

## FRASER RIVER ADVANCED TRAVELLER INFORMATION SYSTEM

### ISSUE:

#### Full activation of the Fraser River Advanced Traveller Information System

### BACKGROUND:

In January 2017, the Ministry announced a \$70M (\$36M provincial, \$34M federal) investment on the Alex Fraser Bridge (AFB) Capacity Improvement Project, in partnership with the federal government.

The project has three integrated components, which include:

1. Adding a seventh lane to the bridge (\$20M),
2. A moveable barrier system for counter-flow (\$35M) and,
3. The new Fraser River Advanced Traveller Information System (FRATIS) (\$10M)

FRATIS consists of 13 dynamic messaging signs located at key decision points to inform drivers of real-time information for delays at Fraser River crossings (George Massey Tunnel, AFB, Pattullo Bridge, and Port Mann Bridge). Other equipment installed in support of the FRATIS include 28 Bluetooth detection devices and 21 CCTV cameras.

All the infrastructure for the FRATIS has been installed and system testing is now complete. GCPE has recommended communicating the system activation through TRAN BC and social media.



Location
Hwy 1 EB @ Wayburne Dr
Hwy 1 EB @ Sunset Ave
Hwy 1 WB @ 187 St
Knight St SB @ Bridgeport Rd
Marine Way EB @ 9th Ave
Hwy 17 NB @ 36th Ave
Hwy 17 EB @ 92 St
Hwy 17 EB @ Kendale Way
Hwy 17 WB @ Millar Rd
Hwy 17 WB @ 136 St
Hwy 10 WB @ 146 St
Hwy 10 WB @ 153A St
Hwy 10 WB @ 180 St



Prepared by:  
Janelle Staite, P.Eng  
Deputy Director, SCR  
(250) 713-8763



s.12; s.13; s.16; s.17

### **NEXT STEPS:**

s.12; s.13; s.16; s.17

### **Attachments:**

s.12; s.13; s.16; s.17

### **PREPARED BY:**

Darrell Gunn, Executive Director  
Northern Region  
(250) 371-1276

### **REVIEWED BY:**

Kaye Krishna, Deputy Minister  
Kevin Richter, Associate Deputy Minister

### **INITIALS**

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## BRIEFING NOTE FOR INFORMATION

**DATE:** November 25, 2020  
**PREPARED FOR:** Honourable Rob Fleming, Minister of Transportation and Infrastructure  
**ISSUE:** Surrey Langley SkyTrain (SLS) Provincial Delivery Options

### SUMMARY:

- TransLink has been planning a Skytrain line extension that would connect from King George Station in Surrey to Langley City Centre.
- Stage 1 included a section from King George Station to Fleetwood Town Centre (cost of at least \$1.635B), and Stage 2 included Fleetwood Town Centre to Langley City Centre (at least \$2B);
- TransLink has completed a Stage 1 business case. This business case assumed that TransLink owned and delivered the project, with funding from TransLink (\$1.07B), Canada (\$524M), and the City of Surrey (\$39M);
- In the past election, the government committed to:
  - complete the entire SkyTrain project from Surrey to Langley City Centre;
  - having the province deliver as a provincial capital project, rather than TransLink; and
  - providing provincial funding for Stage 2 of the project using a new 3-year, \$9 billion Recovery Investment Fund, subject to securing Federal matching funding.
- Several ownership/delivery, funding and procurement options for Stages 1 and 2 are being reviewed to determine the implications to schedule, risk and cost.

### BACKGROUND:

The Province has publicly committed to fund 40% of the capital costs of every phase of the Mayors' Council's 10-Year Vision. The most recent phase of the Investment Plan (the Plan) included a \$2.545B contribution from the province. Of that total, \$1.822B is committed to the Broadway Subway Project (BSP). The balance \$723M is allocated to the Expo and Millennium Line Upgrades Project (EMUP) and to other priority transit projects. No provincial funds were allocated to Surrey rapid transit.

Originally, the Surrey Rapid Transit project was going to be a light rail transit (LRT) service along 104 Avenue and King George Boulevard, at a cost of \$1.635B. When the Mayors' Council decided to replace LRT service with a SkyTrain line on the Fraser Highway, this funding was proposed to be reallocated from LRT to that project within TransLink's investment plan.

TransLink's Stage 1 business case indicated that the \$1.635B would enable construction of a SkyTrain line from King George Station to Fleetwood and acquisition of 25 SkyTrain cars (Stage 1). Stage 1 would be funded through \$524M from Canada, \$1,100M from TransLink and \$39M from the City of Surrey.

TransLink has not completed a business case for Stage 2 but has recently indicated that the project would cost at least \$2B. No funding has been committed to Stage 2.

**DISCUSSION:**

In October 2020, the current government released its 2020 election platform and announced a three-year \$9 billion infrastructure plan, which would include the provincial portion of funding for Stage 2 of SLS to Langley. Premier Horgan further announced that he would make SLS a provincial capital project.

TransLink has completed a business case for Stage 1 (subject to provincial due diligence and provincial and federal approval), which assumes it will be owned and delivered by TransLink. s.12; s.13; s.16; s.17  
s.12; s.13; s.16; s.17



Ministry of  
Transportation  
and Infrastructure

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**Attachments:**

- 1. SLS Project Scope & Alignment
- 2. SLS Project Summary

**PREPARED BY:**

Sean Nacey, Director  
Major Projects and Alternate Procurement  
Branch  
(778) 974-5372

Ed Storm, Director  
Infrastructure Development Branch  
(250) 889-3593

**REVIEWED BY:**

Kevin Volk, ADM  
Infrastructure and Major Projects  
Nancy Bain, EFO  
Finance and Management Services Department

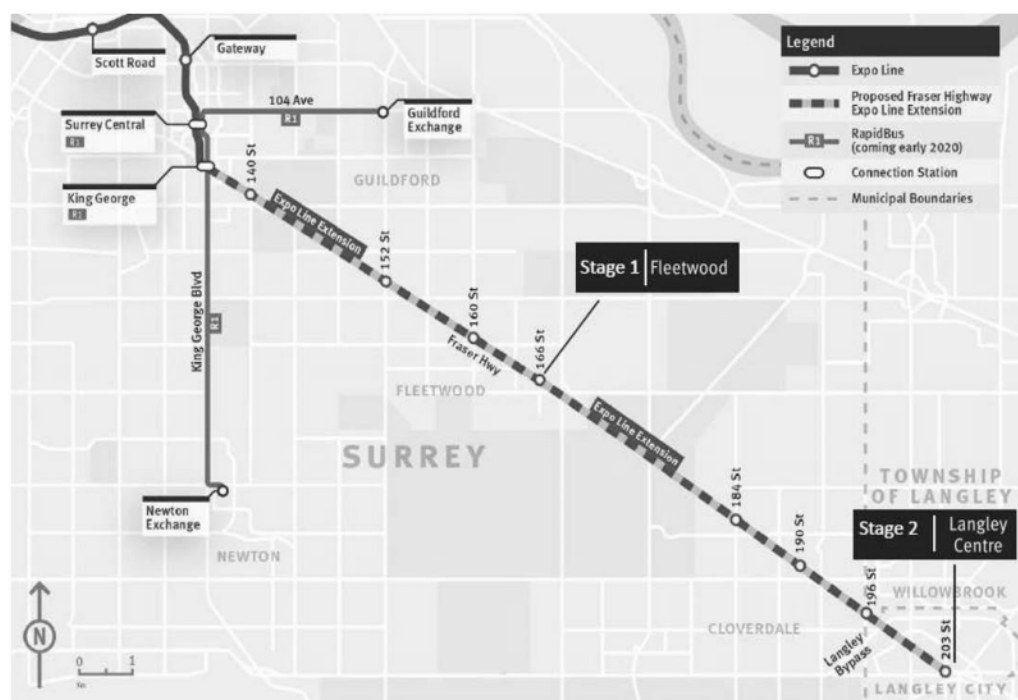
**INITIALS**

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## Attachment 1: Project Scope and Alignment for Stage 1 & 2

- Construction of a 16-km elevated guideway with 8 new stations for seamless SkyTrain extension of the Expo Line;
- Roadwork including widening and modifications to accommodate the Expo Line extension;
- Right of way design to accommodate safe, user-friendly, and accessible facilities for pedestrians and cyclists;
- Utility relocation and protection;
- Procurement of 55 SkyTrain vehicles;
- Construction of a new SkyTrain Operations and Maintenance Centre (“OMC”);
- Construction of 3 new transit exchanges and approximately 300 park and ride spaces;
- Power supply including power distribution and propulsion power sub-stations; and
- Trackwork and all other integrated systems, including automated train control, communication, and power supply systems.



s.12; s.13; s.16; s.17



## BRIEFING NOTE FOR INFORMATION

**DATE:** December 11, 2020  
**PREPARED FOR:** Honourable Minister Rob Fleming  
**ISSUE:** Highway 1 Widening to the Fraser Valley

### SUMMARY:

- **Highway 1 widening to the Fraser Valley (Abbotsford) addresses mobility and reliability challenges for moving people and goods.**
- **The segment between 216th and 264th Street was announced in 2019 and is currently in design with construction expected to get underway in late 2021.**
- **The Fraser Valley Integrated Transportation and Development Strategy (ITDS) is in progress. It will look at traffic congestion and travel demand as well as examine and evaluate options for new transit and transportation initiatives in the Fraser Valley.**
- **High-level planning is underway for widening between 264th Street to Whatcom Road.**

### BACKGROUND:

Highway 1 is a critical transportation link for the movement of goods and people. Traffic continues to increase on an annual basis, growing 11% over the last 5 years between 264<sup>th</sup> and Whatcom Road. Traffic volumes generally increase from east to west across the Highway 1 corridor between the Whatcom and the 264<sup>th</sup> Interchanges, with volumes greater than 80,000 vehicles per day between 264<sup>th</sup> Street in Langley to McCallum Road in Abbotsford, and then reducing to approximately 50,000 vehicles per day at Whatcom Road.

Within the subject area of Highway 1 (264<sup>th</sup> to Whatcom), collision frequencies and severity are more than 10% higher than provincial averages across several sections and in both directions. Both the high collision rates and severities further contribute toward poor mobility and reliability of the Highway 1 corridor during weekdays and weekends. Highway 1 can also experience varied levels of mobility and reliability during weekday and weekend periods. In fact, peak vehicles speeds can be well below posted speeds (particularly in the eastbound directions) ranging anywhere from 20 to 60km/hr through much of Abbotsford. The variability of speeds in turn contribute toward higher collision rates and severities.

Highway 1 widening is designed to ease congestion for growing areas of the Lower Mainland and reduce the frequency and severity of crashes along this provincially important corridor. The recently completed 4 km widening project for High Occupancy Vehicle (HOV) lanes between 202<sup>nd</sup> and 216<sup>th</sup> Street as well as the completion of the new 216<sup>th</sup> Street Interchange have helped relieve congestion and improve operations. Design is underway for the continuation of 10 km of HOV lanes from 216<sup>th</sup> Street to 264<sup>th</sup> Street, a project that was announced in April 2019. Construction is expected to get underway in late 2021.

### PAST INTERACTIONS:

None.



## DISCUSSION:

The existing HOV lanes, west of 216<sup>th</sup> Street, carry approximately 17% of the total daily traffic, meaning these lanes operate with less congestion than the general-purpose lanes, providing an incentive to carpoolers and transit riders.

Extending HOV lanes between 264<sup>th</sup> to Whatcom are forecasted to carry similar traffic volumes as they do west of 216<sup>th</sup> Street. The HOV lanes will carry fewer cars than a third GP lane could carry, reducing the overall travel time saving benefits to GP traffic. However, these reduced benefits are offset by the 'green' benefits which are accrued by promoting fewer cars on the roadway through HOV use and providing a time saving advantage to commuters using transit, encouraging a modal shift away from single occupancy vehicles. In addition, HOV lanes carry approximately 2 people per vehicle, so while the overall percentage of cars is lower in the HOV lane, the people carrying capacity is equivalent.

The Fraser Valley Integrated Transportation and Development Strategy (ITDS) is underway and will look at traffic congestion and travel demand in the region, providing further insight into travel patterns on the Highway 1 corridor. It will examine and evaluate options for new transit and transportation initiatives in the Fraser Valley. The strategy is expected to take 18 months and be completed in spring 2022.

The decision to widening Highway 1 over 22 km between 264<sup>th</sup> through to the Whatcom Interchange closely linked to the decisions around investments in rail and transit to the Fraser Valley. The results of the Fraser Valley ITDS will be integral in understanding the type (i.e. HOV or general-purpose widening, bus lanes or rail) and timing of transportation investments within the region.

While ITDS is being completed, planning for widening on the Highway 1 corridor between the 264<sup>th</sup> and Whatcom Interchange is in early stages of concept development. A variety of phasing, sequencing and procurements approaches for Highway 1 widening and associated interchange improvements are being evaluated as part of the review. Figure 1 outlines the recently completed Highway 1 Widening and 216<sup>th</sup> Interchange project between 202<sup>nd</sup> to 216<sup>th</sup> Street, as well as the recently announced project between 216<sup>th</sup> and 264<sup>th</sup> Street, as the remaining segment between 264<sup>th</sup> and Whatcom Road.

High level planning estimates are also under development to understand the order-of-magnitude costs associated with delivering the Highway 1 widening and interchange replacements. <sup>s.13; s.17</sup>

s.13; s.17

The ministry

intends to host a procurement workshop, in partnership with TI Corp, in early 2021 to better understand delivery options and timelines.

## FINANCIAL IMPLICATIONS:

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### PREPARED BY:

Janelle Staite, P.Eng  
Deputy Director, SCR  
(250) 713-8763

### REVIEWED BY:

Kevin Richter, Associate Deputy Minister  
Transportation & Infrastructure  
Nancy Bain, EFO  
Finance and Management Services Department

### INITIALS

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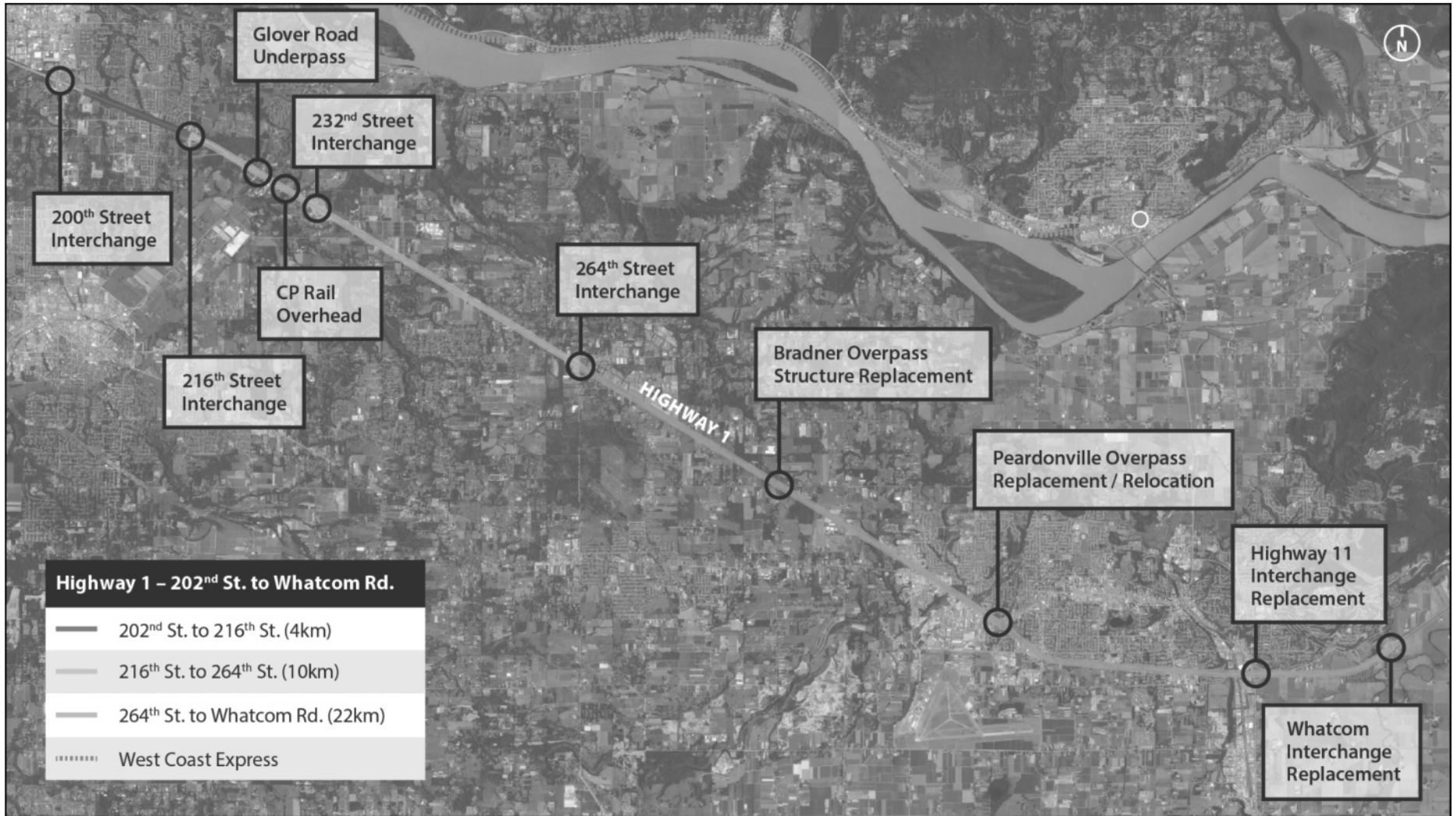


Figure 1 - Overview Map of Highway 1 Widening to Fraser Valley



## BRIEFING NOTE FOR INFORMATION

**DATE:** December 9, 2020

**PREPARED FOR:** Honourable Rob Fleming, Minister of Transportation and Infrastructure

**MEETING:** Ministers Office Briefing: George Massey Crossing Project

**ISSUE:** Indigenous Engagement on the George Massey Crossing (GMC) Project

### SUMMARY:

- **Consultation and engagement with the 12 identified Indigenous groups (IG's) for the GMC Project has been ongoing since the beginning of 2019 when the new project was announced.**
- **The Project Team is collaborating with IGs to deliver advanced environmental studies aimed at addressing Indigenous interests in culturally important topics.**
- **Tsawwassen First Nation (TFN) is the only IG to notify the Province of a preferred crossing option, which was made public through their involvement on the Metro Vancouver Task Force.**
- **Other IGs have noted similar concerns to TFN but have not indicated a preferred crossing**
- **The Project Team and former Minister Trevena actively engaged with TFN regarding their concerns and focussed on mitigations and improvements to the Fraser River environment in these discussions.**
- **In early 2021, the Project Team intends to provide a technical update to IG's on key aspects of the GMC Project.**

### BACKGROUND:

#### Overview:

- In 2014, the Province first engaged with IG's when the George Massey Tunnel Replacement Project (GMTR) initiated the Environmental Assessment (EA) process.
- IGs had significant concerns with the GMTR EA process, conclusions, and scope.
- In 2017, GMTR received an Environmental Assessment Certificate (EAC), which included conditions for IG engagement and targeted mitigations aimed at addressing input from IG.
- In 2017, the current government cancelled GMTR and initiated an Independent Technical Review (ITR).
- In December 2018, the results of the ITR were released and the Province committed to complete a business case for the crossing and have corridor improvement projects tender ready in fall 2020. Part of this commitment was to engage with Indigenous groups and the Region to identify a crossing solution that better aligns with regional interests.
- In January 2019, the Project Team initiated an Indigenous engagement process comprised of three parts:
  - Project, Principles, Goals and Objectives (Jan – Apr 2019) – Develop and achieve consensus on Project principles, goals and objectives.
  - Options Analysis (May 2019 – Spring 2020) – Work with IG's to identify and shortlist potential crossing options and conduct a multiple accounts evaluation assessment of the shortlisted options.



- Business Case Development (Summer 2020 - Present) – Review with IG's the short-listed crossing options in detail and how their input has been reflected in the development of the Business Case.

#### Advanced Environmental Assessments:

- On February 26, 2020, the Project team hosted a Fisheries Workshop as part of the options analysis process for the Project. Participants included representatives from the Ministry of Transportation & Infrastructure (the Ministry), TFN, Musqueam Indian Band, and Tsleil-Waututh Nation. The purpose of the discussion was to: "Receive input from Indigenous groups for the Project on fish/fish habitat values and concerns, and related input on potential offsetting options or enhancement opportunities to consider in the ongoing options analysis and project design processes, in recognition of potential project- related effects on fish and fish habitat in the Fraser River."
- The Project Team hosted a second Fisheries Workshop to review the scope of works and seek consensus among IG's. The Ministry met with the Lower Mainland IG's on September 15th, and the Vancouver Island Nations on September 16th.
- The Project Team has been collaborating with all the participating IG's to develop scope of works for five advanced environmental studies (eulachon, sturgeon, salmonids, migrating birds, and a fish habitat mapping and overview assessment). The goal is to have the IGs deliver the studies, with work anticipated to begin in Winter 2020 and conclude in fall 2021.

#### Corridor Improvement Projects:

- The Corridor Improvement projects were identified within the footprint of GMTR Project (2014 – 2017) and therefore fall under the existing EAC.
- Indigenous Engagement on the Corridor Improvement Projects was included in the GMC engagement (Winter 2019 – Spring 2020).
- In May 2020, engagement letters specific to each Corridor Improvement Project were sent to identified IG's including descriptions of the works, preliminary designs, notification of the intent to apply for an EAC amendment, and an invitation to meet to discuss the Projects.
- In August, September, and November 2020, additional letters and emails were sent containing the 75% and 100% designs as well as further details on the Projects.
- The Ministry will continue to engage on the Corridor Improvements, including more in-depth engagement on the EA Amendment that is anticipated to start in January 2021.

#### Tsawwassen First Nation

- TFN is a member of the Metro Vancouver Task Force.
- On October 2, 2019, the Metro Vancouver Task Force (Task Force) confirmed a preference for an 8-lane ITT, which was endorsed by the Metro Vancouver Board in November 2019. TFN opposed the motion citing concerns for fish, fish habitat and fishing rights, as well as the longer anticipated timeframe to complete the project.
- On November 5, 2019, former Minister Trevena met with TFN Chief Ken Baird at the First Nations Leader's gathering to discuss TFN's concerns. Former Minister Trevena informed TFN that no decision on a crossing had been made and committed to ongoing communication and engagement.
- On June 19, 2020, a second meeting occurred between former Minister Trevena, TFN Chief Ken Baird, and senior staff.



- TFN noted concerns with the tunnel crossing on their Aboriginal fishing rights, cultural impacts, and general conservation concerns related to fish and fishing.
- Former Minister Trevena notified TFN that no decisions had been made, acknowledged their concerns, and noted her desire to work with TFN regardless of the chosen crossing option.
- Former Minister Trevena focused on potential opportunities to improve the river environment through mitigations and offsetting initiatives.
- Former Minister Trevena committed to further dialogue as the Project progressed and Chief Baird welcomed that approach.

## DISCUSSION:

- TFN is the only IG to notify the Ministry of a preferred crossing option. The other IGs have noted similar concerns to TFN but have not indicated support or opposition for either crossing option.
- The Project Team has focussed engagement with IG's on potential impacts of both short-listed crossing options, rather than their preferred crossing solution, <sup>s.13</sup>  
s.13
- Given the new EA act and process, the Project Team would be seeking consent from the IGs at various points during the project, including initiation.
- To date, Indigenous engagement on the GMC Project has been thorough and well received.
- As part of the third (and last) phase of engagement for the business case, the Project Team would like to review IGs input to date and provide a technical update, including:
  - The decommissioning and removal of the existing tunnel for both crossing options
  - Support of future rapid transit within the corridor is no longer being included in the Project scope
- Without the opportunity to inform IGs on the requirement to decommission and remove the existing tunnel the business case development will be incomplete.
- Since the commencement of the Interregnum period consultations have been curtailed due to the sensitive and public nature of the GMC.
- The Project Team has developed a draft Indigenous Engagement plan, which describes in detail the approach, strategies, and specific tasks required to meet Indigenous Relation's commitments from a decision on a preferred crossing option to the initial EA phases.

### PREPARED BY:

Kipp Fennell, Director Indigenous Relations  
Major Projects & Alternate Procurement  
(250) 819-4265

### REVIEWED BY:

Lesley Ballman, Executive Director  
Major Projects and Alternate Procurement  
Kevin Volk, Assistant Deputy Minister  
Major Projects, Infrastructure & Properties

### INITIALS

LB

KV



## BRIEFING NOTE FOR INFORMATION

**DATE:** December 9, 2020  
**PREPARED FOR:** Honourable Rob Fleming, Minister of Transportation and Infrastructure  
**ISSUE:** Container Trucking Update

### SUMMARY:

- **Fairness in the trucking industry is important to our government. We have listened and consulted with industry to promote stability and balance in the sector.**
- **Under the Container Trucking Act, the BC Container Trucking Commissioner (OBCCTC) issues licences to trucking companies, enforces regulatory compliance, sets trucking rates, and enforces them.**
- **The Commissioner is developing a report and recommendations regarding off-dock container trucking, which will be submitted to government in early 2021.**

### BACKGROUND:

The OBCCTC is responsible for regulating the industry, issuing licenses to companies requiring access to Lower Mainland ports and enforcing rates through audits and decisions.

There have been three previous work stoppages by truck drivers servicing Port of Vancouver container terminals (1999, 2005, 2014).

The key issues of the 2014 stoppage included:

- Rate undercutting
- Poor labour practices (driver abuse, underpayment, immigration fraud etc.)
- Port terminal inefficiencies (wait times for drivers/reservation system issues)

In 2014 the Provincial and Federal governments, Unifor and United Truckers Association agreed on a plan to address issues (Joint Action Plan):

- Stabilize rates and end unscrupulous labour practices
- Reform industry and licence newly reformed industry (Fed/Port & province) End wait times and fix terminal efficiency/reservation issues (Fed/Port)
- The OBCCTC was created to enforce legislation

Trucking Labour is made up of union and non-union drivers – Independent Owner/Operators (I/O) and company drivers. The primary labour organizations are the United Truckers Association (UTA) representing I/Os, Unifor, and Teamsters.

Trucking companies vary in size, with minimum fleet set at five.

### PAST INTERACTIONS:

Phone meeting with the Container Trucking Commissioner Michael Crawford, December 8, 2020.

### DISCUSSION:

In the past two years trucking rates have been increased twice (2.6% and 2% respectively), trip zones and long distance move rates have been revised, and a \$25 Positioning Move Rate (PMR) has been added to compensate drivers for previously unpaid moves (empty chassis).

Both the UTA and Unifor view the Commissioner's regulatory jurisdiction as insufficient, and believe companies operating outside the license system are cheating the rules by underpaying drivers and by extension taking work away from drivers working for licensed companies, particularly I/O drivers who must be paid a relatively higher rates for off-dock trips.

The OBCCTC has been consulting broadly with industry to inform his report, and recommendations for government are expected early 2021.

- None.

David Greer, Executive Lead ITDP  
Deputy Minister's Office  
(250) 208-4350

David Greer, Executive Lead  
Integrated Transportation Development Plan  
Deputy Minister's Office

## DG



## BRIEFING NOTE FOR INFORMATION

**DATE:** December 15, 2020

**PREPARED FOR:** Honourable Rob Fleming, Minister of Transportation and Infrastructure

**ISSUE:** Surrey Langley Skytrain (SLS) Procurement Options Under Consideration.

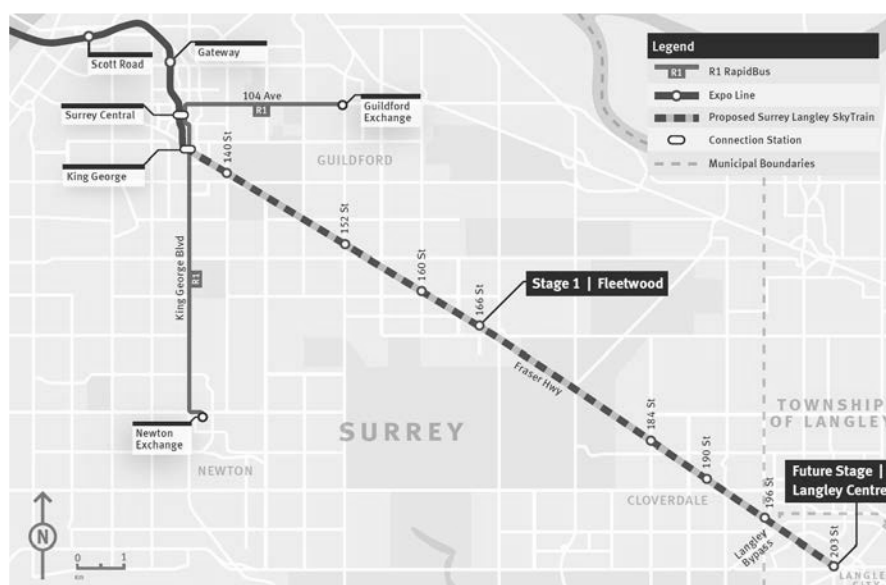
### BACKGROUND:

In December 2018, the Mayors' Council passed a motion instructing TransLink to develop the SLS project with an initial stage from King George to Fleetwood, followed by a future second stage from Fleetwood to Langley once additional funding becomes available.

- Stage 1 - 7-km extension of elevated guideway from King George Station to 166 Street Station in Fleetwood
- Future Stage 2 - 9.5-km extension of elevated guideway from 166 Street Station to Langley City Centre

The extent of the SLS project and its relation to the existing transit network, and the proposed stages are illustrated in the figure 1.

**Figure 1: Surrey Langley SkyTrain Project**



TransLink and Infrastructure BC (IBC) completed a Procurement Options Identification Report in January 2020. This assessed a broad range of feasible procurement alternatives that could be adopted to deliver the SLS Project and then narrowed that range to options deemed most appropriate for a more detailed analysis.

SLS workshops are currently underway with the Ministry of Transportation & Infrastructure (the Ministry), TransLink, Transportation Investment Corporation (TI Corp), and IBC in order to review and discuss elements of Stage 1 and Stage 2 including scope, schedule, budget, utilities, geotechnical, stakeholder engagement and procurement readiness. Workshops will further inform procurement options and are scheduled to conclude in February 2021.

**DISCUSSION:**

With the proposed transition of the delivery of the Project to the Province, the Ministry now proposes to undertake a further analysis of the short-listed procurement options including risk analysis and quantification, market sounding, multiple criteria analysis, and financial modeling.

The factors now under consideration relating to procurement include property acquisition plans, utility relocations, timing of TransLink concurrent works, Broadway Subway Project (BSP) testing and commissioning, amount and timing of funding and the impact this has on the scope and timing of the project delivery.

Initially TransLink proposed to proceed with Stage 1 using a Design-Build Finance model. Development of the procurement documents was undertaken in a manner that would facilitate increasing the scope to accommodate Phase 2, if further funding became available. There are two broad options for delivery.

s.12; s.13; s.16; s.17





s.12; s.13; s.16; s.17

**PREPARED BY:**

Lesley Ballman, Executive Director  
Major Projects and Alternate Procurement  
(250) 361-6584

## REVIEWED BY:

Kevin Volk, ADM  
Major Projects, Infrastructure & Properties

## INITIALS

KV



Ministry of  
Transportation  
and Infrastructure

s.12; s.13; s.16

## BC Transit and TransLink Service Integration

### ISSUE: Integration of TransLink and BC Transit services

#### FACTS:

- TransLink is an independent transit authority created by the South Coast British Columbia Transportation Authority Act at arms length to government and is governed by the TransLink Board and a Mayors' Council. TransLink's funding comes from fares, property taxes, BC Hydro levies, parking taxes, regional motor fuel tax, development cost charges, advertising and merchandising. It was also the recipient of the Golden Ears Bridge toll which has been eliminated. The Province provides TransLink with funding to replace the foregone toll revenue which totalled \$122 million for the period from September 2017 through September 2019.
- TransLink's operating costs in 2019 were \$1.7 billion. Unlike BC Transit, the Province does not provide an operating grant to TransLink, but does contribute funding toward the U-PASS BC program.
- TransLink's jurisdiction is Metro Vancouver where it is responsible for transit services, major road networks, cycling paths and land-use planning. TransLink reported 272 million journeys for the year ended 2019. Adult fares range from \$2.40 (1- zone) to \$4.50 (3-zone).
- BC Transit is a Crown Corporation and provides transit services outside of Metro Vancouver in collaboration with 89 local governments. BC Transit annual operating budget is \$285 million to which the Province contributes about \$120 million.
- Local government partners contribute the balance through fare revenue, property tax, advertising revenue, and in the case of the Victoria Regional Transit Commission, a regional motor fuel tax. The Local government partner share of operating costs ranges from 33.3% to 68.3% depending on the system.
- BC Transit reported 58.7 million trips for the year ended March 31, 2020. Fares are set by local government and range from \$1.75 in Williams Lake to \$5.00 (Highway 16). Most are \$2.00 - \$2.50 per one way trip).
- The Ministry of Social Development and Poverty Reduction issues BC Bus Pass to eligible residents in those communities with transit service. The BC Bus Pass is a Compass Card. It is used on BC Transit buses but only as a visual reference since BC Transit does not have technology to read the Compass Card.
- In the Fraser Valley, BC Transit and TransLink both provide service under agreements. TransLink has an agreement with the District of Mission to provide the West Coast Express and Route 701 bus service. BC Transit has an agreement with TransLink related to use of the Carvolth Exchange in Langley.
- BC Transit's Fraser Valley Express connects passengers to TransLink's Carvolth Exchange in Langley.

- TransLink operates the West Coast Express train and a bus from Mission to Coquitlam Sky Train station and Port Moody. (Mission is in BC Transit's jurisdiction.).
- Both BC Transit and TransLink provide custom transit service for those not able to take conventional transit (TransLink has HandyDart (with a capital 'H'), BC Transit has 'handyDART' (with a small 'h').
- Both TransLink and BC Transit have been the recipients of Federal/Provincial Safe Restart funding. With this funding, both agencies are expected to maintain existing service levels, and limit any fare increases to 2.3% through 2024.

## BACKGROUND / DISCUSSION:

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### PREPARED BY:

Linda Harmon, Director  
Transit Branch  
778 974 5313

### REVIEWED BY:

Andrea Mercer, Executive Director,  
Transit Branch  
David Greer, Executive Lead  
Integrated Transportation Development Plan  
Deborah Bowman, ADM Transportation Policy and  
Programs

### INITIALS

AM

DG

DB

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A d v i c e   t o   M i n i s t e r