bus network integration plan (the “**SLS Bus Integration Service Plan**”) that identifies modifications to bus connections to new SLS SkyTrain Stations. TransLink will complete this planning work in the year prior to Opening Day and implement the modifications by Opening Day.
- (b) The SLS Bus Integration Service Plan will:
 - (i) identify routes to be removed to reduce duplication;
 - (ii) identify how service hours will be reallocated toward connecting bus services, with the assumption that all saved resources will be reinvested in the Southeast sub-area of TransLink’s transit system;
 - (iii) modify levels of service, hours of operation, operating patterns and stop locations, as necessary, to ensure direct connections to SLS SkyTrain Stations on Opening Day;
 - (iv) identify opportunities to maintain or enhance the speed and reliability of existing bus service through transit priority measures, including measures that may be implemented prior to Opening Day; and
 - (v) provide coordination with other plans and projects, including the City’s Master Transportation Plan, and TransLink’s Investment Plan, Transport 2050 and the future update of the Area Transport Plan.
- (c) TransLink will provide cost-sharing opportunities for the foregoing transit priority measures based on the regional funding contained in TransLink’s current and future investment plans.
- (d) The City will consider the SLS Corridor one of the high priority routes when applying for regional funding and if the City’s application is approved, the City will cost-share as appropriate and required under any funding arrangement or funding conditions.
- (e) TransLink will monitor service changes implemented and incorporate the results into service planning and the future update of the Area Transport Plan.

7.4 **Cycling Strategy**

- (a) The City will, as a component of the Master Transportation Plan Update:
 - (i) prepare a fully-costed set of recommended cycling improvements (for all ages and abilities) for connections to SLS SkyTrain Stations, separated cycling infrastructure within the SLS Corridor, and long and short term bicycle parking;

- (ii) seek opportunities for early delivery of cycling improvements (for all ages and abilities) prior to Opening Day; and,
 - (iii) seek cost-sharing opportunities from TransLink for the implementation of the cycling improvements (for all ages and abilities).
- (b) The City will incorporate recommended cycling improvements (for all ages and abilities) into its capital improvement programs and other transportation plans, as appropriate.
- (c) The City will seek opportunities to implement cycling improvements (for all ages and abilities) through the rezoning redevelopment, and acquisition of private property.
- (d) TransLink will contribute technical support to the development of the recommended cycling improvements (for all ages and abilities), as requested by the City.
- (e) To pursue the implementation of secure, publicly-accessible long and short term bicycle parking at those SLS stations where such parking is not delivered by the Project:
- (i) The City will assess opportunities for development to contribute toward publicly-accessible long and short term bicycle parking on a site-specific basis, where appropriate.
 - (ii) TransLink will provide cost-share opportunities for publicly-accessible long and short term bicycle parking in accordance with the existing Bicycle Infrastructure Capital Cost Sharing (BICCS) and Major Road Network and Bike (MRNB) allocated and competitive funding programs and will assess opportunities to fund these improvements through the regional cycling infrastructure budget.
 - (iii) TransLink will provide ongoing operation and maintenance for publicly-accessible long and short term bicycle parking sites owned by TransLink, as consistent with existing facilities, or as otherwise agreed for sites not owned by TransLink.
- (f) TransLink will provide cost-share opportunities for cycling improvements in accordance with the existing Bicycle Infrastructure Capital Cost Sharing (BICCS) and Major Road Network and Bike (MRNB) allocated and competitive funding programs. Separated cycling infrastructure along SkyTrain corridors is an important component of TransLink's cycling goals. As such, these works would be viewed favourably for TransLink's competitive funding and would be eligible for up to 75 percent TransLink cost sharing.
- (g) TransLink will investigate other funding opportunities and, if available, will include such funding opportunities in future versions of TransLink's investment plan.
- (h) The City will work with the Province to access and take advantage of cost-share opportunities through BC Active Transportation Infrastructure Grant Program and other cost-share opportunities for the implementation of these cycling improvements.

7.5 Pedestrian Strategy

- (a) The City of Langley OCP and its Appendices identify detailed pedestrian and public realm improvements that connect to the 196 Street and 203 Street SkyTrain stations and SLS Corridor in the interest of promoting a great and safe transit user experience.
- (b) The City is undertaking an update to the City's Master Transportation Plan that will further identify recommended pedestrian improvements connecting to SLS SkyTrain Stations and within the SLS Corridor and Project guideway; as a part of this the City will:
 - (i) prepare a fully-costed set of recommended pedestrian improvements for connections to SLS SkyTrain Stations;
 - (ii) seek opportunities for early delivery of these pedestrian and public realm improvements prior to Opening Day;
 - (iii) seek cost-sharing opportunities from TransLink for the implementation of these pedestrian and public realm improvements;
 - (iv) work with the Province to access and take advantage of cost-share opportunities through BC Active Transportation Infrastructure Grant Program and other cost-share opportunities for the implementation of these pedestrian improvements; and
 - (v) include a Mobility Plan that identifies a proposed pedestrian network, consisting of sidewalks, multi-use paths and trail linkages, and associated infrastructure.
- (c) The City will work with the Province to access and take advantage of cost-share opportunities through BC Active Transportation Infrastructure Grant Program and other cost-share opportunities for the implementation of these pedestrian and public realm improvements.
- (d) TransLink and the City will continue to work with the Province regarding SLS Project construction and the delivery of key pedestrian and public realm improvements and transit-oriented station area development, as identified in the City's OCP and Appendices.
- (e) The City will incorporate recommended pedestrian improvements into its Master Transportation Plan Update, capital improvement programs and other transportation plans, as appropriate.
- (f) The City will implement pedestrian and public realm improvements through the rezoning and redevelopment of private property.
- (g) TransLink will contribute technical support to the development of the recommended pedestrian improvements, as requested by the City.
- (h) TransLink will provide cost-share opportunities for pedestrian improvements in accordance with the existing Walking Infrastructure to Transit (WITT) allocated and competitive funding program. Pedestrian infrastructure around SLS SkyTrain Stations is an important component of TransLink's walking goals. As such, these works would

be viewed favourably for TransLink's competitive funding. Improvements near SLS SkyTrain Stations would be eligible for at least 50 percent TransLink cost sharing, with up to 75 percent cost sharing available if the improvement is also located in an Urban Centre or Frequent Transit Development Area.

- (i) TransLink and the City will continue to work with the Province regarding Project construction and delivery of key pedestrian and public realm improvements and transit-oriented station area development.
- (j) TransLink will investigate other funding opportunities and, if available, will include such funding opportunities in future versions of TransLink's investment plan.

8. DESIGN: CREATE PLACES FOR PEOPLE

8.1 Urban Design Considerations

- (a) By 2022, the City will complete a public realm plan for the Project corridor (guideway), station areas, and connecting street and path networks, that integrates Project infrastructure into the City's public realm in an attractive and user-friendly manner and supports a great and safe resident, visitor, and transit user experience.
- (b) The City's OCP includes Urban Design Principles and Development Permit Area Guidelines that support pedestrian and active transportation-friendly urban environments and public realm, and great and safe public places, including those within the SLS Corridor and those surrounding and leading to SkyTrain Stations.
- (c) As a part of the Joint TOD Study, the Langley Bypass TOD Study and future OCP updates, the City will develop, with input from TransLink and the Province, urban design and public realm guidelines and streetscape standards that advance place-making for the SLS Corridor, enable the implementation of coordinated public realm design approaches in new transit-oriented growth areas within the SLS Corridor and in areas shared with the Township of Langley and the City of Surrey, and enhance the transit user experience in the SLS Corridor.
- (d) TransLink will support the implementation of the City's OCP regarding public realm and urban design objectives and the creation of great and safe public places, on lands adjacent to and surrounding the 203 Street and 196 Street SkyTrain Stations and in areas along the SkyTrain guideway leading to the 203 Street and 196 Street SkyTrain Stations, where TransLink sees that the OCP is aligned with the Regional Transportation Strategy, the Transit-Oriented Community Design Guidelines, and TransLink interests generally.
- (e) Recognizing that the Project will introduce a new source of noise to the environment within the SLS Corridor:
 - (i) The City will enact, in consultation with TransLink, development guidelines for noise mitigation for building facades that face the SLS SkyTrain Service, and in developing those guidelines the City will consider the Interim Guidelines for New Development: Environmental Noise Assessment completed by TransLink.

- (ii) TransLink will utilize noise thresholds in transit infrastructure design to mitigate ambient noise impacts associated with the SLS SkyTrain Service, per the SkyTrain Noise Assessment Summary: November 2018 completed by TransLink.

8.2 OCP Development Permit Area Guidelines

The City will review and update as needed the Development Permit Area Guidelines in the OCP to support transit-oriented development in the SLS Corridor, as a part of future OCP updates.

9. DEMAND MANAGEMENT: ENCOURAGE SUSTAINABLE TRANSPORTATION MODES

9.1 Parking

- (a) The City will complete an update to the Zoning Bylaw by 2022, with the intent of reducing current off-street parking requirements for new developments within the SLS Corridor. These reduced parking requirements will be based on off-street parking requirements in other municipalities with rapid transit service, regional best practices and local context.
- (b) The City will continue to review its off-street parking requirements for new developments within the SLS Corridor and undertake Zoning Bylaw updates every three to five (3-5) years, in conjunction with future OCP updates that occur prior to and after SLS opening day, with the intent of further reducing off-street parking requirements, as conditions warrant, that support transit-oriented development, transit accessibility and the SLS investment over the long term. These reviews will also consider lower off-street parking requirements for Affordable Housing.
- (c) The City will complete an on-street parking management strategy by 2023, with the intent of complementing off-street parking reductions with the broader use of time-limited parking restrictions on City streets within the SLS Corridor.
- (d) The City will complete an examination, with BC Housing, Metro Vancouver, TransLink and building owners, of existing parking utilization rates at existing rental housing sites by 2024.
- (e) TransLink and the City will Collaborate to advance research and recommendations on passenger zone management near SLS SkyTrain Stations to support pick-up and drop-off.

9.2 Transportation Demand Management

- (a) As part of the future OCP update, the City will complete an update to the Corporate and Community Energy & GHG Emissions Plan by 2024 to provide guidance on reduction initiatives that achieve GHG emissions targets.
- (b) As part of its development application process, the City will consider potential opportunities to reference the “TDM Guidelines for Development in Metro Vancouver” developed by TransLink.

- (c) TransLink and the City will Collaborate with the intent to implement a range of TDM initiatives for the SLS Corridor, as part of TransLink’s TDM for Development and TravelSmart programs. These initiatives may include:
 - (i) programs to encourage alternative modes of transportation during the construction period;
 - (ii) strategies to encourage mode shift immediately after project completion; and,
 - (iii) Compass pass programs for employers and new residential developments.

TransLink will implement such TDM initiatives in advance (where applicable) and at the commencement of construction of the Project.

10. MONITORING COMMITTEE

10.1 Monitoring Committee

Within a year of Project Approval, the City and TransLink will establish a multi-stakeholder committee (the “**Monitoring Committee**”) to: (i) review the performance of land use and transportation outcomes for the SLS Corridor; and (ii) monitor compliance by each Party with the commitments and responsibilities set out in this Agreement.

10.2 Composition

The Monitoring Committee will be comprised of, at a minimum, one or more senior representatives from the Parties, the Province, and such other members as the Parties may agree from time to time. The City and TransLink will invite and encourage senior representatives from Metro Vancouver to be represented on the Monitoring Committee. The Monitoring Committee will be chaired by a TransLink representative. At the time of constituting the Committee, and to ensure that monitoring is as effective as possible, the parties will consider the option of a joint Monitoring Committee and/or other joint monitoring efforts involving other municipalities which are also signatories to other similar Supportive Policies Agreements with TransLink.

10.3 Duties and Responsibilities

The duties and responsibilities of the Monitoring Committee will include, but are not limited to:

- (a) establishing its “Terms of Reference” based on the direction provided in this Agreement and on the timeline determined at the initial meeting;
- (b) measuring the effectiveness of this Agreement by monitoring changes within the SLS Corridor across the following areas, including the application of social equity and climate action lenses in the development of indicators for these measures:
 - (i) population and employment growth;
 - (ii) net new Affordable Housing supply;
 - (iii) transit performance;
 - (iv) mode split;

- (v) cycling performance; and
 - (vi) pedestrian performance;
- (collectively, the “**Performance Measures**”)
- (c) defining specific indicators for the Performance Measures, and applying social equity and climate action lenses in the development of those indicators. These Performance Measures and their specific indicators will be refined, as and when needed, with consideration to data availability, with the intent that the Performance Measures inform the Annual Report and 5-Year Performance Report (as defined below);
 - (d) monitoring and evaluating the outcomes of the Performance Measures, including the associated indicators, and the commitments of each Party as set out in this Agreement;
 - (e) provide City Council, the Mayors’ Council and the TransLink Board of Directors with the Annual Report (as defined below);
 - (f) provide City Council, the Mayors’ Council and the TransLink Board of Directors with the 5-Year Performance Report (as defined below);
 - (g) establishing a staff subcommittee (the “**Subcommittee**”) comprised of staff from those agencies represented on the Monitoring Committee, to report to the Monitoring Committee and support the Monitoring Committee’s duties and responsibilities. The Subcommittee will establish its own “Terms of Reference” that will include a regular reporting schedule; and
 - (h) consider such other matters that the members deem advisable.

10.4 Meetings

- (a) The Monitoring Committee will hold a meeting, at a location specified by the City and TransLink, at least once each year, and from time to time, as necessary and agreed by the Parties.
- (b) Meetings of the Monitoring Committee should be scheduled to align (i) to the extent possible with release times for relevant data sources and other planning milestones (including, without limitation, Census, Trip Diary, TOD Study completions, OCP updates), recognizing the need to prioritize in the case of multiple events in any given year, and (ii) with key milestones for the Project and the meeting schedule will include:
 - (i) a meeting prior to Opening Day;
 - (ii) such other meetings which align with other key milestones for the Project, as identified by the members of the Monitoring Committee.
- (c) TransLink will keep minutes of all recommendations and meetings of the Monitoring Committee and circulate such minutes to the City within such time period specified in the Terms of Reference for the Committee.
- (d) The City and TransLink will work together to produce the following materials in connection with each meeting of the Monitoring Committee:

- (i) a joint report from TransLink and City staff to the Monitoring Committee;
 - (ii) presentation materials, if applicable;
 - (iii) meeting minutes for the previous meeting; and
 - (iv) status of action items identified at previous meetings.
- (e) The Monitoring Committee will hold its initial meeting within one year of Project Approval. In such initial meeting the Monitoring Committee will:
- (i) discuss timelines on which it will (i) establish its “Terms of Reference”, and (ii) define detailed processes for how it will carry out its mandate as set out in this Agreement;
 - (ii) discuss and set an appropriate meeting schedule, addressing the meetings schedule needs set out in section 10.4(b);
 - (iii) discuss and set the timing for the delivery of the first Annual Report and first 5-Year Performance Report;
 - (iv) discuss a role for Metro Vancouver in providing data reporting coordination for the Annual Report and 5-Year Performance Report.

11. PERFORMANCE REPORTING, DOCUMENTATION AND REVIEW OF PROCESS

11.1 Monitoring Committee Annual Report

- (a) The City and TransLink will work jointly and cooperatively to prepare an Annual Report on the tracking of the Agreement commitments, with high level commentary rather than in-depth analysis (the “**Annual Report**”).

11.2 Monitoring Committee 5-Year Performance Report

- (a) The City and TransLink will work jointly and cooperatively to prepare a comprehensive report every five years documenting (i) the progress on the Performance Measures and indicators as defined, (ii) progress on all commitments and responsibilities of each Party as set out in this Agreement, and (iii) any other relevant data or measures identified by members of the Monitoring Committee (the “**5-Year Performance Report**”). In those years when a 5-Year Performance Report is prepared, no Annual Report is needed.
- (b) The 5-Year Performance Report will also include actions recommended by the Monitoring Committee to address any unmet commitments or responsibilities in this Agreement and any concerns with respect to land use or transportation outcomes. The City will present the 5-Year Performance Report to City Council and TransLink will present the 5-Year Performance Report to the TransLink Board of Directors and to the Mayors’ Council.

11.3 Monitoring Committee Timeline

The Monitoring Committee will be responsible for meeting and creating Annual Reports and 5-Year Performance Reports until twenty years after Opening Day, or 2045, whichever is later. The Monitoring Committee will cease to exist after this time unless an extension is agreed to by both parties.

11.4 Review and Assessment

The City and TransLink will work jointly and cooperatively to review and assess over time the structure of the Monitoring Committee and the overall monitoring process set out in this Agreement. Any changes to be made to the Monitoring Committee or the overall monitoring process herein stated must have the agreement of the representatives of TransLink and the City on the Monitoring Committee.

For clarity, the opportunity for review set out in the preceding paragraph is based on the recognition of expected changes over time related to data availability, organizational structures, project planning and implementation, and other factors not necessarily known to the Parties at the outset of this Agreement. In addition, it may be appropriate to reduce over time the frequency of the meetings of the Monitoring Committee or delivery of Annual Reports and/or 5-Year Performance Reports.

11.5 Information and Data Collection

- (a) The default geographic scope for Performance Measures data collection will be the boundary defined by the SLS Corridor. Where appropriate, the Monitoring Committee shall consider data collection at a narrower or broader geographic scope so as to be either more focused where needed, or to capture other potential development and housing opportunities, as well as connecting multi-modal transportation networks.
- (b) The City and TransLink shall collect, document and provide to the Monitoring Committee, as is reasonably available, in advance of each meeting of the Monitoring Committee, the most current available data outcomes for those metrics in the Performance Measures framework to be fully defined by the Monitoring Committee per section 10.3(c).

12. MISCELLANEOUS

12.1 General

The parties will revisit this Agreement as may be necessary to ensure the Agreement continues to meet the Project needs.

This Agreement is a statement of intent to summarize the collective wishes of the parties and to illustrate the parties' mutual support of the Project.

This Agreement may be executed in counterparts, and when counterparts have been executed by the parties, each originally executed counterpart, whether a facsimile, photocopy, PDF or original, will be effective as if one original copy had been executed by the parties.

As governmental or public authorities, the Parties are documenting their good faith commitments to each other to undertake the actions, cooperation and support described in this Agreement in a diligent and timely manner to achieve the Project objectives.

As governmental or public authorities, each party acknowledges that it is governed by officials who are duty-bound to enact by-laws and policies in accordance with the mandates stipulated in each Party's governing legislation. As such, and despite any other term of this Agreement to the contrary, the Parties acknowledge and agree that this Agreement is not intended to, and will not operate so as to, create legally binding rights and obligations nor to fetter the lawful discretion and powers of either party with respect to the subject matter of this Agreement.

12.2 **Dispute Resolution**

As noted in section 1.7, but subject to the limitations on this Agreement noted in section 1.7, each Party is fully committed to pursue in good faith the adoption, implementation, continuation and maintenance of the policies, plans, initiatives, tasks and actions they have each respectively agreed to in this Agreement.

In the event the Parties at the Monitoring Committee level are not able to resolve a disagreement over the interpretation or application of any Agreement provision in any circumstance, or in the event one Party has not performed an obligation or followed through with a commitment set out in this Agreement and the Parties cannot agree on what measures or steps should be taken, and by who, to rectify or remedy the situation, and to mitigate the potential adverse impacts to the Project, the Parties will immediately refer the matter in dispute to the Vice President of Transportation Planning and Policy at TransLink and the Director of Development Services, at the City, who will meet on a priority basis to diligently discuss in good faith a possible resolution. If such individuals cannot resolve the matter in dispute within 15 days of meeting in person (or such other time as the Parties agree), the Parties will immediately refer the matter in dispute to the CEO of TransLink and the Chief Administrative Officer of the City for resolution.

12.3 **Amendments**

This Agreement may not be modified or amended except by an instrument in writing signed by each of the Parties.

12.4 **Further Assurances**

Each of the Parties will work cooperatively with each other and do all further acts and things as may be reasonably required in support of the commitments in this Agreement.

12.5 **Notice**

All notices required or permitted to be given under the terms of this Agreement will be in writing and may be delivered personally, by email, by courier or may be forwarded by first class prepaid registered mail to the addresses set forth on page 1 of this Agreement or at such other addresses as may from time to time be notified in writing by the Parties. Any notice delivered will be deemed to have been given and received at the time of delivery.

12.6 **Assignment**

This Agreement and the rights, duties and obligations of any Party under this Agreement will not be assigned by any Party without the prior written consent of the other Party, which consent may be arbitrarily

or unreasonably withheld, and any attempt to assign the rights, duties or obligations under this Agreement without such prior written consent will be of no effect.

IN WITNESS WHEREOF the Parties have executed this Agreement on the day and year first above written:

**SOUTH COAST BRITISH COLUMBIA
TRANSPORTATION AUTHORITY**, by its
authorized signatory

By: _____
Name:
Title:

CITY OF LANGLEY, by its authorized signatories

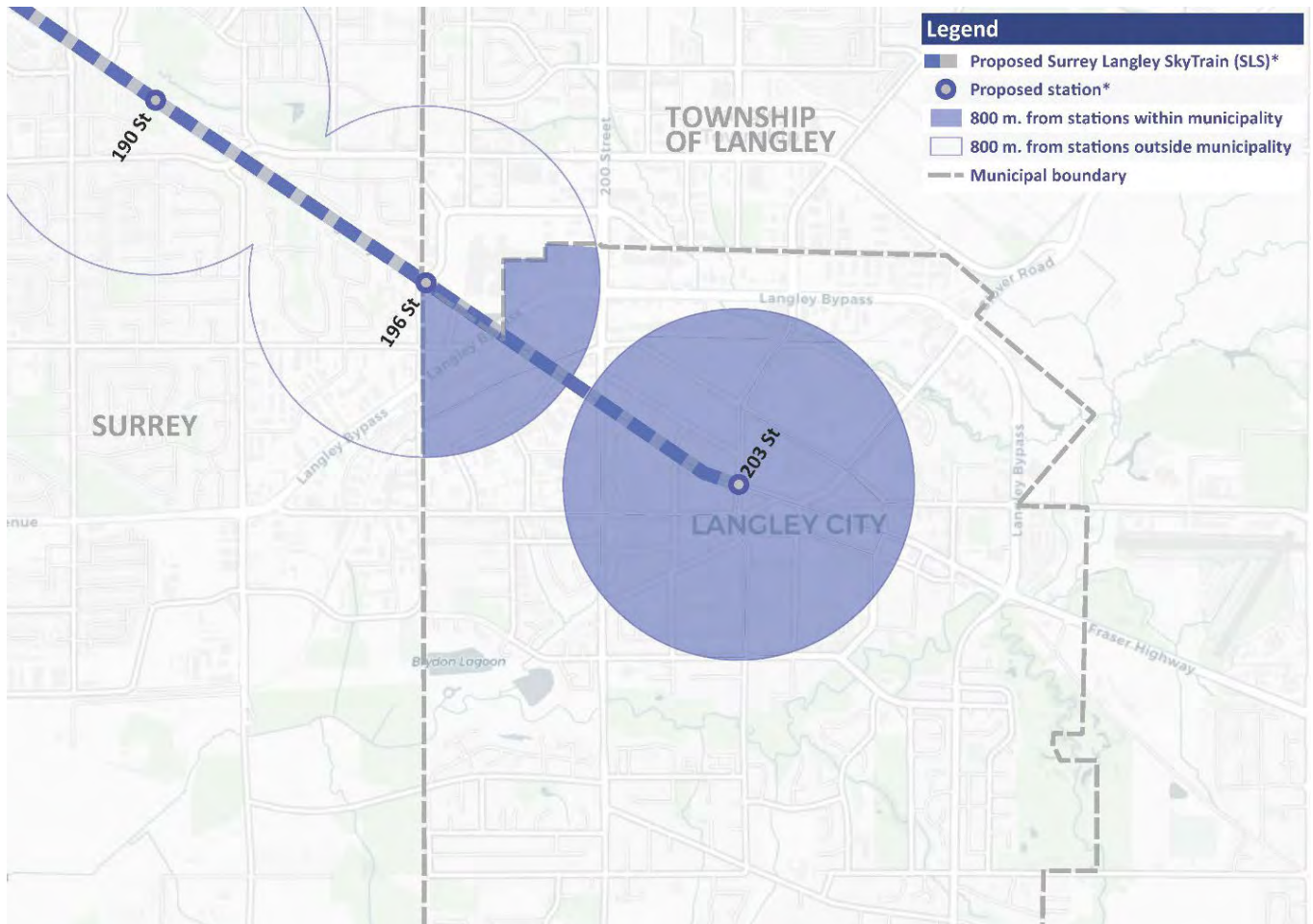
Val van den Broek
Mayor

Kelly Kenney
Corporate Officer

SCHEDULE A:

MAP OF SLS CORRIDOR WITHIN CITY OF LANGLEY

See attached.



Note: Final SLS alignment to be confirmed.

SCHEDULE B:**Population and Employment Projections To Be Exceeded in the Planned Growth for the SLS Corridor Within the City of Langley**

Further to section 5.1(a), the following are the population and employment projections that the City commits to exceed in the planned growth for the SLS Corridor within the City of Langley boundaries:

	Population		Employment	
	2035	2050	2035	2050
GEOGRAPHY				
SLS Corridor – <i>Within City of Langley</i>	12,680	16,890	12,590	14,250

The above figures are derived from a broader set of population and employment projections provided by Metro Vancouver, which are used to develop the Project ridership forecast in the SLS Business Case, as well as the transportation-related benefits as described in the SLS Business Case.

SUPPORTIVE POLICIES AGREEMENT

SURREY-LANGLEY SKYTRAIN PROJECT

THIS SUPPORTIVE POLICIES AGREEMENT made on the ____ day of _____, 2022

BETWEEN:

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY, an entity continued under the *South Coast British Columbia Transportation Authority Act* (British Columbia)
400-287 Nelson's Court, New Westminster, BC V3L 0E7

(“**TransLink**”)

AND:

TOWNSHIP OF LANGLEY
20338 – 65 Avenue, Langley, BC V2Y 3J1

(the “**Township**”)

WHEREAS:

- A. TransLink, as the regional transportation authority, has the mandate to plan, prioritize, secure funding and deliver transportation and transit projects and create an integrated transportation and transit system within the Metro Vancouver Regional District pursuant to the *South Coast British Columbia Transportation Authority Act* (British Columbia);
- B. In October 2020 the Province announced it was delivering the Surrey-Langley SkyTrain (SLS) Project and it would be delivered in a single phase to Langley Centre;
- C. The SLS Project is a 16-kilometre extension of the existing SkyTrain Expo Line from King George Station to Langley Centre along the Fraser Highway (the “**Proposed Extension**”);
- D. The Proposed Extension will provide an alternative to driving, increase transit network capacity and offer new housing development opportunities, including Affordable Housing, to help meet the transportation, housing and climate action goals for the region and the Province;
- E. The Township, as the host municipality of the Proposed Extension within the boundaries of the Township of Langley, has the mandate to provide good governance within its municipal boundaries pertaining to the exercise of powers and duties provided to it pursuant to, among other things, the *Community Charter* and the *Local Government Act*;
- F. The 2014 Mayors' Council Regional Transportation Investments, a Vision for Metro Vancouver (the “**Mayors' Vision**”) calls on the parties to enter into Project Partnership Agreements (the “**PPAs**”), one of which is this Supportive Policies Agreement, whenever the region is making a major investment involving significant cost and risk, the success of which depends on higher degrees of coordination, collaboration and mutually supportive actions by multiple partners;

- G. The Province, TransLink and the Township have significant roles and responsibilities with respect to the portion of the Proposed Extension within the boundaries of the Township of Langley (such portion being referred to herein as the “**Project**”); the details of which are included in this Supportive Policies Agreement (the “**SPA**”), the Municipal Access Agreement (the “**MAA**”) and other potential related agreements/**PPAs** to be entered into by the Township and/or TransLink and/or the Province to enable the construction and operation of the Project;
- H. The Township and TransLink, recognizing that multiple partners that are not signatories to this Agreement will have close involvement in the Agreement’s implementation, will act in good faith and make reasonable efforts to undertake the actions, cooperation and support described in this Agreement, acknowledging that achieving the objectives of this Agreement could also be influenced by the potential future actions that may be taken by these non-signatory partners; and
- I. TransLink and the Township are committed to implementing the Project.

NOW THEREFORE:

The Parties hereby acknowledge, confirm and agree as follows:

1. INTERPRETATION

1.1 Definitions

In this Agreement, including the Recitals and Schedules hereto, unless otherwise specified or the context otherwise requires, the following words and expressions have the following meanings:

- (a) “**Adjacent and Integrated Development**” means TransLink’s review process of the same name;
- (b) “**Affordable Housing Policies**” has the meaning set out in Section 6.1;
- (c) “**Affordable Housing**” means a range of housing types and tenures which are affordable to households with a range of incomes. This definition will be further refined under the work outlined in Section 6.1, and is intended to align with the Affordable Housing definition in the most current Regional Growth Strategy, as well as the Township’s Housing Needs Report/Action Plan;
- (d) “**Agreement**” means this Supportive Policies Agreement;
- (e) “**Collaborate**” means to work closely regarding a decision or initiative, including the development of alternatives and identification of a preferred solution;
- (f) “**Community Amenity Contributions**” means voluntary contributions agreed to by the applicant/developer and local government as part of a rezoning process initiated by the applicant/developer, and which can take several forms, including in-kind and cash contributions towards infrastructure, such as recreation facilities or a fire hall. The contribution would be obtained by the local government if, and when, the local government decides to adopt the rezoning bylaw;
- (g) “**Land Use Plan**” has the meaning set out in Section 5.1;

- (h) “**Master Transportation Plan**” means the plan by the same name developed by the Township and dated 2009;
- (i) “**Mayors’ Council**” means the Mayors’ Council on Regional Transportation as established under the *South Coast British Columbia Transportation Authority Act*;
- (j) “**Mayors’ Vision**” has the meaning set out in Recital F;
- (k) “**Metro Vancouver**” means the Metro Vancouver Regional District;
- (l) “**Metro Vancouver Board**” means the board of directors of Metro Vancouver as the same may be modified from time to time;
- (m) “**Metro Vancouver Transit-Oriented Affordable Housing Study**” means the 2017 study undertaken by Metro Vancouver and as further described in Section 2.4 (i);
- (n) “**Monitoring Committee**” has the meaning set out in Section 10.1;
- (o) “**Municipalities**” means the City of Surrey, City of Langley, and Township of Langley together;
- (p) “**Official Community Plan**” or “**OCP**” means the Official Community Plan of the Township adopted on October 1, 1979, and amended in 2018 under the authority of the *Local Government Act* (British Columbia);
- (q) “**Opening Day**” means the first day upon which the Project opens for service to the public;
- (r) “**Party**” means TransLink or the Township, and “**Parties**” means TransLink and the Township together;
- (s) “**Performance Measures**” has the meaning set out in Section 10.3;
- (t) “**Performance Report**” has the meaning set out in Section 11.2;
- (u) “**PPAs**” has the meaning set out in Recital F;
- (v) “**Project**” has the meaning set out in Recital G;
- (w) “**Project Approval**” means public announcement of senior government approval of the Province’s SLS Project Business Case;
- (x) “**Projects of Significance**” means any significant proposed development projects (residential, mixed-use or otherwise), as determined by the Township and which may be identified through inquiry from TransLink or the Province, as well as any OCP and zoning amendments, representing a significant change from the existing OCP and/or zoning bylaw, including those that may not be considered transit-supportive (e.g. those that propose lower development densities, restrict uses or change in tenure away from rental);
- (y) “**Proposed Extension**” has the meaning set out in Recital C;

- (z) **“Province”** means the Province of British Columbia;
- (aa) **“Regional Affordable Housing Strategy”** has the meaning set out in Section 2.4 (h);
- (bb) **“Regional Growth Strategy”** has the meaning set out in Section 2.4 (g);
- (cc) **“Regional Transportation Strategy”** has the meaning set out in Section 2.4 (f);
- (dd) **“SkyTrain Station”** means a location along the SLS SkyTrain Service for passenger boarding and alighting;
- (ee) **“SLS”** means Surrey Langley SkyTrain;
- (ff) **“SLS Bus Integration Service Plan”** has the meaning set out in Section 7.3;
- (gg) **“SLS SkyTrain Service”** means the rail rapid transit services provided to customers by way of the Project during the Project’s operations and maintenance stage;
- (hh) **“SLS Corridor”** means the geographic area within 800 metres of the SkyTrain Stations;
- (ii) **“Subcommittee”** has the meaning set out in Section 10.3 (g);
- (jj) **“TDM”** has the meaning set out in Section 2.3 (f);
- (kk) **“Transit-Oriented Communities Design Guidelines”** means the design guidelines developed by TransLink in consultation with municipal, Metro Vancouver and provincial government stakeholders, published in July 2012;
- (ll) **“Township Council”** means the municipal Council of the Township, the governing body of the Township of Langley;
- (mm) **“Willowbrook Regional Centre”** means the portion of the Langley Regional City Centre in the Regional Growth Strategy that is located in the Township; and
- (nn) **“Willowbrook Transit Exchange and Conceptual Area Plan”** means the plan by the same name jointly developed by TransLink and the Township, dated 2013.

1.2 Recitals and Schedules

The Recitals and all Schedules to this Agreement are incorporated into and form an integral part of this Agreement.

1.3 Number and Gender

In this Agreement, words importing the singular number include the plural and vice versa and words importing the neuter, masculine or feminine genders include all genders.

1.4 Headings

The headings in this Agreement have been inserted for convenience of reference only and will not affect in any way the meaning or interpretation of this Agreement.

1.5 **Statutory References**

Each reference in this Agreement to an enactment is deemed to be a reference to that enactment, and to the regulations made under that enactment, as the same may be amended or re-enacted from time to time.

1.6 **References to Plans**

Each reference in this Agreement to a plan or similar document, such as the Official Community Plan, Regional Transportation Strategy or the Regional Growth Strategy, is deemed to be a reference to that plan or document as the same may be amended from time to time.

1.7 **Status of Agreement**

As governmental or public authorities, the Parties are documenting their good faith commitments to each other to undertake the actions, cooperation and support described in this Agreement in a diligent and timely manner to achieve the Project objectives described below in Section 2. As governmental or public authorities, each Party acknowledges that it is governed by officials who are duty-bound to enact by-laws and policies in accordance with, among other things, the applicable mandates, including but limited to those stipulated in each Party's governing legislation, which may include requirements for public hearings and other participation and input. As such, and despite any other term of this Agreement to the contrary, the Parties acknowledge and agree that this Agreement is not intended to, and will not operate so as to, create legally binding rights and obligations nor to fetter the lawful discretion and powers of either Party with respect to the subject matter of this Agreement. For clarity, all Township policies, bylaws, plans or other regulations suggested or required to be amended or adopted under this Agreement are subject to the approval of the then constituted Township Council.

1.8 **Effective Date**

Notwithstanding the execution date of this Agreement, the effective date of this Agreement is the date upon which the Mayors' Council approves an investment plan (as defined in and required by the *South Coast British Columbia Transportation Authority Act*) that includes the approved funding for the Proposed Extension.

2. PRINCIPLES AND OBJECTIVES

2.1 **Objective of this Agreement**

The central objective of this Agreement is to confirm and provide certainty regarding the policy commitments of TransLink and the Township which are mainly outside the direct scope of the Project, but which will have a significant impact on the achievement of the Project's objectives. These commitments are intended to be interpreted and applied having regard to the Project objectives (as set out in section 2.2), Agreement principles (as set out in section 2.3) and broad policy objectives (as set out in section 2.4).

2.2 **Project Objectives**

The Project objectives, as fully supported by TransLink and the Township, and included in the SLS Business Case to be approved by provincial Treasury Board, are to:

- (a) provide users with a positive experience;
- (b) facilitate increased share of sustainable modes of transport;

- (c) support active transportation;
- (d) support increased density in the adjacent communities;
- (e) support Affordable Housing;
- (f) support a healthy environment;
- (g) enhance regional goods movement, commerce and job opportunities;
- (h) deliver community benefits;
- (i) provide a service that is good value for money; and
- (j) provide infrastructure that meets the needs of the community.

2.3 Agreement Principles

The success of this major regional investment is dependent on each Party clearly prioritizing, within their respective agencies, the reasonable allocation of resources and alignment of policy in the SLS Corridor. The key elements to successful transportation system performance for this Project include transit-supportive land use along the entire corridor, Affordable Housing Policies, a complete street approach, and pedestrian-friendly, transit-oriented urban design.

The 196 Street station area is bounded by the Township of Langley, City of Langley, and City of Surrey. Given this unique circumstance, the Parties recognize the importance of coordinated planning across these three (3) Municipalities, and with TransLink and the Province, to achieve a successful transit-oriented community in that station area.

The Parties affirm their commitment to advancing the principles of the Transit-Oriented Communities Design Guidelines, the Official Community Plan and the Willowbrook Transit Exchange and Conceptual Area Plan in the planning, design and implementation of the Project as follows:

- (a) Destinations: the coordination of land use and transportation, focusing on high demand destinations within the SLS Corridor;
- (b) Distance: the continued development of a pedestrian and bicycle-friendly street network to support transit use;
- (c) Design: the design of a public realm that is safe, vibrant and accessible to people of all ages and abilities, whether they be walking, cycling, using transit, pushing a stroller, or using a mobility device;
- (d) Density: the concentration of homes, jobs, and key activities within walking distance of the 196 Street SkyTrain Station at a level appropriate to maximize co-benefits and support for the transit investment;
- (e) Diversity: the provision of diverse land uses and housing for a range of types, residential tenures and household incomes; and

- (f) Demand Management: the use of transportation demand management (“**TDM**”) measures like parking pricing and reduced parking requirements to promote walking, cycling and transit within the SLS Corridor.

2.4 Broad Policy Objectives

Throughout the lifecycle of the Project, the Parties will continue to support the following regional and provincial initiatives and policies:

- (a) provincial government initiatives to improve public transit in the transportation service region;
- (b) provincial housing policy, as contained in the 2018 Homes for BC: A 30-Point Plan for Housing Affordability in British Columbia, which aims specifically to increase development density and improve the availability of Affordable Housing around transit stations and more generally to increase the net new supply of Housing, including affordable rental housing, such as less than market, purpose built rental and affordable home ownership, while preserving current residents’ access to Affordable Housing stock;
- (c) provincial climate action policies as contained in CleanBC Roadmap to 2030 that include transportation sector targets and actions such as mode shift, reduced vehicle-kilometres travelled, and less carbon-intensive buildings and communities;
- (d) provincial active transportation planning and engineering guidelines as contained in British Columbia: Active Transportation: Design Guide (2019);
- (e) Gender-Based Analysis+ and other equity based provincial and regional policies which can support the advancement of equitable access to transit service;
- (f) regional transportation policies as contained in the most current regional transportation strategy adopted by the TransLink Board of Directors (the “**Regional Transportation Strategy**”);
- (g) regional growth management policies as contained in the current Metro Vancouver Regional Growth Strategy adopted by the Metro Vancouver Board (the “**Regional Growth Strategy**”);
- (h) regional Affordable Housing Policies as contained in the Regional Affordable Housing Strategy, which was adopted by the Metro Vancouver Board in 2016 (the “**Regional Affordable Housing Strategy**”), and which recognizes the shortage of Affordable Housing in Metro Vancouver and includes a goal of increasing the supply of rental housing along TransLink’s Frequent Transit Network (a network of corridors where transit service runs at least every 15 minutes in both directions throughout the day and into the evening, 7 days a week);
- (i) the Metro Vancouver Transit-Oriented Affordable Housing Study, the intent of which is to expand the knowledge of practitioners and decision-makers about the challenges and opportunities to increase the net new affordable rental housing supply near the region’s Frequent Transit Network;

- (j) the Transit-Oriented Communities Design Guidelines, the key elements of which inform the structure of this Agreement and which demonstrate the fundamentality of community design to the promotion of transit, walking, cycling, and place-making; and
- (k) regional climate action in support of Metro Vancouver Climate 2050 Strategic Framework, which was adopted by the Metro Vancouver Board in 2018 (“Climate 2050”).

3. CONTINUATION OF EXISTING PLANS AND INITIATIVES

3.1 Existing Township Plans and Initiatives

The Township has contributed, completed or initiated a significant amount of work in preparation for the Project and toward the achievement of the objectives and principles described in section 2, including the following:

- (a) various approved supporting plans and strategies, including the Willowbrook Transit Exchange and Conceptual Area Plan, adopted by Township Council on June 26, 2013 which is anticipated to be replaced by an update to the Willowbrook Community Plan once adopted by Council;
- (b) housing initiatives, including the Township of Langley Housing Needs Report (2020) and Housing Action Plan (2021); and
- (c) as a member municipality with the adoption of the Metro Vancouver Regional Growth Strategy.

4. DESTINATIONS: COORDINATE LAND USE AND TRANSPORTATION

4.1 Developments around the 196 Street SkyTrain Station

- (a) The Township will refer Projects of Significance within the SLS Corridor to TransLink and the Province for their information and general awareness. These applications will be referred to TransLink and the Province as early as possible in the planning process to achieve the best possible land use, housing, transportation, and design outcomes. The deadline for TransLink to submit comments will be two (2) weeks from the date the application is referred to it by the Township, unless a longer period is stated by the Township. For clarity, this responsibility is in addition to the requirements of the Township to seek input from both TransLink and the Province’s SLS Project Team on developments that have implications for the regional transportation system and for the SLS Project, and to direct developers to engage in TransLink’s Adjacent and Integrated Development review process. The intent is to ensure TransLink and the Province are aware of key developments being proposed within the SLS Corridor to allow an opportunity to address their interests. TransLink and the Province would be subject to the same commenting period deadlines as other referral agencies for the same project or two weeks, whichever is longer.
- (b) TransLink will seek to provide input to the Township on Projects of Significance within the SLS Corridor to ensure the best possible land use, housing, transportation, and design outcomes, allocating staff and in-kind resources consistent with the

Township's development review schedules and sufficient for their desired level of involvement. For clarity, this responsibility is in addition to the requirements of TransLink to provide input to municipalities, including the Township, on plans and major developments that have implications for the regional transportation system and to engage developers in the Adjacent and Integrated Development review process.

5. DENSITY: CONCENTRATE AND INTENSIFY ACTIVITIES IN TRANSIT CORRIDOR

5.1 Land Use Plan

- (a) The Township intends to update the Official Community Plan in 2024 to ensure integration of the Willowbrook Community Plan update and to designate transit-supportive density and uses in the Willowbrook Regional Centre, including policy statements that prioritize rapid transit corridors and urban centres as locations for higher density residential, commercial, employment and institutional development.
- (b) The Official Community Plan update will:
 - (i) include statements demonstrating the Township's commitment to the SLS Corridor as a priority area for development within the Township, with the objective of the SLS Corridor accommodating an increasing proportion of the Township's growth; and
 - (ii) include updates to land use and housing policies to reflect the most current Regional Growth Strategy (policies and targets) and the Housing Needs Report, implement the Housing Action Plan, and respond to evolving market and community conditions;
- (c) The Township will consider policy mechanisms such as Community Amenity Contributions and limitations on processing rezoning applications within the SLS Corridor, and will consider enacting and putting in place such mechanisms until an updated OCP has been adopted by Council in consultation with TransLink that achieves the Project Objectives and aligns with this agreement;
- (d) The Township aims to update the Willowbrook Community Plan by the end of 2024. A primary goal for the Willowbrook Community Plan is to develop a vision for Willowbrook as a sustainable transit-oriented community, and delineate distinct sub-areas within the planning area for future development, based on proximity to the proposed 196 Street Station and Willowbrook Transit Exchange as well as potential development scenarios;
- (e) The Willowbrook Community Plan update will:
 - (i) Incorporate transit-oriented land uses, transit-oriented development densities and forms of residential tenure which result in planned population and job growth that:
 - (A) exceeds the 2035 and 2050 population and job growth projections used in the Provincial SLS Business Case ridership forecasts, for the SLS Corridor within the Township, as shown on in Schedule B, and supports the SLS Project over the long term, and,

- (B) intends to meet or exceed a Floor Area Ratio (“FAR”) of 5.5 for lands within 400m of the station, and an FAR of 4.5 for lands between 400 and 800m of the station;
- (ii) Reinforce transit and active transportation-oriented urban design and street standards;
- (iii) Be consistent with the goals, strategies and targets of the most current Regional Growth Strategy; and
- (iv) Include dwelling unit, population and employment targets for the area located within the SLS Corridor for the years 2025, 2030, 2035, 2040, 2045, and 2050;
- (f) The population, dwelling unit and employment targets will be consistent with the targets set out in the Regional Growth Strategy, the OCP, and the current and anticipated housing needs identified in the Township’s housing needs report;
- (g) The Township intends to develop a land value capture system for the Willowbrook area to help offset the cost of providing community amenities as a result of growth in the Willowbrook area by the end of 2024;
- (h) The Township intends to update the Community Amenity Contribution Policy to include a basket of community amenities for the Willowbrook Regional Centre;
- (i) The Township will Collaborate with TransLink and the Province on the preparation of the update to the Willowbrook Community Plan to achieve integrated land use and transportation planning, recognizing that it is within the powers of the Township under the *Local Government Act* to develop and approve its Land Use Plans, housing needs reports, and housing policies. TransLink’s involvement will focus on input towards the identification of population, dwelling unit and employment targets that support ridership within the SLS Corridor; and
- (j) TransLink will Collaborate with the Township to develop the Willowbrook Community Plan update and allocate staff and in-kind resources consistent with the Township’s Land Use Plan production schedules and sufficient for their desired level of involvement.

5.2 Land Use Plan Intermunicipal Coordination

- (a) The Township has and will continue to consult with the City of Langley and the City of Surrey regarding future transit-oriented redevelopment around the 196 Street Station and specific improvements (transportation/traffic, public realm, amenities, among other items) related to the Project and private property redevelopment, in the interest of supporting new growth that aligns with the commitments set out in Section 5.1;
- (b) Given that the 800 metre area around 196 Street Station is also bounded by the City of Langley and the City of Surrey, the Township commits:
 - (i) to participate in a joint Transit Oriented Development (TOD) Study to be undertaken collaboratively with the Municipalities, also with the involvement of

TransLink and the Province as needed. This study will review all lands within a mutually agreed upon geography of at least 800m surrounding the 196 Street Station, the details of which are to be determined by the Municipalities as part of the project scope at the commencement of the study. The TOD Study's geography is subject to further refinement to account for land parcels, such as but not limited to, regionally designated industrial and employment lands, natural areas and park space;

- (ii) to work collaboratively to develop the scope and detailed timeline for the TOD Study. This scoping will be undertaken at the commencement of the TOD Study and reflect that its purpose is to identify shared objectives for land use, density, affordable housing, transportation (including but not limited to active transportation), infrastructure, urban design, and any other mutually agreed-upon elements in the 196 Street Station area that is aligned and coordinated between the Municipalities and is supportive of rapid transit. The scoping will also reflect that the TOD Study is meant to:
 - (A) address how the multiple municipal jurisdictions around 196 Street Station will coordinate to plan for Affordable Housing in the SLS Corridor within each jurisdiction and to align with any Affordable Housing related targets in the Regional Growth Strategy current at that time;
 - (B) identify the processes, tools and deliverables that the Municipalities will pursue to achieve those shared objectives; and
 - (C) provide detail on phasing the TOD Study as needed to accommodate the Municipalities' planning processes;
- (iii) to make reasonable efforts to participate in and support the completion of this joint TOD Study by the end of 2023, with the intent to initiate work in 2022 following the signing of this agreement;
- (iv) to provide a portion of funding (which will be subject to future agreement and discussion between the Parties), all possible supporting information, and dedicated staff resources to support the completion of the TOD Study;
- (v) to refer future planning and development applications to the other municipalities pertaining to those lands within the TOD Study geography for review and comment, with the intent to ensuring land use planning coordination; and
- (vi) that once the TOD Study is complete, and subject to satisfaction with the TOD Study, there is agreement to use the outputs of the TOD Study as technical inputs to future planning and land use exercises and decisions on lands within the TOD Study geography, including consideration of OCP and zoning updates;
- (c) TransLink will contribute to the joint TOD Study by coordinating TransLink review, comments and staff participation in TOD Study related meetings, discussions and workshops.

5.3 Land Use Plan Reviews

- (a) Approximately every five (5) years, the Township will consider a review of the Willowbrook Community Plan to identify evolving opportunities for TOD, reflect current market conditions and respond to the most recent housing needs report, and will Collaborate with TransLink and the Province on such reviews and the consideration of whether to undertake a review.
- (b) TransLink will Collaborate with the Township with respect to such reviews of the Willowbrook Community Plan, should they take place.

6. DIVERSITY: ENCOURAGE MIXED USES, INCLUDING HOUSING TYPES AND RESIDENTIAL TENURES

6.1 Affordable Housing Policies

- (a) As part of the Township’s process to adopt an updated Willowbrook Community Plan, the Township will develop Affordable Housing Policies (“**Affordable Housing Policies**”) for the SLS Corridor. The Affordable Housing Policies shall be developed and considered in the context of the Township’s Housing Needs Report (2020) and Housing Action Plan (2021) and the Regional Growth Strategy and Regional Affordable Housing Strategy current at the time.
- (b) The Affordable Housing Policies for the SLS Corridor will set out Affordable Housing targets and associated external funding needs where appropriate. These targets will be defined by housing structure type, unit size and tenure, as informed in the Township’s Housing Needs Report and Housing Action Plan, and will align with any Affordable Housing related targets included in the Regional Growth Strategy current at the time.
- (c) The Affordable Housing Policies will encourage and support an appropriate range of affordability levels, unit sizes, residential tenures, levels of support for residents, and types of structures, including specialized housing as identified in the housing needs report. The policies will also include approaches to preserving and/or replacing existing rental housing stock by way of supporting the creation of innovative and equitable rental housing developments and options for groups with specific needs, such as Indigenous Peoples, recent immigrants, seniors, and those with special needs, among other potential groups.
- (d) Affordable Housing targets for the SLS Corridor will be developed using this information prior to transit line construction beginning, recognizing that changes to permitted density, zoning, other land use policies, as well as external funding support, will also be needed.
- (e) As part of development of the Affordable Housing Policies for the SLS Corridor, the Township will develop a set of performance measures and indicators to assist in tracking progress toward meeting Affordable Housing targets and associated external funding needs, within the SLS Corridor.
- (f) The Township will Collaborate with TransLink, Metro Vancouver, the Province and BC Housing on the development of the Affordable Housing Policies, targets, and

related performance measures and indicators to be completed as part of the process to adopt an updated Willowbrook Community Plan by 2024.

- (g) TransLink will Collaborate with the Township, Metro Vancouver, the Province, and BC Housing on the development of the Affordable Housing Policies and related performance measures and indicators, via a Township led housing focused sub-committee (the “Focused Sub-committee”) to convene by July 2023, and will contribute technical information and analysis to the planning process as available and as appropriate.
- (h) Within one (1) year of the signing of this agreement, the Township will explore and consider implementation of more efficient and effective development approvals processes for transit-oriented developments, Affordable Housing developments (or projects that otherwise contribute to housing diversity and support equity outcomes) in the SLS Corridor. This will support project viability and affordability, through reduced project costs, timelines, and risks. As part of this effort, the Township will explore options including: ensuring early alignment between zoning bylaws and the OCP; delegating decisions to staff; and simplifying requirements (e.g. removing parking minimums). The Township may also consider waiving public hearings where appropriate.
- (i) In an effort to ensure that residents of all income groups benefit from this significant public transit investment, and in recognition that the housing market is unlikely to deliver housing that is affordable to moderate to middle income households without direction and support from all levels of government, the private and the non-profit sectors, the Parties agree to work together to encourage net new supply in the SLS Corridor to meet housing targets set out in the “Affordable Housing Policies.”

6.2 Purpose-Built Rental Housing

- (a) As part of development of the Affordable Housing Policies for the SLS Corridor, and in line with the Township’s Housing Action Plan and the commitment for planned growth as stated in section 5.1€ , the Township will create policies to incentivize purpose-built rental in the SLS Corridor. The Township will take reasonable steps to include in the Affordable Housing Policies actions and measures for the SLS corridor that:
 - (i) preserve existing residents’ access to affordable rental housing, and particularly non-market rental housing, through rental replacement policies;
 - (ii) encourage the retention and increase the supply of purpose-built rental housing, and particularly affordable and non-market family housing;
 - (iii) provide incentives such as development cost charge reductions, density bonuses, parking requirement reductions and other means to encourage the development of affordable rental housing;
 - (iv) explore opportunities, like partnering with a developer, non-profit organization, and senior, regional, and First Nations government partners, to leverage tools such as the Township’s existing Affordable Housing Reserve Fund, established under

the Township's Community Amenity Policy, to contribute towards cost-sharing for below-market, affordable purpose-built rental housing;

- (v) seek a prohibition on strata conversion of purpose-built rental buildings when CMHC rental vacancy rates are below 4 percent;
- (vi) explore the use of tools such as the recently approved rental tenure zoning and housing agreements; and
- (vii) evaluate and consider the implementation of an Inclusionary Housing Policy in order to help meet demand for affordable rental housing.

6.3 **Government and Non-Profit-Owned Sites**

(a) The Township will:

- (i) through the Focused Sub-committee, Collaborate with TransLink, the Province, BC Housing, Metro Vancouver, the federal government, Fraser Health Authority, the non-market housing sector and, at the Township's discretion, any other institutional partners to determine, for the purpose of development of Affordable Housing, the feasibility of assembling land and redeveloping large government or Crown corporation-owned property or non-profit owned sites in the SLS Corridor within the Township of Langley by the end of 2023. Affordable Housing types considered on these sites shall include a mix of market, below market and nonmarket rental options, as well ownership options, wherever reasonably possible; and
- (ii) ensure the Focused Sub-committee reports on findings by the end of 2023.

(b) TransLink will:

- (i) participate in this work through the Focused Sub-committee;
- (ii) work as appropriate with the Province and BC Housing to support the completion of a market assessment and review of opportunities for land assembly, sale, or redevelopment for Affordable Housing of any TransLink-owned sites in the SLS Corridor by the end of 2023; and
- (iii) explore any new opportunities related to Affordable Housing stemming from TransLink's real estate and property development research.

6.4 **Retail and Office Development**

(a) The Township will:

- (i) continue to prioritize the advancement of Willowbrook as a preferred location for major office space and institutions and other major employment generating uses, as identified in the OCP and Regional Growth Strategy;

- (ii) continue to Collaborate with the Province, Metro Vancouver and industry groups to examine necessary market conditions for the attraction of major public and private sector office space in Willowbrook;
- (iii) continue to encourage major retail facilities, including destination retail, and other office uses in Willowbrook, as identified in the OCP;
- (iv) designate in each Land Use Plan uses that will provide opportunities for local services at appropriate locations in Willowbrook; and
- (v) identify opportunities for the Province to locate Provincial offices and facilities in the Township of Langley and Langley Regional City Centre, in close proximity to the SLS Corridor.

6.5 Institutional and Community Services

- (a) The Township will:
 - (i) identify in the Willowbrook Community Plan locations for institutional facilities and community services;
 - (ii) Collaborate with regional and senior levels of government and other public institutions to identify, in the Willowbrook Community Plan, opportunities to locate institutional and public facilities within the SLS Corridor; and
 - (iii) following approval of the update to the Willowbrook Community Plan, update, as needed, a capital infrastructure and facilities plan in relation to the SLS Corridor.
- (b) TransLink will, as part of the transit system-wide customer washroom policy adopted in 2018, identify potential opportunities to provide washroom access at key SLS SkyTrain Stations.

7. DISTANCE: CREATE A WELL-CONNECTED STREET AND BUS NETWORK

7.1 Township Transportation Planning

- (a) The Township intends to develop a **Transportation and Mobility Strategy** to replace the Master Transportation Plan and Cycling Plan (2015) in 2022 with the intention to complete the Transportation and Mobility Strategy by the end of 2024.
- (b) The future Transportation and Mobility Strategy will:
 - (i) incorporate recommended road network, cycling and pedestrian improvements, and speak to their incorporation into capital improvement programs and other transportation plans, as appropriate. Incorporate improvements to enhance access to transit, improvements to improve bus speed and reliability, and modification needed for future rapid transit corridors;
 - (ii) develop policies and measures to assist in meeting the Township's Climate Action Strategy (CAS) such as TDM measures, reduced parking requirements, facilitating electric vehicle infrastructure, and improved facilities for Active Transportation;

- (iii) develop and adopt road standards that meet all modes of transportation and for persons of all ages and abilities, such as a complete streets model;
 - (iv) develop policies and measure to strive towards a Vision Zero goal to improve safety for all transportation modes and users; and
 - (v) ensure that the transportation infrastructure needed to support mobility, economic growth, and the movement of goods and services is provided.
- (c) TransLink will Collaborate with the Township to develop the Transportation and Mobility Strategy and allocate staff and in-kind resources consistent with the Township's Transportation and Mobility Strategy's production schedules and sufficient for their desired level of involvement.
 - (d) The Township intends to develop an Engineering Services Plan (ESP) for the Willowbrook Community Plan which will support transit-oriented development including a new street grid and block pattern through a multi-modal mobility plan, pedestrian and cycling infrastructure, and proposed road network and road standards consistent with the vision and goals of the future Transportation and Mobility Strategy.
 - (e) The Township intends to develop a Transportation and Mobility Plan component of the ESP which will identify transit improvements, new roads, and road standards with infrastructure for Willowbrook to support walking, cycling, and transit use for all ages and abilities, particularly within walking distance of the proposed 196 Street Station and Transit Exchange.

7.2 Area Transport Plan

- (a) TransLink intends to Collaborate with the Township to complete, by the end of 2026 or two years prior to Opening Day an Area Transport Plan that will:
 - (i) Identify sub-regional priorities and may be developed in coordination with other local governments including City of Langley, City of Surrey, and other relevant partners and stakeholders; and
 - (ii) Identify opportunities to provide transportation service connections with the Fraser Valley Regional District, which may include consulting with BC Transit, the Province, the Fraser Valley Regional District, and neighbouring municipalities.
- (b) The Township will Collaborate with TransLink on the preparation of an Area Transport Plan to ensure that it reflects the Township's long-term vision for the future of transit in the Township, as well as potentially addressing aspects related to the regional walking, rolling, cycling, roads, and goods movement network.

7.3 SLS Bus Integration Service Plan

- (a) TransLink will prepare a bus network integration plan (the "**SLS Bus Integration Service Plan**") that identifies modifications to bus connections to the new 196 Street Station and Transit Exchange. TransLink will complete this planning work in the year prior to Opening Day and implement the modifications by Opening Day.

- (b) The SLS Bus Integration Service Plan will:
 - (i) identify routes to be removed to reduce duplication;
 - (ii) identify how service hours will be reallocated toward connecting bus services, with the assumption that all saved resources will be reinvested in the Southeast sub-area (of TransLink's transit system);
 - (iii) modify levels of service, hours of operation, operating patterns and stop locations, as necessary, to ensure direct connections to SLS SkyTrain Stations on Opening Day;
 - (iv) identify opportunities to maintain or enhance the speed and reliability of existing bus service through transit priority measures, including measures that may be implemented prior to Opening Day; and
 - (v) provide coordination with other plans and projects, including the TransLink's Investment Plan, Transport 2050 and the future update of the Area Transport Plan.
- (c) TransLink will provide cost-sharing opportunities for the foregoing transit priority measures based on the regional funding contained in TransLink's current and future investment plans.
- (d) The Township will consider the SLS Corridor and links to the 196 Street Station and Transit Exchange a high priority when applying for regional funding and if the Township's application is approved, the Township will cost-share as appropriate and required under any funding arrangement or funding conditions.
- (e) TransLink will monitor service changes implemented and incorporate the results into service planning and the future update of the Area Transport Plan.

7.4 **Cycling Strategy**

- (a) The Township will, as a component of the Engineering Servicing Plan of the Willowbrook Community Plan:
 - (i) include a Mobility Plan that identifies proposed bicycle routes, cycling infrastructure and end-of-trip facilities. The Mobility Plan should meet new guidelines for pedestrian cycling infrastructure found in the TAC Guidelines, TransLink Guidelines, and BC Active Transportation Design Guide (2019). The Mobility Plan will identify appropriate end-of-trip bicycle facilities at strategic locations within the planning area to promote bicycle use;
 - (ii) prepare a fully-costed set of recommended cycling improvements (for all ages and abilities) for connections to the 196 Street Station and Willowbrook Transit Exchange, cycling infrastructure along and leading to the SLS Corridor, and long and short term bicycle parking;
 - (iii) seek opportunities for early delivery of cycling improvements (for all ages and abilities) prior to Opening Day; and

- (iv) seek cost-sharing opportunities from TransLink for the implementation of the cycling improvements (for all ages and abilities).
- (b) The Township will seek opportunities to implement cycling improvements (for all ages and abilities) through the rezoning, redevelopment, and acquisition of private property including bicycle infrastructure such as bike lanes or MUP's and long- and short-term bicycle parking with end of trip facilities as outlined in the Township of Langley Zoning Bylaw.
- (c) TransLink will contribute technical support to the development of the recommended cycling improvements (for all ages and abilities), as requested by the Township.
- (d) To pursue the implementation of secure, publicly accessible long- and short-term bicycle parking at those SLS stations where such parking is not delivered by the Project:
 - (i) The Township will assess opportunities for development to contribute toward publicly accessible long- and short-term bicycle parking on a site-specific basis;
 - (ii) TransLink will provide cost-share opportunities for publicly accessible long- and short-term bicycle parking in accordance with the existing Bicycle Infrastructure Capital Cost Sharing (BICCS) and Major Road Network and Bike (MRNB) allocated and competitive funding programs and will assess opportunities to fund these improvements through the regional cycling infrastructure budget; and
 - (iii) TransLink will provide ongoing operation and maintenance for publicly-accessible long and short term bicycle parking sites owned by TransLink, as consistent with existing facilities, or as otherwise agreed for sites not owned by TransLink.
- (e) TransLink will provide cost-share opportunities for cycling improvements in accordance with the existing Bicycle Infrastructure Capital Cost Sharing (BICCS) and Major Road Network and Bike (MRNB) allocated and competitive funding programs. Separated cycling infrastructure along SkyTrain corridors is an important component of TransLink's cycling goals. As such, these works would be viewed favourably for TransLink's competitive funding and would be eligible for up to 75 percent TransLink cost sharing.
- (f) TransLink will investigate other funding opportunities and, if available, will include such funding opportunities in future versions of TransLink's investment plan.
- (g) The Township will work with the Province to access and take advantage of cost-share opportunities through BC Active Transportation Infrastructure Grant Program and other cost-share opportunities for the implementation of these cycling improvements.

7.5 Pedestrian Strategy

- (a) The Township will, as a component of the Engineering Servicing Plan of the Willowbrook Community Plan:
 - (i) prepare a fully-costed set of recommended pedestrian improvements for connections to the 196 Street Station and Willowbrook Transit Exchange, including pedestrian facilities within the SLS Corridor;
 - (ii) seek opportunities for early delivery of pedestrian improvements prior to Opening Day;
 - (iii) seek cost-sharing opportunities from TransLink for the implementation of the pedestrian improvements;
 - (iv) work with the Province to access and take advantage of cost-share opportunities through BC Active Transportation Infrastructure Grant Program and other cost-share opportunities for the implementation of these pedestrian improvements; and
 - (v) include a Mobility Plan that identifies a proposed pedestrian network, consisting of sidewalks, multi-use paths and trail linkages, and associated infrastructure.
- (b) The Township will seek opportunities to implement pedestrian improvements through the rezoning and redevelopment of private property.
- (c) TransLink will contribute technical support to the development of the recommended pedestrian improvements, as requested by the Township.
- (d) TransLink will provide cost-share opportunities for pedestrian improvements in accordance with the existing Walking Infrastructure to Transit (WITT) allocated and competitive funding program. Pedestrian infrastructure around SLS SkyTrain Stations is an important component of TransLink's walking goals. As such, these works would be viewed favourably for TransLink's competitive funding. Improvements near SLS SkyTrain Stations would be eligible for at least 50 percent TransLink cost sharing, with up to 75 percent cost sharing available if the improvement is also located in an Urban Centre or Frequent Transit Development Area.
- (e) TransLink and the Township will continue to work with the Province regarding Project construction and delivery of key pedestrian and public realm improvements and transit-oriented station area development.
- (f) TransLink will investigate other funding opportunities and, if available, will include such funding opportunities in future versions of TransLink's investment plan.

8. DESIGN: CREATE PLACES FOR PEOPLE

8.1 Urban Design Considerations

- (a) As a component of the update to the Willowbrook Community Plan, the Township intends to develop, with input from TransLink, urban design and streetscape

guidelines to advance place-making for the SLS Corridor, as informed by the Township's OCP and the Joint TOD Study.

- (b) Recognizing that the Project will introduce a new source of noise to the environment within the SLS Corridor:
 - (i) The Township intends to enact, in consultation with TransLink, development guidelines for noise mitigation for building facades that face the SLS SkyTrain Service, and in developing those guidelines the Township will consider the Interim Guidelines for New Development: Environmental Noise Assessment completed by TransLink; and
 - (ii) TransLink will utilize noise thresholds in transit infrastructure design to mitigate ambient noise impacts associated with the SLS SkyTrain Service, per the SkyTrain Noise Assessment Summary: November 2018 completed by TransLink.

8.2 OCP Development Permit Provisions

The Township will review and revise, as needed, the development permit guidelines in the Willowbrook Community Plan to support TOD in the SLS Corridor, as an integral component of the Willowbrook Community Plan.

9. DEMAND MANAGEMENT: ENCOURAGE SUSTAINABLE TRANSPORTATION MODES

9.1 Parking

- (a) The Township will, as a component of any update to the Willowbrook Community Plan and the Township Zoning Bylaw:
 - (i) develop appropriate off-street parking requirements for new developments within the SLS Corridor;
 - (ii) explore options for further parking reductions within the SLS Corridor; and
 - (iii) consider parking supply and demand management for residential uses, including rental housing, and for retail and office uses, which will build upon the reduced parking rates in Willowbrook that were based on transit accessibility.
- (b) The Township will:
 - (i) within 18 months of establishing the new parking requirements as set out in 9.1(a)(i) above, amend the existing Township Zoning Bylaw to implement the requirements; and
 - (ii) complete an examination, with BC Housing, Metro Vancouver, TransLink and building owners, of existing parking utilization rates at existing rental housing sites by the end of 2024.

- (c) TransLink and the Township will Collaborate to advance research and recommendations on passenger zone management near SLS SkyTrain Stations to support pick-up and drop-off.

9.2 Transportation Demand Management

- (a) As part of its development application process, the Township will consider potential opportunities to reference the “TDM Guidelines for Development in Metro Vancouver” developed by TransLink.
- (b) TransLink and the Township will Collaborate with the intent to implement a range of TDM initiatives for the SLS Corridor, as part of TransLink’s TDM for Development and TravelSmart programs. These initiatives may include (i) programs to encourage alternative modes of transportation during the construction period, (ii) strategies to encourage mode shift immediately after project completion, and (iii) Compass Pass programs for employers and new residential developments. TransLink will implement such TDM initiatives in advance (where applicable) and at the commencement of construction of the Project.

10. MONITORING COMMITTEE

10.1 Monitoring Committee

Within a year of Project Approval, the Township and TransLink will establish a multi-stakeholder committee (the “**Monitoring Committee**”) to: (i) review the performance of land use and transportation outcomes for the SLS Corridor; and (ii) monitor compliance by each Party with the commitments and responsibilities set out in this Agreement.

10.2 Composition

The Monitoring Committee will be comprised of, at a minimum, one or more senior representatives from the Parties, the Province, and such other members as the Parties may agree from time to time. The Township and TransLink will invite and encourage senior representatives from Metro Vancouver to be represented on the Monitoring Committee. The Monitoring Committee will be chaired by a TransLink representative. At the time of constituting the Committee, and to ensure that monitoring is as effective as possible, the parties will consider the option of a joint Monitoring Committee and/or other joint monitoring efforts involving other municipalities which are also signatories to other similar Supportive Policies Agreements with TransLink.

10.3 Duties and Responsibilities

The duties and responsibilities of the Monitoring Committee will include, but are not limited to:

- (a) establishing its “Terms of Reference” based on the direction provided in this Agreement and on the timeline determined at the initial meeting;
- (b) measuring the effectiveness of this Agreement by monitoring changes within the SLS Corridor across the following areas, including the application of social equity and climate action lenses in the development of indicators for these measures:
 - (i) population and employment growth;

- (ii) net new Affordable Housing supply;
- (iii) transit performance;
- (iv) mode split;
- (v) cycling performance; and
- (vi) pedestrian performance;

(collectively, the “**Performance Measures**”)

- (c) defining specific indicators for the Performance Measures, and applying social equity and climate action lenses in the development of those indicators. These Performance Measures and their specific indicators will be refined as and when needed with consideration to data availability, with the intent that the Performance Measures inform the Annual Report and 5-Year Performance Report (as defined below);
- (d) monitoring and evaluating the outcomes of the Performance Measures, including the associated indicators, and the commitments of each Party as set out in this Agreement;
- (e) provide Township Council, the Mayors’ Council and the TransLink Board of Directors with the Annual Report (as defined below);
- (f) provide Township Council, the Mayors’ Council and the TransLink Board of Directors with the 5-Year Performance Report (as defined below);
- (g) establishing a staff subcommittee (the “**Subcommittee**”) comprised of staff from those agencies represented on the Monitoring Committee, to report to the Monitoring Committee and support the Monitoring Committee’s duties and responsibilities. The Subcommittee will establish its own “Terms of Reference” that will include a regular schedule; and
- (h) consider such other matters that the members deem advisable.

10.4 Meetings

- (a) The Monitoring Committee will hold a meeting, at a location specified by the Township and TransLink, at least once each year, and from time to time, as necessary and agreed by the Parties.
- (b) Meetings of the Monitoring Committee should be scheduled to align (i) to the extent possible with release times for relevant data sources and other planning milestones (including, without limitation, Census, Trip Diary, TOD Study completions, OCP updates), recognizing the need to prioritize in the case of multiple events in any given year, and (ii) with key milestones for the Project and the meeting schedule will include:
 - (i) a meeting prior to Opening Day; and
 - (ii) such other meetings which align with other key milestones for the Project, as identified by the members of the Monitoring Committee.

- (c) TransLink will keep minutes of all recommendations and meetings of the Monitoring Committee and circulate such minutes to the Township within such time period specified in the Terms of Reference for the Committee.
- (d) The Township and TransLink will work together to produce the following materials in connection with each meeting of the Monitoring Committee:
 - (i) a joint report from TransLink and Township staff to the Monitoring Committee;
 - (ii) presentation materials, if applicable;

meeting minutes for the previous meeting; and

 - (iii) status of action items identified at previous meetings.
- (e) The Monitoring Committee will hold its initial meeting within one year of Project Approval. In such initial meeting the Monitoring Committee will:
 - (i) discuss timelines on which it will (i) establish its “Terms of Reference”, and (ii) define detailed processes for how it will carry out its mandate as set out in this Agreement;
 - (ii) discuss and set an appropriate meeting schedule, addressing the meetings schedule needs set out in section 10.4(b);
 - (iii) discuss and set the timing for the delivery of the first Annual Report and first 5-Year Performance Report; and
 - (iv) discuss a role for Metro Vancouver in providing data reporting coordination for the Annual Report and 5-Year Performance Report.

11. PERFORMANCE REPORTING, DOCUMENTATION AND REVIEW OF PROCESS

11.1 Monitoring Committee Annual Report

- (a) The Township and TransLink will work jointly and cooperatively to prepare an Annual Report on the tracking of the Agreement commitments, with high level commentary rather than in-depth analysis (the “**Annual Report**”).

11.2 Monitoring Committee 5-Year Performance Report

- (a) The Township and TransLink will work jointly and cooperatively to prepare a comprehensive report every five years documenting (i) the progress on the Performance Measures and indicators as defined, (ii) progress on all commitments and responsibilities of each Party as set out in this Agreement, and (iii) any other relevant data or measures identified by members of the Monitoring Committee (the “**5-Year Performance Report**”). In those years when a 5-Year Performance Report is prepared, no Annual Report is needed.
- (b) The 5-Year Performance Report will also include actions recommended by the Monitoring Committee to address any unmet commitments or responsibilities in this Agreement and any concerns with respect to land use or transportation outcomes. The

Township will present the 5-Year Performance Report to Township Council and TransLink will present the 5-Year Performance Report to the TransLink Board of Directors and to the Mayors' Council.

11.3 **Monitoring Committee Timeline**

The Monitoring Committee will be responsible for meeting and creating Annual Reports and 5-Year Performance Reports until twenty years after Opening Day, or 2045, whichever is later. The Monitoring Committee will cease to exist after this time unless an extension is agreed to by both Parties.

11.4 **Review and Assessment**

The Township and TransLink will work jointly and cooperatively to review and assess over time the structure of the Monitoring Committee and the overall monitoring process set out in this Agreement. Any changes to be made to the Monitoring Committee or the overall monitoring process herein stated must have the agreement of the representatives of TransLink and the Township on the Monitoring Committee.

For clarity, the opportunity for review set out in the preceding paragraph is based on the recognition of expected changes over time related to data availability, organizational structures, project planning and implementation, and other factors not necessarily known to the Parties at the outset of this Agreement. In addition, it may be appropriate to reduce over time the frequency of the meetings of the Monitoring Committee or delivery of Annual Reports and/or 5-Year Performance Reports.

11.5 **Information and Data Collection**

- (a) The default geographic scope for Performance Measures data collection will be the boundary defined by the SLS Corridor. Where appropriate, the Monitoring Committee shall consider data collection at a narrower or broader geographic scope so as to be either more focused where needed, or to capture other potential development and housing opportunities, as well as connecting multi-modal transportation networks.
- (b) The Township and TransLink shall collect, document and provide to the Monitoring Committee, as is reasonably available, in advance of each meeting of the Monitoring Committee, the most current available data outcomes for those metrics in the Performance Measures framework to be fully defined by the Monitoring Committee per section 10.3(c).

12. **MISCELLANEOUS**

12.1 **General**

The parties will revisit this Agreement as may be necessary to ensure the Agreement continues to meet the Project needs.

This Agreement is a statement of intent to summarize the collective wishes of the parties and to illustrate the parties' mutual support of the Project.

This Agreement may be executed in counterparts, and when counterparts have been executed by the parties, each originally executed counterpart, whether a facsimile, photocopy, PDF or original, will be effective as if one original copy had been executed by the parties.

As governmental or public authorities, the Parties are documenting their good faith commitments to each other to undertake the actions, cooperation and support described in this Agreement in a diligent and timely manner to achieve the Project objectives.

As governmental or public authorities, each party acknowledges that it is governed by officials who are duty-bound to enact by-laws and policies in accordance with the mandates stipulated in each Party's governing legislation. As such, and despite any other term of this Agreement to the contrary, the Parties acknowledge and agree that this Agreement is not intended to, and will not operate so as to, create legally binding rights and obligations nor to fetter the lawful discretion and powers of either party with respect to the subject matter of this Agreement.

12.2 Dispute Resolution

As noted in section 1.7, but subject to the limitations on this Agreement noted in section 1.7, each Party is fully committed to pursue in good faith the adoption, implementation, continuation and maintenance of the policies, plans, initiatives, tasks and actions they have each respectively agreed to in this Agreement.

In the event the Parties at the Monitoring Committee level are not able to resolve a disagreement over the interpretation or application of any Agreement provision in any circumstance, or in the event one Party has not performed an obligation or followed through with a commitment set out in this Agreement and the Parties cannot agree on what measures or steps should be taken, and by who, to rectify or remedy the situation, and to mitigate the potential adverse impacts to the Project, the Parties will immediately refer the matter in dispute to the Vice President of Transportation Planning and Policy at TransLink and the General Manager, Engineering and Community Development at the Township, who will meet in person on a priority basis to diligently discuss in good faith a possible resolution. If such individuals cannot resolve the matter in dispute within 15 days of meeting in person (or such other time as the Parties agree), the Parties will immediately refer the matter in dispute to the CEO of TransLink and the Chief Administrative Officer of the Township for resolution.

12.3 Amendments

This Agreement may not be modified or amended except by an instrument in writing signed by each of the Parties.

12.4 Further Assurances

Each of the Parties will work cooperatively with each other and do all further acts and things as may be reasonably required in support of the commitments in this Agreement.

12.5 Notice

All notices required or permitted to be given under the terms of this Agreement will be in writing and may be delivered personally, by email, by courier or may be forwarded by first class prepaid registered mail to the addresses set forth on page 1 of this Agreement or at such other addresses as may from time to time be notified in writing by the Parties. Any notice delivered will be deemed to have been given and received at the time of delivery.

12.6 Assignment

This Agreement and the rights, duties and obligations of any Party under this Agreement will not be assigned by any Party without the prior written consent of the other Party, which consent may be arbitrarily

or unreasonably withheld, and any attempt to assign the rights, duties or obligations under this Agreement without such prior written consent will be of no effect.

IN WITNESS WHEREOF the Parties have executed this Agreement on the day and year first above written:

**SOUTH COAST BRITISH COLUMBIA
TRANSPORTATION AUTHORITY**, by its
authorized signatory

By: _____
Name:
Title:

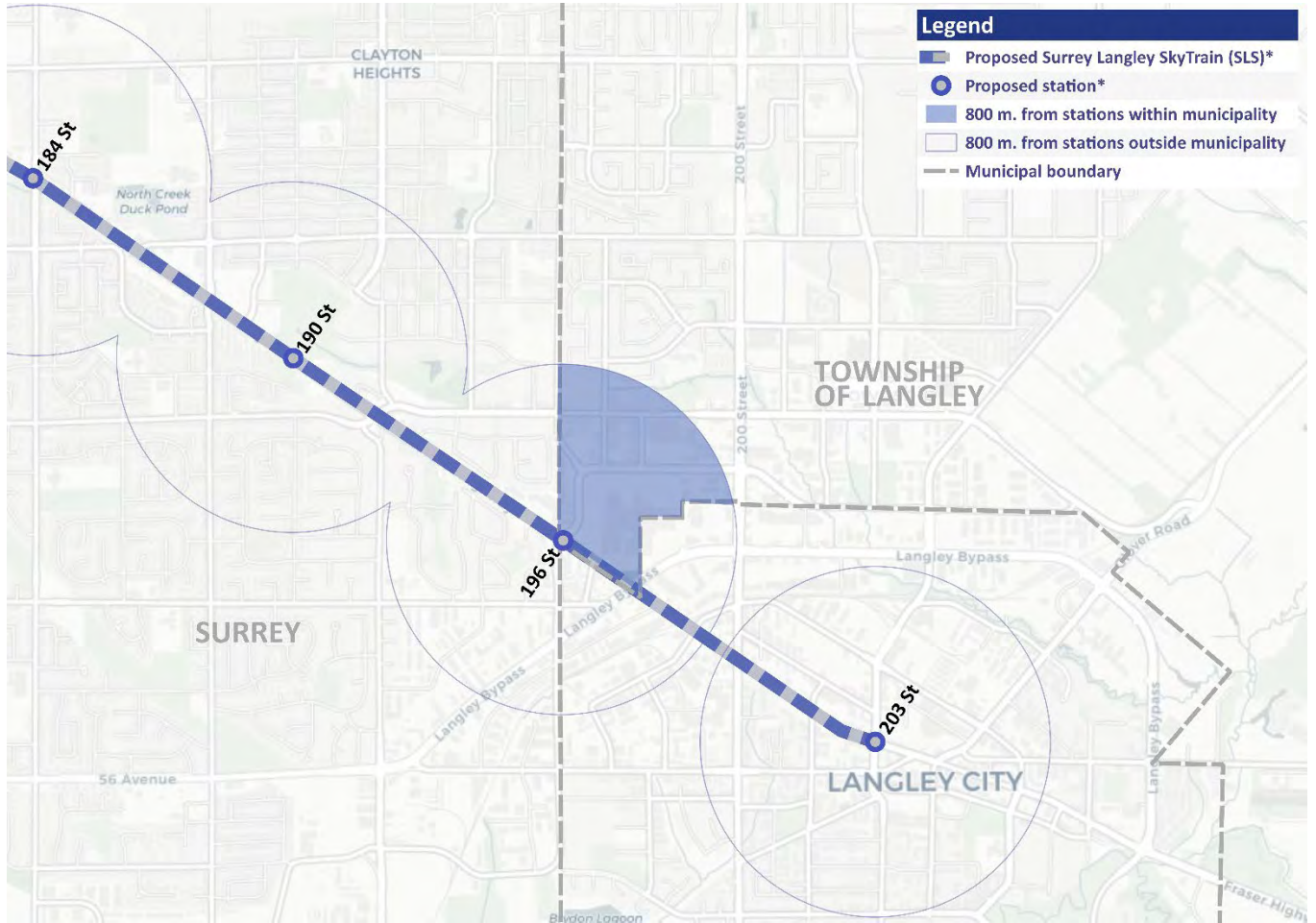
TOWNSHIP OF LANGLEY, by its authorized
signatory

By: _____
Name:
Title:

SCHEDULE A:

MAP OF SLS CORRIDOR WITHIN TOWNSHIP OF LANGLEY

See attached.



Note: Final SLS alignment to be confirmed.

SCHEDULE B:**Population and Employment Projections To Be Exceeded in the Planned Growth for the SLS Corridor Within the Township of Langley**

Further to section 5.1(e)(i)(A), the following are the population and employment projections that the Township commits to exceed in the planned growth for the SLS Corridor within the municipal boundaries.

	Population		Employment	
	2035	2050	2035	2050
GEOGRAPHY				
SLS Corridor – <i>Within Township of Langley</i>	3,100	4,410	4,990	5,790

The above figures are derived from a broader set of population and employment projections provided by Metro Vancouver, which are used to develop the Project ridership forecast in the SLS Business Case, as well as the transportation-related benefits as described in the SLS Business Case.

ANNEX D: Engagement Report



2022 Investment Plan & Transport 2050: 10-Year Priorities

ENGAGEMENT SUMMARY REPORT

TransLink Public Engagement

May 2022

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Executive 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 be ready for 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.

As required by South Coast British Columbia Transportation Authority (SCBCTA) governing legislation, TransLink is directed to consult the public on the proposed revenues and expenditures in an Investment Plan. In January 2022, the Board of Directors approved the Investment Plan public and stakeholder engagement strategy that outlined opportunities to consult with the public, municipalities and other governments, and any other persons or organizations that will be affected by the Plan.

TransLink prepared a fully funded Investment Plan detailing service levels, major capital projects and key initiatives, estimated expenditures, and estimated revenues including partner government contributions and estimated borrowing. The proposed *2022 Investment Plan* outlines the expenditures, services and initiatives that can be afforded based on current expected revenues for the years 2022-2031.

Once approved, the *2022 Investment Plan* becomes TransLink's strategic and financial plan for the following 10-years. TransLink updates its Investment Plan at least every three years, as required by legislation, and to account for new investment priorities.

From April 20 through May 4, 2022, TransLink conducted an engagement program to seek feedback from 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

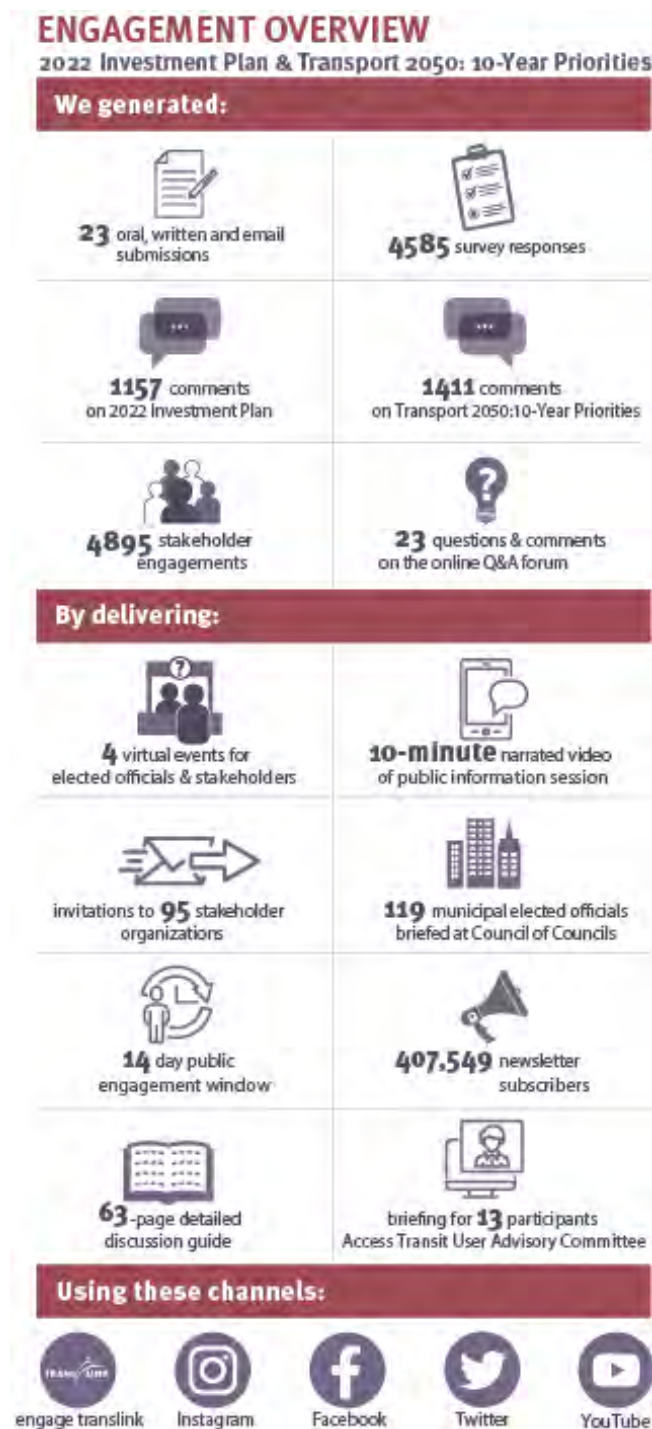
Public and stakeholders were notified about the engagement opportunities using several methods – all included a link to TransLink's civic engagement website (engagetranslink.ca), email address (transport2050@translink.ca), and the dedicated project phone line (778.375.7860).

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. 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, which was 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

2022 Investment Plan:

Overall, the **4,585 survey responses** expressed a high level of support for the package of service levels, major capital projects and key initiatives, estimated expenditures, and estimated revenues proposed in the *2022 Investment Plan*. A total of **83% strongly support or support** the plan, compared to **6%** that **oppose or strongly oppose** it.

Survey respondents also provided feedback on specific elements of the *2022 Investment Plan* via an open-comment question. We received 1,157 comments, many of which spoke to initiatives in the *Transport 2050: 10-Year Priorities*. Of comments that addressed elements of the *2022 Investment Plan*, there was most interest expressed in:

- **Service Levels** (127 comments),
- **Taxation & Funding Sources** (63),
- **Cycling & Active Transportation** (53), and
- **General Comments on Investment Plan** (54).

For each of these themes, the majority of comments had a neutral or positive tone.

Transport 2050: 10-Year Priorities:

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**)

Next Steps

The feedback received during the public engagement will be considered by the project team and TransLink's Mayors' Council in determining the final content of the two plans. TransLink will seek approval for the *2022 Investment Plan* in May, and the *Transport 2050: 10-Year Priorities* in June/July 2022.

Engagement Summary Report

Engagement Summary Report

Background

The Metro Vancouver region, and everyone who lives, works, and plays here, enjoys a broad range of quality transportation choices. These transportation choices, which connect us to the people and places that matter most, are the result of investing in bold visions for the future of transportation.

Most recently, the region adopted Transport 2050, which builds on Metro Vancouver's solid foundation of regional planning, to deliver the next 30 years of transportation improvements.

Now, we're in the process of stabilizing TransLink's funding following the COVID-19 pandemic, which is having a significant impact on transit ridership and fare revenue. At the same time, we're taking the first step in delivering the next decade of investments as outlined in Transport 2050.

2022 Investment Plan

As required by South Coast British Columbia Transportation Authority (SCBCTA) governing legislation, TransLink is directed to consult the public on the proposed revenues and expenditures in an Investment Plan and must adopt an engagement plan that outlines opportunities to consult with the public, municipalities and other governments, and any other persons or organizations that will be affected by the Plan.

TransLink, as such, has prepared a fully funded Investment Plan detailing service levels, major capital projects and key initiatives, estimated expenditures, and estimated revenues including partner government contributions and estimated borrowing.

The proposed *2022 Investment Plan* outlines the expenditures, services and initiatives that can be afforded based on current expected revenues for the years 2022-2031.

The plan will work toward funding stabilization, with a focus on the first three years, and includes maintaining the system, advancing strategic projects such as the Surrey Langley SkyTrain project and the electrification of our bus fleet, and replacing lost revenue streams.

Once approved, the *2022 Investment Plan* becomes TransLink's strategic and financial plan for the plan period. TransLink updates its Investment Plan at least every three years, as required by legislation, and to account for new investment priorities.

Transport 2050: 10-Year Priorities

In 2014, building from the 2013 Regional Transportation strategy, TransLink led the development of the Mayors' 10-Year Vision (referred to as the Mayors' Vision), which, at the time, was requested by the Province of British Columbia. to clarify the region's priorities for major transportation investments. The Mayors' Vision included \$7.5 billion in new capital spending and called for an increase of TransLink's annual budget from \$1.4 billion to \$2.2 billion per year. The Mayors' Vision document was successful in

crystalizing a political consensus about the future of the regional transportation system and in advocating for significant investment by senior government partners.

Major portions of the *2014 Mayor's 10-Year Vision* were funded through the Phase 1 and 2 Investment Plans. Due to the COVID-19 pandemic, the third, and final, investment plan was put on hold. The *2022 Investment Plan* instead focuses on stabilizing our funding for the next three years, while also delivering some, but not all of the investments planned for the Phase 3 Plan. Any remaining Phase 3 projects have been incorporated as the starting point for *Transport 2050: 10 Year Priorities*.

Transport 2050, the region's new 30-year transportation strategy, was adopted in January 2022 by the Mayors' Council and Board of Directors. *Transport 2050: 10-Year Priorities* will capture the region's top priorities, so we can begin planning and be ready for the next Investment Plan, after the *2022 Investment Plan*. 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 will be drawing 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 public and key stakeholders on both the *2022 Investment Plan* and *Transport 2050: 10-Year Priorities*.

Engagement Overview

Approach

Delivery of the public and stakeholder engagement aspects of the *2022 Investment Plan and Transport 2050: 10-Year Priorities* was strategically planned to take place jointly. The engagement included a single survey with questions about both plans, and joint promotion, engagement materials and information events.

We also anticipated a primarily digital approach to awareness and participation due to project timelines and ongoing COVID safety concerns and in-person events. TransLink designs and implements its public engagement (consultations) in accordance with the standards and best practices set by the International Association for Public Participation (IAP2). Public engagement on the 2022 Investment Plan and Transport 2050: 10-Year Priorities was determined to be at the **Inform** and **Consult** levels.

1. **Inform:** To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
 - **Promise to the public:** We will keep you informed
 - **Example tools & techniques:** Fact sheets, website information, social media, open house(s)
2. **Consult:** To obtain public feedback on analysis, alternatives, and/or decisions.
 - **Promise to the public:** We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision
 - **Example tools & techniques:** Public comments, surveys, public meetings

Engagement methods therefore included website information on engagetranslink.ca (including discussion guide and narrated video of presentation boards), an online survey, and virtual info sessions. A project email address and dedicated phone line also offered a means to connect with the project team to leave comments, ask questions, or get assistance with completing a survey by phone.

Notification

Promotion of the engagement was primarily shared digitally via social media, digital ads, and email. Public and stakeholders were notified about the public 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**):

TransLink.ca and Engage TransLink

Information about the engagement period and ways to participate was posted to TransLink’s civic engagement website, engagetranslink.ca. The *2022 Investment Plan and Transport 2050: 10-Year Priorities* engagement page generated **23,575 unique page views** during the two-week engagement period. The engagement page hosted a discussion guide, presentation video, online survey and an interactive Q&A. The engagement was featured on TransLink’s homepage (translink.ca) from April 20 to May 4, which generated 263 page visits to engage.translink.ca.

Advertising

Sponsored posts on Instagram and Facebook promoted the engagement period and ways to participate from April 20 to May 1. The ads generated **2,127 link clicks** to **engagetranslink.ca**. Advertising through Google Search and Display Networks also promoted the engagement during the same period. Google Search generated **1,288 clicks**, while Google Display generated **3,135 clicks** to **engagetranslink.ca**.

Social Media Campaign

Posts about the engagement were shared on TransLink's social channels, including: the **Buzzer Blog**, **Instagram**, **Twitter**, **Facebook** and **LinkedIn**. Community partners, stakeholders, and municipalities also amplified with posts about the engagement on their social media channels.

A 10-minute recorded public information session was available on TransLink's **YouTube** channel via a link on the project web page. A media event held at Waterfront Station was livestreamed on TransLink's **YouTube** channel. Clips from the event were amplified on social media.

Stakeholder Emails

Emails promoting the engagement were sent to **95 organizations** (131 contacts) representing stakeholders that have expressed a high degree of interest in regional transportation investment and planning, and to groups representing and/or advocating for stakeholders facing barriers to participating in the engagement due to factors such as age, language, gender or sexual orientation, disability, income, housing status, or status as a new Canadian.

Media Awareness

On April 20, TransLink held a technical briefing, followed by a media event with TransLink CEO Kevin Quinn and Mayors' Council Chair Jonathan Cote on *Transport 2050: 10-Year Priorities* and the *2022 Investment Plan*. More than 17 journalists, representing all regional media outlets, attended. Coverage included editorials in the *Globe & Mail* and *North Shore News*; more than 10 online articles; and stories broadcast on CBC TV, CTV, Global, CKNW, CBC Radio, and News1130. In-language media coverage included stories airing on Radio Canada and Fairchild TV; and in *Ming Pao* and *Sing Tao* newspapers.

Newsletter

The engagement was promoted in TransLink's general newsletter, which was distributed on April 20 and 21 to **407,549 subscribers**. The newsletter generated **1,660 clicks** to **engage.translink.ca**.

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, including:

- **4,585 completed surveys**, which generated **1,157** comments on the *2022 Investment Plan* and **1,411** comments on the *Transport 2050: 10-Year Priorities* (see Appendix A)
- **10 participants** in two **virtual info sessions** for key stakeholders
- **40 participants** in two **virtual briefings** for elected officials
- **119 municipal elected officials** briefed at Metro Vancouver Council of Councils **meeting**
- **13 participants** in one **virtual briefing** for TransLink's Access Transit Users' Advisory Committee
- **8 written submissions** from organizations to Mayors' Council, TransLink Board, or project staff
- **11 emails** sent to transport2050@translink.ca
- **8 oral submissions** at the April 22, 2022, Mayors' Council public meeting
- **23 questions and comments** through the online **Q&A forum**
- **78 online views** of the **recorded public information session video**
- A monitored **Project Phone Line** was also available, however no calls were received

What We Heard

The following themes emerged in the feedback provided by survey respondents, participants in the virtual information sessions and briefings, and additional oral and written submissions received during the public engagement period. Themes are organized in two sections: the *2022 Investment Plan* and *Transport 2050: 10-Year Priorities*.

2022 Investment Plan

Online Survey

Overall, the **4,585 survey responses** expressed a high level of support for the package of service levels, major capital projects and key initiatives, estimated expenditures, and estimated revenues proposed in the *2022 Investment Plan*.

A total of **83% strongly support** or **support** the plan, compared to **6%** that **oppose** or **strongly oppose** it.

Survey respondents could also provide feedback on specific elements of the *2022 Investment Plan* via an open-comment question. We received 1,157 comments, many of which also spoke to initiatives in the *Transport 2050: 10-Year Priorities*. Of comments that addressed elements of the *2022 Investment Plan*, there was most interest expressed in:

- **Service Levels** (127 comments);
- **Taxation & Funding Sources** (63);
- **Cycling & Active Transportation** (53); and
- **General Comments on Investment Plan** (54).

For each of these themes, the majority of comments had a neutral or positive tone.

The survey also asked respondents to rank the principles that helped TransLink guide the bus service levels identified in the *2022 Investment Plan*. Of these principles, **ensuring a usable network (1.71)** was ranked as the most important principle, followed by **minimizing overcrowding (2.60)**, **delivering urgent transit service improvements (2.67)**, and **funding service improvements by reallocating service from frequent routes with sufficient capacity (2.99)**.

Virtual Briefings & Information Sessions

Areas of interest on the *2022 Investment Plan* during the virtual info sessions and briefings differed based on participants.

Elected Officials' Engagement

Participants expressed support for **RapidBus** and **Bus Priority Measures** during briefings, noting challenges with road reallocation and that discussions with municipalities and the Province (which own specific roads) are needed. **Affordability** was also a top theme, with a desire expressed to ensure transit fares remain affordable. The focus on **Active Transportation** investments was supported, and questions were asked about how municipalities can better understand the funding process to include partner funding in their own capital plans.

Access Transit User Advisory Committee Engagement

Proposed investments in **Washrooms** were the top area of interest for members and guests during a **virtual briefing for TransLink's Access Transit User Advisory Committee**. They asked about timing for installing washrooms and expected locations on the transit network. The importance of prioritizing security, cleanliness, accessibility, and consistent design was noted.

Key Stakeholder Engagement

During the **Virtual Info Sessions for Key Stakeholders**, staff were asked about the expected revenue from TransLink's **Real Estate Fund**, as well as funding whether investments in **Active Transportation** include regular maintenance of cycling and walking infrastructure.

Additional Feedback

Oral & Written Submissions

The **oral submissions** to Mayors' Council on April 22 primarily focused on projects proposed in the *Transport 2050: 10 Year Priorities* rather than elements of the *2022 Investment Plan*.

Similarly, the majority of eight **written submissions** provided feedback on initiatives in the *Transport 2050: 10 Year Priorities*. Similarly, the majority of eight **written submissions** provided feedback on initiatives in the *Transport 2050: 10 Year Priorities*. However, two of the eight submissions did include feedback on the *2022 Investment Plan*.

A submission from the the Amalgamated Transit Union (ATU) focused on HandyDART service, washrooms, bus priority measures, accessibility, low-carbon choices, data collection and analysis. The submission from the Urban Development Institute (UDI) provided general support for the plan, and provided feedback on Bus Rapid Transit, supportive policy agreements, funding sources, Reconciliation Action Plan, housing. (See written submissions in **Appendix C**.)

Online Survey

Overall, of the **4,347 survey responses** entered for this question, a high level of support was expressed for the priorities outlined in the *10-Year Priorities*. Among the five high-level priorities identified, respondents ranked the proposed priorities in the following order from most important (1) to least important (5):

- **Reliable and Fast Transit** received the highest average ranking (**2.06**);
- **Convenient, Reliable, Safe & Comfortable Transit** (**2.15**);
- **Safe Roads and People-First Streets & Walking, Biking and Rolling Infrastructure** (**2.72**);
- **Innovation in Automated, Electric, and Shared Mobility** (**3.90**),
- **Customer Information and Travel Management** at (**4.14**).

When asked further about their level of support for prioritizing these investments individually, respondents expressed their support in the following way:

Convenient, Reliable, Safe and Comfortable Transit

A total of **89.2%** **strongly support** or **support** this priority, compared to **3.2%** that **oppose** or **strongly oppose** it.

Reliable and Fast Transit

A total of **86.1%** **strongly support** or **support** this priority, compared to **6.1%** that **oppose** or **strongly oppose** it.

Safe Roads and People-First Streets, & Walking, Biking, and Rolling Infrastructure

A total of **81.2%** **strongly support** or **support** this priority, compared to **7.5%** that **oppose** or **strongly oppose** it.

Customer Information and Travel Management

A total of **80.3%** **strongly support** or **support** this priority, compared to **3.2%** that **oppose** or **strongly oppose** it.

Innovation in Automated, Electric, and Shared Mobility

A total of **72%** **strongly support** or **support** this priority, compared to **6.6%** that **oppose** or **strongly oppose** it.

Survey respondents could also provide feedback on specific elements of the *10-Year Priorities* via an open-comment question. We received **1,411** individual comments. Of comments that addressed elements of the *10-Year Priorities*, there was most interest expressed in the **proposed Millennium Line extension to UBC** (203 comments), **cycling and active transportation** (189), **service to the North Shore** (111), and the proposed **Burnaby Mountain Gondola** (100). For each of these themes, the majority of comments had a positive or neutral tone.

Areas of interest on the *10-Year Priorities* during the virtual info sessions and briefings differed based on participants.

Elected Officials Engagement

During their virtual briefings, **Elected Officials** expressed broad support for the 10-Year priorities overall as measured and careful. **Safe Roads and People-First Streets, & Walking, Biking, and Rolling Infrastructure** was widely supported. The unknown anticipated costs for drivers through the priorities was highlighted. The discussions included means of future-proofing the **Low Carbon Fleet Strategy**, suggesting possible use of hydrogen. **Bus Rapid Transit** priorities were well-supported, seeing the need to offer priority to bus travel and separation from general purpose traffic.

Access Transit User Advisory Committee Engagement

Emphasis from this stakeholder group was on safety and security on the system and need for investment towards that aspect of **Convenient, Reliable, Safe & Comfortable Transit**. There was also a discussion regarding the broader transportation landscape for persons with mobility issues, such as transit links to carshare options, shared micromobility, partnerships with taxi services, van-pooling and other first/last mile solutions.

Key Stakeholder Engagement

Rapid transit to North Shore was expressed as a significant priority for Greater Vancouver Board of Trade (GVBOT), with curiosity about the range of options that are being considered, what it might actually look like, as well the timing. **North Shore connections** were also of interest to Disability Alliance of BC (DABC) but concern about the time that it could take to be realized. BC Pensioners and Seniors Association had high interest in improved connections/**service levels to the Fraser Valley**.

Oral Submissions

Of the eight **oral submissions** made to Mayors' Council on April 22, all spoke of their support for the *Transport 2050 10-Year Priorities* and investment across the region. Three of these speakers (Wade Grant- Musqueam Indian Band, Santa Ono- President and Vice-Chancellor of UBC, and Saad Shoaib- UBC VP External Affairs AMS) provided specific support for the extension of the **Millennium Line to UBC**; and one (Tamara Vrooman, Chancellor SFU) spoke in support of the **Burnaby Mountain Gondola**.

Chloe Martin-Cabanne- President CUPE 2950 (UBC) provided support for extension of the **Millennium Line to UBC** in her submission.

General support for the priorities contained within *10-Year Priorities* was stated by speakers Paul Dangerfield, Capilano University, President & Vice-Chancellor, and Patrick Stafford-Smith- CEO, North Vancouver Chamber of Commerce. The North Vancouver Chamber of Commerce also spoke towards the need for transit priority serving the North Shore.

Robust support for the **cycling and active transportation priorities** outlined in the *10-Year Priorities* was articulated by Erin O'Melinn- Executive Director of HUB Cycling.

Note: full submissions are not included here in the interest of brevity, but transcripts are available upon request, or can be watched on the full April 22, 2022, Mayors' Council meeting, on YouTube here: [link](#)

Written Submissions

Eight written submissions were also received through the course of the engagement period.

ATU 1724 offered specific recommendations supporting **bus priority measures**, which would improve the speed, comfort and reliability of both conventional transit buses and HandyDART. TransLink should take steps to ensure that people using wheelchairs or mobility scooters are included in any bike and roll infrastructure funded by TransLink. Similarly, they articulated for **Customer Information and Travel Management** that the needs of people with disabilities and older seniors need to be prioritized, including ensuring that the needs of people who do not use smart phones and/or have visual disabilities. Seniors should be explicitly in travel demand management. Include devices such as mobility scooters in shared micromobility initiatives.

BC Trucking Association articulated their work in **Reducing GHG Emissions**, and appreciated elements of the plan which support goods movement, highlighting the need to expand the arterial roads/truck route network.

Fraser Health Authority was attuned to the aspects of the *10-Year Priorities* that will have significant impacts in improving health, including **Low-Carbon Transportation, Active Transportation and People-First Safe Streets**, and equitable access to transportation. Fraser Health supports increasing access transit service and investment in the Fraser Region, including:

- Burnaby Mountain Gondola
- Surrey Langley Skytrain extension
- RapidBus service on Scott Road, King George Blvd, Langley- Haney Place Connection
- Regional and Interregional express service through the Fraser Valley
- HandyDART services

Vancouver Coastal Health supported the continued prioritization of greenhouse gas emission reductions, continued investments in active transportation infrastructure, and prioritization of service delivery to Indigenous communities. They also stressed the need to continue to address equity in the delivery of the priorities.

Among its recommendations, **HUB Cycling** supports TransLink's plans to rapidly complete up to 75% of the Major Bikeway Network (MBN) with traffic-separated routes to address vital regional objectives of improving walking and cycling access to transit stations and building out the Major Bikeway Network and Urban Centre bikeway networks. HUB believes that connecting the gaps in the Major Bikeway Network also supports TransLink's aim of making active transportation the most convenient choice for shorter trips. A joint submission from nine **Post-Secondary Institutions** stressed that regional mobility is increasingly critical for the post-secondary sector. The projects proposed for implementation in the first 10 years of Transport 2050 strongly support Metro Vancouver's post-secondary network. Expansion of the major transit network, including the Burnaby Mountain Gondola, Metrotown to Park Royal rapid transit, Surrey to White Rock rapid transit and the Millennium Line UBC Extension along with Surrey-Langley-SkyTrain and the Broadway Subway, will complete the connection of the region's largest education, research and innovation hubs by rapid transit.

UBC reiterated its commitment to a proposed extension of the Millennium Line to UBC as a funding sponsor and general support for the bold vision presented in both *Transport 2050* and the draft *10-Year Priorities*.

The **Urban Development Institute (UDI)** commented on its general support as relatively quick to deploy, however were concerned about the willingness of some municipalities to reallocate road space, the ability to recruit drivers in the current labour market, its ability to attract new investment in the same way as SkyTrain might, and competition for federal commitments to rail investments in other Canadian urban centres.

Note: full submissions are not included here in the interest of brevity but are available upon request.

Appendices

Appendix A: Summary of Survey Responses

What we heard

2022 Investment Plan

Question: What is your overall level of support for the 2022 Investment Plan as described?

Level of support	Total	Strongly support	Support	Neutral	Oppose	Strongly oppose	N/A
Number of responses	4,585	2,272	1,536	478	151	120	28
Percentage*		49.6%	33.5%	10.4%	3.3%	2.6%	0.6%

*Note: Percentages rounded up to 1 decimal point.

Question: The following principles helped guide development of the 2022 Investment Plan bus service levels. Please rank these principles by most important (1) to least important (4).

Priorities	Average Rank
Ensure a usable network by maintaining: Frequency on routes that run 15 min or less; Service provision to all served areas of the region; all routes' morning and evening hours of operation	1.71
Minimize overcrowding on the transit network	2.60
Deliver urgent transit service improvements that were deferred due to COVID	2.67
Fund transit service improvements by reallocating service from frequent routes with sufficient capacity and where there are alternate routes along the corridor	2.99

Total responses to question: **4,008**

Question: Based on the information provided about the 2022 Investment Plan, do you have any further comments?

This open-ended question garnered 1,157 comments from survey respondents. Through review, comments were categorized into identifiable themes, as well as having either a positive, negative or neutral tone. Through this analysis, we are able to identify areas of the Investment Plan with the most interest, as well as those with greatest support. They are ranked below according to the number of comments received for each theme, with the corresponding tone of the comment.

A summary of all feedback received, including comments, will be incorporated into the *2022 Investment Plan* which will be shared with the Mayors' Council.

Comment Theme	Number of Comments	Comment Tone		
		Pos.	Neutral	Neg.
UBC Extension (SkyTrain)	144	129	11	4
Service levels (frequency, duration)	127	5	94	28
Other (comments out of scope)	73	11	47	16
North Shore service	67	44	20	3
General comments on Investment Plan as described	63	35	19	9

Taxation & funding sources	63	6	39	18
Cycling & active transportation	56	32	6	18
SkyTrain	46	28	14	4
Fare levels/free transit	43	1	30	12
Route-specific Ideas	40	-	37	3
Service areas (coverage of transit system)	37	2	22	13
Burnaby Mountain Gondola	23	13	1	9
Bus speed & reliability	23	-	20	3
Low-carbon choices	21	4	15	2
Safety/security (including COVID)	18	1	14	3
Fraser Valley service	17	8	7	2
Washrooms	16	13	2	1
Bus priority	14	5	9	-
Accessibility	13	-	12	1
Survey design	13	-	-	13
System capacity/crowding	13	-	10	3
Communications & new technology (including automation & electrification)	10	1	9	-
Infrastructure	10	1	8	1
Bus Rapid Transit (BRT)	9	3	5	1
Land development/zoning	9	1	8	-
Fare evasion	8	-	4	4
Affordability	7	-	7	-
Customer experience	7	-	4	3
Customer amenities	6	-	4	2
Staffing & training	5	-	4	1
Last mile	4	-	4	-
Rapid transit & LRT	4	-	4	-
Route design	4	-	4	-
State of good repair/maintenance	3	-	3	-
People-First Streets	2	2	-	-
Micromobility	1	-	1	-
Sea to Sky	1	-	1	-
West Coast Express	1	-	1	-

Transport 2050: 10-Year Priorities

Question: Convenient, Reliable, Safe and Comfortable Transit– What is your level of support for prioritizing these investments?

Level of support	Total	Strongly support	Support	Neutral	Oppose	Strongly oppose	N/A
Number of responses	4,585	2,697	1,394	330	87	61	16
Percentage*		58.8%	30.4%	7.2%	1.9%	1.3%	0.3%

*Note: Percentages rounded up to 1 decimal point.

Question: Reliable and Fast Transit – What is your level of support for prioritizing these investments?

Level of support	Total	Strongly support	Support	Neutral	Oppose	Strongly oppose	N/A
Number of responses	4,585	2,869	1,078	341	153	127	17
Percentage*		62.6%	23.5%	7.5%	3.3%	2.8%	0.4%

*Note: Percentages rounded up to 1 decimal point.

Question: Safe Roads and People-First Streets, & Walking, Biking, and Rolling Infrastructure – What is your level of support for prioritizing these investments?

Level of support	Total	Strongly support	Support	Neutral	Oppose	Strongly oppose	N/A
Number of responses	4,585	2,705	1,024	489	190	156	21
Percentage*		58.9%	22.3%	10.7%	4.1%	3.4%	0.5%

*Note: Percentages rounded up to 1 decimal point.

Question: Customer Information and Travel Management – What is your level of support for prioritizing these investments?

Level of support	Total	Strongly support	Support	Neutral	Oppose	Strongly oppose	N/A
Number of responses	4,585	2,244	1,440	716	79	68	38
Percentage*		48.9%	31.4%	15.6%	1.7%	1.5%	0.8%

*Note: Percentages rounded up to 1 decimal point.

Question: Innovation in Automated, Electric, and Shared Mobility – What is your level of support for prioritizing these investments?

Level of support	Total	Strongly support	Support	Neutral	Oppose	Strongly oppose	N/A
Number of responses	4,585	1,827	1,475	942	202	102	37
Percentage*		39.8%	32.2%	20.5%	4.4%	2.2%	0.8%

*Note: Percentages rounded up to 1 decimal point.

Question: Please rank the proposed priorities by most important (1) to least important (5)

Priorities	Average Rank
Reliable and Fast Transit	2.06
Convenient, Reliable, Safe & Comfortable Transit	2.15
Safe Roads and People-First Streets and Walking, Biking & Rolling Infrastructure	2.72
Innovation in Automated, Electric, and Shared Mobility	3.90
Customer Information and Travel Management	4.14

Total responses to question: **4,347**

Question: Based on the information provided about the Transport 2050: 10-Year Priorities, do you have any further comments?

This open question garnered 1,411 comments from survey respondents. Through review, comments were categorized into one of 30 different identifiable themes, as well as by tone – positive, negative or neutral. Through this analysis, we are able to identify areas of the 10-Year Priorities plan with the most

interest, as well as those with greatest support. They are ranked below according to the number of comments received for each theme, with the corresponding tone of the comment.

A summary of all feedback received, including comments, will be incorporated into the *2022 Investment Plan* which will be shared with the Mayors' Council.

Theme	Number of Comments	Comment Tone		
		Pos.	Neutral	Neg.
UBC Extension (SkyTrain)	203	176	3	24
Cycling & active transportation	189	118	59	12
North Shore Service	111	84	25	2
Burnaby Mountain Gondola	100	61	5	34
Service levels (frequency, duration)	69	6	61	2
Communications & new technology (including automation and electrification)	64	4	49	11
Low-carbon choices	60	29	30	1
General support for 10-Year Priorities as described	58	29	29	-
Other comments- out of scope	57	2	55	-
Bus Rapid Transit (BRT)	48	9	21	18
Safety/security (including COVID)	48	7	37	4
Service areas (coverage of transit system)	48	7	37	4
SkyTrain	44	24	18	2
People First Streets	31	15	15	1
Survey design	28	-	2	26
Route-specific ideas	26	-	26	-
Fare levels/free transit	24	-	24	-
Fraser Valley service	24	-	24	-
Washrooms	24	20	1	3
Bus priority measures	20	9	9	-
General opposition for 10-Year Priorities	20	-	12	8
Accessibility	16	3	10	3
Infrastructure	13	-	13	-
Land development/zoning	12	1	10	1
Rapid Transit & Light Rapid Transit (LRT)	9	2	6	1
Bus speed and reliability	7	1	4	2
Last mile	7	-	7	-
Fare evasion	6	-	3	3
Micro-mobility	6	2	4	-
Sea to Sky	6	2	4	-
Customer amenities	5	1	3	1
Staffing & training	5	1	4	-
Customer experience	4	-	4	-
Affordability for the region	4	-	3	1
System capacity/crowding	2	-	2	-
Route design	1	-	1	-

Who we heard from

Question: Are you completing this survey on behalf of some someone who doesn't speak English?

Responses	Number	Percentage*
No	4,401	97.9%
Yes	95	2.1%

**Note: Percentages rounded up to 1 decimal point.*

Question: Which municipality do you live in?

Municipality	Number	Percentage*
Vancouver (including University Endowment Lands)	2,191	48.37%
Burnaby	489	10.79%
Surrey	266	5.87%
North Vancouver (District)	258	5.69%
North Vancouver (City)	257	5.67%
Richmond	168	3.70%
Coquitlam	165	3.64%
New Westminster	134	2.95%
Delta (including Ladner, Tsawwassen, and Tsawwassen First Nation)	86	1.89%
Port Coquitlam	82	1.81%
Maple Ridge	76	1.71%
West Vancouver	73	1.61%
Langley Township	58	1.28%
Port Moody	47	1.04%
White Rock	30	0.66%
Abbotsford	26	0.57%
Langley City	23	0.51%
Chilliwack	14	0.31%
Pitt Meadows	11	0.24%
Squamish	11	0.24%
Bowen Island	7	0.15%
Mission	7	0.15%
Lions Bay	3	0.07%
Whistler	3	0.07%
Belcarra	2	0.04%
Anmore	0	0%
Other (please specify)	42	0.1%
Total	4,529	

**Note: Percentages rounded up to 2 decimal point.*

Question: If you responded “other”, please specify.

Of the 42 respondents who selected “other,” 6 specified the municipality they live in:

- Victoria – 2
- Sunshine coast – 1
- Winnipeg - 1
- Hong Kong – 1
- Seattle - 1

Question: Do you have a visible or invisible disability that makes taking transit difficult?

Responses	Number	Percentage*
No	4,051	89.7%
Yes	275	6.1%
Prefer not to say	190	4.2%
Total	4,516	

**Note: Percentages rounded up to 1 decimal point.*

Question: How do you describe yourself?

Responses	Number	Percentage*
Female	1,814	40.3%
Male	2,371	52.7%
Non-binary or gender fluid	96	2.1%
Other	9	0.2%
Prefer not to say	212	4.7%
Total	4,502	

**Note: Percentages rounded up to 1 decimal point.*

Question: What is your age?

Responses	Number	Percentage*
65 or over	452	9.9%
55 to 64	514	11.3%
45 to 54	613	13.5%
35 to 44	796	17.5%
25 to 34	893	19.7%
18 to 24	1,038	22.8%
Under 18	90	2.0%
Prefer not to say	148	3.3%
Total	4,544	

**Note: Percentages rounded up to 1 decimal point.*

Question: Which mode(s) of transportation do you use most often?

Responses	Number	Percentage*
Transit (Bus, SeaBus, SkyTrain, West Coast Express, HandyDART)	1,834	40.3%
Car/truck driven alone	955	21.0%
Walk	504	11.1%
Bicycle	473	10.4%
Car/truck with a driver and one or more passengers/carpool/vanpool	413	9.1%
Multi-modal	303	6.7%
Motorcycle, scooter	13	0.3%
Don't know/prefer not to say	58	1.3%
Total selections	4,553	
Total individual respondents	4,485	

Note: Respondents could select more than one mode. The column on the right represents the percentage of total selections.

*Percentages rounded up to 1 decimal point.

Question 17: Do you identify as Indigenous?

Responses	Number	Percentage*
No	4373	97.9%
Yes	95	2.1%
Total	4,468	

*Note: Percentages rounded up to 1 decimal point.

Question: Which group/race/ethnicity do you identify with?

Responses	Number	Percentage*
Caucasian/European origin	2,696	55.4%
Chinese	583	11.9%
South Asian (e.g. India, Pakistan, Sri Lanka, etc)	344	7.1%
Latin American (e.g. Mexico, Brasil, Colombia, etc)	152	3.1%
Filipino	130	2.7%
Southeast Asian (e.g. Cambodia, Vietnam, Thailand, etc)	101	2.1%
Middle Eastern (e.g. Saudi Arabia, Syria, Yemen, etc)	72	1.5%
West Asian (e.g. Turkey, Iran, Armenia, etc)	69	1.4%
Black (e.g. Canadian, Caribbean, African, etc)	61	1.3%
Japanese	58	1.2%
Korean	50	1.0%
Prefer not to say	418	8.6%
Other	131	2.7%
Total	4,865	

Note: Respondents could select more than one option. The column on the right represents the percentage of total selections.

* Percentages rounded up to 1 decimal point.

Question: Which of the following best describes your total household income before taxes for last year?

Responses	Number	Percentage*
\$150,000 or more	833	19.2%
\$100,000 to less than \$150,000	710	16.4%
\$80,000 to less than \$100,000	442	10.2%
\$60,000 to less than \$80,000	457	10.6%
\$40,000 to less than \$60,000	457	10.6%
\$20,000 to less than \$40,000	414	9.6%
Under \$20,000	420	9.7%
Don't know	142	3.3%
Prefer not to say	453	10.5%
Total	4,328	100

**Note: Percentages rounded up to 1 decimal point.*

Question: How did you hear about this survey?

Responses	Number	Percentage*
Social media ad (Facebook, Instagram)	1,101	23.5%
Word of mouth	723	16.8%
TransLink email newsletter	625	14.5%
TransLink Social Media (Twitter, Instagram, Facebook, LinkedIn)	593	13.8%
Community, cultural or faith-based organization	583	13.5%
My municipality's website or social media	480	11.1%
TransLink Website	390	9.1%
Other online ad	280	6.5%
Reddit	92	2.1%
TransLink Staff/Transit Operator	63	1.5%
Google search ad	53	1.2%
Virtual information session	51	1.3%
Buzzer Blog	45	1.0%
Total selections	5,079	
Total individual respondents	4,306	

Note: Respondents could select more than one source of information. The column on the right represents the percentage of total selections.

**Percentages rounded up to 1 decimal point.*

Appendix B: Summary of Briefings & Info Sessions

We received feedback during virtual info sessions and briefings for key stakeholders and elected officials. It will be considered by the project team and Mayors' Council in determining the final content of the *2022 Investment Plan* and *Transport 2050: 10-Year Priorities*.

Virtual Info Sessions for Key Stakeholders

Following is a summary of comments and questions from 10 stakeholders who participated in the Virtual Info Sessions held April 21 and 22. Invitations were sent to 131 representatives from 95 organizations that have expressed a high degree of interest in regional transportation investment and planning, and groups representing or advocating for stakeholders facing barriers to participating due to factors such as age, language, gender or sexual orientation, disability, income, housing status, or status as a new Canadian.

Rapid Transit

- Rapid transit to **North Shore** is a big priority for GVBoT.
- What range of options are being considered/on the table?
- What does it actually look like, and is the timing?
- So much political talk about North Shore connection – not mentioned in this plan, still in pre-planning/viability phase. How far out does it need to start before it gets into the priority/addressed in plan?

Real Estate Revenue

- What revenue is expected from the Translink Real Estate and Development Fund?

Active Transportation

- Does regular maintenance for cycling/walking over the next three years fall under these plans?

RapidBus

- Bus first – does this include establishing funding for new B line services?

Virtual Briefings for Elected Officials

Following is a summary of comments and questions from 40 participants in two elected officials Virtual Briefings, held April 13 and 19. Invitations were sent to all elected officials including municipal councils and Tsawwassen First Nation, and provincial and federal ridings with constituents residing in TransLink's service region.

Bus Priority

- Have priority lanes connecting Queensborough up to 22nd St station been discussed with BC Ministry of Transportation and Infrastructure?
- It's important that buses can get past traffic backups.
- It requires road reallocation, which is a tough political discussion.
- Detailed conversations with municipalities that own specific roads are needed.

RapidBus and Bus Rapid Transit

- RapidBus is the fastest way to get people moving around.
- Support for the effort to move forward on Bus Rapid Transit.
- Supportive of focus on ease and convenience of getting to major transit hub of RapidBus stop.

Affordability

- Could property taxes, or other means, be used to defer or eliminate fare increases?
- Transit fares are increasingly expensive; wants to ensure transit remains affordable option.
- Is it possible to make transit free for youth up to 18?
- Is there an update on a fare infraction fund for people who have multiple fare infractions?

Active Transportation

- Supportive of active transportation work.
- How can municipalities better understand how to interact with available capital funding for active transportation investments? How can TransLink ensure municipalities have appropriate lead time to include partner funding in their capital plans?

Service Levels and Access

- Appreciates service levels proposed for communities that don't currently get it.
- Last kilometre is key for many communities.
- It's getting to the bus stop and waiting that is a frustration for potential users, not the bus ride.

Low-carbon strategy

- What are TransLink's plans related to hydrogen?
- Is TransLink futureproofing its low-carbon fleet strategy; will BC Hydro be able to support an entirely electrified bus fleet?

General comments

- Support for TransLink's measured and careful approach to the plans.
- Appreciation for the update – it helps in understanding and prioritizing everything.
- Thanks for the work on communicating the whole story, appreciates those efforts.

Other

- What is plan for allowing pets on transit?

Stakeholder Organizations for Virtual Information Sessions

Ambleside Dunderave BIA	Downtown Mission BIA	Kerrisdale Village
Association of Neighbourhood Houses BC	Downtown New Westminster BIA	Kitsilano Chamber of Commerce
BC Business Council	Downtown Port Coquitlam BIA	Lookout Housing + Health Society
BC Chamber of Commerce	Downtown Surrey BIA	Marpole BIA
BC Pensioners and Seniors Association	Downtown Vancouver BIA	MOSAIC
BC Poverty Reduction Coalition	Dunbar Village	Mount Pleasant BIA
BC Trucking Assoc.	Family Services of Greater Vancouver	Muslim Food Bank
BCTA	First Call BC	NAIOP
Burnaby Board of Trade	Fort Langley BIA	New Westminster Chamber of Commerce
Burnaby Heights Merchants	Fraser Region Aboriginal Friendship Centre Association (FRAFCA)	Newton BIA
Canadian Mental Health Association (CMHA)	Gastown BIA	North Vancouver Chamber
Canadian National Institute for the blind (CNIB)	Greater Langley Chamber of Commerce	Options Community Services
Cerebral Palsy Association of British Columbia (CPABC)	Greater Langley Chamber of Commerce	Pacific Community Resources Society
Chinatown	Greater Vancouver Board of Trade	Pathfinder Youth Centre Society
CityHive	Greater Vancouver Gateway Council (GVGC)	Pivot Legal Society
Cloverdale Chamber of Commerce	Hastings North BIA	PosAbilities Association of BC
Coast Mental Health	Health Initiative for Men	Progressive Intercultural Community Services Society
Collingwood BIA	Homelessness Services Association of BC	Qmunity
Delta Chamber of Commerce	Horseshoe Bay Business Association	Réseau en immigration francophone de la Colombie-Britannique
Disability Alliance BC (DABC)	ICBC	Richmond Chamber
DiverseCity	Immigrant Services Society of BC	Robson Street Business Assoc.
Downtown Chilliwack BIA	Inclusion BC	
Downtown Langley BIA		
Downtown Maple Ridge BIA		
Downtown Mission		

Seniors Services Society	Tourism Langley	Welcome BC
South Granville	Tourism Vancouver	West 4th
South Hill BIA	Destination Vancouver	West Broadway
South Surrey and White Rock Chamber of Commerce	Tri-Cities Chamber	West End BIA
Strathcona BIA	Tsawwassen BIA	West Vancouver Chamber of Commerce
SUCCESS	Umoja Operation Compassion Society	White Rock BIA
Surrey Board of Trade	United Way Lower Mainland	Yaletown
The Downtown Eastside Women's Centre Association	Urban Native Youth Association	YMCA of Greater Vancouver
The Drive	Vancouver Aboriginal Friendship Centre Society	YVR
The Single Mother's Alliance BC	VFPA	Hungerford Properties
The Social Planning & Research Council of BC (SPARC BC)		

Virtual Briefing for TransLink's Access Transit User Advisory Committee

Following is a summary of feedback from 13 participants in a Virtual Briefings held April 27 for TransLink's Access Transit User Advisory Committee members and meeting guests:

2022 Investment Plan

- Washrooms: comment about security, cleanliness, accessibility, consistent design being extremely important to users.
- Washrooms: what is timeframe and what transfer points are being considered; will HandyDart be considered as a transfer point?
- Washrooms: number of locations and number of toilets at each location?

10-Year Priorities

- Last mile: for some cars may be part of the last-mile solution; could the transit system be integrated with companies that rent cars (MODDO, EVO)?
- Security: Comment that security is less visible on the system; concerned number that security staffing has decreased.

Appendix C: Summary of Additional Feedback

We received additional feedback via written submissions; oral submissions provided by delegates to the TransLink Mayors' Council Public Meeting, on April 22, 2022; the Q&A forum on engagetranslink.ca; and email.

This additional feedback will be considered by the project team and Mayors' Council in determining the final content of the *2022 Investment Plan* and *Transport 2050: 10-Year Priorities*.

Written Submissions

Organization	Description	Themes/topics
Amalgamated Transit Union Local 1724ATU	"Quality Transportation for All" report	HandyDART service, washrooms, bus priority measures, accessibility, low-carbon choices, data collection and analysis
BC Trucking Association	Letter from Dave Earle, President & CEO	Goods movement, affordability, People-First Streets, reduction of GHG emissions
Fraser Health	Letter from Sandra Gill, Manager Environmental Health Services & Healthy Built Environment Program	General support, low-carbon choices, climate crisis impacts on health, active transportation, equitable access to transportation
HUB Cycling	Letter from Jeff Leigh, Chair, Regional Advisory Committee	General support, cycling and active transportation, Major Bikeway Network, cycling amenities
Post-Secondary Institutions	Joint letter from 9 institutions: BCIT; Capilano University; Douglas College; Emily Carr University; Kwantlen Polytechnic University; Langara College; Simon Fraser University; University of British Columbia; Vancouver Community College	General support, regional mobility, equitable access to transportation, low-carbon choices, climate crisis, major transit network
Urban Development Institute	Letter from Anne McMullin, President & CEO	General support, bus rapid transit, supportive policy agreements, funding sources, Reconciliation Action Plan, housing
Vancouver Coastal Health	Email from Laura Chow, Senior Planner, Healthy Environments	GHG reductions, active transportation infrastructure, equitable access to transportation, fare levels, washrooms
University of British Columbia	Letter from Santa J. Ono, President & Vice-Chancellor	General support, UBC extension of Millennium Line, link to housing affordability, intensifying existing network, cycling and active transportation

Oral Submissions to TransLink Mayors' Council Public Meeting, April 22, 2022

Following are the delegates and the focus of their submissions to Mayors' Council. These can be viewed in the video of the public meeting available on [Mayors' Council YouTube Channel](#).

Delegates	Topics	Video start time
Wade Grant, Musqueam Indian Band	Transport 250 10-Year Priorities, UBC SkyTrain extension	2 min. 5 sec.
Tamara Vrooman, Chancellor, SFU	Transport 250 10-Year Priorities, Burnaby Mountain Gondola	7 min. 52 sec
Santa Ono, President & Vice-Chancellor, UBC	Transport 250 10-Year Priorities, UBC SkyTrain extension	12 min., 50 sec
Chloe Martin-Cabanne, CUPE 2950	Transport 250 10-Year Priorities, UBC SkyTrain extension	17 min., 10 sec
Paul Dangerfield, President, Capilano University <i>Speaking on behalf 9 PSIs</i>	Transport 250 10-Year Priorities, North Shore rapid transit	20 min., 20 sec.
Erin O'Melinn, Executive Director, HUB Cycling	Transport 250 10-Year Priorities, active transportation	24 min., 55 sec
Patrick Stafford-Smith, CEO, North Vancouver Chamber of Commerce	Transport 250 10-Year Priorities, North Shore rapid transit	29 min., 10 sec.
Saad Shoaib, VP External Affairs, UBC AMS	UBC SkyTrain extension	33 min., 5 sec

Emails to transport2050@translink.ca

We received 11 submissions via email to the project email box, transport2050@translink.ca:

Rapid Transit, Bus Rapid Transit, and Rapid Bus

- Desire for SkyTrain as rapid transit solution on the North Shore.
- Is North Shore- Metrotown connection feasible and fundable?
- Is Bus Rapid Transit being considered for R4 route?
- How can BRT be faster than rapid bus considering speed restrictions and traffic congestion?
- Desire for longer SkyTrains on Canada Line to relieve congestion during rush hour.
- Suggestion that SkyTrain on King George Highway could extend from Millennium, not Expo line.
- Suggestion for reconfiguring E and M Line stations in New West and connections to Surrey.
- Opposition to Burnaby Mountain Gondola Project. Proposal for additional buses on Route 145 to increase ridership capacity.
- Concern about impacts of a gondola nearby residents and conservation area.

Washrooms

- Desire for temporary washroom solution in short term.

Climate Action

- Recommendations to incent ridesharing and reduce single-occupancy vehicle traffic.

Fares

- Will transit continue to be free for youth? Supportive of continuing free transit for age group.

Survey

- Comment that survey seems designed to generate positive feedback.

Question and Comments to Q&A Forum

Following are themes of the 23 questions and comments received via the engagetranslink.ca online Q&A forum (which can be viewed at engagetranslink.ca):

Rapid Transit, Bus Rapid Transit, and Rapid Bus

- How can Rapid Bus work without removing car lanes?
- Desire for SkyTrain to connect North Shore and Metrotown.
- Are there plans to upgrade the R4 to Bus Rapid Transit?
- Desire to fund transit infrastructure and expansion.
- Opposition to Burnaby Mountain Gondola due to local impacts.
- Is building BRT on North Shore, then SkyTrain a few years later cost effective?
- What options are being considered for a dedicated transit crossing across the Burrard Inlet?
- Comment that dedicating a bus lane on bridge should not be done before rapid transit implemented on North Shore.
- What are differences between Bus Rapid Transit and Rapid Buses?

Bus Service

- Desire for new service in growing areas such as Fraser Heights, 0 Avenue
- Desire for connection between Guildford Exchange/Surrey Central to Richmond and YVR.

Funding

- Desire to base funding on gas tax, road fees, and developer fees, and not property tax.

Funding

- Concern about cost of projects and the ability to fund them.

Climate Action/Active Transportation

- Desire for making transit green by allowing bicycles on all routes, at all times.
- When will bicycles be allowed on Expo and Millennium Lines during peak travel times?

Fares

- Concern about fare evasion.
- Question about free transit.

Survey

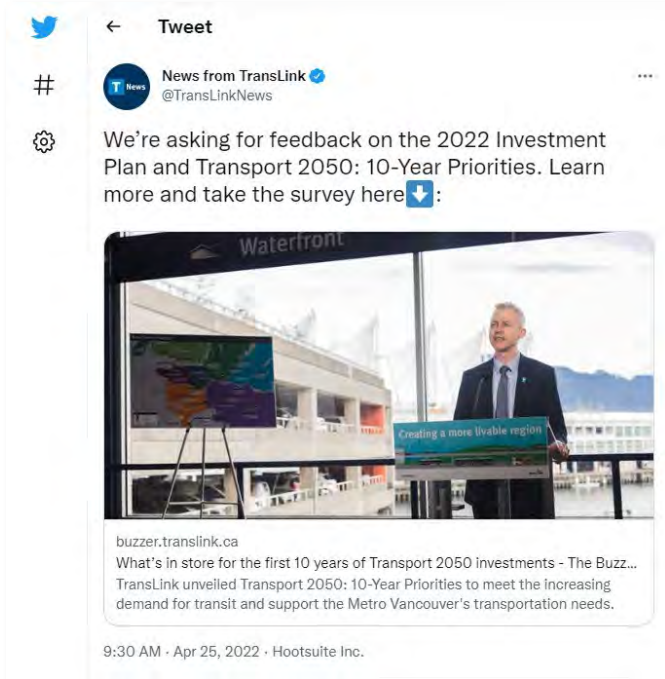
- Desire to provide more feedback on specific initiatives, not categories of initiatives.
- Why is BRT and traditional bus/trolley service lumped together with ALRT in many of the survey questions which simply ask if one supports the changes or not?

Washrooms

- What is timeline to install washrooms?
- Where will washrooms be located?

Appendix D: Notification Material

Twitter promotion



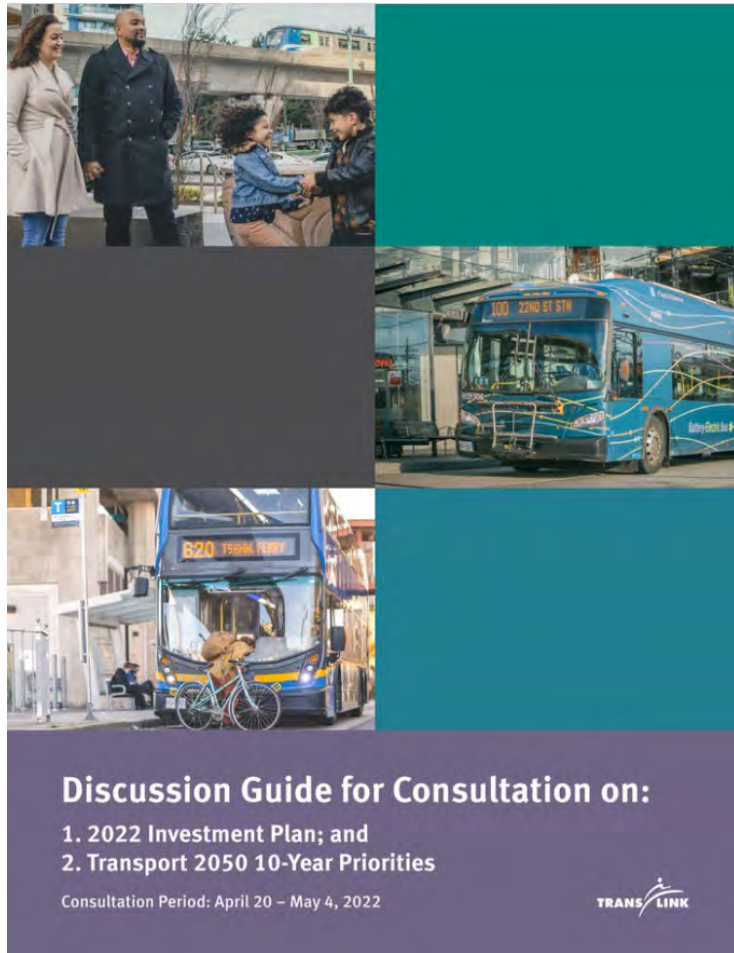
Instagram promotion



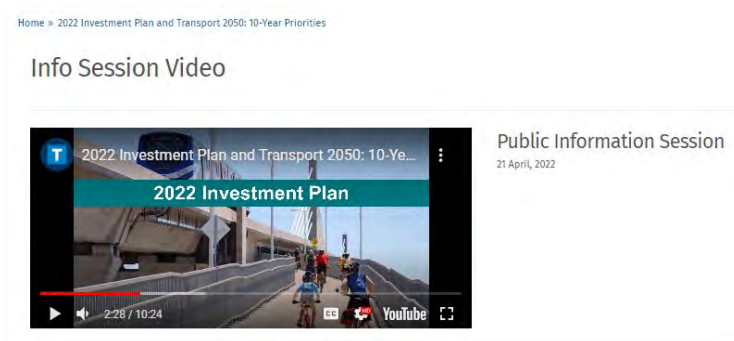
Appendix E: Engagement Material

- Discussion Guide
- Info Session Video (10:25 min)
- Engagetranslink.ca website Info Session Presentation

Discussion Guide [link to Discussion Guide](#)



Info Session Video (10:25 min) [link to video](#)



Engagetranslink.ca Website [link to website](#)

2022 Investment Plan and Transport 2050: 10-Year Priorities



From April 20 to May 4, 2022, we asked for feedback on the **2022 Investment Plan and Transport 2050: 10-Year Priorities**.

Metro Vancouver, and everyone who lives, works, and plays here, enjoys a broad range of quality transportation choices. These transportation choices, which connect us to the people and places that matter most, are the result of investing in bold visions for the future of transportation.

Most recently, the region adopted Transport 2050, which builds on Metro Vancouver's solid foundation of regional planning, to deliver the next 30 years of transportation improvements.

Now, we're in the process of [Continue reading](#)

- SURVEY**
- BACKGROUND INFORMATION
- QUESTIONS

Our survey is now closed, thank you for your feedback! Please check back soon for updates.

2022 Investment Plan and Transport 2050: 10-Year Priorities Survey

[Take Survey](#)

Who's Listening

Angela M.

Public Affairs Coordinator
TransLink

Phone 778-375-7860

Email transport2050@translink.ca



Project Timeline

- Transport 2050**
The region's new 30-year transportation strategy. Adopted in January 2022.
- 2022 Investment Plan and Transport 2050: 10-Year Priorities Engagement**
April 20 to May 4, 2022
- Approve 2022 Investment Plan**
May 2022
- Approve Transport 2050: 10-Year Priorities**
June/July 2022

Links & Documents

- Discussion Guide
- Transport 2050
- Regional Transportation Strategy
- 10-Year Investment Plan

Presentation: Info session

Following is an example of the presentation provided at virtual info sessions and briefings. Variations were made to the content to tailor the presentation to specific groups, including representatives from key stakeholder organizations, elected officials, and TransLink's Access Transit User Advisory Committee.

Similar content was provided in a 10-minute narrated video of the presentation, which could be viewed on engagetranslink.ca and on TransLink's [Youtube channel](#).

TRANS LINK

2022 Investment Plan and Transport 2050: 10-Year Priorities

Public Engagement
April 20 – May 4, 2022

Land Acknowledgement

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

TRANS LINK

Presentation Overview

1. Purpose: Planning our Transportation Future
2. 2022 Investment Plan
3. Transport 2050: 10-Year Priorities
4. We Want to Hear From You



Planning Our Transportation Future

TransLink would like your feedback in two different areas:

2022 Investment Plan - intended to stabilize TransLink's finances over the next few years

10-Year Priorities - prioritizes key transportation projects and initiatives from Transport 2050 for funding and implementation in future Investment Plans



Planning Our Transportation Future

Document	Timeframe	Purpose
2022 Investment Plan	2022-2024 (<i>focus</i>) 2025-2031 (<i>outlook</i>)	<p>Outlines planned expenditures over 10 years and exactly how we will fund them based on revenues that are certain today. Must be updated at least every 3 years.</p> <p>2022 Investment Plan is intended to stabilize our finances following the COVID-19 pandemic.</p> <p>The next Investment Plan (~2024) can address any remaining funding shortfalls and include expansion funding to begin to implement the priorities described below.</p>



Planning Our Transportation Future

Document	Timeframe	Purpose
Transport 2050: 10-Year Priorities	The decade following the next Investment Plan (~2025-2035)	Prioritizes the first decade of projects identified in the Regional Transportation Strategy to make progress toward Transport 2050 targets. These are our unfunded aspirations for implementation in subsequent Investment Plans.



2022 Investment Plan

What we are focusing on

- TransLink has bold ambition for the future, but the first thing we need to do is stabilize our finances after pandemic-related ridership loss, while maintaining our services and systems.
- Making buses more reliable through investments in bus priority infrastructure.
- Providing region's share to extend Surrey Langley SkyTrain from Fleetwood to Langley.
- Advancing our climate commitments, with 462 battery-electric buses.
- Making streets safer and transit more reliable by maintaining our existing active transportation and road cost-sharing programs with municipal partners.



2022 Investment Plan

How we're proposing to fund it

- Given the uncertainty, we're taking a conservative approach to limit affordability impacts on public – any remaining gap can be filled in next plan.
- For this plan, we'll raise **\$52M** through:
 - \$23M** from new commercial revenue, real estate development and carbon credits
 - \$29M** in property tax (~\$3.30 per avg household in 2023)
- Note that transit fare increases are reduced to 2.3% through 2024, and 2% from 2025-2031, which is lower than previously planned. For example, fare rates previously anticipated for 2023, won't be reached until 2026 or 2027.
- We will continue to monitor ridership, review revenue needs, and work with the Province of British Columbia to develop a sustainable funding strategy prior to the 2024/2025 Investment Plan.



TRANS LINK

Questions?

Investment Area	What's included in this 2022 Investment Plan
Bus	<ul style="list-style-type: none"> Maintain the 4% reduction in service hours on existing bus routes Reallocation of service to advance higher-urgency Phase Two projects beginning in 2022*
SeaBus	<ul style="list-style-type: none"> Continuation of 10-minute peak service
HandyDART	<ul style="list-style-type: none"> 3% increase in HandyDART service in 2023
SkyTrain and West Coast Express	<ul style="list-style-type: none"> Maintain service levels on Expo-Millennium Line and Canada Line through 2024 Increase in service on Millennium Line with the opening of Broadway Subway in 2025, and on the Expo Line with the opening of Surrey Langley SkyTrain in 2028 Re-introduce a 5th round trip for West Coast Express in 2023
Roads, Walking, Cycling Programs	<ul style="list-style-type: none"> \$19 million from 2022-2024 for Walking Infrastructure to Transit (WITT) \$51 million from 2022-2024 Bicycle Infrastructure Capital Cost Sharing (BICCS) \$76 million from 2022-2024 for Major Road Network and Bike (MRNB) \$50 million from 2022-2024 for MRN structures program
Transit Priority Programs	<ul style="list-style-type: none"> \$18 million for enhanced Bus Speed and Reliability program Continues existing funding for RapidBus Upgrades program Planning and infrastructure for the R7 RapidBus
Capital	<ul style="list-style-type: none"> State of good repair and other priority projects, including: SkyTrain fleet upgrades, cybersecurity, vehicles and infrastructure for Low Carbon Fleet Strategy, Customer Washrooms, Compass Upgrades

Note: In year of expenditure dollars






*Should ridership increase further than projected, some of these would be deferred to prioritize minimize overcrowding



Transport 2050: 10-Year Priorities



Building on the Momentum of Transport 2050

-  – **Convenient:** where active transportation and transit are competitive choices accounting for at least half of all passenger trips
-  – **Reliable:** where people and good are spending 20% less time stuck in congestion
-  – **Affordable:** none of us need to spend more than 45% of our household incomes on transport and housing combined
-  – **Safe and Comfortable:** we steadily reduce serious traffic injuries and fatalities, reaching zero fatalities before 2050
-  – **Carbon-Free:** we have lowered greenhouse gas emissions from light-duty vehicles by 65% and have eliminated transportation emissions by 2050



Transport 2050: 10-Year Priorities describes which of the investments in the 30-year Regional Transportation Strategy that TransLink will focus on delivering over the first decade.



Convenient, Reliable, Safe & Comfortable Transit

- Support local transit and bus priority to improve travel times
- Increase SeaBus and HandyDART service
- Create safer and more comfortable customer facilities

Reliable & Fast Transit Network

- Prioritize and study rapid transit projects
- Create new express corridors and improve interregional connections

People-First Streets & Walking, Biking, and Rolling

- Create safer roads and people-first streets
- Invest in active transportation (walking and cycling) networks



Transport 2050: 10-Year Priorities

Convenient, Reliable, Safe & Comfortable Transit

- Takes a “bus-first” approach with an historic investment to **double local bus service** over the next ten years to:
 - Reduce wait times
 - Lengthen span of service (weekends, late evenings, early mornings)
 - Serve new areas, including treaty and reserve lands, disadvantaged communities, and parks and natural areas.
- Increase **HandyDART** service to meet future ridership demand, **minimize trip denials and refusals**, and improve convenience by increasing to **24-hour service**.
- Improvements to **SeaBus, SkyTrain, and West Coast Express**.
- Significant improvements to **passenger safety and comfort at transit stops, stations and exchanges**.





Transport 2050: 10-Year Priorities

Reliable and Fast Transit corridors

Implement new **Express Services** including:

- **Coquitlam Centre to Port Coquitlam Town Centre**
- **Coquitlam Centre to Surrey Centre** over Port Mann Bridge
- **Hwy 99 corridor** through new **Hwy 99 Tunnel**
- **Hwy 91 corridor** over **Queensborough Bridge**

Work with the Province and our neighbours to advance improved **interregional service** to the **Fraser Valley** and along the **Sea-to-Sky** corridor.

Study additional express corridors for future investment including **Guildford to White Rock**; **Horseshoe Bay to Downtown**; and **Newton to Langley**.



Transport 2050: 10-Year Priorities

People-First Streets & Walking, Biking, and Rolling

- A transformation to more **people-first streets** where active transport is the most convenient choice for short trips
- Options that are cost-effective, healthy, and low-emission

Walking, Biking, & Rolling Infrastructure

- Complete up to **75% (450 km)** of the **2050 Major Bikeway Network**
- Complete up to **66%** of the **2050 walkway network**
- Install **new bike lockers, bike parkades, and counters**
- Upgrade the **BC Parkway**



Next Steps

Your input will be shared with the Mayors' Council on Regional Transportation and TransLink's Board of Directors.

The 2022 Investment Plan will go to the Mayors' and Board for approval in May 2022.

The 10-Year Priorities will go to the Mayors and Board for approval in summer 2022.





We want to hear from you!

Through May 4, learn more and provide your feedback on Investment Plan and 10-Year Priorities online at engagetranslink.ca:

- Review more detailed information in our Discussion Guide
- Complete the online survey
- Ask us a question in our Q&A feature

You can also call us at **778-375-7860** or email us at transport2050@translink.ca.

2022-2031 Investment Plan

Staff Presentation

May 26, 2022 Joint Public Meeting of the
Mayors' Council and TransLink Board of Directors

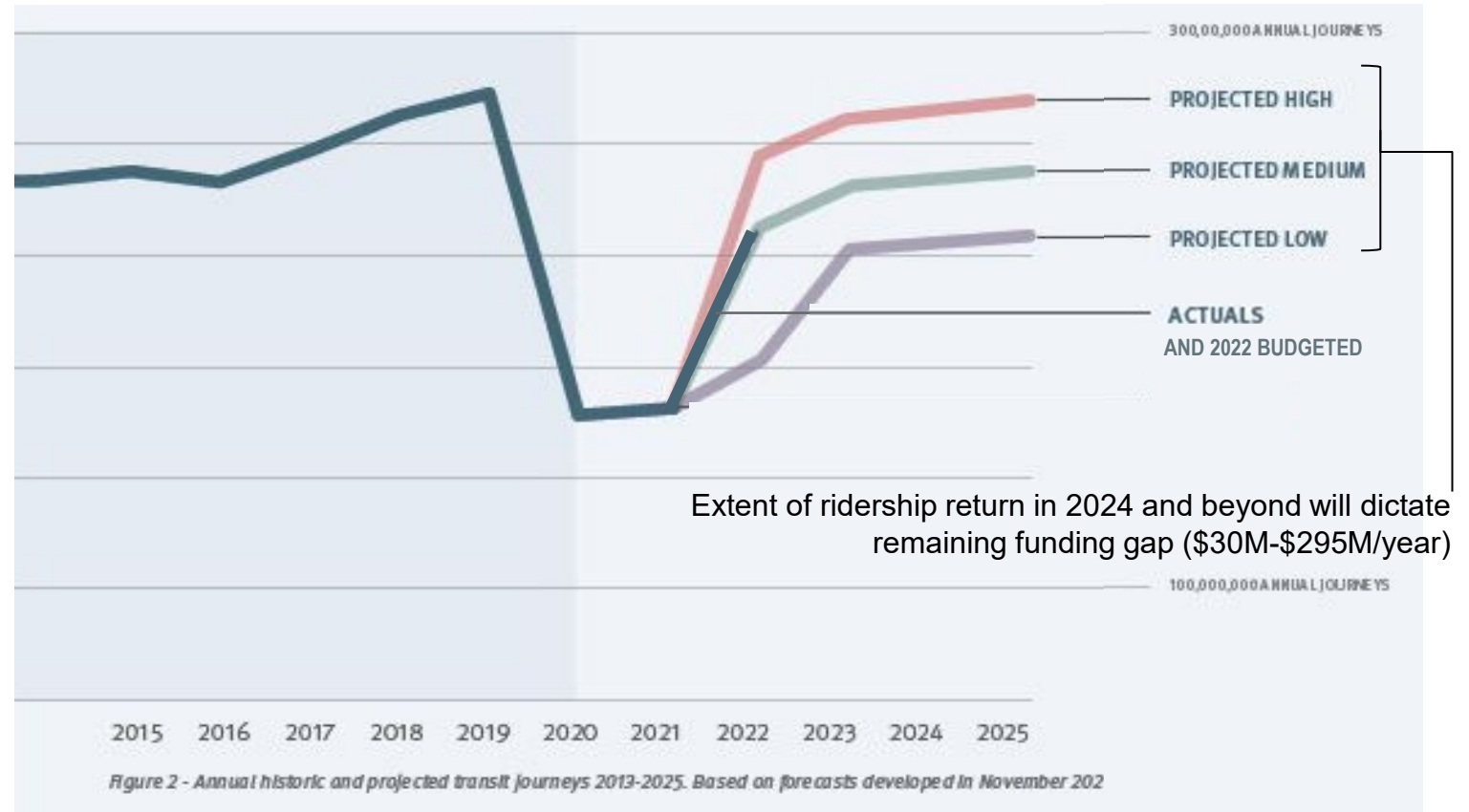


Together all the way



With ridership return still uncertain, focus is on keeping TransLink financially stable for the next three years

- The 2022 Investment Plan aims to address near-term financial stabilization related to **pandemic-related fare revenue loss**
- **Fuel tax revenue declining faster than expected** from ZEV uptake
- Given the uncertainties, this plan focuses on **stabilizing our finances through 2024** and addressing any remaining gap in a subsequent plan



Investments in 2022-2024 focus on maintaining our services and systems while advancing high priority projects

- **Hold transit service stable** by maintaining current bus service levels
- **Pursue urgent bus service expansion** through service reallocation
- **Advance planning of transit service to Indigenous communities**
- **Make buses more reliable** through investments in bus priority
- **Contribute to Surrey Langley SkyTrain** by providing the region's share
- **Implement our climate commitments** by replacing diesel buses at end of service life with battery electric and RNG
- **Make streets safer** by extending our existing road, walking, and cycling local government cost-sharing programs
- **Advance critical capital projects** such as state of good repair, customer washrooms, and Compass upgrades



Limit affordability impacts by addressing the funding gap over two investment plans

- Focus on keeping TransLink financially stable through 2022-2024 and limit affordability impacts by funding the plan through:
 - **Operating relief** from Governments of Canada and B.C.
 - **Cost saving measures**, such as reduced corporate expenditures, deferred capital projects, and increased investments in bus priority
 - **Maximizing non-taxation revenues**
 - **Gradual increases to property tax** (1.15% increase to annual revenue or \$3 increase to average residential property in 2023)
 - **Limited increases to transit fares**, 2.3% through 2024 (lower than previously planned)
- Work with the Government of B.C. to develop the next Investment Plan to address any remaining funding needs



Funding is a partnership between all levels of government

The Government of Canada and the Government of British Columbia have provided the following funding from 2022-2024:

- **Capital contributions** for Surrey Langley SkyTrain, new zero emissions bus fleet, and critical state of good repair:
 - Government of B.C. contribution
 - Government of Canada contribution of \$2.9 billion, including \$1.4 billion from the Canada Community-Building Fund*
- **Additional operating relief** of \$176 million, shared by the Government of Canada and the Government of B.C.

* The Canada Community-Building Fund is pooled regionally into the Greater Vancouver Regional Fund



Results of consultation

- **4 virtual information and briefing sessions.** Participants expressed interest in RapidBus and bus priority measures, affordable transit fares, active transportation investments and customer washrooms
- **4,585 completed questionnaires** indicating broad support for the plan: **83% of respondents in support, 6% oppose**
- **1,157 comments received**, with most comments on service levels (127 comments), taxation and funding sources (63 comments), and active transportation investments (53 comments)



TransLink Board of Directors

Public Meeting
May 26, 2022



Together all the way

PROPOSED RESOLUTIONS

That the **TransLink Board of Directors**:

- a. Approve the “Investment Plan (2022-2031 Investment Plan)”, attached as Annex A to the May 19, 2022, report titled “2022-2031 Investment Plan”; and
- b. Provide the “Investment Plan (2022-2031 Investment Plan)”, and the associated bylaws and resolutions in relation to revenue measures and borrowing limits, attached in Annex A to the May 19, 2022, report titled “2022-2031 Investment Plan”, to the Mayors’ Council on Regional Transportation.



**MAYORS'
COUNCIL**
On Regional Transportation



May 26, 2022

Public Mayors' Council Meeting

PROPOSED RESOLUTIONS

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

- Approve the “Investment Plan (2022-2031 Investment Plan)”, attached as Annex A to the May 19, 2022, report titled “2022-2031 Investment Plan”, and
- Receive this report.