

Bus Speed and Reliability Funding Program (BSR Program)

2023 Program Guidelines

T Together all the way

BUS SPEED AND RELIABILITY FUNDING PROGRAM - CONTENTS

1	INTRODUCTION	1
2	PROGRAM OVERVIEW	2
2.1	Purpose	2
2.2	Funding Available	3
3	Project Types and Cost Eligibility	4
3.1	Project Types.....	4
3.1.1	Studies.....	4
3.1.2	Pilot Projects	5
3.1.3	Capital Projects	5
3.2	Cost Eligibility	6
3.3	Maintenance and Rehabilitation	7
4	FUNDING FRAMEWORK.....	8
4.1	Competitive Funding Distribution.....	8
4.2	Funding Limits By Sub-Region	8
4.3	Unallocated Funds	9
5	ADMINISTRATIVE PROCEDURES	10
5.1	Project Application.....	10
5.2	Project Presentations.....	10
5.3	Supporting Documents for Project Application	10
5.3.1	Additional Requirements for Projects Requiring Coordination	14
5.4	Project Evaluation and Approval.....	15
5.4.1	Screening for Eligibility and Readiness	17
5.4.2	Scoring.....	17
5.5	Project Implementation and Funding Deadline.....	18
5.6	Communications Materials and Project Signage	19
5.7	Project Status Update	19
5.8	Project Data	19
5.9	Request for Change of Approved Projects.....	20
5.9.1	Scope of Work Changes	20
5.9.2	Extension of Completion Deadlines	20
5.9.3	Funding Transfers.....	20
5.10	Trading or Combining of Municipal Allocations.....	20
5.11	Request for Payment	21
	APPENDIX A – CHALLENGES AND TRANSIT PRIORITY STRATEGIES	23
	APPENDIX B – “NEED” PRIORITY MAPS.....	24

APPENDIX C – EVALUATION CRITERIA.....	35
APPENDIX D – MRN CAPACITY CHANGE FRAMEWORK - INTERIM.....	39
APPENDIX E – TRUCK ROUTE NETWORK REVIEW PROCESS.....	40
APPENDIX F – SAMPLE PUNCH LIST.....	41

1 INTRODUCTION

The Bus Speed & Reliability (BSR) Program was created to develop and deliver cost-effective transit priority measures to improve bus speed and reliability. This document guides how TransLink will work with municipalities to identify issues, develop solutions, and implement changes to improve bus service through the Bus Speed and Reliability Program. This document is subject to periodic changes or enhancements as required.

Table 1.1: Bus Speed and Reliability Program Overview

Program Components	Description
Program Objectives	Deliver new projects to enhance bus speed and reliability through a municipal funding program.
Program Eligibility	Project located on Frequent Transit Network (FTN), at major transit nodes, or other locations identified by TransLink as a high priority.
Project Types	Three categories of projects eligible for funding: <ul style="list-style-type: none">• Studies to evaluate alternatives and ultimately develop conceptual designs;• Pilots to design, deliver, and evaluate short-term trials that will inform decisions about permanent design of facilities to improve bus speed and reliability; and• Capital Projects to design, deliver, and evaluate permanent changes to the roadway or traffic control operations to improve bus speed and reliability.
Allocation & Evaluation	Allocation based on competitive score: <ul style="list-style-type: none">• No limit to the number of projects that a sub-region may submit. However, no sub-region may receive more than 50% of total available funds.• Sub-regions may allocate funds to another sub-region to address issues, or municipalities from adjacent regions may submit a cross-jurisdiction project.
TransLink Funding	Up to 100% for high-priority projects in 2023 BSR Program year. This may be re-evaluated in the future.

2 PROGRAM OVERVIEW

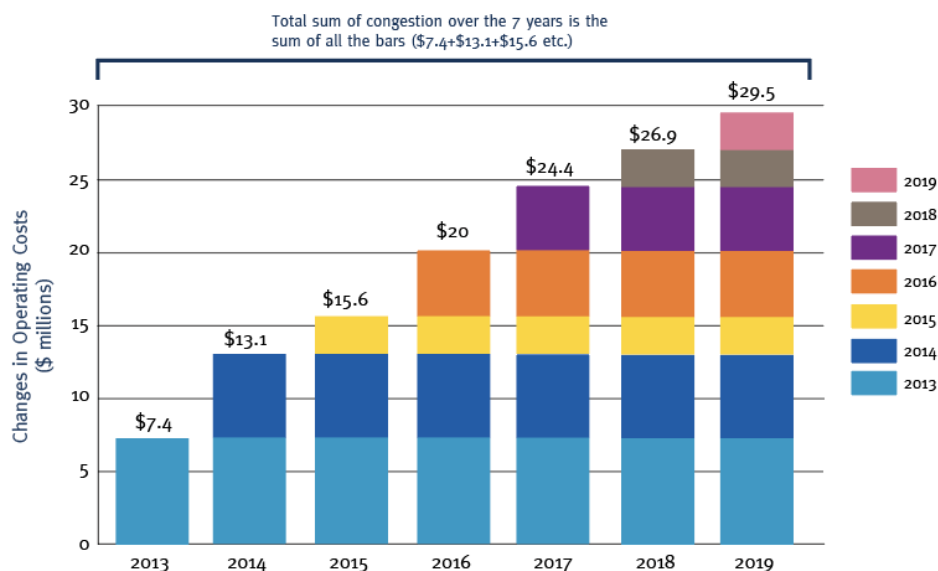
2.1 PURPOSE

TransLink envisions a future where people and goods spend 20% less time stuck in congestion than today. Better bus travel time is a key component of that goal.

By 2020, 80% of bus routes were slower than they were in 2015 due to traffic congestion and lack of transit priority in critical areas. As a result, each year, the region spends more operating funds trying to maintain the current frequency of our buses — **now spending more than one out of every 10 transit service dollars to respond to delays resulting from congestion.** In fact, over a 7-year period, TransLink spent \$136.9M on additional bus hours spend in congestion as delays increased each year.

We will need to protect transit from congestion on the region's roads so that transit is an attractive and reliable transportation choice for everyone.

Figure 2.1 -Annual Operating Cost Increase due to Slower Bus Speeds, 2013 – 2019



The Bus Speed & Reliability (BSR) Program was created to develop and deliver cost-effective transit priority measures to improve bus speed and reliability. As directed by the Mayor's Vision, through the BSR Program, TransLink has:

- Developed a transit priority program in consultation with local governments;
- Developed a municipal funding program to fund and deliver projects; and
- Implemented best practice operating strategies and capital investments to improve bus speed and reliability.

TransLink operates bus service on roadways in 23 local governments, each of which is responsive to a variety of stakeholders. Few local governments have dedicated staff for transit planning. As a result, slowing or reversing the trend of declining operating speed requires TransLink to play an active role in guiding or facilitating development of transit priority projects in collaboration with operating companies, local governments, and numerous community stakeholders.

2.2 FUNDING AVAILABLE

TransLink has dedicated \$31 million for the Bus Speed and Reliability Program. Over a five-year period, the amount of eligible funding each year has grown from \$1.5 million to over \$8 million based on demonstrated needs in Metro-Vancouver.

Table 2.1: Bus Speed and Reliability Program - Competitive Funds

Description	2019	2020	2021	2022	2023	2024	Total
Competitive funds	\$ 1.52 M	\$ 3.72 M	\$ 4.15 M	\$ 5.25 M	\$8.04 M	\$8.31 M	\$ 31.0 M

3 PROJECT TYPES AND COST ELIGIBILITY

3.1 PROJECT TYPES

TransLink will take a comprehensive approach to develop a robust and continuously updated list of transit priority projects. Through the Bus Speed and Reliability Program, TransLink will fund **studies** to identify issues and develop solutions, **pilots** to demonstrate new concepts and evaluate benefits, and **capital projects** to implement physical and/or operational changes to roadways.

These three eligible project types are described in more detail below.

3.1.1 Studies

Through the Bus Speed and Reliability Program, TransLink will fund studies to identify issues and develop solutions.

Studies must consider new transit-priority solutions or additional benefits over existing transit priority measures.

All studies must consider an option with dedicated transit priority such as dedicated bus lanes, queue jumps, bus bulbs, or bus-only signal phases. Studies cannot be used to redesign existing facilities without offering additional transit operating benefits.

Each study is eligible to receive up to \$200,000. Bus Speed and Reliability Program funding can be spent on internal or external services to identify and diagnose issues, develop and analyze alternatives, and draft designs or operating plans to address those issues. See section 3.2 for more details about eligible costs.

Studies must be completed within two years of award. Designs and/or operating plans completed as part of a Study may be submitted as part of an application for a Pilot or Capital Project in subsequent years.

Studies can vary in scope from single locations investigations to city-wide hot spot studies. The costs of each study will vary depending on the project scope, extent of the area, available data, and local variables. The table below shows the typical costs for different types of study for information purposes only.

Table 3.1: Expected Study Costs

Type of Study	Expected Typical Cost
Hotspot studies	\$50,000 to \$100,000
Proposal includes changes to lane regulations, wayside signs and pavement markings	\$50,000 to \$100,000
Proposal includes physical changes to street and/or signals for 1-2 intersection approaches	\$75,000 to \$150,000
Proposal includes physical changes to street, relocation of curbs, signals, utilities, larger extent project	\$100,000 to \$200,000

3.1.2 Pilot Projects

Through the Bus Speed and Reliability Program, TransLink will fund pilots to demonstrate new concepts and evaluate benefits. Pilot projects are characterized by:

- **Quick implementation.** Pilot projects are easily implementable over a short period time, allowing for immediate demonstration of impacts.
- **Use of inexpensive, low-impact materials.** The purpose of pilot projects is to test ideas on the ground and see how they work. Using inexpensive, low-impact materials allows for quick implementation and easy modification if changes to the pilot are needed. Examples of successful pilots in other cities have included the use of cones to simulate bus lanes, modular materials to demonstrate bus bulbs, or taping queuing lines on the pavement to trial a more organized boarding process.
- **Short evaluation period.** Pilot projects are temporary demonstrations of a potential larger capital project. Pilot projects are generally six to twelve months long. However, some pilot projects may be as shorter or longer, as needed.

Pilot must offer new bus priority measures. Pilots will be evaluated based on their benefit to bus performance. Bus Speed and Reliability Funding cannot be used to demonstrate that a proposed design does no harm to bus service.

Each Pilot is eligible to receive up to \$250,000. Bus Speed and Reliability funding can be spent on internal and/or external services to plan, design, and implement a Pilot. Unlike other project types, funds may be used for operations and enforcement during the Pilot if critical to success of the project. See section 3.2 for more details about eligible costs.

Pilots must be completed within two years of award. Unlike other project types, funds may be used for operations and enforcement during the pilot period if critical to success of the project. The documented results of a Pilot may be submitted as part of an application for a Capital Project in subsequent years.

3.1.3 Capital Projects

Through the Bus Speed and Reliability Program, TransLink will fund capital projects to implement physical and/or operational changes to roadways. Capital projects are distinguished from pilot projects by the permanence of design and materials. Capital projects include—but are not limited to—bus lanes, queue jumps, bus bulbs, and dedicated signals. Funding may also be used to upgrade a pilot project to a permanent project.

Capital projects must offer measurable operations benefits to bus speed and reliability. Therefore, Capital Project funding cannot be used for a like-for-like replacement of existing facilities.

Capital projects may be awarded up to \$1.5 million. Bus Speed and Reliability funding can be spent on internal and/or external services to plan, design, and implement a Capital Project. Funding may also be used to upgrade a pilot project to a permanent project. See section 3.2 for more details about eligible costs.

Capital projects must be completed within three years of award.

Table 3.2: Bus Speed and Reliability Project Type Overview

	Study	Pilot	Capital Project
Definition	Identify issues, analyze alternatives, and develop designs and/or operations plans to improve bus speed or reliability. May be a precursor to Pilot or Capital Project.	Plan, design, and implement demonstration of bus priority measure to evaluate the benefits. Characterized by quick implementation, short evaluation period, and use of inexpensive, low-impact materials. May be a precursor to a Capital Project.	Plan, design, and implement capital projects to improve bus speed and reliability.
Example Projects <i>Not an exhaustive list</i>	Development of conceptual design for specific project to improve bus speed and reliability.	Implementation, enforcement, and evaluation of parking restrictions, turn restrictions, or lane restrictions for a finite period to evaluate benefits and impacts.	Design and construction of bus bulbs, bus pads for stop relocations, signal timing or infrastructure upgrades, lane striping, etc.
Maximum Award	Up to \$200,000 <i>per project</i>	Up to \$250,000 <i>per project</i>	Up to \$1.5 million <i>per project</i>
Maximum Timeframe for Completion	2 years	2 years	3 years

3.2 COST ELIGIBILITY

Project components that are considered essential to the successful delivery of the project are eligible for funding. This includes planning, design, consultation, and construction.

The costs of project components acquired or completed prior to the approval of Bus Speed and Reliability Program awards are not eligible for “retroactive” funding under this program. Once a project is approved by TransLink’s Capital Management Committee (CMC), costs incurred after January 1 of the program year are eligible. Any expenses incurred prior to Jan 1 are not eligible.

Any project related property acquisitions in 2002 or later are eligible for funding at its original purchase price, not at current market value. Such costs are eligible only for property required to complete an approved project and are only reimbursed when the approved project is completed. Property required for a proposed “ultimate” alignment is not eligible if the current project involves construction to an “interim” standard.

Some project costs are not eligible for funding under the Bus Speed and Reliability Program. Ineligible project costs may include (but not be limited to):

- Project components acquired or completed prior to approval of the project (except for preliminary planning & design work and certain property costs)
- Project costs associated with additional roadway capacity, if not on the MRN (e.g., an additional travel lane) except to provide specific transit priority (e.g., queue jumps, transit approach lanes, turn pockets)
- Senior Management Time (Note: Direct municipal staff time and consultancy support towards the design and management of a project is eligible. Municipality must submit a tracked list of tasks and time to be reimbursed for staff time.)
- Foregone revenues (e.g., parking revenue)
- Utility costs (including regular, long-distance or cellular phone charges)
- Financing (e.g., internal or external costs of borrowing TransLink's contribution, from the date of actual expenditure to the date of receipt of TransLink's contribution following completion of the project)
- Assets such as small tools that are normally charged against income
- Equipment, furnishings and fittings used for normal administrative purposes (e.g., office furniture, personal computers)
- Vehicles, travel, meals, or accommodations
- Gifts in-kind
- Auditing or accounting fees, incurred in the normal course of municipal operations
- Legal services (excluding property acquisition which is eligible)
- Operations (except operating costs necessary for pilot projects, requiring prior approval from TransLink)
- Maintenance
- Repair, rehabilitation or replacement of existing infrastructure. The exception to this is where temporary pilot installations (from a previous project) are proposed to be replaced by permanent infrastructure.

3.3 MAINTENANCE AND REHABILITATION

In general, Bus Speed and Reliability funds are not eligible for operations, maintenance, and rehabilitation. TransLink provides municipalities with an annual allowance for the operation, maintenance, and rehabilitation of MRN roads within their jurisdiction through the Operations Maintenance and Rehabilitation (OMR) Program, which is independent of the Bus Speed and Reliability funds. Similarly, TransLink provides funding to municipalities to repair or replace structures such as bridges on MRN roads through the MRN Structures cost share program.

To minimize both costs and traffic disruptions, municipalities may choose to undertake maintenance or rehabilitation works on existing road infrastructure concurrently with construction of new infrastructure funded under the Bus Speed and Reliability program. Components of a Bus Speed and Reliability project that comprise maintenance or rehabilitation of existing infrastructure must be identified as such in the application process. The costs for maintenance or rehabilitation components that are covered by OMR and MRN Structure funds are not eligible for funding under the Bus Speed and Reliability funds.

4 FUNDING FRAMEWORK

4.1 COMPETITIVE FUNDING DISTRIBUTION

Funding will be distributed on a competitive basis.

Each project application will first be assessed to ensure it is eligible and meets minimum readiness criteria. To be eligible for funding, projects must be located on the Frequent Transit Network, major bus node (e.g. bus loop), or another high-priority location confirmed by TransLink staff. Readiness will be evaluated based on the project schedule, budget and cost estimates, scope/design, and/or local support.

Studies will be scored based on the level of need for transit priority. This will be approximated by the bus performance in the study location(s).

Pilots and Capital Projects will be scored based on the expected benefits of a project. travel time and reliability benefits for customers and potential operating savings for TransLink. This will be approximated by the proposed transit priority measure(s), location(s), and times of operation.

Pilots and Capital Projects will be prioritized based on the level of transit priority provided. Projects that provide dedicated transit priority will be considered for funding before other projects. See section 5.4.2 for more information about scoring.

Funds will be distributed to the top-ranked projects until all available funds are distributed. In an event where the remaining funding can only partially fund a project, TransLink staff will start a discussion with the municipality about this partial funding. If the municipality declines the partial funding, the next eligible project on the list will be offered this partial funding. The process of offering this partial funding will continue until funding is fully used up or until the list of eligible projects is exhausted.

In general, each year TransLink will allocate 12% of funding for studies and 88% of funding for pilots and capital projects. TransLink reserves the right to adjust those percentages if, for example, one category is oversubscribed, and another is undersubscribed.

4.2 FUNDING LIMITS BY SUB-REGION

All municipalities are eligible to apply for the Bus Speed and Reliability Program. There is no limit to the number of projects or amount of funding that a local government may submit or request.

Awards will be limited by sub-region. No sub-region will be eligible to receive more than 50% of funding. Local governments within the same sub-region are therefore encouraged to openly communicate about intended requests.

Municipalities may submit joint applications to address issues that span more than one sub-region. Multi-jurisdictional applications must include documentation indicating support from each road authority involved. For the purpose of determining if a sub-region would receive more than 50% of funding, the costs of projects that span two sub-regions will be divided equally between both regions.

Figure 2 provides a map of the sub-regions.

Figure 2: Transit Service Sub-Regions



4.3 UNALLOCATED FUNDS

Unallocated funds will become eligible for bus speed and reliability improvements identified by TransLink or Coast Mountain Bus Company. Unused funds may be rolled into available funds for future years

5 ADMINISTRATIVE PROCEDURES

5.1 PROJECT APPLICATION

Local governments must submit project application forms to TransLink by **October 31, 2022** to be considered for the 2023 Bus Speed and Reliability Program.

Local governments must fill one application form per project. If a proposed project straddles two or more jurisdictions, one applicant must submit a single application. See section 4.2 for details about multi-jurisdictional projects.

5.2 PROJECT PRESENTATIONS

Local government staff may meet with TransLink staff to present additional project details to support Bus Speed and Reliability Program applications. Project presentations are optional. Please indicate on your application form if you would like to present your project to TransLink.

Offers to make presentations in advance of the annual “call for projects” period will also be considered, especially if this will assist the applicant to refine their intended submission.

5.3 SUPPORTING DOCUMENTS FOR PROJECT APPLICATION

Local governments must submit the following supporting documents for all project applications:

- **Terms of Reference** for the study, pilot, or capital project. This should provide a clear description of the project objectives, timeframe of implementation, major elements, and overall cost.
- **Project map** (or schematic) should also be included to indicate the specific location(s). In the case of pilot and capital projects, the proposed transit priority measures should be labelled on this map.
- **Schedule.** Major milestones and a completion date and proposed in-service date must be provided.
- **Named staff or consultant Project Manager.** Identify who will lead project implementation and estimate their time commitment and availability over its duration.
- **Staff-time and rates.** Identify staff time, rates, and total cost for municipal staff that will lead or support the project, including final design/tender and construction phases.
- **Supportive policy language.** Copies of any relevant documentation should be provided to indicate support for the project. Examples of documentation include:
 - Relevant excerpts from the Official Community Plan and/or Transportation Master Plan.
 - Supporting strategies such as modal hierarchies, and/or goals to implement transit priority, or designate transit corridors.
 - Letters of support from stakeholders.
 - Capital Plan extracts related to the project or program.
 - Note: Letters of support will also be required if the proposed project extends into other jurisdictions, e.g., Ministry of Transportation, neighboring municipality. Refer to section 5.3.1.
- **Support from senior leadership.** Acceptable forms of support include:
 - Council resolutions or approvals related specifically to the project.
 - Countersigning of the application by the Transportation Manager or City Engineer.

- **Documents demonstrating funding commitment** – If the applicant is contributing funds to the project, then copies of relevant documentation should be provided to indicate resolution from funding source(s) approving the project and the local government's cost-share of the project. For multi-jurisdictional projects, all relevant road authorities should provide documents demonstrating funding commitment.

In addition, applications shall include a summary of **any other anticipated funding sources for the project**. Any previously approved and anticipated amount of funds from each source shall be noted, with the total amount equaling the project cost estimate. Sources of funding may include (but are not limited to):

- municipal sources (e.g., municipal general revenues, development cost charges, development levies, work agreements with private developer);
- requested amount of TransLink funds from other municipal funding programs (e.g., MRNB Upgrade funding, MRN Minor Capital funding, BICCS funding, MRN Major Capital funding, WITT Funding);
- OMR funding (only for rehabilitation components of the project);
- federal government grants;
- ICBC grants; and
- other provincial government grants (e.g., CIPP Grant).

In addition to the documents above, local governments must also submit the following supporting documents for Pilot and Capital Project applications:

- **Punch List of Project Elements** – Provide a list of project elements or key deliverables and expected date of milestones (e.g. completion of planning, design, construction, monitoring, etc.) This will establish a basis for progress reporting, as required by Section 5.7.
- **Plan Drawings and Cross Sections** - All developed design drawing packages should be provided to indicate the project scope, and provide a basis for the cost estimates
 - For Pilots, a minimum 10% design is required.
 - For Capital Projects, a minimum 30% design is required; 50% is preferred.
- **Engineering report(s)** prepared during previous design phases should accompany any design package(s), prepared by a registered Professional Engineer(s), as appropriate. These should include any analysis of alternatives considered to demonstrate how the proposed solution was selected. The final report from a previously-funded study can fulfill this requirement.
- **Detailed project cost estimate**, prepared by a registered Professional Engineer, commensurate with the level of design detail undertaken.
 - For Pilots, a minimum 10% design is required; this supports a Class D estimate,
 - For Capital Projects, a minimum 30% design (Class C) is required; 50% (Class B) is preferred.
- **Certification by Professional Engineer** – A blank certification page is included with the Application form template, to be completed by the Professional Engineer who will be responsible for the Pilot or Capital Project. Completed certification pages should be submitted electronically as an attachment (.PDF format only).
- **Project photos** – 'Before' and 'After' photos of the project need to be submitted to demonstrate project improvements prior to funding disbursement. The 'Before' photos are required at the project application stage, and the 'After' photos will be requested at the Payment Request stage after the project has been completed. [See also section 5.7.]

Table 5.1 provides guidance on the expected design considerations for the 10%, 30% and 50% thresholds, for various project types. These considerations should be included in any project development (either as a BSR-funded study or carried out through some parallel process) that is undertaken prior to Pilot or Capital Project application.

Table 5.1: Project Design Requirements – Overview

Type(s) of Project	10% Design/ Class D Estimate	30% Design /Class C Estimate	50% Design/ Class B Estimate
Pilot (Temporary Materials and Installations)	Project location(s) on plan; technical memo providing a list of elements, typical design(s) assumptions/examples based on industry practice, current municipal standards.	Optional	Optional (Exceeds Minimum Requirement Needed for Application). Would include specifics of materials to be used, design of markings/signs, timing, traffic management plan for implementation.
Conversion of street within existing curb lines; Signal Re-Timing	Concept design package indicating street configuration, relocation of markings, signs Signal timing & lane configurations plans developed from traffic/transit operations study.	Items for 10%, plus: Design drawings plus references to specifications for construction materials, design standards Signal modifications drawing/report to support re-timing.	Items for 30%, plus: Additional specifics provided regarding construction materials, timing, traffic management plan/staging of construction. Electrical design associated with signal re-timing.
Spot Widening/Other Curb Relocations/	As above, plus Utility conflicts and drainage facilities identified from desktop review. Cost allowance for modifications. Desktop review to confirm if any potential issues exist with soils, water resources, biological resources or contaminants	Preliminary design package for streets including plan/profiles and cross sections for new construction. Utility conflict and storm-water management/drainage strategies developed as plan/profile to support costing. Survey to verify utility, drainage, and sewer locations. Also verify ROW limits if design encroaches within 1m of assumed limits.	Draft final design and construction specifications, construction materials, timing, traffic management plan/staging of construction.
Signal Installation or Relocation (typically triggered by curb relocations, street widening, removal/modification of channels etc)	As above.	As above plus: Signal relocation design including associated structures/detection systems.	As above plus: Structural and electrical designs associated with relocated signals.

Type(s) of Project	10% Design/ Class D Estimate	30% Design /Class C Estimate	50% Design/ Class B Estimate
Right of Way strip(s) required to fit construction	As above plus: Property footprint for concept design, Cost allowance based on market trends.	As above plus: Survey to verify ROW. Property acquisition plan, with costs based on assessed values. Include signal requirements where applicable.	As above. Include signal requirements where applicable.

Table 5.2 provides a checklist summary of the documents required for each project type.

Table 5.2: Supporting Document Requirements Overview

Supporting Document	Project Type		
	Study	Pilot Project	Capital Project
Terms of Reference (Including Project Map)	Required	Required	Required
Schedule of Milestones	Required	Required	Required
Named Project Manager	Required	Required	Required
Project Staff Time & Rates	Required	Required	Required
Supportive Policy Language	Required	Required	Required
Support from Senior Leadership	Required	Required	Required
Documents demonstrating funding commitment	Required if funding is proposed	Required if funding is proposed	Required if funding is proposed
Punch List of Project Elements	-	Required	Required
Plan Drawings and Cross Sections		10% Design Required	30% Design Required 50% Design Preferred
Certification by Professional Engineer		Required	Required
Engineering Report		In Support of 10% Design	In Support of 30% + Design
Detailed construction cost estimate		Class D Required	Class C Required Class B Preferred
Project Photos		Required	Required

5.3.1 Additional Requirements for Projects Requiring Coordination

Local governments must provide additional supporting documents for any project on the Major Road Network (MRN), Truck Route Network, or Major Bicycling Network. These requirements are identified in Table 5.3. All Pilot and Capital projects applications that impact people-moving capacity on the MRN must include a TransLink approval letter (signed by the Infrastructure Program Director).

Local governments must submit letters of support from adjacent jurisdictions for any project on or crossing jurisdictional boundaries. The lead authority making the application should attach letters of support from the overlapping and adjacent jurisdictions, indicating their collaboration and/or support for the proposed project. Other jurisdictions may include other municipalities, the Ministry of Transportation, or First Nations.

Table 5.3: Supporting Documents – Additional Considerations

Supporting Document	Project Type		
	Study	Pilot Project	Capital Project
On the Major Road Network (MRN) (See Appendix D for more detail)			
Terms of Reference for MRN Capacity review	Required		
Approval from TransLink MRN Capacity review (letter from Director of Infrastructure Programs), per SCBC Transportation Authority Act		Required	Required
On the Truck Route Network (TRN) (See Appendix E for more detail)			
Freight impact assessment and identification of mitigation measures (all TransLink-funded projects)	Required	Required	Required
Confirmation no prohibition of truck movement OR Terms of Reference for Truck Route review	Required	Required	Required
Approval from TransLink Goods Movement team for any action prohibiting truck movement (per SCBCTA Act S. 21(2))		Required (TL management or TL Board approval, depending on impact and if duration >3 months)	Required (TL Board approval)
On the Major Bicycling Network (MBN)			
Evidence of discussion with TransLink System Plans and/or Municipal Funding Program teams	Required	Required	Required
Multiple Jurisdictions			
Letter of support from adjacent, overlapping, or collaborating jurisdictions	Required	Required	Required
Conversion from Pilot Project			
Documentation of scope, costs, and benefits from pilot project	N/A	N/A	Required
Results from monitoring program	N/A	N/A	Recommended

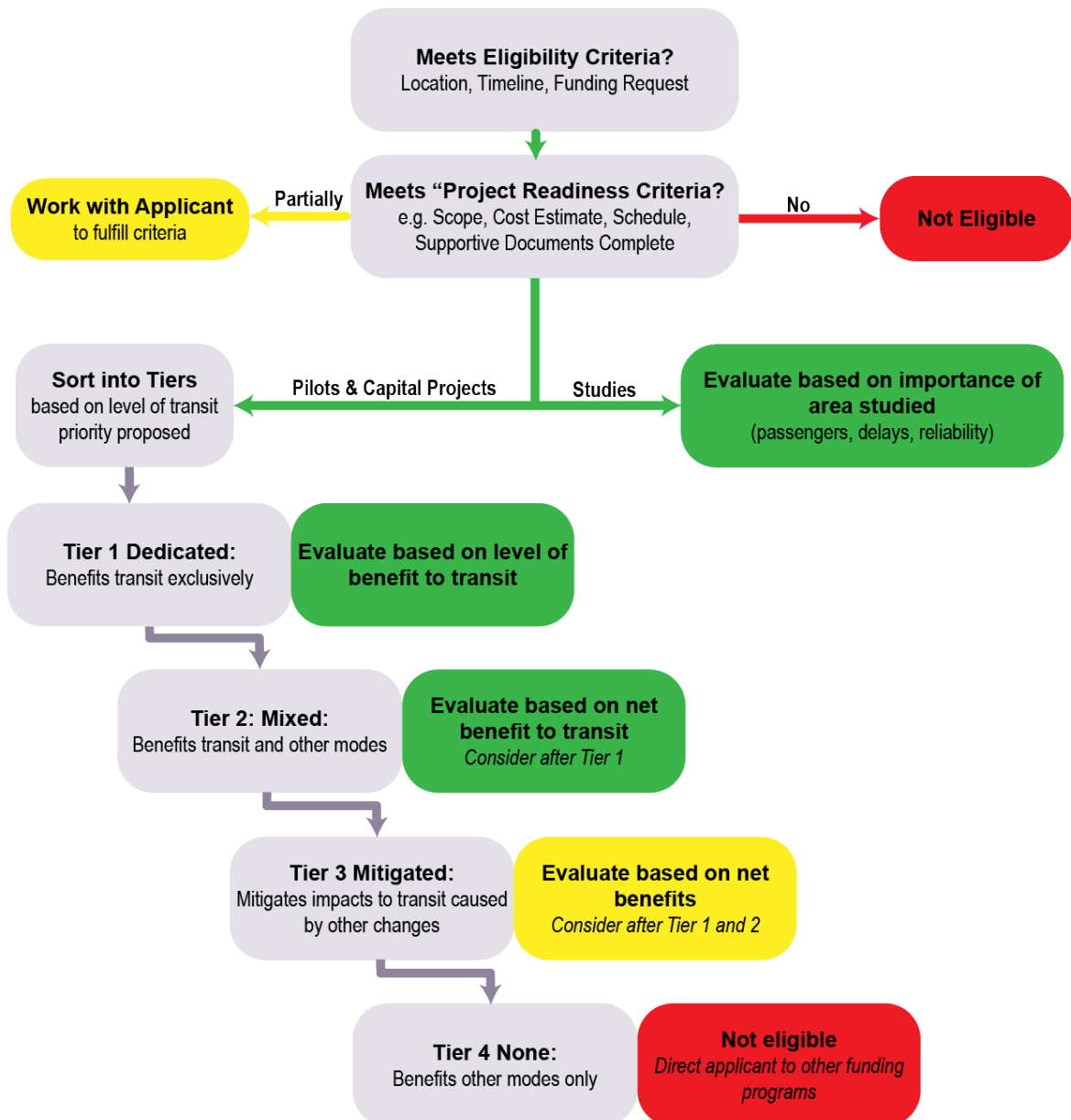
5.4 PROJECT EVALUATION AND APPROVAL

TransLink staff will review all Applications for the Bus Speed and Reliability program. Incomplete applications will be returned to the municipality for completion. Additional information or clarification may be requested during the review process.

Projects requesting Bus Speed and Reliability Program funding will be reviewed for eligibility per Section 5.4.1 and scored by TransLink staff according to evaluation criteria in Section 5.4.2. The selected projects and funding distribution will be

reported to the RTAC Transportation Planning Subcommittee, OMR (Operations Maintenance and Rehabilitation) Subcommittee, and RTAC. Subsequently, the endorsed projects are submitted to TransLink's Capital Management Committee for funding approval. Once approved, TransLink will draft project specific contribution agreements and administer the funding. Figure 5.1 shows the project evaluation process. Starting with the 2023 call projects, TransLink will evaluate capital/pilot projects and studies separately.

Figure 5.1 Project evaluation process



Screening and scoring criteria are summarized in Table 5.4. Based on these scoring criteria, each project is eligible to receive up to 100% of available points. Further details about the evaluation criteria are provided in the following sections, with scoring details laid out by **Appendix C**.

Table 5.4. Project Evaluation Criteria

Project Type	Category	Criteria	Maximum Score
Studies	Readiness	Formal assessment of readiness based on clearly defined requirements, including proposed scope, timeline, staff commitment and supporting documentation	Pass/Fail
	Need	Combination of bus delays, reliability and ridership for each bus stop location and direction within the study area.	100%
Pilot or Capital Projects	Readiness	Formal assessment of readiness based on clearly defined requirements, including proposed scope, timeline, staff commitment and supporting documentation, including appropriate levels of design and costs	Pass/Fail
	Benefits	Combination of proposed transit priority measures, time(s) of day and days of week in effect, and location(s) where project is proposed.	100%

5.4.1 Screening for Eligibility and Readiness

TransLink will screen projects to determine eligibility and readiness. This will ensure that proposals fit the location and purpose of the program and can be implemented within the funding timelines and thresholds for the individual project category.

TransLink will first screen projects to determine eligibility. Eligibility will be determined by screening location, timeline, and funding request.

- **Location** - Proposed projects must be located on the Frequent Transit Network (FTN), at a major node such as a bus loop or exchange, or other priority locations identified by TransLink.
- **Timeline** - Proposed projects must be scheduled for completion within the timeframe allowed for each project type, as shown in Table 3. 3.2.
- **Funding Request** - Funding requests must fall within the allowable range for each project type, as shown in Table 3..

Applications which fail to pass this screening may be disqualified from consideration.

TransLink will then screen projects for readiness. Readiness will be determined based on the completeness of the supporting documents requested in Section 5.3. Applicants missing one or more items, or if the attached information is incomplete or unclear, will be provided one (1) reminder to complete these, to provide an opportunity to pass the screening stage that year.

5.4.2 Scoring

Projects will be scored based on their need or benefits. The Bus Speed and Reliability Program application form will automatically generate a preliminary score to be confirmed by a team of evaluators.

Studies will be scored based on the need for transit priority. Local governments will provide information about the project location(s) and will receive a score based on the need for transit priority based on existing bus performance metrics. A metric that combines passenger delays, bus delays, and travel time variability is used to assess the overall performance of each bus stop segment in the bus network. Locations with higher need are those with higher numbers of delayed passengers, higher per-bus delays, and greater variability in travel times. This allows all studies to be compared based on relative “need” within the funds allocated for studies.

Pilot and Capital projects will be scored based on the net benefits of proposed changes. Local governments will provide information about the proposed type(s) of priority measures, time period(s) in effect, and project location(s). A score for the potential net benefit of the project will be assessed based on these factors. As indicated in Figure 5.1, three tiers of projects would produce benefits:

- Tier 1. Dedicated. Includes measures that benefit transit exclusively.
- Tier 2. Mixed Projects. Benefits transit and other modes, such as capacity or signal timing improvements that speed up the general flow of traffic.
- Tier 3. Mitigation. Project addresses impacts to transit resulting from other changes made to the street.

Projects producing no transit speed or reliability benefit (“Tier 4”) will not be approved for BSR funding but may be eligible for different funding programs.

This approach allows the pilot and capital projects to be compared based on relative net benefits, within the funds allocated for those types of projects. Higher scores will be achieved by proposals that include measures that provide greater priority to transit, operate during more time periods, and are at locations where the existing need is higher. More extensive projects serving more locations would accumulate higher scores.

Projects will be prioritized according to the Tier they fall under, starting with Tier 1, then Tier 2, then Tier 3. Projects with elements in more than one tier will be prioritized based on their relative extent. For example:

- If a proposal included Tier 1 components overlaid with Tier 2 items over the same extent, the project would be considered Tier 1.
- If the proposal included limited Tier 1 components and primarily included Tier 2 elements, then the project would be considered after all other Tier 1 projects, but before the rest of Tier 2.
- If projects include multiple locations and the elements are in different Tiers, the application’s probability of success may be improved by splitting the project geographically. If the Tiers apply to the same location, then the guidance in the previous two points would be applied.

If a project has several elements taken from Tiers 1 to 3, but also Tier 4, the non-eligible Tier 4 elements will be flagged for removal from the funding request. [These may continue as part of the project scope if they have alternative funding identified.]

Also new in 2023, bonus points for municipal contributions to overall project costs will no longer be assigned. However, larger projects made possible by these contributions may produce greater benefits and therefore still achieve a higher evaluation score. Municipal contributions may also be used to fund non-eligible elements that the applicant plans to construct at the same time as the BSR elements.

5.5 PROJECT IMPLEMENTATION AND FUNDING DEADLINE

Local governments are solely responsible for the implementation of approved Bus Speed and Reliability projects in accordance with a project-specific contribution agreement. Local government responsibilities include, for example,

project management, permitting, design, construction, and inspection. TransLink responsibility is limited to the provision of funding per the contribution agreement.

Projects must be completed within 2 – 3 years to be eligible for Bus Speed and Reliability Program funding, depending on project type:

- **Studies and Pilots** must be completed within 2 years.
- **Capital Projects** must be completed within 3 years.

The Program year from which the funding was first awarded is considered Year 1. For example, all capital projects that receive awards from the Bus Speed and Reliability Program in 2023 are to be completed by December 31, 2025.

Local governments must submit a Request for Payment for all completed Bus Speed and Reliability Program projects. Request for Payment is due by March 31 (three months after the project completion deadline) with proof of all costs expended by the deadline.

5.6 COMMUNICATIONS MATERIALS AND PROJECT SIGNAGE

Local governments will notify TransLink when preparing any communication materials related to TransLink-funded projects (i.e. project signage, press releases, newsletters and brochures, public events), so that TransLink staff has an opportunity to provide input prior to the release of information. Refer to the project funding agreements for additional details.

5.7 PROJECT STATUS UPDATE

TransLink requires project updates four times a year for all active projects until the Project is completed. This will provide TransLink with an overview of the progress of the work for the purposes of cash flow forecasting and budgeting. These updates should track against the project punch list and schedule of milestones. Photo evidence of 'before', in progress, and 'after' conditions for Pilot and Capital Projects is required.

Project updates must be submitted by the following deadlines in each year:

- End of February,
- End of May,
- End of August, and
- End of November.

5.8 PROJECT DATA

A data licensing agreement may be required if Local Governments need access to data that is not publicly accessible to support a project. Translink may provide data on Bus Speed and Reliability as part of the project, with particular attention to Pilot projects. Some open data (e.g. bus routes, frequencies, travel times/speeds) are already publicly available. To access data that is not already publicly available (e.g. bus ridership estimates), a data licensing agreement may be required. The following caveats apply in these cases:

- The recipient will not insert all or any part of the data into any report, record, research paper, publication or other type of output without first having obtained Translink's written consent to such use and disclosure.

- The recipient agrees to take precautions and appropriate measures to keep the data confidential and to do all things necessary to prevent the unauthorized disclosure or use of the data by any of its consultants, employees, agents, or servants, for any purpose other than this project.
- Upon conclusion of the project, the recipient will destroy all copies of the data in its possession or under its control.
- In no event will Translink be liable to [the recipient] for damages, whether direct, indirect, or otherwise, resulting from the use or accuracy of the data provided by Translink.

5.9 REQUEST FOR CHANGE OF APPROVED PROJECTS

5.9.1 Scope of Work Changes

If a local government plans to change the scope of work of an approved project, the local government must request the scope change in writing, along with supporting documentation, to TransLink for consideration. The request will be subject to approval by the Director of the Infrastructure Programs. Approval of all changes must be confirmed in writing by TransLink.

5.9.2 Extension of Completion Deadlines

The project completion deadlines for approved Bus Speed and Reliability Program projects may be extended for projects that have received documented commitments demonstrating significant senior government funding.

5.9.3 Funding Transfers

If a local government submits a Request for Payment showing the agreed-upon scope of work was completed under budget, the municipality can request in writing at that time to transfer the remaining TransLink funding to one still-open¹ project within the same program year that is estimated to be over budget. Once funds are transferred into a project, no further funds can be transferred into or out of that project.

Alternatively, remaining TransLink funding may potentially be transferred to one still-open project in a different funding program but in the same program year; however, this is dependent on the approval of the transfer.

The Director of Infrastructure Programs may approve the transfer requests up to \$100,000. Requests for funding transfers greater than \$100,000 must be approved by CMC (Capital Management Committee).

5.10 TRADING OR COMBINING OF MUNICIPAL ALLOCATIONS

Local governments may combine their funding allocations for projects that cross municipal boundaries or that otherwise benefit both local governments. Combining of allocations would only be done with the consent of each affected local government, as confirmed by an appropriate resolution of each Council or letter of agreement from senior local government staff, and approval of TransLink.

¹ This is a project that is either still under construction or is complete but a request for payment of TransLink's contribution has not yet been submitted. Funding cannot be transferred to projects for which TransLink has already paid its contribution.

5.11 REQUEST FOR PAYMENT

TransLink will reimburse a municipality for up to 100% of the eligible costs for a BSR project, net of contributions by any provincial or federal governments or agencies, up to a maximum dollar amount as set out in the relevant contribution agreement.

TransLink will pay its share of costs directly to the municipality when:

- the contribution agreement for the project has been properly executed by both TransLink and the local government; and
- the project is complete; or
- If the Project is not completed by the project deadline but construction is greater than 50% complete, TransLink will reimburse the local government for up to 100% of actual Eligible Costs incurred by the project deadline, or the sum of the total approved TransLink contribution(s) for the project, whichever is less.

Otherwise, TransLink will not provide any reimbursement for the project.

TransLink does not provide progress payments. For projects that have multiple TransLink contribution agreements, all funding from TransLink will be paid at the same time.

As defined in the contribution agreement, a project is deemed to be complete when:

- the work is ready for use, or is being used, for its intended purpose; and
- the total value of all incomplete, defective and/or deficient work does not exceed 3% of the maximum project budget set out in the contribution agreement.

Requests for payment of TransLink contributions shall be submitted to TransLink by March 31 (three months after the project completion deadline). Requests which are submitted late may not be processed and funding may be forfeited.

Requests for payment of TransLink funds must be made in writing and accompanied by the following:

1) Contribution Payment Request Form:

- description of the actual work completed and any scope change from the original application;
- certification by the City Engineer (or equivalent) that the project is complete, as defined in the agreement, and that the project met or exceeded specifications and standards set out in the contribution agreement, if any, and those standards or specifications set by the local government;
- certification by the Chief Financial Officer (or equivalent) that the Eligible Costs as stated have been incurred by the local government, are attributable to this Project, are correct, and are net of any provincial or federal tax rebate.

2) **Project Cost Statement** which must include the total amount of eligible costs, and the total amount of provincial and federal contributions, if any; and the project cost statement must be sufficiently detailed to confirm that the project costs are:

- actual expenditures (e.g. not commitments, forecasts or budget amounts) for the components identified as part of the BSR application (e.g. separate cost for components of a project that may consist of work on the MRN, Ministry roads, and local government roads);
- eligible for reimbursement under the BSR program;

- net of any HST or provincial or federal tax rebate; and
- net of contributions made by provincial or federal governments or agencies.

3) All proof of costs (for cost items that exceed \$10,000) expended by the project deadline, including invoices from consultants, progress payments from contractors and accounting spreadsheets for internal work that show enough detail to identify that costs are eligible under the program guidelines.

4) Photos of the completed project ("After" photo) to demonstrate the completed work.

5) For projects with added vehicle travel lane-km to the MRN, supporting information that clearly depicts the location of new/revised lanes is required. Such information can be any image or sketch with landmark reference points that show the new lanes. Examples are PDF maps of recent aerial photos or spatial data with as-built lane configurations.

6) **Request for Payment Checklist** to ensure that the submission package meets all requirements set out by TransLink.

A request for payment will not be processed until it is completed to TransLink's satisfaction. The Contribution Request form and Request for Payment Checklist can be obtained by reaching out to TransLink staff (jpme@translink.ca)

APPENDIX A – CHALLENGES AND TRANSIT PRIORITY STRATEGIES

	SPECIFIC CHALLENGES													
	INTERSECTION	ROADWAY	SIGNAL	RIGHT TURN	LEFT TURN	ACCESS TO BUS STOP	LEAVING BUS STOP	DWELL TIME	INSUFFICIENT RUNNING TIME	PEDESTRIANS	CYCLISTS	MOTORISTS	\$	UNDER \$50,000
													\$	\$50,000 - \$100,000
													\$	\$100,000 - \$250,000
													\$	OVER \$250,000
STRATEGY	CONGESTION		DELAY			OPERATIONS				SAFETY			COST/COORDINATION	
A. Bus Stop and Curb Management														
A1. Bus Stop Placement	★		★			★★★	★★	★	★	★★	★★		\$-\$\$	Medium/High
A2. Curb Management		★				★★	★	★		★	★	★	\$-\$\$	Medium
B. Traffic Regulations														
B1. Movement Restrictions	★★★		★	★★★	★★★		★★		★★	★	★	★★	\$-\$\$\$\$	Medium/High
C. Street Design														
C1. Bus Stop Infrastructure						★★	★★	★★★		★★★	★★★		\$-\$\$\$	Low
C2. Turn Pockets	★		★★	★	★							★★	\$-\$\$	Medium
C3. Vertical Control Devices		★★★				★★	★		★★	★★★	★★★	★	\$	Medium
C4. Queue Jumps	★★★		★★★						★★				\$-\$\$	Medium
C5. Transit Approach Lane	★★★		★★★						★★				\$	Medium
C6. Peak-Hour Bus Lane	★★	★★		★★	★★	★★	★★	★★	★★★		★	★★	\$\$-\$\$\$\$	High
C7. Dedicated Bus Lane	★★★	★★★		★★★	★★★	★★★	★★★	★★★	★★★		★	★★	\$\$-\$\$\$\$	High
D. Signal Priority														
D1. Passive Signal Priority	★★	★	★★						★★	★	★	★★	\$-\$\$	Medium
D2. Transit Signal Priority (Active)	★★★		★★★	★★★	★★★				★★★				\$\$-\$\$\$\$	High
E. TransLink Practices and Policy														
E1. All-Door Boarding								★★★	★★	★				Low
E2. Schedule/Operator Recovery									★★★					Low
Benefits: ★ LOW ★★ MEDIUM ★★★ HIGH														

APPENDIX B – “NEED” PRIORITY MAPS

Each segment of the bus network is assigned a grade based on measured travel times and passenger loads in the weekday AM, midday and PM peak periods, and on weekend days. The data was compiled from fall 2021 operations.

This grade is a composite of:

- **Transit vehicle travel time** relative to a benchmark travel time. The benchmark reflects operations in light traffic, plus the time it takes pulling out of the first stop and into the second stop. Larger differences between the measured times and benchmark times mean there is more delay per bus. This occurs where there is more congestion, queuing and time waiting at traffic signals. [The benchmark time has been defined as the 20th percentile observation, to eliminate outlier data. This is compared to the median travel time.]
- **Variability of travel time**, the standard deviation of measured times compared to the mean. Higher ratios mean that bus times are more random, usually due to factors present that only affect some buses and that might be mitigated. High values of variability often occur where buses experience lane blockages, uneven queuing by other traffic, or encounter traffic signals with long cycle times.
- **Person-hours of delay** estimated as the per-bus delay (measured travel time in excess of the benchmark time), multiplied by the passenger loads on buses in that segment of the route. The inclusion of passenger loads helps highlight parts of the transit system where more people are affected by delays, which make them a higher priority.

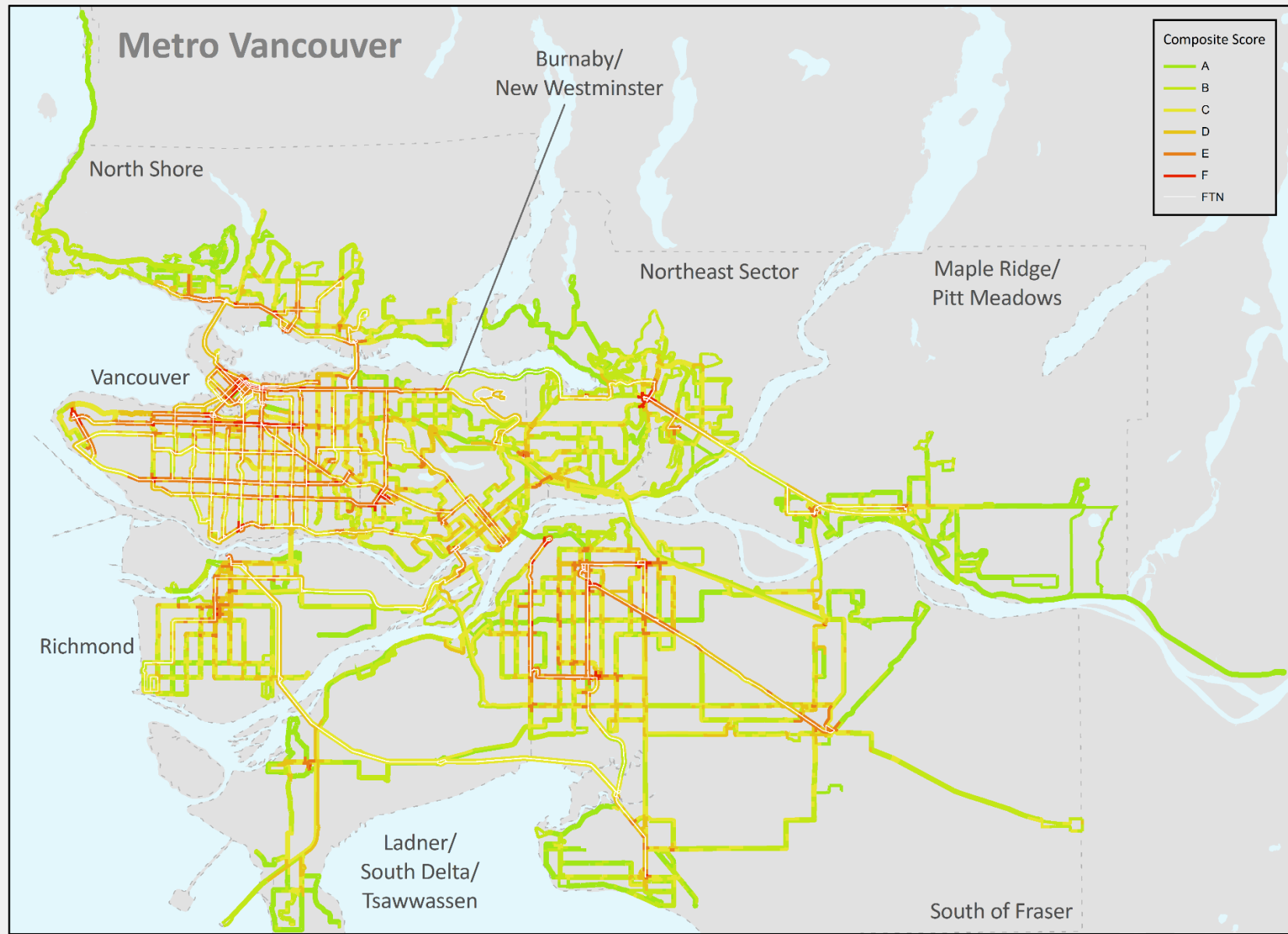
The raw results of combining these values were normalized for distance, so in effect, the measurement is based on **seconds and passenger-seconds per 100m of bus network**. This approach was used as most bus stops are within 400m, but some on the highway are over 10km apart.

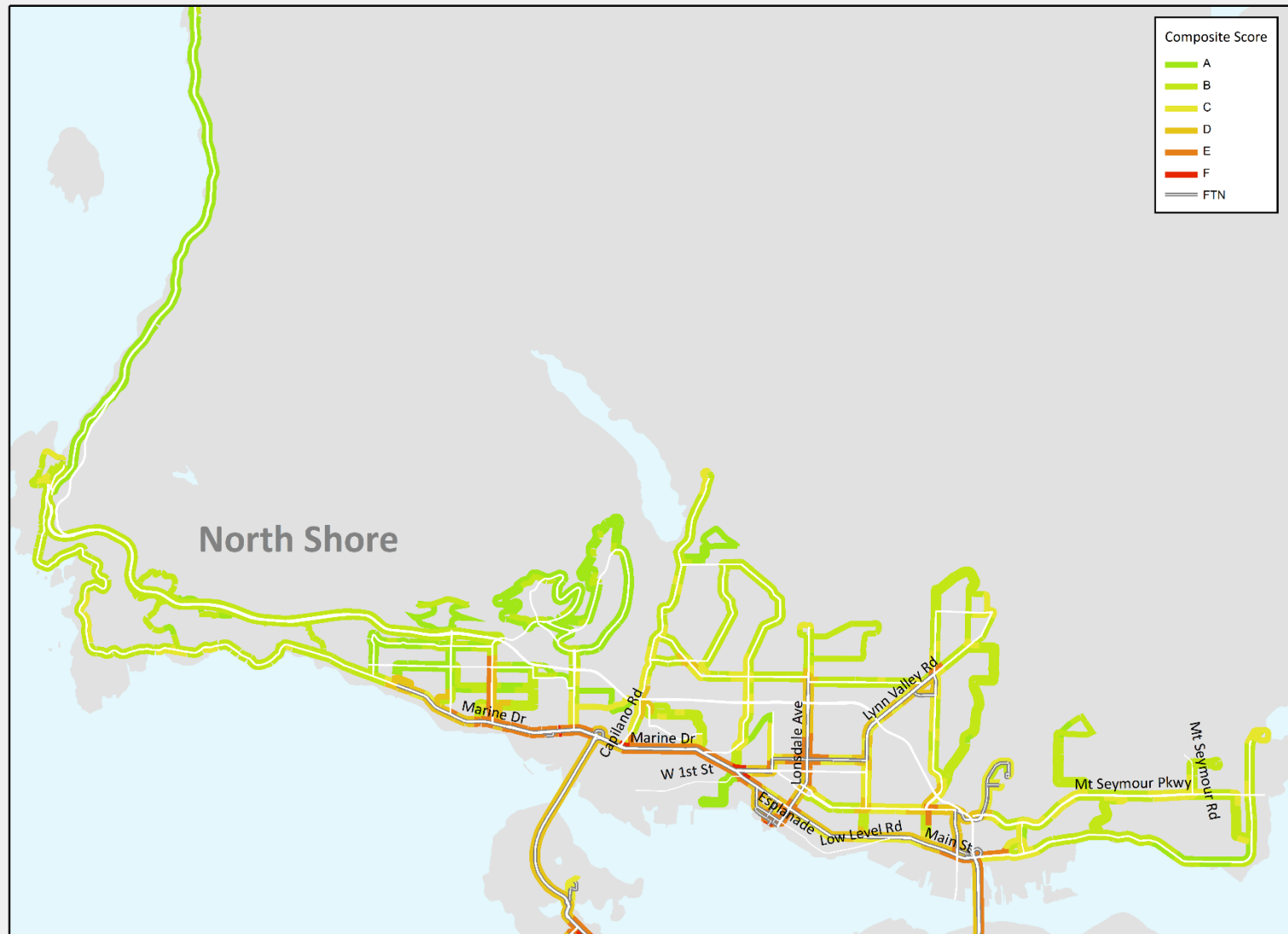
A combined score is calculated using these three metrics, for each bus stop and direction of travel, for each period (AM peak, midday, PM peak, weekend). The application form reports back a composite score, which is the time-weighted average of the four periods.

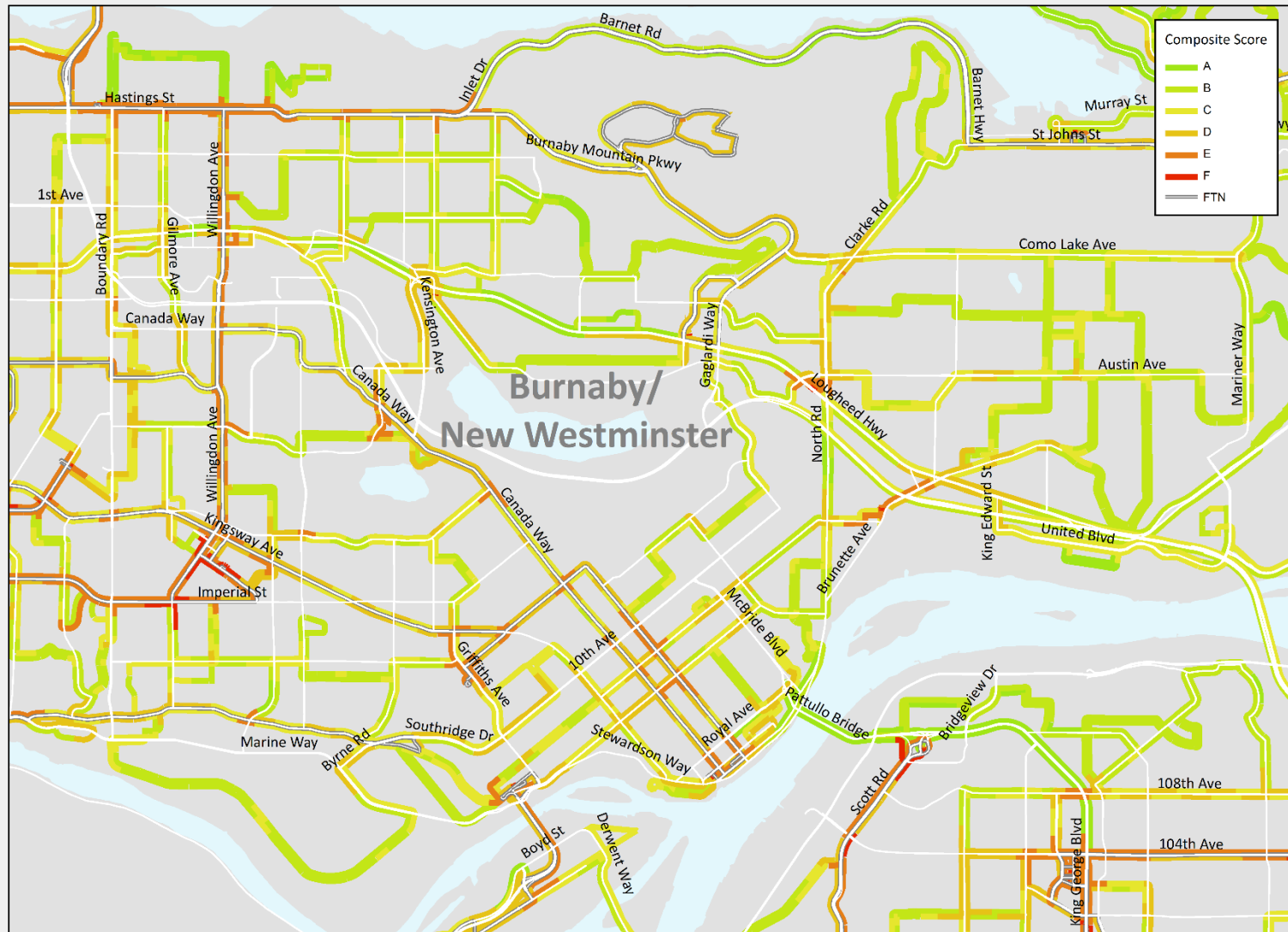
Thresholds are applied to rank the results from ‘A’ (faster travel time, less variability, minimal passenger delays) to ‘F’ (Higher travel times, high variability, high passenger delays). The grades help to characterize the bus network segments into understandable groupings.

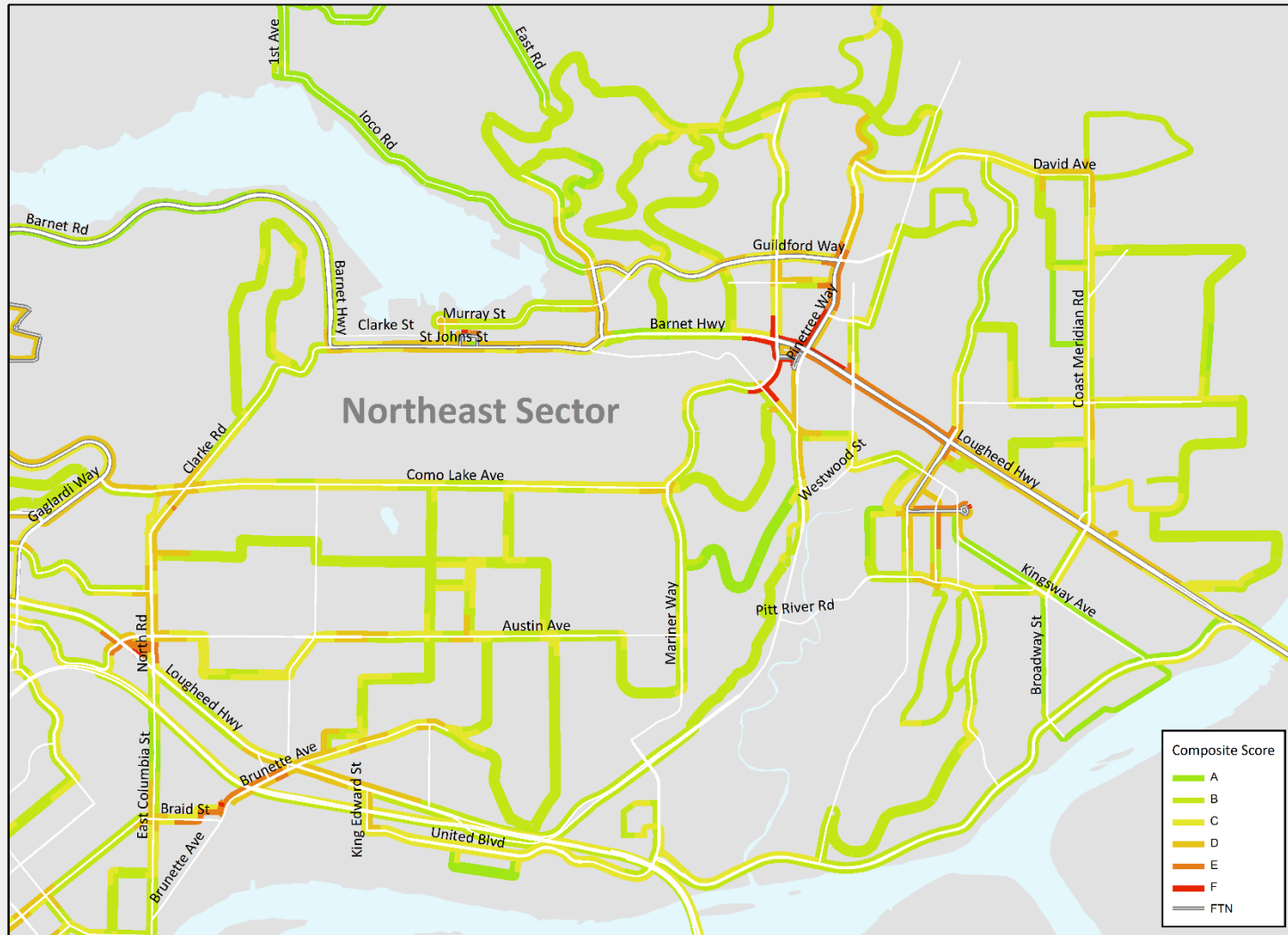
Locations graded ‘F’ demonstrate the poorest existing performance and therefore the greatest “need”, so these produce the highest scores in the evaluation process. Across the bus network, the letter grade ‘F’ accounts for 3% to 5% of bus stops [depending on the period] with the most speed and reliability issues,

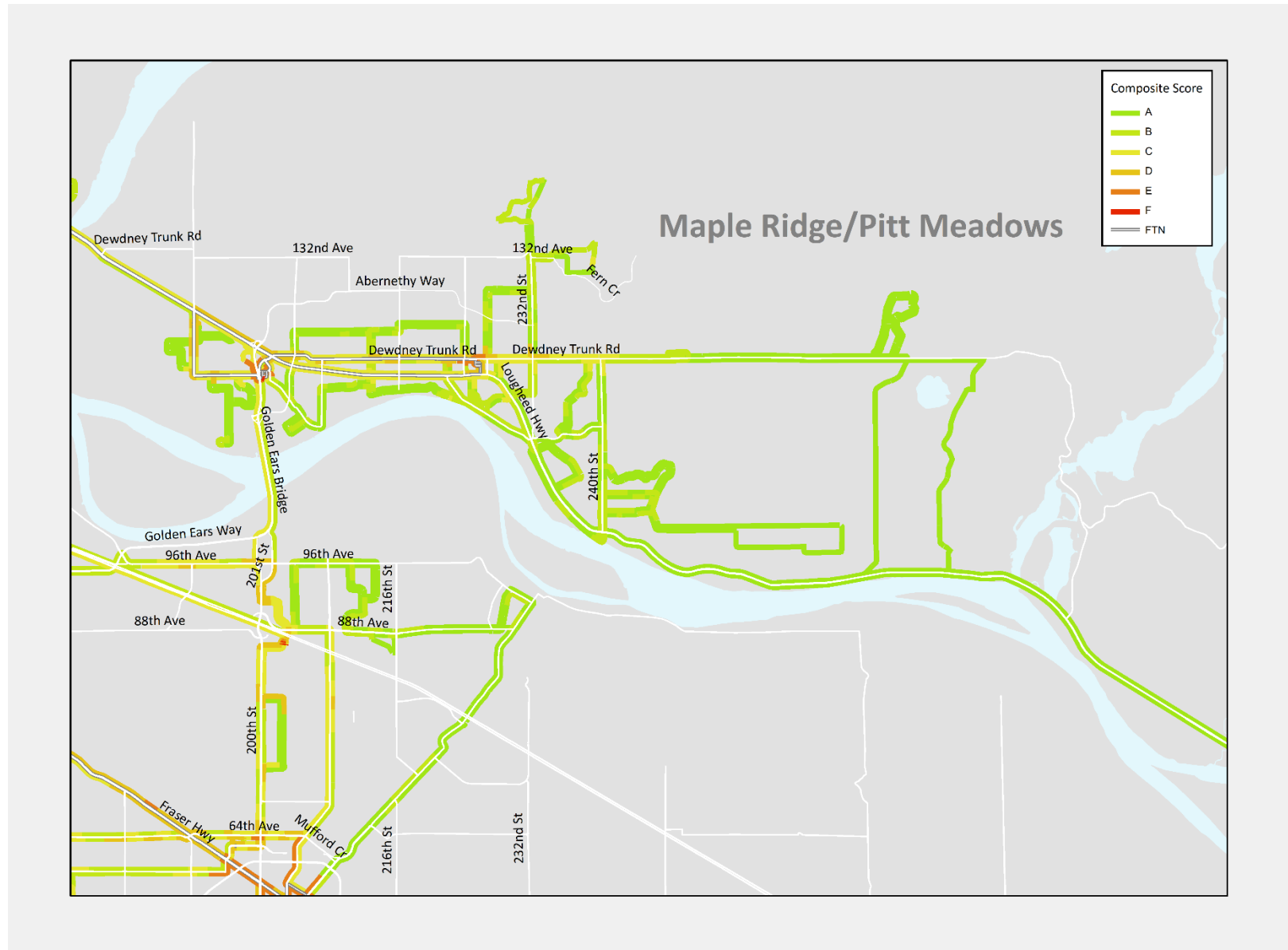
The series of maps shows the bus stop segments across the region and within each sub-region, with the letter grade reflecting their recent performance in terms of speed and reliability. These can be used to help focus the proposal of applications to locations that will be higher priority. Individual scores for segments (0 to 100) are provided within the program application form, as well as the same letter grades appearing on these maps.

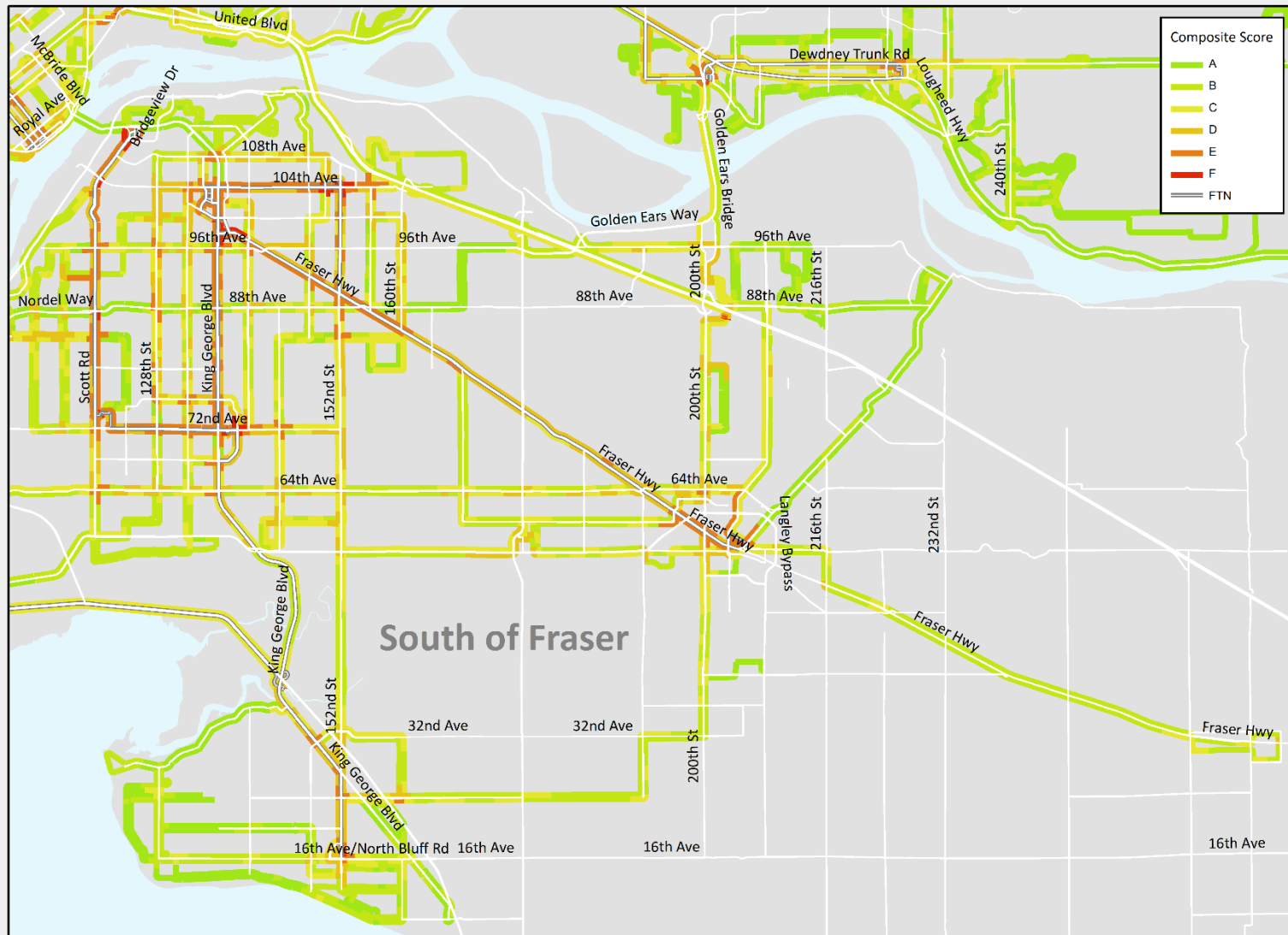


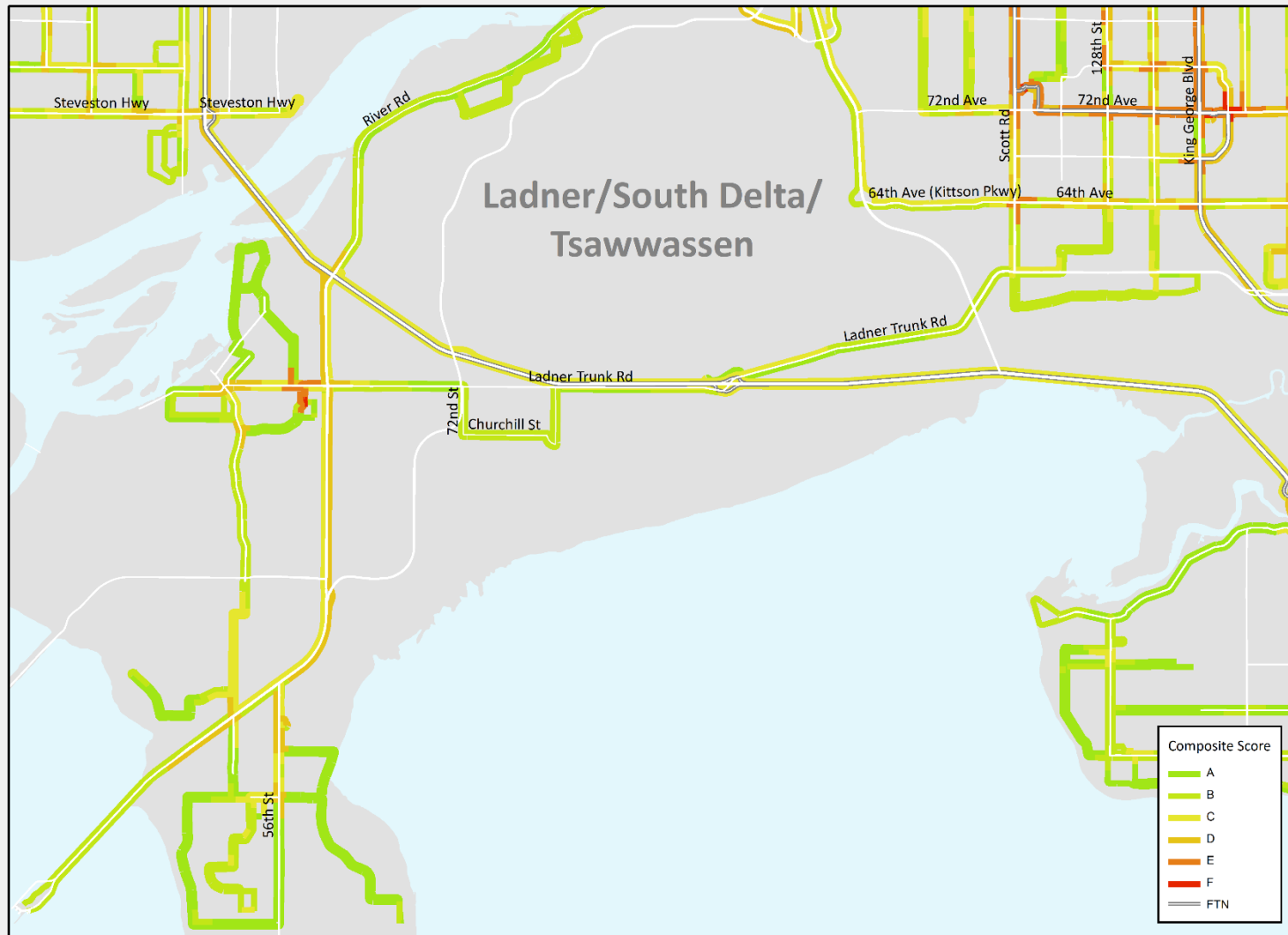


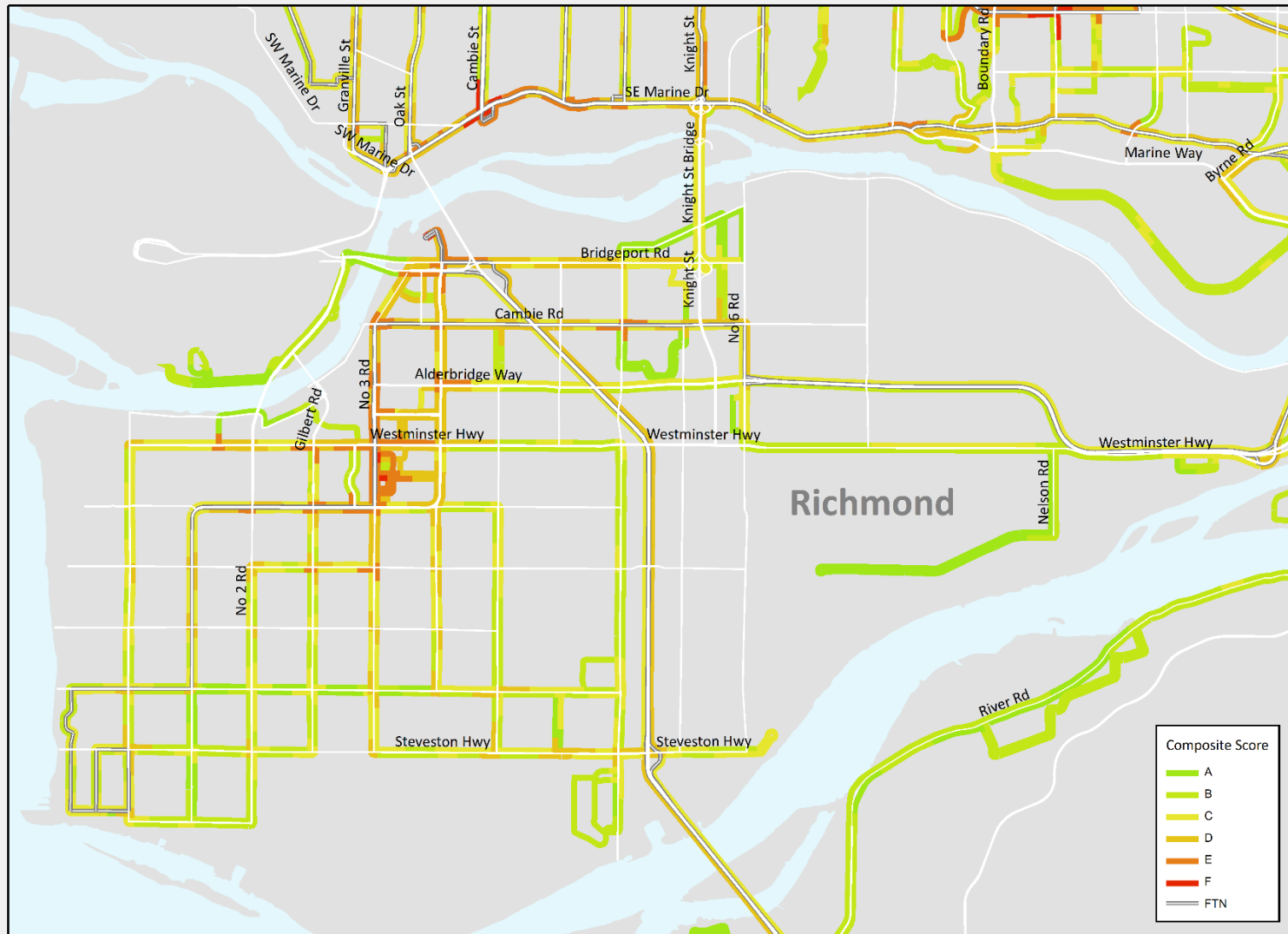


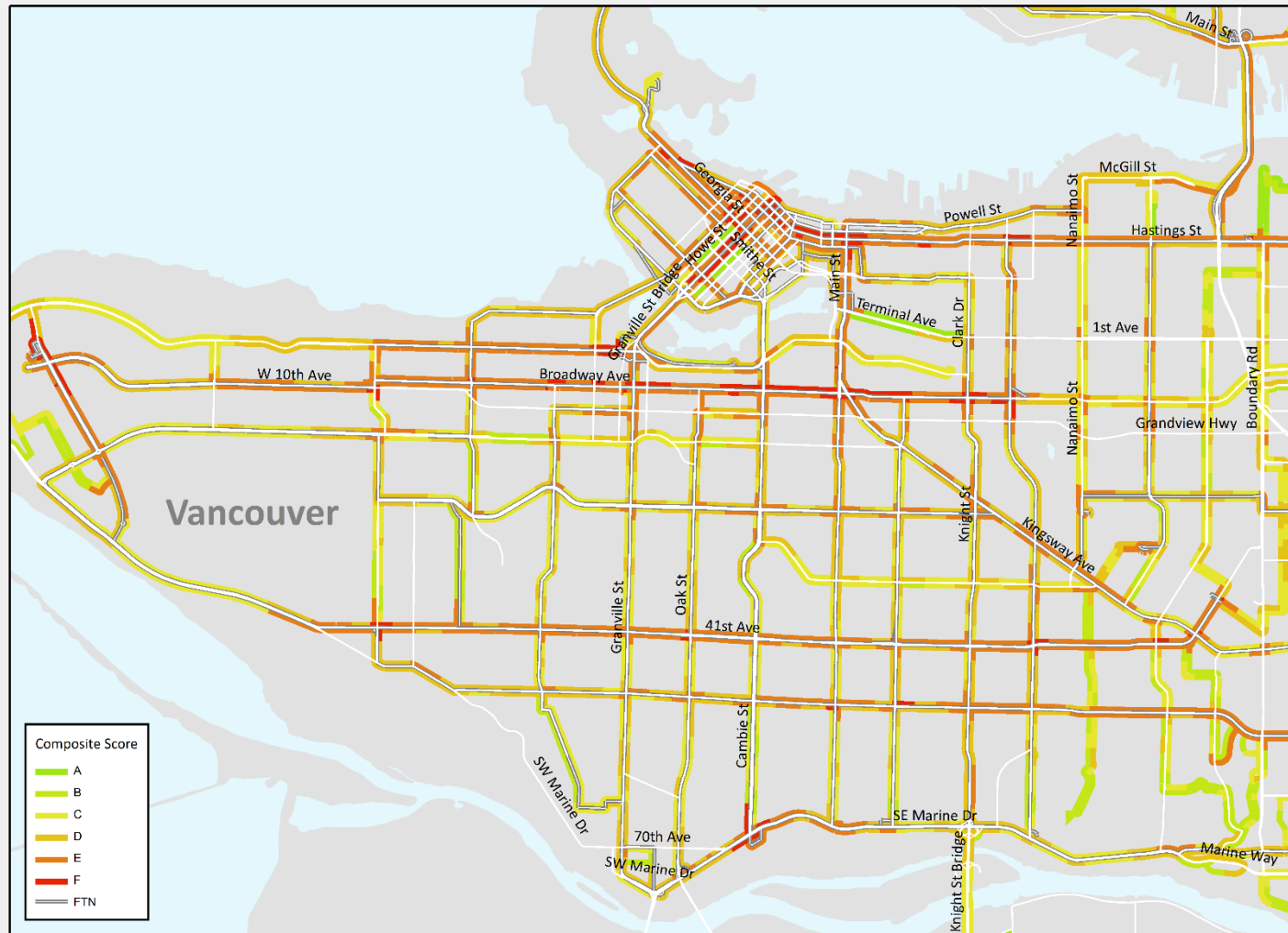


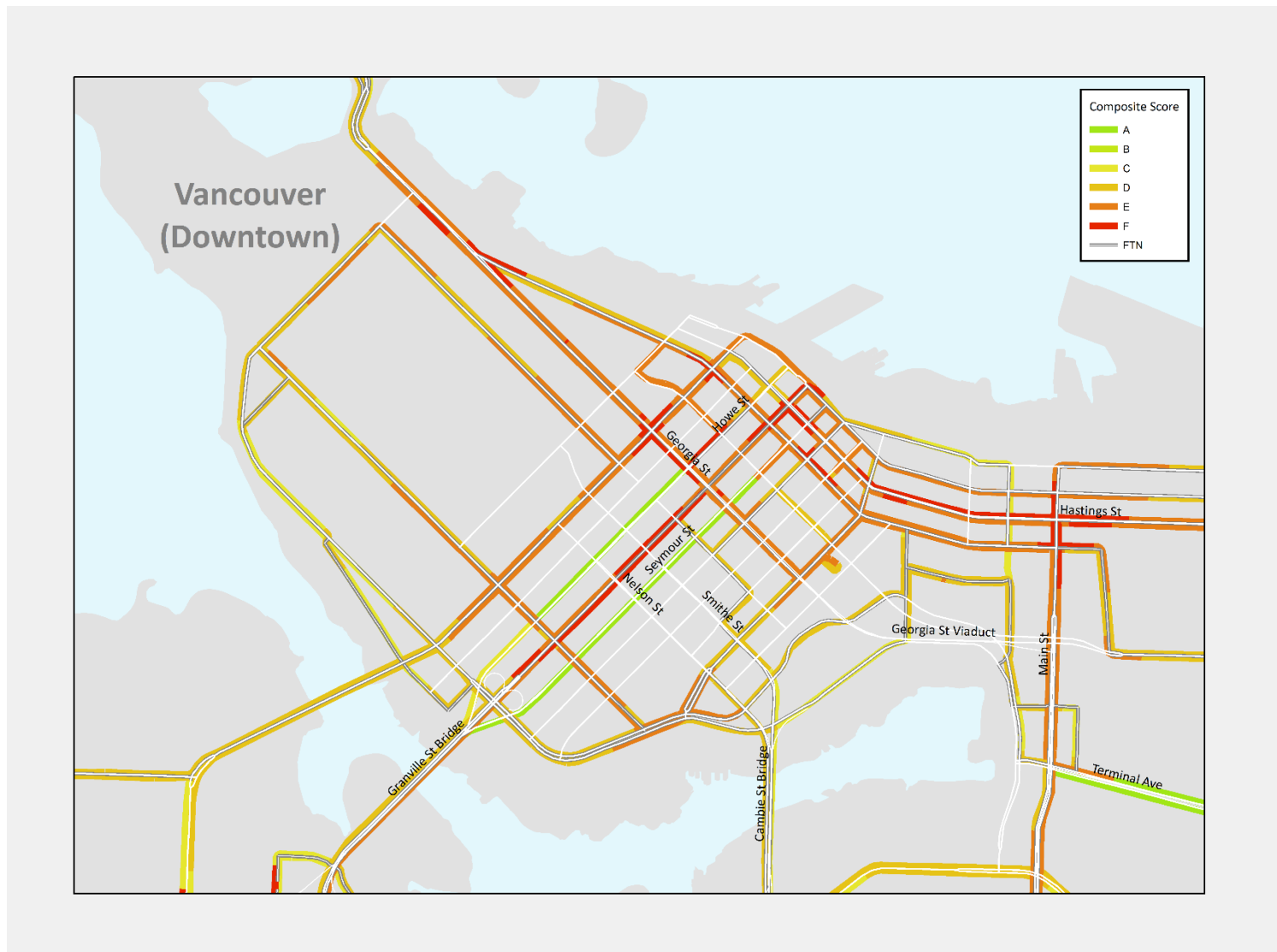












APPENDIX C – EVALUATION CRITERIA

These evaluation criteria apply to Study, Pilot Project and Capital Project Applications.

Need

This evaluation category applies to studies, to develop or design individual projects, or identify and prioritize groups of projects.

The need score will be based on the recent measured performance of buses serving the bus stops associated with the project. This performance is reflected in the Priority Maps included in Appendix B.

The program application looks up these scores for each bus stop and combines the scores for stops within the project limits to estimate a preliminary score for the application.

Because the range from F to D will contain the segments that would benefit most from transit priority, the numerical scoring was set up to emphasize that range and help differentiate locations.

Letter Grade	Numerical Range for Estimated Need
F	90.0 – 100
E	65.0 – 89.9
D	40.0 - 64.9
C	25.0 - 39.9
B	15.0 - 24.9
A	0 - 14.9

Need - Maximum Theoretical Score = 100

Benefits

Benefit scores apply to pilot and capital projects, based on:

- the proposed measures,
- time periods in effect, and
- affected bus stops [the underlying need rating for each segment, in each time period].

This replaces the previous scoring approach by combining the physical and time dimensions of the projects. Points will be assessed to each project based on the types and quantities of transit priority measures implemented. Positive scores are assigned for the addition of elements, while in cases where existing measures are being removed or replaced, negative scores are assigned for removal.

The following table shows the scores being awarded by the evaluation framework for each transit priority element.

Transit Priority Measures

Category	Transit Priority Measure	Unit	Base Score for Elements Added (per Peak Period)	Notes
<i>Bus Stop Location</i>	Stop relocation	# Stops	2	
	Stop consolidation/removal	# Stops	3	
	New bus stops	# Stops	-3	-3 if adding stop, +3 if removing
<i>Bus Stop Design</i>	Stop lengthening	# Stops	1	
	Bus bulge	# Stops	2	
	Boarding island	# Stops	2	
	Bus bay Infill	# Stops	1	
Intersection Controls	Left-turn restriction	# Restrictions	1	
	Right-turn restriction	# Restrictions	1	
	Bus exemption	# Exemptions	2	
Signal Controls	New signal	# Signals	-2	
	New turn-signal/phase	# Signals	2	
	Passive signal priority	# Affected Signals	2	
	Active transit signal priority	# Affected Signals	4	
	Queue Bypass Lane	# of Locations	4	
	Queue Jump / Approach Lane	# of Locations	2	
	Queue jump signal	# Queue Jumps	2	
Roadway Design	Lane channeling/striping	# Locations	2	
	GP Lane	Length (per m)	.01	2 per 200m
	Turn radius improvements	# Intersections	1	
	Left-turn (transit only)	# Lanes/Pockets	3	
	Left-turn lane/pocket	# Lanes/Pockets	2	
	Right turn (transit only)	# Lanes/Pockets	3	
	Right-turn lane/pocket	# Lanes/Pockets	2	
Transit Lanes	HOV (High Occupancy Vehicle) lane	Length (per m)	0.015	*3 per 200m
	BAT Lane	Length (per m)	0.025	*5 per 200m
	Peak Hour bus lane	Length (per m)	0.025	*5 per 200m
	Dedicated bus lane - curbside	Length (per m)	0.025	*5 per 200m
	Dedicated bus lane - median	Length (per m)	0.035	*7 per 200m (stop-to-stop)

Note: for the per meter items, the equivalent per 200m (a typical segment length) is indicated to provide an idea of relative effect.

Scale Factors – Time Periods

AM and PM peak periods each account for 3 hours per weekday, five days a week. Midday periods account for 6 hours per weekday. Busy times on weekends nominally extend at least 12 hours per day. Based on these assumptions, the duration effects of the measures are explained by this table. The 'x' refers to the nominal score in the previous table for a transit priority measure (or group of measures) implemented at a specific location. Scores are only accumulated for time periods the measure is in effect. The two examples show how the time periods have a significant effect on scores.

Time Period	AM	PM	MD	Sat Sun	Total
Score	x	x	2x	1.6x	5.6x
Example (Dedicated Bus Lane)	5	5	10	8	28
Example (Peak Period Bus Lane)	5	5	n/a	n/a	10

This scale factor treats the twelve core hours of operations on weekday and weekend days equally. A measure in place at least 12 hours per day, 7 days a week, would be allocated 5.6 times the score of a measure that only applies in one weekday peak period.

The dedicated bus lane achieves 28 points in the example, while the peaks-only lane receives 10.

Scale Factors – Potential Benefits in Each Time Period

This factor accounts for the existing conditions in each bus network segment, at each time of day. This helps account for variations in transit travel times and reliability, specific to each location. Time periods with greater passenger/bus delays and higher travel time variability would be expected to achieve greater benefits. The metrics for this are essentially the same as the "need" calculation for studies; however, in this case the results are used one-by-one to estimate scores for each time period, for each proposed measure.

As indicated here, the adjustments related to the potential benefits per time period include:

- Increased benefits are assessed progressively for D, E and F segments.
- C segments are considered to be the "base" condition, with no up or down adjustment. The number of segments in A/B and in D/E/F is approximately the same, so 'C' is the middle group of bus network segments.
- Decreased benefits are assumed for A and B segments, since there are fewer delays to be addressed. These locations may nevertheless be part of an application to provide project continuity.

Rating	Base Value	A	B	C	D	E	F
Score	X	0.25X	0.5X	X	1.5X	2X	4X
Example – Bus Lane (continued from above)							
AM	5				7.5		
PM	5					10	
MD	10			10			
Sat Sun	8		4				
Total	28				31.5		

In the illustration, the effect of the mix of 'D' (AM), 'E'(PM) 'C' (MD) and 'B' (Sat Sun) ratings increases the scores for certain time periods and reduces others. Overall, the effect is a modest increase over the base scores, reflecting the greater than average delays in certain time periods.

Maximum theoretical score is being updated. Most projects would include up to one or two elements per category, so the realistic maximum is expected to be around 100 points.

APPENDIX D – MRN CAPACITY CHANGE FRAMEWORK - INTERIM

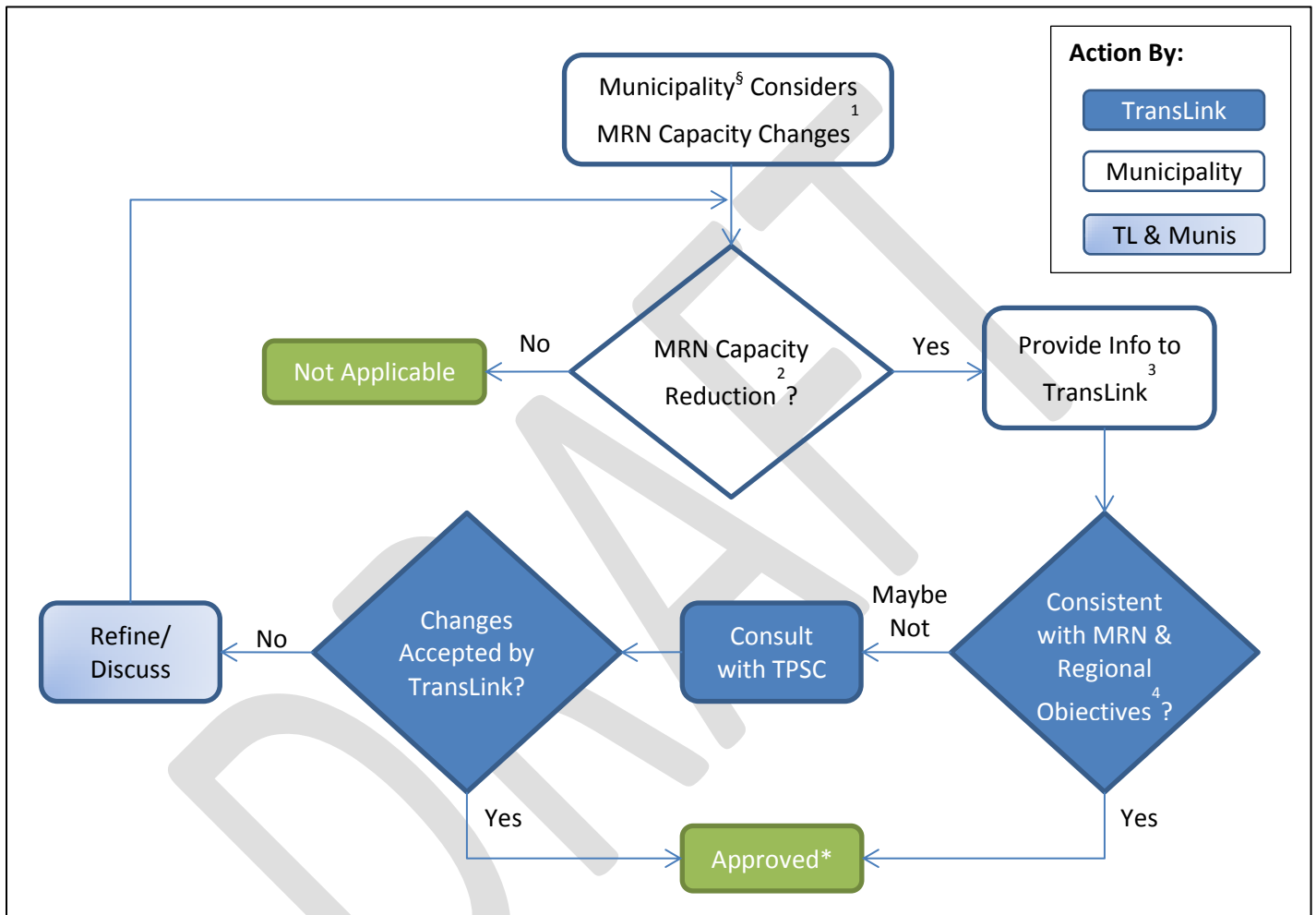
MRN capacity change guidelines are currently being developed and will apply to the 2024 program year. What is attached here is the best information available at this time.

For the 2023 program year, **municipalities are encouraged to reach out to the MRN team at the earliest possible opportunity to inform MRN team about proposed changes to the MRN.** MRN team will work with municipal staff to confirm the Terms of Reference (if for a Study), or the required information needed to be submitted to TL in order for TL to assess MRN impacts and deciding on approval of the proposed changes (if for Pilot or Capital projects).

MRN Capacity Change Framework – Interim

As defined in section 21(1) of the South Coast British Columbia Transportation Authority Act (the “SCBCTA”), municipalities are required to obtain TransLink’s approval for any road alterations that would reduce the capacity of any part of the Major Road Network (the “MRN”) to move people.

The purpose of the Interim MRN Capacity Change Framework is to accommodate MRN changes that are planned to occur before the final MRN People and Goods Movement Capacity process is in place.



[§] For roads under jurisdiction of more than one municipality, the municipality/ies initiating the MRN change will contact and provide information to TransLink.

¹ Refer to MRN capacity reduction change examples on Section 1

² Refer to MRN capacity reduction definition on Section 2

³ Refer to Checklist on information requirement on Section 3

⁴ Refer to MRN goals and Regional objectives on Section 4

* TransLink’s approval is limited to the change in capacity on the MRN, and should not be construed as an approval or opinion of any nature whatsoever on the proposed design, engineering construction, funding application or any other matter with respect to the proposed improvements.

Section 1 – MRN Capacity Reduction Change Examples

1. Permanent changes (e.g. full or pedestrian signal installation, lane use reallocation, vehicle travel lane reduction)
2. Temporary changes longer than 30 days total duration (e.g. road closures for construction), and civic / cultural / social events (e.g. marathon, parade, festival)

Section 2 – MRN Capacity Reduction Definition

SCBCTA section 21 (1.1):

For the purpose of subsection (1), an action would reduce the capacity of all or any part of the major road network to move people if the action would result in the alteration of a roadway, as that term is defined in section 119 of the *Motor Vehicle Act*, of a major road, or of the traffic control conditions on a major road, in such a way that fewer persons would be able to travel on the major road network in a given time period than were able to travel on the major road network in a comparable time period before the taking of the action.

Motor Vehicle Act section 119 (1) – roadway definition

"roadway" means the portion of the highway that is improved, designed or ordinarily used for vehicular traffic, but does not include the shoulder, and if a highway includes 2 or more separate roadways, the term "roadway" refers to any one roadway separately and not to all of them collectively

Section 3 – Checklist on Information Requirement

<i>Scope (what, where, when, how long)</i>	Provide information on existing condition (e.g. as-built drawings, current photos, map)	<input type="checkbox"/>
	Provide details on proposed changes (e.g. design drawings, construction timeline)	<input type="checkbox"/>
<i>Rationale</i>	Provide reasons why the MRN changes are proposed, include benefits and impacts	<input type="checkbox"/>
	Provide anticipated risks if the project does not proceed	<input type="checkbox"/>
<i>MRN Capacity</i>	Provide supporting documents and analysis on how this project is expected to impact capacity on the MRN (e.g. traffic reports, warrant analysis, intersection capacity)	<input type="checkbox"/>
	Provide strategies that will mitigate capacity impacts on the MRN (e.g. signal coordination)	<input type="checkbox"/>
<i>Transit and Truck Impacts</i>	Describe how transit operations, bus stop(s) and goods movement will be impacted	<input type="checkbox"/>
<i>Project Contact</i>	Provide name, title, email and phone number of project contact	<input type="checkbox"/>

Section 4 – MRN Goals and Regional Objectives

Describe how the project will support the MRN goals:

- Facilitate intraregional transportation of people and goods, and provide links to provincial highways and other transportation modes
- Connect designated regional town centres and major trip generators
- Optimize the capacity of the MRN for efficient movement of people and goods
- Improve safety and reliability on the MRN
- Support regional land use objectives

Describe how the project will support the goals and strategies within the [Regional Transportation Strategy](#) (RTS):

- Improve safety for all modes (RTS Strategies 1.3, 2.1, & 2.3)
- Improve cycling and walking connectivity, and wayfinding (RTS Strategies 1.2, 1.3, & 2.5)
- Increase transit trips by improving transit efficiency and reliability (RTS Strategies 1.3 & 2.3)
- Improve travel time reliability for goods movement (RTS Strategies 1.3 & 2.3)

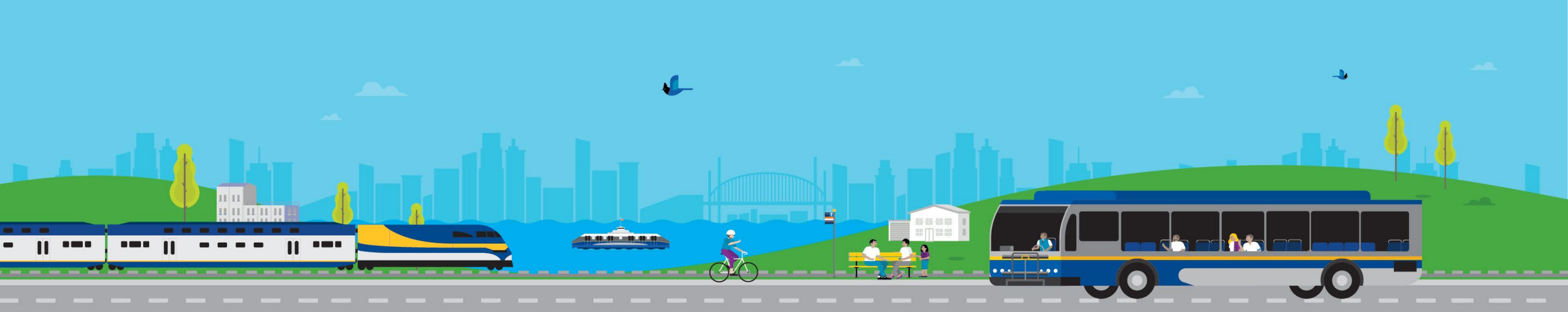
Describe how the project will support the goals and strategies within the [Regional Cycling Strategy](#) (RCS):

- Make roads safer for cycling (RCS Strategies 1.1)
- Build Low Stress Bikeways (RCS Strategies 1.2)
- Develop a cohesive bikeway network (RCS Strategies 1.3)
- Make the bikeway network easy to navigate (RCS Strategies 1.5)
- Make it easy to combine cycling and transit trip (RCS Strategies 3.1)

Note: TransLink will consider all road functions (including those outside the vehicular travel portion of the MRN) in this review.

APPENDIX E – TRUCK ROUTE NETWORK REVIEW PROCESS

See the following for a description of the TRN review criteria and process.



Review Process for Temporary or Permanent Truck Prohibitions and Truck Route Network (TRN) Changes

Updated July 31, 2020



Together all the way



Outline

- 1. Overview & Purpose of the Truck Route Network**
- 2. TransLink Review & Approval Process for Temporary or Permanent Truck Prohibitions and Truck Route Network (TRN) Changes**



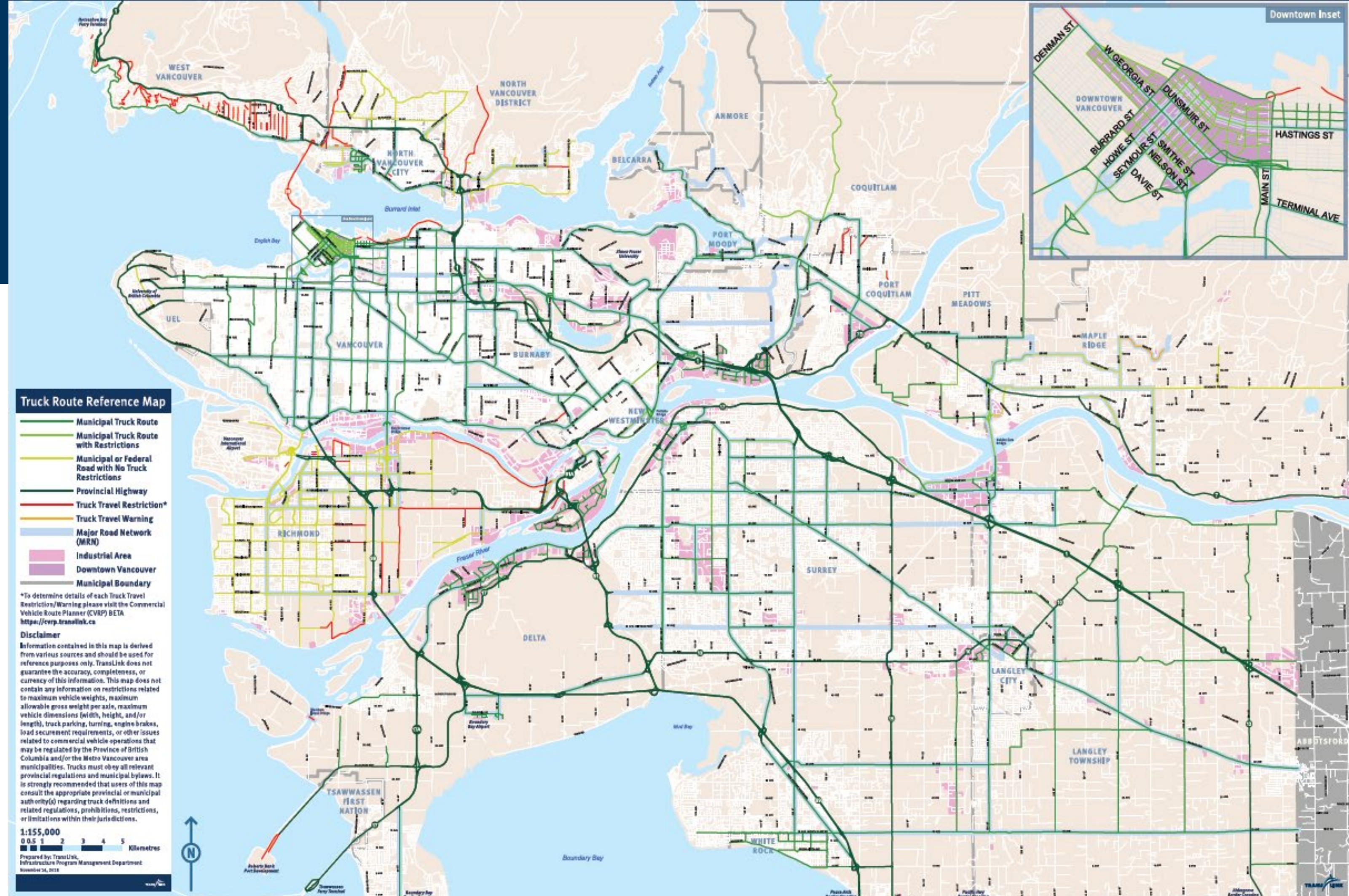
The Truck Route Network

TRN = Truck Route Network (Green)
MRN = Major Road Network (Blue)

MRN ≠ TRN

- some roads in the MRN are not part of the TRN;
- some roads in the TRN are not part of the MRN.

Anmore, Belcarra, North Vancouver (District), Richmond and Maple Ridge do not designate truck routes (Yellow)



Purpose of Designated Truck Routes

- **Establish which roads trucks must use for through-travel:**
 - Can use roads that are not designated truck routes, but only for local deliveries;
 - Must use the most direct route between a truck route and the local origin/destination.
- **Truck routes have desirable characteristics:**
 - Geometric design – e.g., wide lanes (> 3.3 m), appropriate turn radii, adequate height clearances etc. to facilitate safe movement of trucks;
 - Connect industrial lands, marine terminals, airports, logistics centres etc. to facilitate efficient movement of trucks;
 - To the greatest extent possible, avoid residential areas to minimize impacts on local communities.



Truck Route Changes and Truck Prohibitions: TransLink Approval

TL approval is required for...	TL approval is <u>not</u> required for...
<ul style="list-style-type: none">• Removal of a road from the truck route network (prohibits use of the road as a thoroughfare).• Designation of a TRN in a municipality that doesn't currently designate truck routes.	<ul style="list-style-type: none">• Addition of a road to the truck route network in municipalities that already designate truck routes (i.e., expansion of existing TRN).
<ul style="list-style-type: none">• Changes that prohibit trucks from using <u>any</u> road in the service region. This includes "soft" and "hard" changes:<ul style="list-style-type: none">• geometric design changes (e.g., roundabouts, curb extensions, bulges)• traffic management measures (e.g., time of day restrictions, turn restrictions)	
<ul style="list-style-type: none">• Changes on the MRN that reduce people carrying capacity.• Examples:<ul style="list-style-type: none">• Speed limit reduction, lane re-allocation, new traffic signals etc.• Trigger MRN Capacity Review Process under SCBCTA S. 21(1).• Changes that impact transit operations, regardless whether the road is part of the MRN or not.	<ul style="list-style-type: none">• Changes on roads <u>not</u> part of the MRN if they do not:<ul style="list-style-type: none">• outright prohibit heavy truck travel;• impact transit operations• Examples:<ul style="list-style-type: none">• lane position restrictions for trucks (e.g., trucks keep right);• differential speed limit for trucks;• traffic calming measures such as speed bumps etc.



Spectrum of TransLink Review & Approval

Temporary vs Permanent Truck Prohibitions

TL Board Approval is not required. Approval function is with TL management.

Short-term prohibitions (temporary):

- Short duration (<3 months) or low impact on truck traffic;
- Notify TransLink and affected stakeholders;
- Provide basic information (where, when, why, and how long?);
- TransLink's primary role is to receive information and help disseminate information.

TL Board approval may not be required depending on the response from key stakeholders. If response is neutral/supportive, approval function is with TL management.

Longer-term prohibitions (temporary)

- Longer duration (> 3 months) or high impact on truck traffic;
- Provide detailed information and clear justification to TransLink;
- Engage affected stakeholders and solicit input/feedback;
- TransLink's primary role is to receive information, review and comment, and help disseminate information.

Approval function is with TL Board.

Permanent truck prohibitions or designated truck route removals/changes

- Requirement for TL review and approval applies under SCBCTA Act S. 21(2);
- Process as per SOP INM-005, including:
 - Council resolution
 - Detailed technical analysis and stakeholder engagement
 - TL Legal, Management, and Executive review;
 - TransLink Board review and decision.



TransLink's Review Process: Temporary Truck Prohibition

Short Term or Low Impact

Duration
(< 3 months)

Process

1

Notify TransLink:

- Informal email is sufficient.
- Confirm the intent is to implement a temporary truck prohibition (e.g., closure of a truck route due to construction).

2

Provide basic information:

- Where, when, why and how long?
- Identify impacted truck configurations (e.g. MSU vs HSU vs WB-20).
- Identify alternate routes (include AutoTURN for detours using roads that are not truck routes).

3

Confirm the following stakeholders have been notified:

- Neighbouring municipalities
- Metro Vancouver
- MoTI/Commercial Vehicle Safety and Enforcement (CVSE)
- BC Trucking Association (BCTA)
- Vancouver Fraser Port Authority (VFPA)

TransLink's Role

- Receive information;
- Disseminate information as appropriate;

**Subject to TL
Management Approval**

Note: TL Board Approval *is not* required. Approval function is with TL management.



Together all the way



TransLink's Review Process: Temporary Truck Prohibition

Long Term or High Impact

Duration
(> 3 Months)

Process

1

Notify TransLink:

- Formal letter
- Confirm the intent is to implement a temporary truck prohibition (e.g., closure of a truck route due to construction).

2

Provide detailed information, including:

- Where, when, why, and how long?
- Identify impacted truck configurations (e.g. MSU vs HSU vs WB-20).
- Identify all options that were considered to accommodate trucks for the duration of the closure, and for each option specify:
 - Impacts on truck travel, including truck volume, vehicle kilometers travelled (VKT), travel time, anticipated diversion to adjacent routes and municipalities;
 - Alternate routes (include AutoTURN for detours using roads that are not truck routes).
- Provide justification for the preferred/chosen option.
- Provide communications materials (notice, website etc) detailing the particulars.

3

Engage the following stakeholders and provide a summary of comments/input to TransLink:

- Neighbouring municipalities, Metro Vancouver
- MoTI/CVSE; BCTA, VFPA.

TransLink's Role

- Receive information;
- Review and comment;
- Disseminate information as appropriate.

**Subject to TL
Management or Board
Approval**

TL Board Approval may not be required depending on the response from key stakeholders.

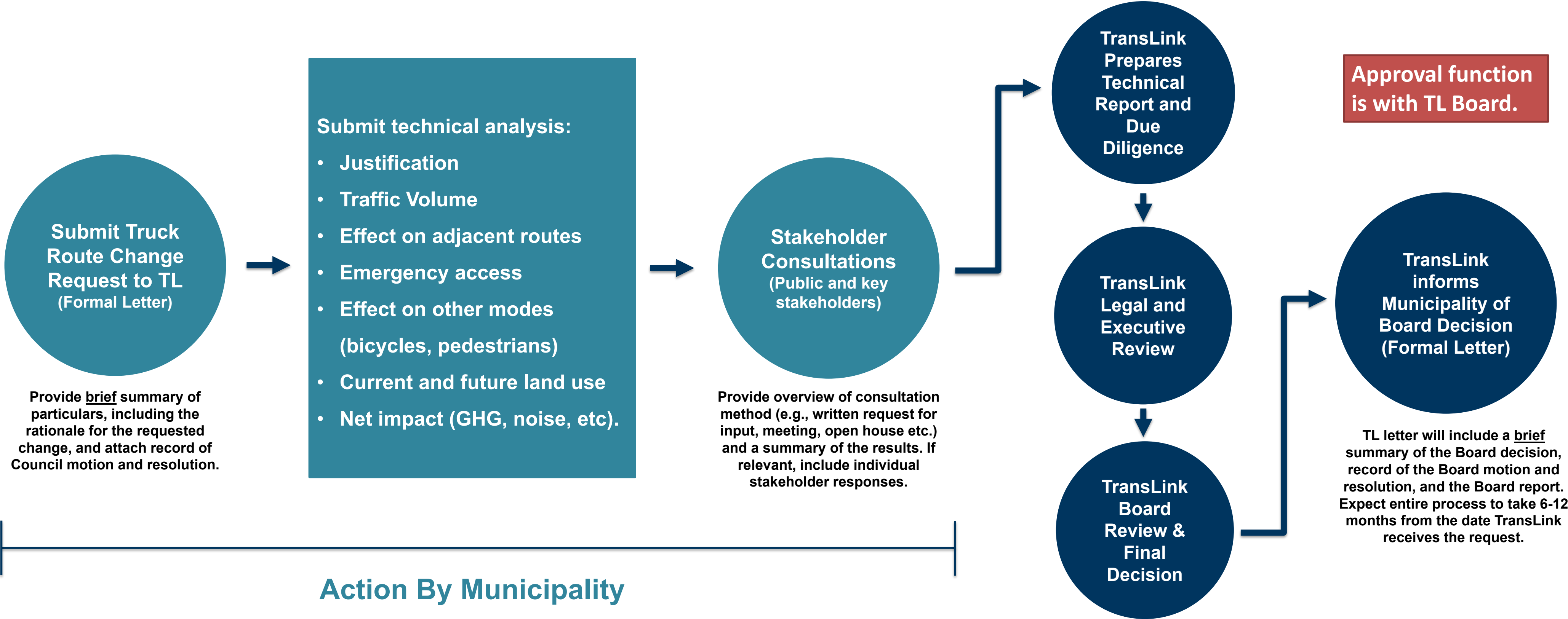


Together all the way



TransLink's Review Process: Permanent Truck Prohibition

Permanent prohibition / truck route removal - SCBCTA Act S. 21(2) and Standard Operating Procedure (SOP) INM-005



Appendix 1: TransLink’s Legislated Authority over the TRN & MRN

SCBCTA S. 21(1) [paraphrased]

A municipality must not take, authorize or permit any action that would reduce the capacity of all or any part of the major road network (MRN) to move people.

An action would reduce the capacity of all or any part of the MRN if it results in the alteration of a roadway or of the traffic control conditions such that fewer persons would be able to travel on the MRN in a given time period than were able to travel on the MRN in a comparable time period before the action was taken.

Major Road Network (MRN)	
MRN Addition	<ul style="list-style-type: none">• If initiated by TL, municipal consent is required.• If initiated by municipality, TL approval is required.
MRN Deletion	<ul style="list-style-type: none">• Can be initiated by TL without municipal approval/consent.• If initiated by municipality, TL approval is required.
MRN Swap	<ul style="list-style-type: none">• Combination of deletion/addition.<ul style="list-style-type: none">• Deletion requires TL approval• Addition requires municipal consent
Truck Route Network (TRN)	
Truck Route Addition in a Municipality with an existing Truck Route Network (TRN)	<ul style="list-style-type: none">• TL review and approval is <u>not</u> required;• TL has no authority over the expansion of the existing TRN – truck route additions are at the discretion of individual municipalities.
Truck Prohibitions	<ul style="list-style-type: none">• TL review and approval <u>is</u> required• Types of prohibitions:<ul style="list-style-type: none">• <u>Deletion of an existing truck route</u>: Prohibits continued use of a road as a thoroughfare and hence triggers truck route review process.• <u>Designation of a new truck route in a municipality that does not currently designate truck routes</u>: Prohibits continued use of non-designated roads as thoroughfares, and hence triggers truck route review process.

SCBCTA S. 21(2) [paraphrased]

A municipality must not take, authorize or permit an action that would prohibit the movement of trucks on all or any part of a highway (i.e., public road) in the transportation service region without TransLink’s approval.

SCBCTA S. 21		Capacity Reduction		Truck Prohibition	
		Is the Road a Transit Route?		Is the Road a Truck Route?	
		Yes	No	Yes	No
Is the road part of the MRN?	Yes	TL & CMBC Review TL MRN Review under S. 21(1)	TL MRN Review under S. 21(1)	TL MRN Review under S. 21(1) and TRN Review under S. 21(2)	TL MRN Review under S. 21(1) and TRN Review under S. 21(2)
	No	TL & CMBC Review	TL has no authority	TL TRN Review under S. 21(2)	TL TRN Review under S. 21(2)



APPENDIX F – SAMPLE PUNCH LIST

The table below represents a sample punch list for a capital project. The column on the right should be completed with expected milestone dates.

Milestone	Expected milestone date
50% Design drawings	
Issued for Tender drawings	
Construction start – Part A of project	
Construction start – Part B of project	
Construction completion – Part A of project	
Construction completion – Part B of project	
In-service date – Part A of project	
In-service date – Part B of project	
Monitoring period	