Operation, Maintenance and Rehabilitation (OMR) Program

Program Description and Guidelines

Together all the way

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TABLE OF CONTENTS

1. INTRODUCTION

1.1 MAJOR ROAD NETWORK

The Major Road Network (MRN) was established in 1998/99, as set out in the South Coast British Columbia Transportation Authority (SCBCTA) Act (formerly the Greater Vancouver Transportation Authority Act). The establishment, funding and operation of the MRN were initially guided by a set of 19 principles approved by the South Coast British Columbia Transportation Authority (formerly the Greater Vancouver Transportation Authority) or TransLink Board of Directors (the Board) in May 1999.

With the changes to the TransLink governance structure since 1999, many of the 21 MRN principles (Appendix A) are no longer applicable. TransLink initiated an MRN Sub-Regional Review process in 2010, and a new MRN and Bicycle Infrastructure management and funding structure was approved by RTAC and the TransLink Board in 2012. MRN principles are subject to review as part of periodic MRN expansion plans to ensure alignment with updated and current regional objectives.

Roads are included in the MRN only with the approval of TransLink and the local government in which the roads are located, per the criteria described in Appendix B. All roads in the MRN remain under local government jurisdiction.

The management and funding structure and the criteria used to determine eligibility for the MRN are under review as part of the development of the Regional Transportation Strategy (RTS), currently known as Transport 2050 (T2050), and a future update of these Guidelines will be consistent with the RTS.

1.2 PROGRAM BACKGROUND

One of RTAC's key tasks was to develop overall standards for the operation, maintenance, and rehabilitation of the MRN. Upon substantial deliberation, RTAC recommended that it would be more appropriate to produce a set of "guidelines" providing general expectations and directions, rather than a set of "standards" prescribing detailed performance specifications, for the following reasons:

- Local governments are owners of the Major Roads and are ultimately responsible for any legal liability associated with road conditions and safety. It is therefore reasonable to assume that local governments would inherently ensure proper upkeep of the MRN.
- A set of standards containing detailed performance indicators would necessitate "policing" of performance to check for compliance, whereas the use of guidelines would not.
- Consistency in performance could be achieved through financial monitoring of local government maintenance expenditures via a system of standardized cost accounting categories.
- Local governments use different maintenance and rehabilitation methods and materials in their work. Major Roads have varying traffic conditions, underlying soil types, rehabilitation history, etc., which require specific treatments. Local governments can most effectively determine maintenance strategies that fulfill these needs. It would not be possible to prescribe specific methods and materials that are suitable for all parts of the network. A set of performance guidelines would be more flexible and better able to accommodate the different ways local governments accomplish their maintenance objectives.
- Maintenance service standards used by the BC Ministry of Transportation and Transit (MoTT) were reviewed. The MoTT standards are extremely detailed and contain specific stipulations regarding materials, method and timing on every aspect of maintenance activities to be undertaken by maintenance contractors. While such a document may be appropriate for use between an owner and a contractor, RTAC concluded that it is not the approach needed between the local governments and TransLink for the MRN.

Furthermore, RTAC determined that the guidelines should represent the expectations of both the road users and TransLink as the major funding agency. From the perspective of road users, travel on the MRN should appear "seamless". In other words, road users expect that characteristics such as ride-ability, cleanliness, clarity of street markings, level of snow removal, etc. will be fairly consistent across all Major Roads, irrespective of local government boundaries, and at a level typical of arterial roads. From the funding agency perspective,

there are expectations that local governments will perform the necessary works to protect the integrity of the road infrastructure so as to maximize service life and minimize long term rehabilitation costs.

Essentially, the OMR guidelines provide a categorization and description of the types of activities to be undertaken and the objectives to be achieved. It is the responsibility of local governments to design a program to achieve these objectives, and to supplement OMR funding with additional local government funding if they choose to enhance their level of service. For instance, a local government might spend much more on street cleaning than the average expenditure for other local governments. The local government could choose to either: (a) lower its current service standard to reflect the average level of effort, or (b) continue with its standards, with the understanding that OMR funds cover only an average level of service, and any additional cost associated with the higher standard must be absorbed by the local government.

1.3 PURPOSE

The purpose of the OMR Program is to provide annual funding contributions for local governments towards the operation of the MRN, the maintenance of the MRN to a level of State of Good Repair, and road infrastructure rehabilitation.

To ensure consistent reporting and interpretation of data, the following definitions have been developed to delineate the difference between maintenance and rehabilitation for the purpose of the MRN:

- **Operation and Maintenance** refers to the day-to-day and regular upkeep activities and minor repairs of the existing road infrastructure to ensure it provides an acceptable level of service and remains in an acceptable state of repair.
- **Rehabilitation** refers to any major repair and reconstruction/replacement of the existing road infrastructure, which brings it to a target level of service.

The purpose of this document is to summarize key elements of TransLink's Operations, Maintenance, and Rehabilitation (OMR) Program.

The funding framework of the OMR Program is illustrated in Table 1. This framework provides flexibility for local governments to access funds by allowing local governments the option to transfer funding from O&M to R according to their needs. Despite this flexibility, local governments still retain the responsibility to maintain MRN roads in a state of good repair.

Although Rehabilitation is funded through TransLink's Capital Budget as opposed to the Operating Budget, Rehabilitation still retains the same administrative procedures and shares the same funding objectives as the O&M funding. Therefore, it is reasonable to continue managing the R funding as part of the OMR program.

Table 1 TransLink OMR Funding Framework

Program	Fund	Purpose	TransLink Budget
OMR	O&M (allocated)	Operation and maintenance on MRN	Operating
	R (allocated)	Pavement rehab & General (non-pavement) Rehab on MRN	Capital

In addition to the baseline OM & R funding framework, TransLink may allocate additional Incremental Rehabilitation Funding, subject to approval and availability of funds, to address identified pavement asset rehabilitation needs and reduce accumulated pavement deficiency backlog on the MRN.

Incremental Rehabilitation Funding may be disbursed in advance to enable timely delivery of eligible capital pavement rehabilitation works and must be expended on approved eligible works by December 31, 2028, subject to the administration provisions set out in Sections 4.6 to 4.8.

This document describes the funding allocation and provides a set of guidelines for administration of the funding framework.

At the recommendation of RTAC and TransLink staff, this document may be modified and expanded as necessary to improve program administration in the longer term.

2. ALLOCATION

2.1 OMR PROGRAM FUNDING

The OMR Program provides funding using formulas based on the lane kilometre cost for operating the MRN, maintaining the MRN to a level of State of Good Repair, and road infrastructure rehabilitation. The program budget is approved by the TransLink Board on a year-by-year basis. Although budget amounts for future years may be 'recommended', such amounts are for planning purposes only and may not actually materialize, depending on future funding availability and TransLink priorities.

To place higher priority on state of good repair, TransLink will fund Operations, Maintenance of the MRN through TransLink's operating budget and Pavement Rehabilitation, and General Rehabilitation of the MRN through a capital budget. Funds for the operation, maintenance and rehabilitation of the MRN are distributed at specific adjustments throughout the year to the local governments on a pro rata basis, depending on the number of MRN lane-kilometres within their jurisdiction, subject to funding availability. Please contact TransLink's Infrastructure Program Management Department (ipme@translink.ca) for details on the annual OMR allocation.

Subject to budget availability, future annual adjustment of OMR funds may be determined using the OMR cost model jointly developed by TransLink and the RTAC OMR subcommittee.

2.2 INCREMENTAL PAVEMENT REHABILITATION FUNDING

Subject to approval and availability of funds, TransLink may allocate Incremental Pavement Rehabilitation Funding to support timely progress toward established pavement performance objectives where accelerated rehabilitation is required to address accumulated pavement rehabilitation backlog on the MRN, consistent with the objectives outlined in Section 3.5. This incremental funding may be provided in addition to baseline Operations, Maintenance, and Rehabilitation (OM&R) allocations. TransLink, in consultation with local governments, may also repurpose baseline capital funding allocations towards emerging asset rehabilitation needs on the MRN in accordance with Sections 4.5 and 4.7.

Incremental Pavement Rehabilitation Funding is designated to support capital pavement rehabilitation works and shall be administered in accordance with the requirements set out in Section 3.5.1 and Sections 4.6 to 4.8 of this document.

This incremental funding is restricted to structural pavement rehabilitation activities and is guided by network-level pavement condition data. Funding decisions are further informed by TransLink's pavement condition analysis and rehabilitation priority list, developed through network-level data and backlog assessments, and are finalized through reconciliation with pavement rehabilitation plans by local governments.

Funding amounts are determined annually and are not guaranteed beyond the approved program year(s).

2.3 OTHER LOCAL GOVERNMENT FUNDING PROGRAMS (LGFP)

TransLink provides local governments with funding through several annual cost share programs: the Major Road Network & Bike Minor Capital Upgrade (MRNB) Program, the Bicycle Infrastructure Capital Cost Sharing (BICCS) Program, the Walking Infrastructure to Transit (WITT) Program, and the Major Road Network Structures (MRN-S) program. These programs are administered annually through project-based evaluation process dedicated to:

- multi-modal minor capital road projects such as infrastructure upgrade projects on the MRN including on structures (e.g. adding lanes, new signalization, etc.);
- bike and walking infrastructure projects on and off the MRN; and
- rehabilitation and seismic upgrades of "major" structures such as bridges, retaining walls and culverts on the MRN.

The respective program description and guidelines for each funding program can be obtained from TransLink's Roads, Bridges, and Goods Movement Website (Local Government Funding Programs | TransLink).

The OMR Program and the MRN-S Program are primarily intended to support state of good repair and like-for-like rehabilitation or replacement of existing MRN assets. In contrast, capital upgrades, expansions, and enhancements to infrastructure are generally delivered through the other LGFP programs listed above.

While OMR funding may be used in conjunction with these programs, it shall be applied in accordance with the eligibility requirements of the OMR Program and is not intended to fund capacity expansion or enhancement works.

3. GUIDELINES

3.1 FUNDING GUIDELINES

The OMR funds are provided for the following activities:

- operation and maintenance of the MRN (major road network), including pavement maintenance, shoulder maintenance, drainage maintenance, pedestrian facility maintenance, street lighting maintenance, traffic signal maintenance, road markings and delineation, signage, lighting, signal operation, street cleaning, snow and ice control, and vegetation control;
- rehabilitation of other existing infrastructure on the MRN (e.g. curbs, shoulders, pedestrian facilities, retaining walls, culverts, drainage, street lighting and traffic signal systems, etc.);
- rehabilitation of existing pavement of the MRN; and
- maintenance of the variable message signs of the Railway Crossing Information System Project in City of Surrey, City of Langley, and Township of Langley, which is a regionally funded system to benefit the operation and safety of the MRN.

OMR funds are intended to support state of good repair and like-for-like rehabilitation of existing MRN assets. Pavement rehabilitation may be undertaken to address deficient conditions, even where future capital projects (e.g., widening or upgrades) are planned, provided that the work is limited to restoring the existing asset and does not include capacity expansion or enhancement.

OMR funds should not be used to construct new infrastructure, to expand existing infrastructure (e.g., widen existing roads by adding new lanes), to purchase equipment required for OMR activities, or to pay for any work whatsoever on facilities which are not part of the MRN. Capital upgrades, expansions, and enhancements are to be delivered through other **Local Government Funding Programs** (e.g., MRNB Program).

OMR funds must be spent in a manner consistent with the following guidelines in this section. Continued receipt of OMR funding is dependent on meeting these guidelines.

Where required, TransLink will modify these guidelines or establish additional guidelines, upon recommendations by the RTAC. Once approved by RTAC, all OMR works and expenditures by the local governments must be consistent with the updated guidelines.

3.2 COST ELIGIBILITY

The following discussion gives guidance on the types of expenditures which OMR funding is intended to cover, and those which it is not.

As noted in the beginning of Section 2, local governments are free to choose how best to deliver operation, maintenance and rehabilitation services, whether through local government crews or contractors. In the case of OMR activities undertaken by local government crews, the following are eligible costs:

- salary, at an hourly rate, for time actually spent by local government staff and crews (including crew supervisors and inspectors) on OMR activities on the MRN, including time spent on planning, designing and administering OMR work;
- benefits, pro-rated to an hourly rate, for time spent on OMR activities on the MRN;
- equipment, charged at hourly rates not to exceed those typical of private industry; and
- consumables used in OMR activities on MRN roads that are not otherwise included in equipment hourly rates (e.g., de-icing chemicals).

In the case of OMR activities undertaken by contractors, the following are eligible costs:

- local government costs associated with tendering (advertising, printing, courier etc.); and
- contractor fees and expenses for OMR work on the MRN.

The following expenditures are not eligible under the OMR program:

- public consultation costs;
- general overhead, such as accounting time, managerial time, advertising, office space;
- purchase of equipment used in OMR activities (e.g., excavators, rollers, mowers etc.)
- charges for facilities and equipment used in normal course of local government operations (e.g., phones, computers, vehicles other than those used by construction crews); and
- consumables not directly related to OMR activities (e.g., paper, photocopying charges).

3.3 Operation and Maintenance Guidelines

A portion of the OMR funding is intended for operation and maintenance service of the Major Road Network. RTAC developed a comprehensive list of categories to reflect the scope of operation and maintenance service activities, as follows:

1) Pavement
2) Shoulders and Bicycle Facilities
3) Drainage
4) Pedestrian Facilities
5) Street Lighting
6) Traffic Signals
7) Signage
8) Road Markings and Delineation
9) Street Cleaning and Spill Response
10) Snow and Ice Control
11) Vegetation Control
12) Administration

The following subsections outline the recommended guidelines for operation and maintenance of the MRN, organized according to the 12 categories identified above. Each subsection begins with a general description of the intent of the category, followed by a table providing objectives and expected frequencies for each included activity.

The "Objective" column in each table identifies reason(s) why each activity should be undertaken, according to one or more of the following key indicators of need:

- **Safety** – operation and maintenance of the MRN to ensure safe conditions for the travelling public and other road users (e.g. pothole patching, guardrail repair).
- **Ride-ability** – operation and maintenance of the MRN to meet normal road user expectations (e.g. smooth pavement, road cleared of snow).
- **Aesthetics** – operation and maintenance of the MRN to ensure that road rights-of-way and facilities are attractive and clean (e.g. boulevard clean-up, graffiti removal).
- **Life cycle** – operation and maintenance of the MRN to protect road infrastructure and facilities in order to maximize service life and minimize long term rehabilitation costs (e.g., pavement sealing, ditch maintenance).

The guidelines indicate the expected frequency or timing of activities in two categories – Responsive and Planned.

- The "**Responsive**" category covers needs which require timely attention, but are generally unpredictable, such as potholes, spills, snow/ice, and so on. Local governments are expected to

respond to these needs within a reasonable time, given the circumstances and the normal operation and maintenance practices of the local government.

- The "**Planned**" category covers needs that are typically more predictable, cyclical and/or quantifiable in nature. These activities are typically undertaken on an annual or semi-annual basis, primarily for the purpose of protecting infrastructure (e.g., pre-planned seasonal maintenance programs or work of a restorative nature).

The guidelines do not specify exact standards or timelines for operation and maintenance activities. However, local governments are expected to co-ordinate with neighboring jurisdictions to synchronize the delivery of some of these services (e.g., line painting, snow removal), where appropriate, to make the Major Road Network as "seamless" as possible.

3.3.1 Pavement Maintenance Service Guidelines

The local government will maintain pavement on Major Roads, as required, to:

- provide a smooth, stable and safe road surface condition for the travelling public;
- seal pavement from moisture penetration;
- prepare and strengthen a paved road surface for an overlay or pavement surface treatment; and
- extend pavement life.

Table 2 Service Guideline (Pavement Maintenance)

Sub-Category	Objective	Frequency
Patching	▪ Safety ▪ Life Cycle ▪ Ride-ability ▪ Aesthetic	▪ Responsive ▪ Planned
Crack Sealing	▪ Life Cycle	▪ Planned
Islands and Medians	▪ Life Cycle ▪ Aesthetic	▪ Planned ▪
Railway Crossings	▪ Safety ▪ Life Cycle ▪ Ride-ability	▪ Responsive ▪ Planned
Curbs	▪ Life Cycle	▪ Planned ▪ Responsive

3.3.2 Shoulder and Bicycle Facility Maintenance Service Guidelines

The local government will maintain shoulders and bicycle facilities along Major Roads, as required, to:

- provide a smooth, unrutted and safe stopping area off the travelled road surface;
- provide safe conditions for cyclists;
- allow for free flowing drainage off the road surface and through the road base;
- remove and dispose of, or prevent the growth of, any turf, sod or other vegetation on the shoulder surface; and
- grade and re-shape dirt and gravel surfaces to maintain in a smooth and safe condition.

Table 3 Service Guideline (Shoulder and Cycling Facility Maintenance)

Sub-Category	Objective	Frequency
Guard rails	▪ Safety ▪ Life Cycle	▪ Responsive ▪ Planned
Shoulders and Bike Lanes	▪ Safety ▪ Life Cycle	▪ Responsive ▪ Planned
Shoulder Markings	▪ Safety	▪ Planned
Roadside and median fences	▪ Safety ▪ Life Cycle ▪ Aesthetic	▪ Responsive ▪ Planned
Crash Attenuators	▪ Safety	▪ Responsive ▪ Planned
Slopes	▪ Safety ▪ Life Cycle ▪ Aesthetic	▪ Responsive ▪ Planned
Retaining walls	▪ Safety ▪ Life Cycle ▪ Aesthetic	▪ Responsive ▪ Planned

3.3.3 Drainage Maintenance Service Guidelines

The Local government will maintain drainage systems on Major Roads, as required, to:

- ensure that road surfaces are safely and efficiently drained;
- ensure that water is efficiently channeled, contained and/or carried to ditches or other watercourses;
- provide space in ditches for storage of fallen road debris, ice and snow;
- prevent deterioration of Major Roads, and erosion of side slopes and surfaces or adjacent properties; and
- ensure that drainage infrastructure will accommodate peak runoff.

Table 4 Service Guideline (Drainage Maintenance)

Sub-Category	Objective	Frequency
Urban Roads		
Storm Sewers	▪ Safety ▪ Life Cycle	▪ Planned ▪ Responsive
Blockage Removal	▪ Safety	▪ Responsive
Catch Basin Cleaning	▪ Safety	▪ Responsive ▪ Planned
Culvert Headwalls and Outlets	▪ Safety ▪ Life Cycle	▪ Planned ▪ Responsive
Rural Roads		
Ditch Maintenance	▪ Safety ▪ Life Cycle	▪ Planned ▪ Responsive
Flood Control	▪ Safety ▪ Life Cycle	▪ Responsive ▪ Planned
Culvert Maintenance	▪ Safety ▪ Life Cycle	▪ Planned ▪ Responsive

3.3.4 Pedestrian Facility Maintenance Service Guidelines

The local government will maintain pedestrian facilities on Major Roads, as required, to:

- ensure sidewalk surfaces are even, clean and in a safe condition for pedestrians;
- ensure crosswalks and curb ramps are in good condition for the safety of pedestrians and cyclists where permitted;
- ensure handrails are in good condition for the safety of pedestrians; and
- extend infrastructure life.

Table 5 Service Guideline (Pedestrian Facility Maintenance)

Sub-Category	Objective	Frequency
Sidewalk Maintenance	▪ Safety ▪ Life Cycle ▪ Aesthetic	▪ Responsive ▪ Planned
Crosswalk Maintenance	▪ Safety	▪ Responsive ▪ Planned
Handrail Maintenance	▪ Safety ▪ Aesthetic	▪ Responsive ▪ Planned

3.3.5 Street Lighting Maintenance Service Guidelines

The local government will maintain street lighting on Major Roads, as required, to:

- ensure illumination for safety; and
- extend the life cycle of the infrastructure (e.g., by painting street light poles).

Table 6 Service Guideline (Street Lighting Maintenance)

Sub-Category	Objective	Frequency
Roadway Lighting	▪ Safety ▪ Life Cycle ▪ Aesthetic	▪ Planned ▪ Responsive

3.3.6 Traffic Signal Maintenance Service Guidelines

The local government will maintain traffic signals on the MRN, as required, including:

- maintenance of all signal controllers through annual inspections and testing;
- maintenance of all signal heads through an annual relamping program; and
- maintenance of all signal poles through painting to extend service life.

Table 7 Service Guideline (Traffic Signal Maintenance)

Sub-Category	Objective	Frequency
Signals (controllers, heads and poles)	▪ Safety ▪ Life Cycle	▪ Responsive ▪ Planned
Signal Management Systems	▪ Safety ▪ Life Cycle	▪ Responsive ▪ Planned

3.3.7 Sign Maintenance Service Guidelines

The local government will maintain signs on Major Roads, as required, to:

- ensure that sign information is clear;
- ensure a consistent application of replacement and new signs to assist and guide road users in the safe and orderly movement of people and goods; and
- Ensure that the application and replacement of new signs is in accordance with TransLink's Regional Wayfinding guidelines for Cycling.

Table 8 Service Guideline (Sign Maintenance)

Sub-Category	Objective	Frequency
Sign Maintenance, Cleaning and Replacement	▪ Safety ▪ Life Cycle ▪ Aesthetic	▪ Responsive ▪ Planned
New Signs	▪ Safety ▪ Life Cycle ▪ Aesthetic	▪ Responsive ▪ Planned

3.3.8 Road Marking and Delineation Service Guidelines

The local government will maintain road markings and delineation on Major Roads, as required, to:

- assist in the safe and orderly movement of people and goods by clear delineation of road centrelines, lane lines and turning lanes, and bike lanes, transition lanes, bike boxes, crosswalks, bike crossings in accordance with the standards of practice such as Transportation Association of Canada (TAC) standards and other relevant industry standards and guidelines.

Table 9 Service Guideline (Road Marking and Delineation)

Sub-Category	Objective	Frequency
Road Markings	▪ Safety ▪	▪ Responsive ▪ Planned
Surface Reflectors	▪ Safety	▪ Responsive ▪ Planned
Delineators/No Post Barriers	▪ Safety	▪ Responsive ▪ Planned
Curb Painting	▪ Safety	▪ Planned

3.3.9 Street Cleaning and Spill Response Service Guidelines

The local government will clean streets and respond to spills on Major Roads, as required, to:

- maintain the travel lanes, shoulders and bike lanes in a safe and clean condition (e.g., free of litter, debris and other obstructions);
- prevent pavement markings from becoming obscured;
- prevent the obstruction of road drainage; and
- minimize migration of hazardous spilled substances.

Table 10 Service Guideline (Street Cleaning and Spill Response)

Sub-Category	Objective	Frequency
Refuse Container Pickup	▪ Aesthetic	▪ Planned ▪ Responsive
Boulevard (Litter) Cleanup	▪ Aesthetic	▪ Planned ▪ Responsive
Street Sweeping/Flushing	▪ Safety ▪ Aesthetic	▪ Planned ▪ Responsive
Spill Response	▪ Safety ▪ Life Cycle	▪ Responsive
Graffiti Removal	▪ Aesthetic	▪ Responsive
Accident Response	▪ Safety	▪ Responsive

3.3.10 Snow and Ice Control Service Guidelines

The local government will clear snow and remove ice buildup from travelled lanes, shoulders, pedestrian areas and bus pads on Major Roads, as required, to:

- prevent and eliminate hazardous, slippery surface conditions; and
- ensure roadways are kept smooth, open, and in a condition that is safe for the travelling public and other road users.

Table 11 Service Guideline (Snow and Ice Control)

Sub-Category	Objective	Frequency
Road Sanding/Salting	▪ Safety ▪ Ride-ability	▪ Responsive ▪ Planned
Road Plowing	▪ Safety ▪ Ride-ability	▪ Responsive ▪ Planned
Snow Removal/Hauling	▪ Safety	▪ Responsive ▪ Planned
Pedestrian Areas/Bus Pads	▪ Safety	▪ Responsive

3.3.11 Vegetation Control Service Guidelines

The local government will control vegetation in the vicinity of Major Roads, as required, to:

- provide a safe driving environment with good visibility of traffic, cyclists, pedestrians, road signs, delineators and other roadside features;
- provide unobstructed drainage;
- reduce possible fire hazards; and
- provide neat and groomed roadsides.

Table 12 Service Guideline (Vegetation Control)

Sub-Category	Objective	Frequency
Shoulder/Boulevard Mowing/Brush Whacking	▪ Aesthetic ▪ Safety	▪ Planned
Sight-line Clearing	▪ Safety	▪ Responsive ▪ Planned

3.3.12 ADMINISTRATION

The local government will plan, design and administer the operation and maintenance of Major Roads within its jurisdiction, as required, to ensure efficient and effective use of OMR funds. This will include coordination of operation and maintenance activities with neighboring jurisdictions, where appropriate, to ensure seamless integration of the Major Road Network.

3.4 GENERAL REHABILITATION GUIDELINES

A portion of the OMR funding is intended for rehabilitation of road-related infrastructure on the MRN other than pavement, including:

- islands and medians;
- curbs;
- railway crossings;
- guard rails;
- crash attenuators;
- shoulders;
- roadside and median fences;
- retaining walls*;
- storm sewers;
- catch basins;
- culvert headwalls and outlets*;
- ditches;
- culverts;
- sidewalks;
- handrails;
- street lighting;
- traffic signals (controllers, heads and poles);
- signs;
- surface deflectors;
- delineators /no post barriers; and
- Inspection of any structure on the MRN (e.g. routine inspection, etc.).

*rehabilitation and seismic upgrading of "minor" MRN structures such as:

  - retaining walls up to 2 m height, or
  - culverts up to 1.0 m diameter, or
  - bridges up to 3m length.

MRN structures with dimensions greater than above are not eligible as they are covered by the MRN Structures Program.

Note: Overload assessments for the purpose of pre-screening MRN structures (bridges, culverts, and retaining walls) for overweight truck permits are eligible for MRN-OMR funding on the same basis as routine inspections of structures on the MRN.

  - To be eligible, the overload assessment must clearly identify the maximum Gross Vehicle Weight (GVW) and individual axle group weights that can be accommodated under permit, and the

conditions under which these weights can be permitted (e.g., vehicle must straddle two lanes, must travel at reduced speed, no other vehicles can be present on the structure etc.)

- The nominal target for the overload assessment is to pre-screen routes for GVW 85 metric tonnes, using the maximum axle and axle group weights from the *BC Commercial Transport Procedures Manual (CTPM), Table 6.3.2.B.iv) Weight: Permittable Overload Weights,* and the accompanying *Heavy Haul Quick Reference Chart*. Refer to Appendix I of the RP3M for guidance on how MOTT conducts overload assessments: https://rp3m.ca/wp-content/uploads/2026/01/2026-02-RP3M-Appendix-I.pdf
- One-off overload assessments for individual overweight permit applications are **not** eligible for MRN-OMR funding.
- For greater clarity, overload assessments for structures that are **not on the MRN** or for individual overweight permit applications are **not** eligible.

The findings of the overload assessment must be documented in a written report to be submitted to TransLink for the purposes of collecting data for a regional Asset Monitoring System (AMS).

The overload assessment can be conducted in conjunction with a routine inspection of the structure or as a separate assessment.

As this is a new provision in the OMR guidelines, it will be in effect for 3 years (2026-2028) and will be re-assessed in a future OMR cost review.

For a number of the above items, rehabilitation may simply consist of replacement of the asset (e.g., traffic controllers, counters, cameras, etc.). The schedule for any major repair, reconstruction or replacement of road-related infrastructure on the MRN is determined by the local government. Programming of this work shall address safety concerns, maximize service life, and protect road-related infrastructure assets.

3.5 Pavement Rehabilitation Guidelines

The pavement rehabilitation (R) funding is intended for rehabilitation of pavement on the MRN. Pavement rehabilitation should be undertaken to maintain two pavement performance objectives:

Table 13: Pavement Performance Objectives

Objective 1: Average MRN Condition for Each Municipality	
Measure	Target
Pavement Condition Index (PCI)	PCI ≥ 75
International Roughness Index (IRI)	IRI ≤ 2.9 (50 kph or under)
	IRI ≤ 2.4 (60 kph)
	IRI ≤ 2.0 (70 kph or over)
Structural Cracking - All Cracked Area (ACA)	ACA ≤ 4%
Objective 2: MRN Backlog (max 20% reaching trigger values)	
Measure	Target
Pavement Condition Index (PCI)	PCI ≤ 40
International Roughness Index (IRI)	IRI ≥ 4.5 (50 kph or under)
	IRI ≥ 3.5 (60 kph)
	IRI ≥ 3.0 (70 kph or over)
Structural Cracking - All Cracked Area (ACA)	ACA ≥ 12%

Note: *kph = posted speed in kilometers per hour*

The performance objectives use the International Roughness Index (IRI), Pavement Condition Index (PCI), and All Cracked Area (ACA) for pavement assessment. These indices were selected for the following reasons:

- **PCI:** A widely used, non-proprietary index that provides a transparent and flexible measure for assessing pavement conditions, enabling more effective data collection and analysis;
- **IRI:** A measure of road smoothness and ride-ability, providing a more accurate assessment of the road surface quality, making it consistent with TransLink's pavement condition measurement objectives;
- **ACA:** An index used to measure surface cracking, helping to prioritize rehabilitation efforts by tracking pavement distress that is directly linked to increased maintenance costs and potential future damage;
- PCI, IRI and ACA are non-proprietary, industry-recognized[1] indices, thus ensuring greater transparency in pavement condition survey results, as well as providing TransLink greater flexibility in selecting pavement data collection contractors.

[1] Pavement Condition Index (PCI) was developed by ASTM International. International Roughness Index (IRI) and All Cracked Area (ACA) were developed by the World Bank.

3.5.1 INCREMENTAL PAVEMENT REHABILITATION FUNDING GUIDELINES

In accordance with Section 2.2, incremental pavement rehabilitation funding shall be used exclusively for capital pavement rehabilitation works on the MRN, with the objective of improving pavement condition and reducing accumulated rehabilitation backlog, consistent with the rehabilitation objectives outlined in Table 13.

This funding is intended for capital rehabilitation activities and shall not be used for day-to-day operation or routine maintenance activities. Access to this funding is subject to the administrative requirements set out in Section 4, including submission of a Pavement Rehabilitation Plan, bi-annual reporting, and funding administration requirements related to delivery by December 31, 2028.

Eligible works may include but not limited to :

- full-depth reconstruction;
- mill and overlay;
- structural pavement strengthening;
- associated base rehabilitation;
- other capital pavement rehabilitation treatments consistent with approved engineering recommendations

Incremental Rehabilitation Funding shall not be used for routine maintenance activities and general rehabilitation.

Routine maintenance and operational activities shall continue to be funded through baseline O&M allocations, in accordance with Section 3.3 of this document.

Note: The use of Incremental Pavement Rehabilitation Funding does not limit a local government's ability to utilize baseline R funding for other eligible non-pavement rehabilitation works on the same MRN segment. Vice-versa, local government may use baseline O&M and baseline R to support the incremental R funding for pavement rehabilitation.

4. ADMINISTRATIVE PROCEDURES

Administration of OMR funding for the MRN is based on the principles that:

- Local governments retain ownership of the roads and will undertake the operation, maintenance and rehabilitation functions;
- The local government will plan, design and administer the operation and maintenance of Major Roads within its jurisdiction, as required, to ensure efficient and effective use of OMR funds. This will include coordination of operation and maintenance activities with neighbouring jurisdictions, where appropriate, to ensure seamless integration of the Major Road Network; and
- TransLink will be responsible for providing basic funding towards operation, maintenance and rehabilitation functions. TransLink will distribute funds to local governments on a pro rata basis, and will not retain approval authority for any operation, maintenance or rehabilitation practices or projects. However, funding for local governments will be conditional on meeting certain basic TransLink criteria. TransLink will retain overall responsibility for ensuring that the MRN funding is being expended appropriately.

4.1 PAYMENT SCHEDULE

OMR funds will be provided to the local governments via Electronic Fund Transfers:

- O&M funds – in quarterly payments in arrears; and,
- R funds – in bi-yearly payments in arrears (end of June and end of December of the program year).

4.2 SERVICE DELIVERY

The responsibility to operate, maintain and rehabilitate MRN roads rests with individual local governments, who can choose to undertake the work in-house (i.e., by local government crews) or through contractors.

4.3 EXPENDITURE TRACKING AND REPORTING

Local governments are required to track and keep records of the use of OMR funds for reporting and auditing purposes. All OMR expenditure reporting shall be completed through the OMR Web Application, accessed via the Regional Roads platform (https://regionalroads.com/). Additional guidance on the use of the OMR Web Application is available in the OMR Web Application User Guide accessible through the Regional Roads platform (https://regionalroads.com/files/OMR_UserDoc_LocalGovernment.pdf).

Local governments are required to provide TransLink with annual OMR expenditure reports, to be submitted by the end of March of the following year.

Within the OMR Web Application, local governments shall:

- complete **Summary Form**, which includes information related to accrued interest and any additional MRN funding received by the local government during the reporting year;.
- enter Operation and Maintenance expenditures under **Form A** in accordance with the twelve (12) categories identified in Section 3.3;
- enter Pavement Rehabilitation expenditures (including Incremental Pavement Rehabilitation Funding) under **Form B**; and
- enter General Rehabilitation expenditures under **Form C** in accordance with Section 3.4.

For Forms B and C, local governments should provide associated spatial information by digitizing the applicable MRN segment or asset location within the Web Application mapping interface, where required. Local

governments may also provide unit cost information, where applicable, to support ongoing refinement of the OMR cost model and analysis of future funding requirements. This does not affect reported expenditure totals.

Implementation of project recognition including but not limited to signage should be reported in accordance with the requirements outlined in Section 4.9. Where applicable, supporting documentation, including photographs of installed project signage, shall be provided as part of the reporting submission.

Each Expenditure Report shall be submitted electronically through the OMR Web Application for TransLink review and acceptance. TransLink may return a submission for revision where additional clarification, supporting documentation, or corrections are required. All prompts issued through the Web Application must be addressed prior to resubmission.

The OMR Web Application will display pre-populated information of each local government's reporting year funding amount and reserve balance carried forward from previous years and it will be provided at the end of the reporting year to the respective local government by TransLink. The purposes of this submission are:

- to show that OMR funds are, in fact, spent on the operation, maintenance and rehabilitation of the MRN;
- to confirm if section(s) of MRN that are below standard are being rehabilitated; and
- to identify trends and funding needs so that future adjustments can be made to categories and allocations, where appropriate.

For consistency, local governments should include in their annual OMR reports all expenditures on the MRN in each category of activities, regardless of the source of funds. For example, if a local government were to supplement the OMR funds received from TransLink with funds from other sources to rehabilitate pavement on the MRN, then it should report the total amount spent (i.e., not just the TransLink contribution). This will help RTAC and TransLink continue to refine cost estimates for operation, maintenance and rehabilitation of the MRN.

4.4 Funding Reserve

Local governments shall keep any unspent OMR funds in a reserve account designated for future use in operation, maintenance and rehabilitation of the MRN only. The reserved balance cannot be used for MRNB upgrade projects. The opening and closing balance of the reserve shall be reported annually on the OMR expenditure reports. The reserve balance shall never be less than zero as a result of a local government supplementing OMR funds with funds from other sources.

Incremental Rehabilitation Funding is subject to specific delivery conditions and reporting requirements in accordance with Sections 4.6, 4.7 and 4.8 and cannot be carried forward beyond December 31, 2028 unless otherwise approved by TransLink in accordance with Section 4.7.3.

4.5 Pooling Funds for Large Rehabilitation Projects

On the recommendation of RTAC and TransLink staff, TransLink may pool and reserve rehabilitation funds for allocation on a project-specific basis, where appropriate, for effective program management. This provision is intended to address issues such as the need to help local governments undertake necessary rehabilitation projects within their jurisdictions.

Pooling of funds may also be considered in situations where annual allocations are insufficient to support efficient pavement rehabilitation projects, particularly for LGs with limited MRN inventory where the scale of individual rehabilitation projects may exceed the available annual funding. In such cases, TransLink may apply program-level flexibility to support timely delivery of rehabilitation works, including the coordinated use or reallocation of available program funding, consistent with the provisions outlined in Section 4.7. This approach supports improved program efficiency, project readiness, and overall MRN network condition outcomes.

4.6 Submission Of Pavement Rehabilitation Plan (Incremental Funding)

Local governments receiving Incremental Pavement Rehabilitation Funding per Section 3.5.1 shall submit a Pavement Rehabilitation Plan no later than March 31 of the applicable program year and prior to TransLink drafting the Incremental Rehabilitation Agreement. Submission and acceptance of a Pavement Rehabilitation Plan is a condition for accessing allocated Incremental Pavement Rehabilitation Funding.

The Pavement Rehabilitation Plan shall include, at minimum, the following information for each proposed MRN segment:

- planned rehabilitation year;
- road name and segment limits (from / to);
- direction of travel and number of lanes;
- approximate segment length;
- proposed treatment type;
- cost estimate;
- expected implementation timeline;
- identification of known utilities or adjacent developments that may affect delivery; and
- current project status.

The submitted Plan shall demonstrate reasonable readiness to deliver by December 31, 2028.

Upon acceptance by TransLink, the Pavement Rehabilitation Plan shall be appended to the Incremental Rehabilitation Agreement as Schedule A – Pavement Rehabilitation Plan.

Local governments may update the approved Pavement Rehabilitation Plan after execution of the Incremental Rehabilitation Agreement through the bi-annual reporting process described in Section 4.8. Any proposed changes to approved segments, treatment type, planned rehabilitation year, or implementation timeline must be justified and are subject to TransLink review and acceptance.

Where a local government does not submit an acceptable plan within the specified timeframe, or does not demonstrate reasonable readiness to advance rehabilitation works by December 31, 2028, TransLink may reallocate all or a portion of the associated Incremental Rehabilitation Funding in accordance with Section 4.7.

4.7 Access, Reallocation and Administration of Incremental Pavement Rehabilitation Funding

Incremental Pavement Rehabilitation Funding is allocated to local governments for the purpose of delivering eligible pavement rehabilitation works on the MRN. Access to this allocated funding is conditional on the local government submitting an acceptable Pavement Rehabilitation Plan in accordance with Section 4.6 and demonstrating that the approved works can be completed by December 31, 2028.

All approved works funded through Incremental Pavement Rehabilitation Funding must be completed by December 31, 2028. This funding is not intended to form part of the general OMR reserve and cannot be carried forward beyond December 31, 2028. Any request related to unused or underutilized funding after December 31, 2028, including any request for an extension, revised project, or other administrative adjustment, will be reviewed in accordance with Section 4.7.3.

4.7.1 Conditions to Access Allocated Funding and Pre-Agreement Reallocation

To access allocated Incremental Pavement Rehabilitation Funding, a local government must:

a) submit a Pavement Rehabilitation Plan in accordance with Section 4.6 by the required deadline; and
b) demonstrate, to TransLink's satisfaction, that the proposed eligible pavement rehabilitation works can reasonably be completed by December 31, 2028.

Where a local government does not meet one or more of these conditions, TransLink may, at its sole discretion, reallocate the local government's allocated Incremental Pavement Rehabilitation Funding to another local government with ready and eligible pavement rehabilitation works.

Where a local government submits a Pavement Rehabilitation Plan but does not demonstrate, to TransLink's satisfaction, that the proposed eligible works can fully utilize the allocated funding or be completed by December 31, 2028, TransLink may reallocate the uncommitted portion of the allocated funding.

Reallocation decisions may consider project readiness, timing of delivery, alignment with pavement rehabilitation priorities, regional priorities, and the ability to utilize funding by December 31, 2028.

Pre-Agreement Reallocation:

If a local government does not submit an acceptable Pavement Rehabilitation Plan by the required deadline, or does not demonstrate the ability to complete the proposed works by December 31, 2028, TransLink may reallocate the local government's allocated Incremental Pavement Rehabilitation Funding to another local government with ready and eligible pavement rehabilitation works.

If the original local government later submits an acceptable Pavement Rehabilitation Plan, TransLink may consider allocating future Incremental Pavement Rehabilitation Funding to that local government, subject to funding availability, program priorities, and demonstrated ability to complete the proposed works by December 31, 2028.

Scenarios illustrating access conditions and pre-agreement reallocation are provided in Table 14.

Table 14 – Pre-Agreement Reallocation Scenarios

Scenario ID	Scenario Description	Program Consideration / TransLink Response
A1	Pavement Rehabilitation Plan is not submitted by the required deadline	The local government has not met the condition to access its allocated Incremental Pavement Rehabilitation Funding. TransLink may reallocate the allocated funding to other local governments with ready and eligible rehabilitation projects.
A2	Pavement Rehabilitation Plan is submitted, but the eligible projects identified in the Plan are insufficient to support full utilization of the local government's allocated funding by December 31, 2028.	The local government has not fully met the conditions to access the full allocated funding. TransLink may reallocate the uncommitted portion based on delivery readiness, timing, alignment with pavement rehabilitation priorities, and program objectives.

4.7.2 Administration After Funding Disbursement

Once Incremental Pavement Rehabilitation Funding has been disbursed, the local government is expected to deliver the approved pavement rehabilitation works by December 31, 2028.

If project conditions change, the local government must notify TransLink through the bi-annual reporting process described in Section 4.8 or by submitting a scope change request. Changes may include adjustments to approved segments, treatment type, construction year, cost estimate, or implementation schedule.

Updates provided through the bi-annual reporting process are intended for changes that do not materially affect the overall funding utilization or the ability to complete the approved works by December 31, 2028.

Where proposed changes would materially affect the scope, reduce the ability to fully utilize the allocated funding, or impact the ability to complete the works by December 31, 2028, the local government must submit a scope change request for TransLink review and approval by contacting TransLink by email at ipme@TransLink.ca.

Where a revised Pavement Rehabilitation Plan is submitted by the local government and approved in writing by TransLink, the revised plan will replace the previous Schedule A to the Incremental Rehabilitation Agreement in accordance with the process set out in the Agreement.

Where the approved works can still be completed by December 31, 2028, funding will generally be maintained, subject to TransLink review and approval.

Where the approved works are unlikely to be completed by December 31, 2028, the local government must notify TransLink and identify alternative eligible pavement rehabilitation works through the bi-annual reporting process, or submit a scope change request via email at ipme@TransLink.ca, where the proposed change materially affects funding utilization, scope, or the ability to complete the works by December 31, 2028.

Scenarios illustrating administration after funding disbursement are provided in Table 15.

Table 15 – Post-Disbursement (Prior to December 31, 2028)

Scenario ID	Scenario Description	Program Consideration / TransLink Response
B1	Approved pavement rehabilitation works require changes, but the local government demonstrates that the works can still be completed by December 31, 2028	The local government must notify TransLink through the bi-annual reporting process. Updates may include adjustments to approved segments, treatment type, construction year, cost estimate, or implementation schedule. Funding will generally be maintained where delivery by December 31, 2028 is demonstrated.
B2	Local government identifies prior to December 31, 2028 that approved works are unlikely to be completed within the approved timeline	The local government must notify TransLink through the bi-annual reporting process and identify alternative eligible pavement rehabilitation works that can be completed by December 31, 2028. Where the proposed change materially affects funding utilization, scope, or the ability to complete the works by December 31, 2028, a scope change request is required.
B3	Approved works are completed partially or under budget, and remaining funding exists	The local government must submit a scope change request where changes affect funding utilization or the ability to complete the works by December 31, 2028. The request is subject to TransLink review and approval. If no acceptable plan to use the remaining funding is identified, refer to Section 4.7.3.

4.7.3 Unused and Underutilized Funding After December 31, 2028

Incremental Rehabilitation Funding is intended to be fully expended on eligible pavement rehabilitation works by December 31, 2028. Unused or underutilized funding cannot be carried forward beyond December 31, 2028, unless otherwise approved by TransLink in writing, and cannot be applied to new or unrelated projects.

Where approved works are completed under budget, the local government must report final actual costs to TransLink. Any unspent amount may be directed toward other eligible pavement rehabilitation works, subject to TransLink review and approval.

Where unused or underutilized funding is attributable to unforeseen conditions affecting an approved project, the local government may submit a request to TransLink for review. Such request may include a proposed schedule extension, scope change, revised project, or other administrative adjustment. Any review or consideration of the request does not imply approval of an extension, carry-forward, additional funding, or other changes. The requests will be subject to approval by TransLink's Director, Infrastructure Program Management. Approval of all changes must be signed by TransLink's Director, Infrastructure Program Management.

Where funding remains unused or underutilized after December 31, 2028, TransLink may recuperate the unspent amount by offsetting such amount against future funding payable to the local government under the OMR Program.

Scenarios illustrating unused or underutilized funding after December 31, 2028 are provided in Table 16.

Table 16 – Funding Remaining After December 31, 2028

Scenario ID	Scenario Description	Program Consideration / TransLink Response
C1	Approved works are completed, but funding remains due to project savings or cost efficiencies	The local government must report final actual costs to TransLink upon project completion. Funding will be reconciled based on eligible expenditures actually incurred. Any unspent amounts may be directed toward future eligible pavement rehabilitation works, subject to TransLink approval.
C2	The approved project is delayed or funding is underutilized due to unforeseen circumstances	The local government may submit a request for TransLink review. TransLink may consider a schedule extension within a reasonable timeline, scope change, revised project, or other administrative adjustment on a case-by-case basis. Review does not imply approval of an extension, carry-forward, additional funding, or other change.
C3	The approved project is delayed, deferred, or cancelled without acceptable justification, and no plan is provided to use the remaining funding for eligible works	Funding cannot be carried forward beyond December 31, 2028, unless otherwise approved by TransLink in writing. TransLink may recuperate the unused or underutilized amount by offsetting it against future funding payable under the Local Government Funding Programs.

4.8 Bi-Annual Progress Reporting (Incremental Rehabilitation Funding)

Local governments receiving Incremental Pavement Rehabilitation Funding shall provide periodic progress updates on the delivery of approved pavement rehabilitation works identified in the Pavement Rehabilitation Plan appended to the Incremental Rehabilitation Agreement.

Progress updates shall be submitted bi-annually, through the OMR Web Application or other format specified by TransLink, by the end of April and by the end of October of each reporting year.

These updates are intended to support program oversight and confirm that rehabilitation works are progressing by December 31, 2028.

As part of the bi-annual reporting process, local governments shall provide updates on:

- progress of approved rehabilitation segments or projects;
- any changes to planned construction year, treatment type, or implementation schedule; and
- confirmation of project readiness for approved works planned for delivery by December 31, 2028.

Any material changes to the approved Pavement Rehabilitation Plan shall be clearly identified and are subject to TransLink review and acceptance.

Where bi-annual reporting demonstrates that approved works are not progressing in a manner that supports completion by December 31, 2028, TransLink may take action in accordance with Section 4.7.

4.9 Communication Materials and Project Signage

For capital rehabilitation projects funded under the OMR Program, including Pavement Rehabilitation and General Rehabilitation works, recognition of TransLink as a partner in the project, via use of TransLink's name and/or logo, should be included in materials produced and shared publicly, including but not limited to municipal webpages, reusable/project signage, posters, videos, media releases, and online or social media communications.

To support program sustainability objectives and reduce unnecessary material waste, TransLink has developed reusable project signage templates for use by local governments. Local governments are encouraged to retain and reuse the signage for future rehabilitation projects (see Appendix C).

For major pavement rehabilitation projects funded in whole or in part through Incremental Pavement Rehabilitation Funding, local governments are required to install on-site project recognition signage acknowledging TransLink's financial contribution. All signage must comply with the recognition standards, placement requirements, and branding guidelines established in the funding agreement. Where project recognition signage is installed, supporting documentation, including photographs of the signage, shall be provided as part of the reporting submission in accordance with Section 4.3.

Local governments will notify TransLink when preparing communication materials related to TransLink-funded projects so that TransLink staff have an opportunity to provide input and approval prior to release (ipme@translink.ca).

5. MONITORING AND EVALUATION

5.1 PAVEMENT CONDITION SURVEYS

TransLink will conduct regular pavement condition surveys of the MRN (every three years, on average) to assess the pavement quality of the network. In consultation with RTAC, TransLink may also undertake condition assessments of other road-related infrastructure, where appropriate.

APPENDIX A MAJOR ROAD NETWORK (MRN) PRINCIPLES

1. Role of SCBCTA (TransLink) in MRN

The role of the SCBCTA (TransLink) with respect to roads should primarily be limited to achieving overall coordination, planning and funding of the Major Road Network. TransLink funding to local governments is conditional on meeting certain criteria. However, the autonomy of the local government with respect to decisions concerning local government-owned roads within its boundaries should be absolute, excepting only the case where a local government wishes to decrease the person-trip capacity of an element of the Major Road Network.

2. Advisory Committee(s)

The principal source of staff advice to the TransLink Board, with respect to the Major Road Network, should be the staff of local governments gathered together in advisory committee(s). The role of TransLink staff, with respect to the Major Road Network, should largely be to support and complement such advisory committees, rather than be independent and apart from such committees. However, after consultation with advisory committee(s), TransLink staff may report to the TransLink Board on any matter with respect to which there is an unresolved difference of opinion with advisory committees.

3. Role of RTAC

The Regional Transportation Advisory Committee (RTAC), comprising staff appointees from each local government, will provide policy and technical advice to the TransLink Board together with TransLink staff. On matters of broad significance, the RTAC should report through RAAC; on other more specific, technical and day to day matters, such as the application of specific policies and service standards or guidelines, or the evaluation and funding of specific projects the RTAC and TransLink staff will report directly to the SCBCTA Board.

4. Declassified Provincial Roads

Any road declassified by way of the Agreement to establish the SCBCTA will be included in the Major Road Network at the sole discretion of the local government in which it is located.

5. Local Government MRN Elements

Any other road may be proposed for inclusion by the local government in which it is located; the SCBCTA will not consider a local government owned road for inclusion in the Major Road Network unless that road has been so proposed by the local government;

6. Establishing the MRN

The TransLink Board, on advice from the RTAC and TransLink staff, will establish guidelines for evaluating proposals to include roads in the Major Road Network and consider proposals to include roads in the Major Road Network in accordance with those guidelines.

7. Transferring MRN Capacity

If a local government reduces capacity on a segment of the MRN but compensates with increased capacity on another existing MRN corridor within its jurisdiction, OMR funding can be redirected—per the block funding formula and adjustments—to the local contribution.

If no capacity is added elsewhere on the existing MRN, OMR funding will be decreased proportionally to reflect the reduced people-moving capacity within the MRN.

8. Removing Roads from the MRN

Roads can only be removed from the MRN in accordance with the SCBCTA Act. OMR funding for roads in the MRN depends on local governments maintaining agreed standards to ensure network functionality.

9. Funding of Declassified Roads

TransLink will provide funding necessary to operate, maintain and rehabilitate declassified roads retained within the MRN, aligned with agreed standards or guidelines.

10. Funding Contribution for Local Government MRN

TransLink will provide funding contributions toward eligible operation, maintenance, and rehabilitation activities for MRN infrastructure under local government jurisdiction, subject to available funding, applicable program guidelines, regional transportation priorities, and TransLink-approved funding programs and investment plans. Funding allocation methodologies and contribution levels may be reviewed and updated periodically based on program objectives, cost reviews, asset condition data, and regional priorities.

11. Block Funding Formula and Adjustments

Funding is distributed based on a block funding formula proportional to lane kilometres within each local government. Adjustments include:

- Differences in initial funding levels for declassified and uploaded roads
- TransLink's obligation to fund rehabilitation of declassified roads not meeting standards
- Local governments' responsibility to fund rehabilitation of uploaded roads not meeting standards
- For uploaded roads not meeting standards, TransLink will withhold the pavement rehabilitation portion of funding but will continue funding other activities

12. Capacity Adjustment for Capacity Changes

If a local government reduces capacity on a major road segment but compensates with increased capacity on another corridor, OMR funding can be reallocated according to the block funding formula and adjustments. If no additional capacity is added elsewhere, OMR funding will be decreased proportionally to reflect the reduced people-moving capacity.

All funds for operation, maintenance, and rehabilitation must be spent directly on the MRN, with local governments maintaining expenditure records for audit. TransLink, on recommendation from RTAC, may pool and reserve funds for rehabilitation projects as needed.

13. Operations and Maintenance Standards and Guidelines

RTAC in conjunction with TransLink staff, will develop overall standards or guidelines for the operations and maintenance for roads in the Major Road Network, establish current average conditions of the Major Road Network, develop reliable per lane kilometre estimates of the costs to operate, maintain and rehabilitate roads of average condition to the proposed standards. For the purpose of establishing per lane kilometre costs, the TransLink, after advice from RTAC and TransLink staff, may establish criteria for the allocation of overhead and ancillary costs to road work.

14. Annual and Longer Term Capital Plans for MRN

As part of its overall Strategic Transportation Plan process the TransLink Board, having fully consulted RAAC and the RTAC, will adopt annual and longer term capital plans for the Major Road Network, circulate them to local governments for review and comment, provide for input from the public and other levels of government as appropriate, and submit final draft plans to the GVRD Board for ratification.

15. Establishing Funding Sources

The capital plans will establish the appropriate funding sources for the projects in the plan, including any cost sharing agreements.

16. Minimum Capital Budget Allocation

To ensure a reasonable base level of funding for ongoing capital improvement to the Major Road Network, TransLink shall include in its budget submission a capital budget allocation for ongoing capital improvement of the Major Road Network.

17. Local Government Council Approval of Capital Projects

The approval of the local government council is required for a capital project to proceed within its jurisdiction.

18. Local Government Procurement of Projects

Local governments will be responsible for carrying out the projects contained within the approved capital plan except for facilities which are wholly-owned by the SCBCTA.

19. Local Government MRN Projects

Local governments may carry out other capital projects on the Major Road Network, not provided for in the approved TransLink capital plan(s), without financial support from the Authority, subject to the dispute resolution procedure concerning projects which would reduce the people carrying capacity of the Major Road Network.

20. Disputes

A dispute is defined as a disagreement between TransLink and a local government regarding issues such as the inclusion of roads in or removal of roads from the Major Road Network; definition and application of standards and guidelines; audited statement of expenses claimed by a local government to operate, maintain and rehabilitate Major Roads; capital project(s) proposed by a local government which reduces the capacity of an element of the network; or any other matter brought forward by TransLink and a local government voluntarily for dispute resolution.

Where necessary to achieve resolution, disputes will be referred to a third-party dispute resolution mechanism.

21. Consultation

TransLink will consult with local government councils, consult with the public or participate in local government sponsored public consultation processes, and consult with and seek the cooperation of local government staff, through RTAC, on all matters of local government or public interest.

NB. The original 19 “Major Road Network Principles” were approved by the Board on May 31, 1999. As part of the January 2026 OMR Guidelines Review, Principles #8, #10, and #11 were updated, and Principles #7 and #12 were added in consultation with RTAC to reflect program context and regional priorities.

APPENDIX B MAJOR ROAD NETWORK CRITERIA

During development of the road network, the following criteria were used – "A road is included in the Major Road Network if it:

- provides intra-regional access to predefined regional activity centre(s); AND
- carries:
- minimum of 70% trips longer than 10 km in the peak hour and peak direction and total peak hour, peak direction traffic volume greater than 800 vehicles per hour; OR
- minimum of 10 through buses in the peak hour and peak direction; OR
- minimum of 800 trucks per day; AND
- meets an overall check for reasonableness and completeness."[1]

2018 Update

These objectives were reviewed and updated as part of the 2018 MRN expansion process, to reflect current regional policy direction, including the 2014 Regional Transportation Strategy (RTS), 2017 Regional Goods Movement Strategy (RGMS), and the Mayors' Vision. These objectives reflect elements of the original MRN goals stated above and ensure its expansion supports regional needs by enhancing access, goods movement and multimodal safety.

The updated MRN objectives are:

1. Facilitates intra-regional travel of people and transportation of goods.
2. Connects regionally significant destinations.
3. Forms an interconnected and complete network.
4. Moves high volumes of general-purpose vehicles, transit passengers and / or trucks.
5. Maximizes safety of travel.
6. Maintains road and bridge structure conditions in a state of good repair to support all modes.
7. Minimizes adverse impacts to adjacent neighbourhoods.
8. Expands over time to meet the needs of a growing population and economy."[2]

These criteria may be periodically reviewed and updated to align with regional policy direction and future network planning or expansion processes.

[1] Approved by the Board on December 9, 1998, as part of the report titled, "**Establishment of the Major Road Network: Recommended Guidelines and Network"**.

[2] Reviewed and approved by RTAC

APPENDIX C REUSABLE PROJECT SIGNAGE TEMPLATES

This Appendix provides reusable project signage templates developed by TransLink to support project recognition for works funded under the OMR Program. These templates are intended to promote consistent public communication, improve program visibility, and support sustainability objectives by reducing the need for project-specific signage production.

Local governments are encouraged to use these templates, where applicable, for eligible rehabilitation projects, particularly for larger capital rehabilitation works such as Incremental Pavement Rehabilitation projects. The templates are designed to be reusable across multiple projects and program years. Local governments are encouraged to retain and reuse signage materials for future rehabilitation works, where feasible.

The use of reusable signage shall be in accordance with the communication and recognition requirements outlined in Section 4.9 of this document.

The following template pages are included in this Appendix:

Template C-1 – Standard Project Recognition Signage – Pavement Rehabilitation Project

Template C-2 – Standard Project Recognition Signage – Rehabilitation Project

Major Road Network Pavement Rehabilitation Project

Through TransLink's Operations, Maintenance and Rehabilitation Funding Program, we help ensure the safe and efficient movement of people and goods across the region — keeping the Major Road Network safe and in a State of Good Repair.

CO-FUNDED BY

PARTNER LOGO

PARTNER LOGO

TRANSLINK

Major Road Network Rehabilitation Project

Through TransLink's Operations, Maintenance and Rehabilitation Funding Program, we help ensure the safe and efficient movement of people and goods across the region — keeping the Major Road Network safe and in a State of Good Repair.

CO-FUNDED BY

PARTNER LOGO

PARTNER LOGO

TRANSLINK