



PUBLIC MEETING AGENDA

Version: February 19, 2021

February 25, 2021, 9:00AM to 10:00AM

Via Videoconference (live streamed to [Mayors' Council YouTube Channel](#))

Chair: Mayor Jonathan X. Coté

Vice-Chair: Mayor Jack Froese

Note that times for each agenda item are estimates only. This meeting will be livestreamed and available afterwards on the [Mayors' Council's YouTube channel](#).

8:50AM ***Technology Test:** Please connect to the meeting early, by 8:50AM, to provide time to trouble-shoot any connection problems.*

9:00AM	1. PRELIMINARY MATTERS 1.1. Adoption of agenda Page 1 1.2. Approval of Minutes (January 28, 2021) 2
9:05AM	2. PUBLIC DELEGATES 5
9:20AM	3. REPORT OF TRANSLINK MANAGEMENT ON TABLE
9:30AM	4. REPORT OF THE REGIONAL TRANSPORTATION PLANNING COMMITTEE 4.1 Update on Bus Priority Rapid Response 6 4.2 Update on TransLink Tomorrow 15
9:45AM	5. REPORT OF THE FINANCE AND GOVERNANCE COMMITTEE 5.1. Surrey-Langley SkyTrain Project: a. Project Update ORAL b. Supportive Policies Agreement 19
10:00AM	6. OTHER BUSINESS 6.1. Next Meeting (via videoconference) – April 1, 2021
10:00AM	7. ADJOURN to closed session

Note that Mayors' Council members and Public Delegates will be participating via Zoom videoconferencing. Zoom connection information sent separately via e-mail.

MEETING OF THE MAYORS' COUNCIL ON REGIONAL TRANSPORTATION DRAFT PUBLIC MEETING MINUTES

Minutes of the Public Meeting of the Mayors' Council on Regional Transportation (Mayors' Council) held Thursday, January 28, 2021 at 9:00 a.m. via videoconference.

PRESENT:

Mayor Jonathan Coté, New Westminster, Chair
Mayor Jack Froese, Langley Township,
Vice-Chair
Chief Ken Baird, Tsawwassen First Nation
Mayor Malcolm Brodie, Richmond
Mayor Linda Buchanan, North Vancouver City
Councillor Craig Cameron, West Vancouver
(arrived at 9:06 a.m.)
Mayor Bill Dingwall, Pitt Meadows
Mayor George Harvie, Delta
Mayor Mike Hurley, Burnaby
Mayor Mike Little, North Vancouver District
(arrived at 9:10 a.m.)
Mayor Doug McCallum, Surrey

Director Jenn McCutcheon, Electoral Area A
Mayor John McEwen, Anmore
Mayor Ron McLaughlin, Lions Bay
Mayor Mike Morden, Maple Ridge (arrived at
9:06 a.m.)
Councillor Alison Morse, Bowen Island
Mayor Kennedy Stewart, Vancouver
Mayor Richard Stewart, Coquitlam
Mayor Rob Vagramov, Port Moody
Mayor Val van den Broek, Langley City
Mayor Darryl Walker, White Rock
Mayor Brad West, Port Coquitlam
Deputy Mayor Liisa Wilder, Belcarra

ALSO PRESENT:

Michael Buda, Executive Director, Mayors' Council on Regional Transportation Secretariat
Kevin Desmond, Chief Executive Officer, TransLink

PREPARATION OF MINUTES:

Carol Lee, Recording Secretary, Mosaic Writing Group

CALL TO ORDER

Chair Jonathan Coté declared that a quorum was present and called the meeting to order at 9:01 a.m.

Chair Coté acknowledged that the meeting is taking place on the unceded and traditional territories of the Halq'eméylem, Semiahmoo and Skwxwú7mesh speaking people. These refer to the language groups that more widely encompass the Indigenous people of many nations who use and continue to use the land on whose territories TransLink works, operates and serves. Chair Coté noted that the a council recognizes the importance of doing our best to build respectful relationships that contribute to stewarding the land and waters in the community with integrity and consideration for future generations.

1. PRELIMINARY MATTERS

1.1. Adoption of the Agenda

Draft agenda for the January 28, 2021 Public Meeting of the Mayors' Council on Regional Transportation, version dated January 22, 2021, was provided with the agenda material.

It was MOVED and SECONDED

That the agenda of the January 28, 2021 Public Meeting of the Mayors' Council on Regional Transportation be adopted, as presented.

CARRIED

1.2. Approval of Minutes (December 3, 2020)

Draft minutes of the December 3, 2020 Public Meeting of the Mayors' Council on Regional Transportation was provided with the agenda material.

It was MOVED and SECONDED

That the minutes of the December 3, 2020 Public Meeting of the Mayors' Council on Regional Transportation be adopted, as presented.

CARRIED

2. PUBLIC DELEGATES

Report titled "Item 2 – Public Delegate Presentations", dated January 22, 2021, was provided with the agenda material.

Chair Coté advised that no Public Delegates registered for the meeting.

3. 2021 WORKPLAN

Report titled "Item 3 – 2021 Mayors' Council Workplan" was provided with the agenda material.

Michael Buda, Executive Director, Mayors' Council on Regional Transportation Secretariat, reviewed the report provided with the agenda material and highlighted priorities of the 2021 Workplan:

- Completing the next 10-Year Investment Plan, which will include COVID-19 recovery and rebuilding
- Renewing the Mayor's 10-Year Vision
- Completing Transport 2050.

It was MOVED and SECONDED

That the Mayors Council on Regional Transportation receive this report.

CARRIED

Members Arrived

Councillor Craig Cameron and Mayor Mike Morden joined the meeting at 9:06 a.m.

4. REPORT OF TRANSLINK MANAGEMENT

Kevin Desmond, Chief Executive Officer (CEO), TransLink, led the review of the presentation titled "TransLink Management Report" and highlighted:

- Focus on the mental health impacts of COVID-19 on employees
- Implementation of the Low Carbon Fleet Strategy:
 - January 26, 2021 announcement of the procurement of 15 new battery-electric buses to be delivered in 2022

Member Arrived

Mayor Mike Little joined the meeting at 9:10 a.m.

- Two TransLink Park & Ride lots have been made available to the Fraser Health Authority for use as COVID-19 test collection centres
- Intergovernmental collaboration.

Mr. Desmond offered parting remarks, recalling the accomplishments of the Mayors’ Council and TransLink and noting future challenges.

Mayors’ Council members thanked Mr. Desmond for his passion and dedication during his tenure as TransLink’s CEO.

It was MOVED and SECONDED

That the Mayors Council on Regional Transportation receive this report.

CARRIED

5. OTHER BUSINESS

5.1. Next Meeting

The next Public Meeting of the Mayors’ Council was scheduled for February 25, 2021 and will be held via videoconference.

Chair Coté thanked Deputy Mayor Liisa Wilder for participating on the Mayors’ Council in the interim between the resignation of the former mayor and the January 23, 2021 by-election.

6. ADJOURNMENT

There being no further business, the January 28, 2021 Public Meeting of the Mayors’ Council on Regional Transportation was adjourned to a Closed Session at 9:45 a.m.

Certified Correct:

Mayor Jonathan X. Coté, Chair

Carol Lee, Recording Secretary
Mosaic Writing Group

TO: Mayors' Council on Regional Transportation
FROM: Gemma Lawrence, Coordinator, Mayors' Council Secretariat
DATE: February 19, 2021
SUBJECT: **ITEM 2 – Public Delegate Presentations**

RECOMMENDATION:

That the Mayors' Council on Regional Transportation receive this report.

PURPOSE:

To introduce the objectives and process for hearing from public delegates.

BACKGROUND:

Public participation at meetings is valued by the Mayors' Council, and 30 minutes is set aside at each open meeting to receive public delegations. The Mayors' Council will only receive public delegations who intend to speak on matters that are within the authority of the Mayors' Council.

Individuals can apply to be a delegate by completing the online [Application Form](#) up until 8:00AM, two business days prior to the meeting. In situations where there isn't enough time to hear from everyone wishing to speak, the Mayors' Council encourages written submissions be sent to mayorscouncil@translink.ca.

The webpage for public delegates includes a Protocol for Public Delegates that notes:

- the Mayors' Council Chair will exercise discretion in maintaining a reasonable level of order and decorum;
- delegates and all meeting participants are reminded that different points of view are respected, and discussions are kept above the level of personal confrontation, disruptive behaviour and profanity.

DISCUSSION:

The deadline to apply to speak to the Mayors' Council is 8:00am two days prior to the meeting. At the time of this report, not all prospective speakers will have had a chance to complete applications. Accordingly, the **list of approved speakers, as well as any written submissions or presentations, will be provided on table**. Any presentations provided by delegates will also be provided to Mayors' Council members only, on table (up to 10-pages maximum). Each delegation will be given a maximum of three minutes to address the Mayors' Council. As a general rule, there are no questions or discussion between Council and delegates. The policy governing Public Delegates can be [found online](#).

TO: Mayors' Council on Regional Transportation
FROM: Sarah Ross, Director, System Planning
DATE: February 11, 2021
SUBJECT: **ITEM 4.1 – Progress update for “Improving Travel Times for Bus Customers: Bus Priority Rapid Response Assessment”**

RECOMMENDATION

That the Mayors' Council on Regional Transportation receive this report for information.

PURPOSE

The purpose of this report is to provide a further update to the Mayors' Council on the implementation status of 'quick wins' identified in the Bus Priority Rapid Response Assessment of July 2020, including responses to questions raised at the October 29, 2020 meeting.

BACKGROUND

As part of TransLink's COVID-response, staff have worked to accelerate bus priority efforts while supporting municipal-led pandemic street changes. Improving travel times for bus customers is critical to both rebuilding transit ridership and decreasing bus operating costs. As described in the "Bus Delay Due to Congestion" staff report (Oct 25, 2019), typically each year the region spends an additional \$5 million to mitigate the impact of bus delay due to increases in congestion. With scarce financial resources during the current pandemic, financial efficiency is even more critical than before.

A report titled "Improving Travel Times for Bus Customers: Bus Priority Rapid Response Assessment" was endorsed by the Mayors' Council on July 31, 2020. It identified dozens of near-term bus priority opportunities of four distinct types: bus priority lanes, bus bulbs, tactical changes & bus stop balancing. TransLink worked with municipal staff on these opportunities, provided funding and technical assistance to support engagement and quick-build implementation. TransLink and municipalities also engaged closely with the business community to ensure identified quick-win bus priority projects also support commercial districts during pandemic and the recovery.

This report provides an update on the delivery of those 'quick-win' projects since Oct 29, 2020.

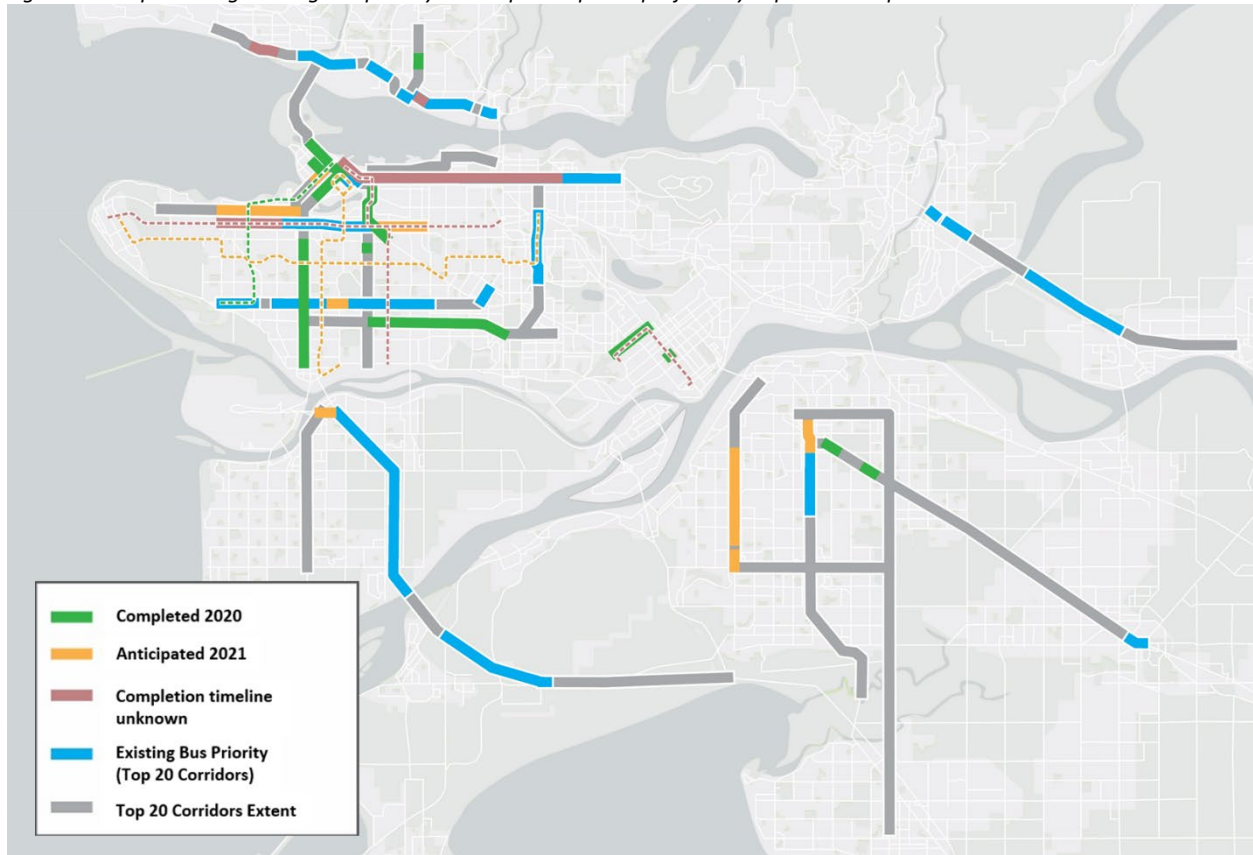
DISCUSSION

Municipalities continued to deliver Quick-Win Projects through Fall/Winter 2020

Since July, TransLink staff has worked with municipal partners to advance the opportunities identified in the Bus Priority Rapid Response Assessment. Significant progress has been made on the identified quick-win opportunities, with many delivered in 2020 and the remainder anticipated in 2021. Some of these

projects were already in development prior to the pandemic and were accelerated or trialed with temporary materials, while others were newly identified opportunities for quick-wins. See Figure 1 for a map of the existing and recently delivered bus priority as well as the Rapid Response bus priority projects by anticipated completion date.

Figure 1 – Map showing existing bus priority and Rapid Response projects by expected completion date



Last summer, municipalities delivered five transit priority projects around the region. Since then, another eight projects were substantially completed in Fall/Winter 2020. Some were completed in late September after the report to committee was prepared and were mentioned verbally at the October 29 meeting. These eight projects include:

- 18.3 kms of bus priority lanes,
- 6.9 kms of tactical changes¹,
- 4 bus bulbs, and
- 1 bus stop balancing pilot.

See Table 1 for further information on the additional projects completed in Fall/Winter 2020.

¹ Tactical changes refer to small changes such as turn restrictions, turn pockets, bus approach lanes, traffic signal adjustments and temporary changes.

Currently TransLink is unable to analyze the performance of the projects. Data about the speed and reliability of buses is unavailable while TransLink resolves issues created by the ransomware attack that TransLink suffered in December. Staff will report results of these projects when data is available.

Table 1: Projects completed in Fall/Winter 2020

Project Category	City	Corridor	Location	Corridor Delay Rank	Daily Passengers Affected (up to)	Bus Network Kms (or # of Projects)
Priority Lane	Vancouver	Georgia St *	Nicola St to Richards St (WB), Denman to Hornby (EB)	9	33,300	2.8 kms
Priority Lane	Vancouver	Granville St	SW Marine Dr to 16th Ave	10	15,500	11 kms
Priority Lane	Vancouver	Kingsway & Main St	Fraser St to Terminal Ave	15	55,000	4.5 km
Tactical	Vancouver	49th Ave	Main St to Boundary Rd	11	35,300	3.5 km
Tactical	Burnaby	Edmonds St	Griffiths Dr to Canada Way	N/A	35,000	3.4 kms
Bus Bulb	City of North Vancouver	Lonsdale Ave	15th to 18th St	20	22,400	(3)
Bus Bulb	New Westminster	8th St	8th Ave	N/A	1,100	(1)
Bus Stop Balancing	Vancouver	Macdonald	Line 2 - Downtown Vancouver via Macdonald	N/A	15,700	(1)

* project under development prior to pandemic

More Quick-Win Projects are expected in 2021

In addition to the 12 projects delivered in 2020, TransLink staff anticipate at least nine more bus priority projects to be completed in 2021, including:

- Bus priority lanes – Burrard St, 41st Ave (Vancouver), King George Blvd (Surrey)
- Tactical changes –Scott Road (Surrey/Delta), Bridgeport Rd (Richmond), E Broadway (Vancouver)
- Bus bulbs – W 4th Ave (Vancouver)
- Bus stop balancing – Lines 17 Oak and 25 King Edward (Vancouver), and potentially additional corridors being confirmed

Of note, the changes on Scott Road in Surrey and Delta are opportunities to pilot ‘quick wins’ that will inform bus priority designs in development for the R6 Scott Road RapidBus. Working with staff from Surrey and Delta, TransLink has identified 10 opportunities to modify bus bays to allow in-lane stops in both municipalities—five in each municipality, as well as a short bus priority lane. These improvements will immediately save transit customers up to 3 minutes of travel time while staff continue planning the R6 Scott Road RapidBus. Implementation is expected by Q3 of this year.

Once complete, these 2021 quick-win projects will add another 5 kms of bus priority lanes, three tactical change projects, one bus bulb project, and two bus stop balancing projects to the region. See Table 2 for more information about the quick-win projects to be completed in 2021.

Taken together, the region will have delivered 21 rapid response bus priority projects in less than two years, at an estimated cost of \$2.4 million dollars. A complete list of completed and anticipated rapid response bus priority projects is included in Appendix.

The remaining quick-win bus priority opportunities identified in the July 2020 assessment have not been confirmed by municipalities. Some of these may advance in the future through the ongoing annual Bus Speed and Reliability Funding Program and well as the RapidBus Program.

Table 2: Projects expected to be completed in 2021

Project Category	City	Corridor	Location	Corridor Delay Rank	Daily Passengers Affected (up to)	Bus Network Kms (or # of Projects)
Priority Lane	Vancouver	41 st Ave*	Willow St to Columbia St	3	35,000	0.8 Kms
Priority Lane	Vancouver	Burrard St*	Pacific to Cordova	19	21,200	3 kms
Priority Lane	Surrey	King George Blvd*	102 Ave to 96 Ave	1	33,900	1.2 kms
Tactical	Surrey / Delta	Scott Rd	72 Ave to 96 Ave	6	25,700	(1)
Tactical	Richmond	Bridgeport Rd*	Great Canadian Way	2	15,900	(1)
Tactical	Vancouver	E Broadway*	Main St to Commercial Dr	4	25,700	(TBC)
Bus Bulb	Vancouver	W 4 th Ave	Vine St to Burrard St	14	42,400	(TBC)
Bus Stop Balancing	Vancouver	Oak St	Line 17 – Oak / Downtown	N/A	10,200	(1)
Bus Stop Balancing	Vancouver / Burnaby	King Edward	Line 25 – Brentwood Stn / UBC via King Edward	N/A	27,100	(1)

* project under development prior to pandemic

TransLink continues to work with the business community

Many of the above bus priority projects have been developed in collaboration with Business Improvement Associations (BIAs), in recognition of the importance of the small business retail sector and the need to support regional economic recovery. In addition to the projects listed, TransLink has worked closely with municipal staff and BIAs to support the installation of many temporary patios on transit corridors.

Some municipalities are considering extending patios and other pandemic street changes through Spring, Summer, or beyond. TransLink staff will need to re-assess impacts of those changes to bus customers based on current conditions, and work with municipal staff to identify ways to mitigate any impacts to bus customers. TransLink will continue to work with municipal partners to engage the

business community and other stakeholders in developing solutions that support both economic and ridership recovery.

Other bus priority efforts ongoing

Work continues to advance both small and larger bus priority projects across the region through ongoing TransLink programs.

Bus Speed and Reliability Funding Program:

- Municipalities have an opportunity to receive funding from TransLink to plan and deliver more 'quick win' pilots and capital projects, as well as longer-term bus priority projects through this annual competitive funding program. In 2021 TransLink will award up to \$4.15 million, up from \$3.725 million awarded in 2020.
- During the call-for-projects from October 2020 to end of January 2021, TransLink worked directly with municipal staff to review transit performance data and develop responsive priority measures. TransLink has received 26 applications for funding from 11 municipalities for a range of studies, pilots and capital projects that will deliver bus priority. These are being evaluated by staff, with awarding funds anticipated in May 2021.

RapidBus Program:

- Planning and design work for the R6 Scott Road RapidBus is underway in partnership with the cities of Surrey and Delta. Technical work has commenced, with public engagement anticipated for later this year to seek input on initial designs for bus priority and RapidBus stops.
- Planning is advancing in 2021 for the R7 Richmond-Expo Line RapidBus, after being paused for much of the last year due to the pandemic. An alignment recommendation is expected later this year, which will then be followed by planning and design of bus priority.
- The RapidBus program is envisioned to include constant improvement on existing corridors. TransLink is preparing to assess the full corridor performance of one of the current lines and in partnership with local municipalities identify a follow-up suite of interventions and treatments that would improve customer experience and performance of the corridor for all users. TransLink has been seeking input from municipal staff through RTAC about municipal capacity to partner and support such an effort.

Update to 2019 Bus Speed and Reliability Report

In 2019, TransLink published the "Bus Speed and Reliability Report" which identified the top-20 corridors contributing to delay for transit customers in the region. These corridors served as the backbone of "Improving Travel Times for Bus Customers: Bus Priority Rapid Response Assessment."

Later in 2021, TransLink will update the "Bus Speed and Reliability Report" to provide a more comprehensive update on the status of bus delay and bus priority in the region. This will include reporting out on the performance of bus priority interventions that have been implemented since 2019, as well as the impact of rebounding vehicle traffic on bus delays on key regional corridors.

Next Steps

All rapid response bus priority projects will be monitored by TransLink and municipal partners for effectiveness, to understand whether they are performing as expected, and to guide changes as conditions evolve. TransLink staff will work with municipal staff to find opportunities to improve or adjust temporary measures to address any observed issues, and where appropriate recommend they be made permanent.

TransLink staff will continue developing rapid response bus priority projects with staff from willing municipalities for delivery in 2021 and beyond. TransLink staff will also continue to explore and advance bus priority opportunities of larger scope and longer timelines through ongoing Bus Speed and Reliability and RapidBus programs.

CONCLUSION

Important progress is being made across the region to expand bus priority measures, some of which has been accelerated since beginning of the pandemic. The region is on track to deliver the majority of rapid response bus priority opportunities first identified in July 2020. Cities have demonstrated the ability to quickly advance solutions that support bus customers and ridership recovery, while also supporting local economic recovery. Municipal staff and councils, particularly in the City of Vancouver, have demonstrated the ability to respond quickly to deliver bus priority and help give transit its best chance.

There are many more opportunities for bus priority across the region, including some that can be delivered quickly and at low cost. The pace and scale at which these opportunities can be delivered will require ongoing municipal leadership. To make more significant progress will require municipalities to make sometimes difficult decisions. Members of the Mayors Council can advance these efforts by helping their councils understand how changes to streets to support bus priority is in the interest of their citizens, workforce and visitors who take transit and can consistent with their local strategic transportation plans. TransLink will continue to provide technical and funding support to willing municipal partners to advance bus priority constructively and sensitively.

Appendix

Table 3: List of all rapid response bus priority projects

Project Category	City	Corridor	Location	Corridor Delay Rank	Daily Passengers Affected (up to)	Bus Network Kms (or # of Projects)
Completed in 2020						
Priority Lane	Vancouver	Georgia St*	Nicola St to Richards (WB), Denman to Hornby (EB)	9	33,300	2.8 kms
Priority Lane	Vancouver	Granville St	SW Marine Dr to 16 th Ave	10	15,500	11 kms
Priority Lane	Vancouver	Kingsway & Main St	Fraser St to Terminal Ave	15	55,000	4.5 km
Tactical	Vancouver	49 th Ave	Main St to Boundary Rd	11	35,300	3.5 km
Tactical	Vancouver	Robson St	Burrard St to Jervis St	N/A	18,300	1.2 km
Tactical	Vancouver	Granville St	Drake St to Nelson St	10	91,300	0.4 km
Tactical	Burnaby	Edmonds St	Griffiths Dr to Canada Way	N/A	35,000	3.4 kms
Tactical	Surrey	Fraser Hwy*	140 St and 148 St	8	19,300	(2)
Bus Bulb	City of North Vancouver	Lonsdale Ave	15 th to 18 th St	20	22,400	(3)
Bus Bulb	Vancouver	Main St	14 th Ave	15	21,000	(1)
Bus Bulb	New Westminster	8 th St	8 th Ave	N/A	1,100	(1)
Bus Stop Balancing	Vancouver	Macdonald	Line 2 – Downtown Vancouver via Macdonald	N/A	15,700	(1)
Expected for completion in 2021						
Priority Lane	Vancouver	41 st Ave*	Willow St to Columbia St	3	35,000	0.8 Kms
Priority Lane	Vancouver	Burrard St*	Pacific to Cordova	19	21,200	3 kms
Priority Lane	Surrey	King George Blvd*	102 Ave to 96 Ave	1	33,900	1.2 kms
Tactical	Surrey / Delta	Scott Rd	72 Ave to 96 Ave	6	25,700	(1)
Tactical	Richmond	Bridgeport Rd*	Great Canadian Way	2	15,900	(1)
Tactical	Vancouver	E Broadway*	Main St to Commercial Dr	4	25,700	(TBC)
Bus Bulb	Vancouver	W 4 th Ave	Vine St to Burrard St	14	42,400	(TBC)
Bus Stop Balancing	Vancouver	Oak St	Line 17 – Oak / Downtown	N/A	10,200	(1)
Bus Stop Balancing	Vancouver / Burnaby	King Edward	Line 25 – Brentwood Stn / UBC via King Edward	N/A	27,100	(1)

* project under development prior to pandemic

Bus Priority Rapid Response Update

Mayors' Council Meeting, February 25, 2021

Sarah Ross, Director of System Planning, TransLink

T Together all the way



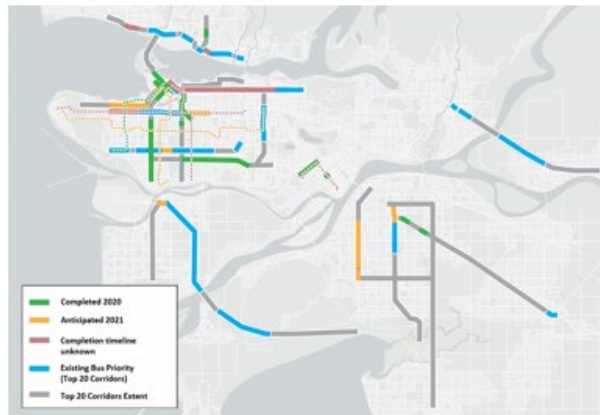
Significant Progress on Rapid Response Bus Priority

Significant rollout of new bus priority in 2020:

- 5 projects in Summer 2020
- 8 projects in Fall/Winter 2020

9 more projects to be complete in 2021:

- **Bus priority lanes:** Burrard St, 41st Ave (Vancouver), King George Blvd (Surrey)
- **Tactical changes:** Scott Rd (Surrey/Delta), Bridgeport Rd (Richmond), E Broadway (Vancouver)
- **Bus bulbs:** W 4th Ave (Vancouver)
- **Bus stop balancing:** Line 17 (Vancouver), Line 25 (Vancouver/Burnaby), other corridors TBC



T Together all the way



Examples of New Rapid Response Bus Priority Projects



Lonsdale Ave, North Vancouver



Main St, Vancouver



49th Ave, Vancouver

Many more opportunities for advancing bus priority in 2021

- Bus priority remains a **quick and low-cost** approach to improve travel time for customers and to reduce operating costs
 - 21 projects delivered within 1-2 years
 - Regional cost: \$2.5M
- Staff will continue developing bus priority projects with willing partners for delivery in 2021 and beyond
 - \$4.15m available in 2021 through **Bus Speed & Reliability Funding Program**
 - Planning & design for **next two RapidBus corridors**: R6 Scott Rd, R7 Richmond-Expo Line
 - Planning for corridor-scale **upgrades to existing RapidBus lines**
- The pace and scale at which these opportunities can be delivered will depend on ongoing municipal support and leadership

TO: Mayors' Council on Regional Transportation
FROM: Geoff Cross, Vice-President, Transportation Planning & Policy
DATE: February 19, 2021
SUBJECT: **ITEM 4.2 – TransLink Tomorrow program update**

RECOMMENDATION:

That the Mayors' Council on Regional Transportation receive this report.

PURPOSE:

The purpose of this report is to provide the New Mobility Committee with an update on key active initiatives under the banner of the TransLink Tomorrow program.

BACKGROUND:

To stay relevant and competitive in a rapidly changing mobility landscape, it is critical for TransLink to be continuously considering new ideas for better ways to do business to help people and goods move around our region. For this reason, the Mayors' 10-Year Vision outlined funding to support an innovation-oriented program that was subsequently funded in the Phase 1 and Phase 2 Investment Plans.

This funding established a New Mobility program within TransLink to help coordinate the development, prototyping, piloting, evaluation, and potential scaling of promising new ideas, technologies, partnerships, and business models. The New Mobility program provides incubator and trial resources rather than long-term funding. Initiatives that come through the prototyping and then piloting phases and have demonstrated a good business case for full scale implementation will be candidates for future funding in the budget or Investment Plan.

Since its inception in 2017, the program has directed approximately \$3.8M towards a variety of projects and initiatives as described in this report. In response to COVID-19 budgetary challenges, the 2021 New Mobility program budget was decreased by almost a half to \$1.7M, with several planned initiatives scaled back or deferred as a result.

DISCUSSION:

Open Innovation Call

The Open Call for Innovation seeks innovative ideas that respond to an identified regional transportation need. For each Call, TransLink issues a challenge statement and solicits project proposals that respond to that challenge. Participation is open to individuals, established companies, start-ups, entrepreneurs, consultants and academics. The Open Call is a cost-effective way to conduct market scans and help TransLink more nimbly experiment with new ideas and more quickly move to scale the promising ones. Successful participants may be offered:

- co-funding and other support to help further develop ideas (for pre-commercialized ideas);
- access to TransLink assets to test or demonstrate ideas (for near-commercialized ideas); or
- opportunity to pilot ideas on a larger scale in partnership with TransLink (for market-ready ideas).

2020 Open Innovation Call

TransLink pivoted from the previously approved theme *Our Ageing Society* to focus the 2020 Open Innovation Call on Covid-19 pandemic recovery. The Call, themed *Our Region's Recovery – How can we improve health, safety, and public trust as we welcome customers back to the public transit system in the context of the Covid-19 pandemic*, was publicly announced in June 2020 and elicited 89 submissions. An internal evaluation panel has been shortlisting and advancing potential partnerships through late 2020. Further details will be available in the coming months on proposed partnerships coming out of the 2020 Call.

2019 Open Innovation Call

The 2019 Open Call for Innovation closed on April 30, 2019. The challenge statement for this call was: *How can we make the customer experience at TransLink's stops, stations and exchanges more enjoyable?* More specifically, the 2019 Call welcomed ideas on how innovative technologies, solutions, processes, business models and partnerships can enhance the customer experience at transit stops, stations and exchanges. TransLink received 45 submissions to this Call and an evaluation panel short-listed these down to three.

The two successful submissions leading to pilot and prototype partnerships were:

- **Pigeon Box:** installing locker boxes at three SkyTrain stations which can be used for goods delivery through any e-commerce sites. The Pigeon Box pilot, publicly announced in June 2020, provides locker boxes at Joyce-Collingwood, Stadium-Chinatown and Commercial-Broadway stations, and was originally planned to conclude in Spring 2021. The project team is working closely with Pigeon Box to evaluate utilization, customer satisfaction, and potential to refine or continue the offering.
- **UmbraCity:** Umbrella-share company with 40 kiosks through the Metro Vancouver region, expanding to offer kiosks at SkyTrain stations. The UmbraCity pilot was temporarily paused in recognition of public concerns about sharing hand-held items in the context of the Covid-19 pandemic.

2018 Open Innovation Call

In 2018, TransLink's Open Call for Innovation was themed around 'Seamless Mobility' to explore how public and private transportation services can work in collaboration to achieve more seamless multimodal travel where it simple and easy travel and spontaneously switch between any transport mode or service.

The partnership emerging from this Call was:

- **Shared Mobility Compass Card (SMCC) Prototype**, a joint initiative with Evo Car Share, Mobi by ShawGo, and Modo Co-operative.

The objective was to develop and prototype a minimal viable product allowing seamless and integrated trip booking, vehicle access, invoicing, and payment for all four transport services with one card and from one account. Launching this prototype in a closed business setting, with a small group of 161 employees from 13 employers and for work-based travel only, allowed us to use the employers' payroll and administrative systems to simulate a seamless Mobility-as-a-Service experience with only minimal technology investments. The objectives were to learn if such a product appealed to customers and

influenced mode choice, as well as the operational processes and procedures required to operate an integrated transportation service like this one.

From November 2019 to August 2020, approximately 6,000 trips were made using the special Compass Card, averaging one trip per user per week. User surveys revealed that almost 60 per cent of survey respondents replaced a personal vehicle trip with public transit, carshare, or bikeshare for work-related travel due to the program. 56 per cent indicated that they tried a new form of transportation for the first time or tried combining different modes into one journey for the first time. Notwithstanding the small size of this prototype group, these early findings are significant in terms of behavior change.

Drawing lessons from this prototype stage, Management is currently working to develop a larger-scale pilot that would be open to members of the general public.

Flexible Mobility Services

Shared-Use Vanpooling

In February 2019, TransLink launched a Vanpool prototype in partnership with Modo as the supplier of the shared vehicles. The target employee group for this preliminary limited scale prototype is maintenance staff at University of British Columbia. The initial 10-van Vanpool Prototype has been operating during COVID-19, continuing to help maintenance workers at UBC get to work.

In order to address the lessons learned in this initial prototype phase, including reliance on manual matching of riders into vans and limited payment and pricing options, Management is currently working to finalize a new contract for a vanpool fleet operator and software vendor for an expanded and scalable pilot that would make this vanpool service available to more people – focusing especially on industrial parks where conventional transit service is poor today.

After much preliminary tweaking of the Vanpool concept, we now appear to have a product offering that is an attractive, lower cost, and more social alternative for long-distance car commuters. It is suited to groups of employees (3-8 persons per vehicle) commuting longer distances from areas with poorer transit options into a common employer or an area with concentrations of several employers. If a larger pilot/scale-up proves to produce a promising long-term service offering, it would be brought forward as an expansion opportunity for funding in a future Investment Plan.

On-Demand Transit

On-demand transit is a potential service solution for times and locations of low ridership demand (e.g. less than 10 trips per service hour) such as very low-density areas, very late at night, first/last mile, and paratransit. Our prototype of on-demand transit on Bowen Island in 2019 was intended to help us *understand which use cases have the best potential to improve customer experience, add new ridership, and reduce wait times for about the same or lower cost* as compared to fixed-route, fixed-schedule service and might be contemplated as part of our ongoing service offering.

Building on lessons from the prototype stage, work had been underway to pilot in multiple locations over a longer period of time. Due to COVID-19 budgetary pressures, any further on-demand piloting efforts have been paused for the time being.

The New Mobility Lab academic outreach program

In 2018, TransLink created the New Mobility Lab research grant program. The purpose of this program is to support applied and locally relevant research into key New Mobility topics of high interest within our region. The research grants are up to \$50,000 for well-defined proposals undertaken by Canadian post-secondary researchers. Eight grants have been awarded since the Lab launched in 2018, delivering data-driven insights, analysis and policy, design and implementation recommendations on the following topics:

- Implications of the growth in new types of human-electric hybrid vehicles for street design;
- How to monitor intersection safety of all road-users in real-time using artificial intelligence;
- Understanding the needs of vulnerable groups in our region, in the context of new mobility;
- How we can best realize a thriving Mobility-as-a-Service ecosystem in our region (via open data);
- Consumer awareness, perception and response to a variety of New Mobility options in our region;
- Perceived comfort and safety of road users in real interactions with Automated Vehicles;
- *Designing the digital curb-side to best adapt to rapidly evolving and competing demands; and*
- Public perceptions, readiness, and barriers to adopting shared micromobility in our region.

In 2020, the New Mobility Lab hosted several virtual webinars and workshops on the above research to ensure knowledge translation and high value for local practitioners. The annual New Mobility Research Dialogue was held as a virtual event with over 130 participants at the end of 2020 that featured presentations on the above research, followed by a workshop session with academics and local, regional, and Provincial staff to identify future research needs and priorities.

CONCLUSION:

Several key initiatives within the New Mobility portfolio are proceeding in 2021, albeit with more restricted funding compared to pre-COVID plans. The two major piloting activities in 2021 will focus on the next phase of the Shared Mobility Compass Card and Shared-Use Vanpooling.

TO: Mayors' Council on Regional Transportation
FROM: Geoff Cross, Vice President, Transportation Planning and Policy
DATE: February 1, 2021
SUBJECT: **ITEM 5.1.b – Update on Surrey Langley SkyTrain Supportive Policies Agreements**

RECOMMENDATION:

That the Mayors' Council on Regional Transportation receive this report.

PURPOSE:

The purpose of this report is to provide the Committee with information on the status of the existing and future Surrey Langley SkyTrain (SLS) Supportive Policies Agreements (SPAs), and confirm that new SPA(s) with the City and Township of Langley will be required for extending the SLS Project to Langley Centre. This information is provided at this time as background to current TransLink discussions with the Province on the status of the SLS Project.

BACKGROUND:

The 10-Year Vision for Metro Vancouver transportation calls for Project Partnership Agreements between TransLink and local governments whenever the region is making major investment decision that 1) involve significant cost and risk, and 2) require higher degrees of coordination and collaboration between the multiple partners. In the case of rapid transit projects, the realization of the objectives for the business case- financial, transportation and city-building- rely upon the host municipalities putting into place the conditions for success. Project Partnership Agreements are comprised of multiple agreements, with one key component being the Supportive Policies Agreement (SPA).

The scope of a SPA addresses commitments related to land use planning, housing policy, urban design, parking, transportation demand management, transit priority, and active transportation – i.e. those things which are outside the direct scope of a major project but which have a significant influence over achieving its objectives.

In January 2020, the Mayors' Council and TransLink Board endorsed the SLS SPA (Attachment 1) which is the agreement that addresses this scope for that portion of the SLS Project located within City of Surrey. The SLS SPA with Surrey was developed through 2019, involving significant partner engagement and TransLink staff resources. In February 2020, following Board direction, the SLS SPA was executed by TransLink and the City of Surrey, to support approval processes by senior governments and the region for Stage 1 of the project to Fleetwood. Also signed in January 2020 were two SLS Project Memoranda of Understanding (MOUs) - one with the City of Langley and one with Township of Langley. Each MOU spoke broadly to TransLink and the respective municipality working together on the SLS Project and,

among other commitments, specified agreement to work together to develop future SPAs for the Project. (See Attachment 2 for SLS Project Corridor.)

DISCUSSION:

Future SPA(s) with the City and Township of Langley

Either a single or potentially two separate SPAs will need to be executed with the City and Township of Langley and submitted along with the future updated business case for the Project to address the extension to Langley. This is consistent with other major capital projects. The SPA(s) would also need to be completed prior to the inclusion of the Project (or phase of the Project) in an approved Investment Plan. This requirement still stands, regardless if the Province takes over delivery of the project.

The SPA was signed by TransLink and the City and was included in the SLS Project business case submission to the Province. For the future SPA(s) with the City and Township of Langley, it will need to be confirmed with the Province if SPA(s) submission will suffice or if the Province will want to be signatory. The MOUs signed in Feb 2020 (which spoke to developing the SPAs) were executed between TransLink and the municipalities.

TransLink staff have briefed Langley staff and Langley City Council in the past on the scope of these agreements and the expectations. Both municipalities have committed to advance land use planning that will support the objectives of the Project, with Langley City in the process of updating their OCP with "key directions" speaking to transit-oriented development and prioritization of SkyTrain.

Existing SPA with the City of Surrey

The existing SLS SPA signed with the City of Surrey in early 2020 covers the entire geographic scope of the SLS within Surrey. As such, no new SPA will be required with Surrey for the approval of the full Project to Langley. According to the agreement wording, the SLS SPA is considered 'in effect' following the inclusion of the SLS Project in an approved Investment Plan, which has yet to occur.

Given that the City's work on the corridor land use plans is proceeding, TransLink and Surrey staff have begun proactively collaborating (with the involvement of the Province and Metro Vancouver staff) to complete the commitments laid out in the SLS SPA. Such collaboration includes key discussions such as the development of Surrey's Fleetwood Plan, being reviewed through the SLS SPA Monitoring Subcommittee, and the City's Housing Needs Report, for which TransLink, the Province and Metro Vancouver sit on the Project Advisory Committee.

While this work has begun, all SPA partners have acknowledged that adjustments will be needed to some of the timing point commitments, due to both the impacts of the pandemic and the anticipated changes to the Project delivery. To date no major adjustments have been flagged and based on the agreement wording the SLS SPA Monitoring Committee (comprised of senior staff from TransLink, City of Surrey, the Province, and Metro) has the ability to review and approve adjustments with the agreement of the TransLink and City representatives to the Monitoring Committee. Adjustments would be documented in the formal SPA monitoring reports to be delivered to decision-makers in the future.

In terms of the Project's extension east of Fleetwood, the existing SLS SPA already anticipated this extension and includes commitments to update land use plans for Clayton which is an area expected to evolve rapidly to support the Project.

CONCLUSION:

TransLink staff will continue to update the Mayors' Council on the progress of the SLS SPAs, both the implementation of the existing SPA with Surrey as well as the future development of the SPA(s) with Langley City and Township, as more information is confirmed with the Province relating to the status of SLS Project. Once initiated, the development of the SPA(s) with Langley City and Township is expected to take a minimum of six months, with timing dependent on signatories and other process details to be confirmed in the coming months.

ATTACHMENTS:

1. Supportive Policies Agreement Surrey-Langley SkyTrain Project (signed by TransLink and City of Surrey)
2. SLS Project Corridor

SUPPORTIVE POLICIES AGREEMENTSURREY-LANGLEY SKYTRAIN PROJECT

THIS SUPPORTIVE POLICIES AGREEMENT made on the 11 day of February 2020

BETWEEN:

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

("TransLink")

AND:

CITY OF SURREY
13450 - 104 Avenue, Surrey, BC V3T 1V8

(the "City")

WHEREAS:

- A. TransLink, as the regional transportation authority, has the mandate to plan, prioritize, secure funding and deliver transportation and transit projects and create an integrated transportation and transit system within the Greater Vancouver Regional District pursuant to the *South Coast British Columbia Transportation Authority Act* (British Columbia);
- B. In the 2014 Mayors' Council Regional Transportation Investments, a Vision for Metro Vancouver report (the "**Mayors' Vision**"), the Mayors' Council identified a South of Fraser Light Rail Transit network (the "**LRT Project**") as a priority to ensure that the transportation needs of the region are met;
- C. At the City's request, TransLink and the Mayors' Council have agreed to suspend the LRT Project and instead move forward with planning and development of a 16-kilometre extension of the existing SkyTrain Expo Line from King George Station to Langley Centre along the Fraser Highway (the "**Proposed Extension**");
- D. The Proposed Extension will provide an alternative to traffic congestion, increase transit network capacity and offer new housing development opportunities, including Affordable Housing, to help meet the transportation and housing goals for the region and the Province;
- E. The City, as the host municipality of the Proposed Extension within the boundaries of the city of Surrey, has the mandate to provide good governance within its municipal boundaries pertaining to the exercise of powers and duties provided to it pursuant to the *Local Government Act*;
- F. The Mayors' Vision calls on the parties to enter into Project Partnership Agreements (the "**PPAs**"), one of which is this Supportive Policies Agreement, whenever the region is making a major investment involving significant cost and risk, the success of which depends on higher degrees of coordination, collaboration and mutually supportive actions by multiple partners;

- G. TransLink and the City have significant roles and responsibilities with respect to the portion of the Proposed Extension within the boundaries of the city of Surrey (such portion being referred to herein as the “Project”);
- H. The City and TransLink, recognizing that multiple partners that are not signatories to this Agreement will have close involvement in the Agreement’s implementation, will act in good faith and make best efforts to undertake the actions, cooperation and support described in this Agreement, acknowledging that achieving the objectives of this Agreement could also be influenced by the potential future actions that may be taken by these non-signatory partners; and
- I. TransLink and the City are committed to implementing the Project.

NOW THEREFORE:

The Parties hereby acknowledge, confirm and agree as follows:

1. INTERPRETATION

1.1 Definitions

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

- (a) “**Adjacent and Integrated Development**” means TransLink’s review process of the same name;
- (b) “**Affordable Housing Fund**” means financial contributions collected from development projects under requirements introduced through the City’s Affordable Housing Strategy (adopted in April 2018);
- (c) “**Affordable Housing Policies**” has the meaning set out in Section 6.1;
- (d) “**Affordable Housing**” means a range of housing options which are affordable to households with a range of incomes. This definition will be further refined under the work outlined in Section 6.1
- (e) “**Agreement**” means this Supportive Policies Agreement;
- (f) “**Annual Dashboard**” has the meaning set out in Section 11.1(a);
- (g) “**Bus Network Integration Plan**” has the meaning set out in Section 7.1(a);
- (h) “**City Council**” means the council of the City, the governing body of the city of Surrey;
- (i) “**Collaborate**” means to work in close partnership regarding a decision or initiative, including the development of alternatives and identification of a preferred solution. The lead agency incorporates the advice and recommendations of partner agencies into decisions, to the maximum extent possible;
- (j) “**Fraser Highway SkyTrain Corridor Planning Areas**” means the areas described as such in the OCP;

- (k) **“Inclusionary Housing Policy”** means a suite of policy tools to help incentivize private developers to build affordable market rental housing at below market rents;
- (l) **“Invest Surrey Economic Investment Plan”** means the plan by the same name developed by the City and dated 2017;
- (m) **“Land Use Plans”** has the meaning set out in Section 5.1(a);
- (n) **“LRT Project”** has the meaning set out in Recital B;
- (o) **“Master Plan for Housing the Homeless”** is the plan by the same name, adopted by City Council in 2013;
- (p) **“Mayors’ Council”** means the Mayors’ Council on Regional Transportation as established under the *South Coast British Columbia Transportation Authority Act*;
- (q) **“Mayors’ Vision”** has the meaning set out in Recital B;
- (r) **“Metro Vancouver”** means the Metro Vancouver Regional District;
- (s) **“Metro Vancouver Board”** means the board of directors of Metro Vancouver as the same may be modified from time to time;
- (t) **“Metro Vancouver Transit-Oriented Affordable Housing Study”** means the 2017 study undertaken by Metro Vancouver and as further described in Section 2.4(e);
- (u) **“Monitoring Committee”** has the meaning set out in Section 10.1;
- (v) **“Official Community Plan”** or **“OCP”** means the Official Community Plan of the City adopted on October 20, 2014 under the authority of the *Local Government Act* (British Columbia);
- (w) **“Opening Day”** means the first day upon which the Project opens for service to the public;
- (x) **“Parks, Recreation and Culture Plan”** means the strategic plan dated for 2018 to 2027 by the same name by the City;
- (y) **“Party”** means TransLink or the City, and **“Parties”** means TransLink and the City together;
- (z) **“Performance Measures”** has the meaning set out in Section 10.3(b);
- (aa) **“Performance Report”** has the meaning set out in Section 11.1;
- (bb) **“PPAs”** has the meaning set out in Recital F;
- (cc) **“Project”** has the meaning set out in Recital G;
- (dd) **“Proposed Extension”** has the meaning set out in Recital C;
- (ee) **“Province”** means the Province of British Columbia;

- (ff) “**Regional Affordable Housing Strategy**” has the meaning set out in Section 2.4(d);
- (gg) “**Regional Growth Strategy**” has the meaning set out in Section 2.4(c);
- (hh) “**Regional Transportation Strategy**” has the meaning set out in Section 2.4(b);
- (ii) “**SLS SkyTrain Service**” means the rail rapid transit services provided to customers by way of the Project during the Project’s operations and maintenance stage;
- (jj) “**SLS SkyTrain Station**” means a location along the SLS SkyTrain Service for passenger boarding and alighting;
- (kk) “**SLS Transit Corridor**” means the corridor along which the SLS SkyTrain Service will be operated, as shown on the map attached hereto as Schedule A;
- (ll) “**South of Fraser Rapid Transit Refresh**” means the report of the same name developed by TransLink, dated 2019;
- (mm) “**South of Fraser Area Transit Plan**” means the plan of the same name developed by TransLink;
- (nn) “**Subcommittee**” has the meaning set out in Section 10.3(g);
- (oo) “**Surrey Affordable Housing Strategy**” means the strategy by the same name developed by the City and dated 2018;
- (pp) “**Surrey City Centre**” is the area identified as such in the Surrey City Centre Plan;
- (qq) “**Surrey City Centre Plan**” means the plan by the same name developed by the City and dated January 2017;
- (rr) “**TDM**” has the meaning set out in Section 2.3(f);
- (ss) “**Transit-Oriented Communities Design Guidelines**” means the design guidelines developed by TransLink in consultation with municipal, Metro Vancouver and provincial government stakeholders, published in July 2012;
- (tt) “**Transport 2050**” means the strategy of the same name under development by TransLink and set out in a Phase 1 report dated December 2019; and
- (uu) “**Transportation Strategic Plan**” means the plan by the same name developed by the City and dated 2008.

1.2 Recitals and Schedules

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

1.3 Number and Gender

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

1.4 Headings

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

1.5 Statutory References

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

1.6 References to Plans

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

1.7 Status of Agreement

As governmental or public authorities, the Parties are documenting their good faith commitments to each other to undertake the actions, cooperation and support described in this Agreement in a diligent and timely manner to achieve the Project objectives described below in Section 2. As governmental or public authorities, each Party acknowledges that it is governed by officials who are duty-bound to enact by-laws and policies in accordance with the mandates stipulated in each Party's governing legislation. As such, and despite any other term of this Agreement to the contrary, the Parties acknowledge and agree that this Agreement is not intended to, and will not operate so as to, create legally binding rights and obligations nor to fetter the lawful discretion and powers of either Party with respect to the subject matter of this Agreement.

1.8 Effective Date

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

2. PRINCIPLES AND OBJECTIVES

2.1 Objective of this Agreement

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

2.2 Project Objectives

The Project objectives, as fully supported by the Parties, are to:

- (a) provide fast, frequent, reliable and convenient transportation, together with a great user experience;

- (b) use public funds efficiently to maximize the span of the Project and ultimately the Proposed Extension, all in a manner that will result in a constructible and operable Project that is acceptable to the public;
- (c) provide a high-quality urban design that will support, and integrate with, current and future land uses along the Project corridor;
- (d) increase affordable access to various opportunities such as employment, schools, and a range of housing options and services;
- (e) support healthy communities and a healthy environment by managing various Project impacts; and
- (f) advance local and regional prosperity by facilitating movement of people and goods.

2.3 Agreement Principles

The success of this major regional investment is dependent on each Party clearly prioritizing, within their respective agencies, the allocation of resources and alignment of policy in the SLS Transit Corridor. The key elements to successful transportation system performance for this Project include transit-supportive land use along the entire corridor, Affordable Housing policies, a complete street approach, and urban design. The Parties affirm their commitment to advancing the principles of the Transit-Oriented Communities Design Guidelines and Surrey Official Community Plan in the planning, design and implementation of the Project as follows:

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

2.4 Broad Policy Objectives

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

- (a) provincial government initiatives to improve public transit in the transportation service region and to increase the net new supply of Affordable Housing while preserving current residents' access to Affordable Housing stock;
- (b) regional transportation policies as contained in the current regional transportation strategy (the "**Regional Transportation Strategy**"), which identified the SLS Transit Corridor as a Regional Priority in 2013 and was adopted by the TransLink Board of Directors;
- (c) regional growth management policies as contained in the current Metro Vancouver Regional Growth Strategy adopted by the Metro Vancouver Board of Directors (the "**Regional Growth Strategy**");
- (d) regional Affordable Housing policies as contained in the Regional Affordable Housing Strategy, which was adopted by the Metro Vancouver Board of Directors in 2016 (the "**Regional Affordable Housing Strategy**"), and which recognizes the shortage of Affordable Housing in Metro Vancouver and includes a goal of increasing the supply of rental housing along TransLink's Frequent Transit Network (a network of corridors where transit service runs at least every 15 minutes in both directions throughout the day and into the evening, 7 days a week);
- (e) the Metro Vancouver Transit-Oriented Affordable Housing Study, the intent of which is to expand the knowledge of practitioners and decision-makers about the challenges and opportunities to increase the net new affordable rental housing supply near the region's Frequent Transit Network; and
- (f) the Transit-Oriented Communities Design Guidelines, the key elements of which inform the structure of this Agreement and which demonstrate the fundamentality of community design to the promotion of transit, walking, cycling, and place-making.

3. CONTINUATION OF EXISTING PLANS AND INITIATIVES

3.1 Existing City Plans and Initiatives

The City has previously completed or initiated a significant amount of work in preparation for the Project and toward the achievement of the objectives and principles described in section 2. For the continuation of that work, the City hereby commits to maintain in place and/or follow through with the implementation of the following:

- (a) an updated Official Community Plan to designate transit-supportive density in Surrey City Centre and the Fraser Highway SkyTrain Corridor Planning Areas, including policy statements that prioritize rapid transit corridors and urban centres as locations for higher density residential, commercial and institutional development (such policy statements include Objective A2, Policies A1.3(a), A1.5(a), A2.1, A2.6, A2.6(a), Objective B3, Policies B3.1, B3.2, B3.5, B3.6, B3.9, B3.10, Objective C2, Policy C2.24 of the OCP);

- (b) the update to the Surrey City Centre Plan to reinforce transit-supportive densities, transit-oriented land uses, urban design and street standards;
- (c) various approved supporting plans and strategies including the Invest Surrey Economic Investment Plan;
- (d) the constructed new civic precinct within Surrey City Centre as a catalyst for the further development of Surrey City Centre;
- (e) housing initiatives, including: (i) the Master Plan for Housing the Homeless; (ii) the Surrey Affordable Housing Strategy and (iii) related city housing policies;
- (f) the comprehensive Parks, Recreation and Culture Plan, which provides for significant investment in cultural facilities in the SLS Transit Corridor;
- (g) the identification in the OCP of the boundaries of the Fraser Highway SkyTrain Corridor Planning Areas (March 2019);
- (h) the inclusion of statements in the OCP demonstrating the City's commitment to the SLS Transit Corridor as a priority area for development within the City, with the objective of the SLS Transit Corridor accommodating an increasing proportion of the City's growth (March 2019);
- (i) the ongoing development and adoption of Land Use Plans within the Fraser Highway SkyTrain Corridor Planning Areas, including an updated plan for Fleetwood and a new land use plan in East Cloverdale, with the objective of stimulating transit-oriented development. Transportation planning for these areas, including cycling and walking, will be incorporated into the land use plans;
- (j) the development of a City-wide housing needs report, describing current and anticipated housing needs, as required under the *Local Government Act*;
- (k) the ongoing update of the Transportation Strategic Plan, which will replace existing plans, including the City's walking and cycling plans; and
- (l) the finalization of a memorandum of understanding with Simon Fraser University (Surrey Campus) to support the growth and expansion of Simon Fraser University in Surrey City Centre.

4. DESTINATIONS: COORDINATE LAND USE AND TRANSPORTATION

4.1 Frequent Transit Development Areas

By Opening Day:

- (a) the City will, in collaboration with TransLink and Metro Vancouver, identify and designate appropriate segments of the SLS Transit Corridor as Frequent Transit Development Areas (as defined by Metro Vancouver) for incorporation into the City's Regional Context Statement (a document required to be approved by the Metro Vancouver Board); and

- (b) TransLink will Collaborate with the City to identify and endorse appropriate segments of the SLS Transit Corridor as Frequent Transit Development Areas.

4.2 **Developments around SLS SkyTrain Stations**

- (a) The City will seek TransLink and the Province's input as early as possible in the planning process on applications for developments in close proximity to SLS SkyTrain Stations to achieve the best possible land use, housing, transportation and design outcomes. The precise geographic limit will be agreed upon by the City and TransLink based on planning considerations such as transit passenger movements, other transportation mode needs and government owned lands. For clarity, this responsibility is in addition to the requirements of the City to seek TransLink input on developments that have implications for the regional transportation system and to direct developers to engage in the Adjacent and Integrated Development review process.
- (b) TransLink will provide input to the City on proposed developments in close proximity to SLS SkyTrain Stations to ensure the best possible land use, housing, transportation and design outcomes, allocating staff and in-kind resources consistent with the City's development review schedules and sufficient for their desired level of involvement. The precise geographic limit will be agreed upon by the City and TransLink based on planning considerations such as transit passenger movements, other transportation mode needs and government owned lands. For clarity, this responsibility is in addition to the requirements of TransLink to provide input to municipalities on developments that have implications for the regional transportation system and to engage developers in the Adjacent and Integrated Development review process.
- (c) The City and TransLink will, concurrent with or subsequent to the development of the Land Use Plans, Collaborate on details regarding the public realm to identify transit, street and other related improvements in close proximity to SLS SkyTrain Stations. The precise geographic limit will be agreed upon by the City and TransLink based on planning considerations such as transit passenger movements, other transportation mode needs and government owned lands. For clarity, this responsibility is in addition to the requirement of the City to seek TransLink input, and the requirement of TransLink to provide input, on plans that have implications for the regional transportation system.

5. **DENSITY: CONCENTRATE AND INTENSIFY ACTIVITIES IN TRANSIT CORRIDOR**

5.1 **Land Use Plans**

- (a) The City intends to prepare and adopt the following Land Use Plans by the dates set out beside each Land Use Plan below:
 - (i) Surrey City Centre Plan update – complete by end of 2021;
 - (ii) Fleetwood Plan – complete by the end of summer of 2022;
 - (iii) West Clayton Plan update – complete by end of 2022;
 - (iv) East Clayton Plan update – complete by end of 2022;

- (v) East Cloverdale Plan – complete by end of 2023;
(collectively, the “Land Use Plans”).
- (b) Each of the Land Use Plans will:
 - (i) incorporate land uses, densities and forms of residential tenure which result in planned population and job growth that exceeds the population and job projections used in the approved SLS Business Case ridership forecasts for those land use plan areas, as shown in Schedule B; and
 - (ii) meet or exceed the objectives of the Regional Growth Strategy.
- (c) As a component of each Land Use Plan and upon the same timeline and boundaries as set out for each respective Land Use Plan, the City will prepare dwelling unit and employment targets consistent with the targets set out in the Regional Growth Strategy and the OCP from the year in which Opening Day occurs to the year 2045.
- (d) The City will Collaborate with TransLink and the Province on the development of Land Use Plans to achieve integrated land use and transportation planning, recognizing that it is the City’s responsibility and mandate under the *Local Government Act* to develop and approve its Land Use Plans, housing needs reports, and housing policies. TransLink and the Province’s involvement will focus on input towards the identification of dwelling unit and employment targets that support ridership in the SLS Transit Corridor. The dwelling unit and employment targets will be consistent with the targets set out in the Regional Growth Strategy, the OCP, and the current and anticipated housing needs identified in the City’s housing needs report. Affordable Housing targets for the corridor will be developed using this information prior to transit line construction beginning, recognizing that changes to permitted density, zoning, other land use policies, as well as external funding support, will also be needed.
- (e) TransLink will Collaborate with the City to develop the Land Use Plans and allocate staff and in-kind resources consistent with the City’s Land Use Plan production schedules and sufficient for their desired level of involvement.

5.2 Land Use Plan Reviews

- (a) Approximately every five years, the City will consider a review of the Land Use Plans to identify opportunities for transit-oriented development, reflect current market conditions and respond to the most recent housing needs report.
- (b) TransLink will Collaborate with the City with respect to such reviews of the Land Use Plans.

5.3 OCP Amendment

Within six (6) months of City Council approval of each Land Use Plan, the City will implement amendments to the OCP which reflect and enshrine all approved Land Use Plans for the SLS Transit Corridor.

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

6.1 Affordable Housing Policies

- (a) In an effort to ensure that residents of all income groups benefit from this significant public transit investment, and in recognition that the housing market is unlikely to deliver housing that is affordable to lower income renters without direction and support from all levels of government, the private and the non-profit sectors, the signatories agree to work together to encourage net new supply in the SLS Transit Corridor to meet housing targets set out in the “Affordable Housing Policies.”
- (b) As part of the City’s process to adopt new and updated Land Use Plans for the SLS Transit Corridor, the City will develop and adopt, in the context of the Surrey Affordable Housing Strategy, the City’s future housing needs report and housing demand estimates, the Regional Growth Strategy and the Regional Affordable Housing Strategy, and Affordable Housing policies (“Affordable Housing Policies”) for the SLS Transit Corridor.
- (c) the Affordable Housing Policies for the SLS Transit Corridor will set out affordable housing targets and associated external funding needs where appropriate. These will be defined by housing structure type, unit size and tenure, as identified in the City’s housing needs report.
- (d) The Affordable Housing Policies will encourage and support an appropriate range of affordability levels, unit sizes, residential tenures, levels of support for residents, and types of structures, including specialized housing as identified in the housing needs report. The policies will also include approaches to preserving and/or replacing existing rental housing stock.
- (e) As part of development of the Affordable Housing Policies for the SLS Transit Corridor, the City will develop a set of performance measures and indicators to assist in tracking progress toward meeting Affordable Housing targets and associated external funding needs, within the SLS Transit Corridor.
- (f) The City will Collaborate with TransLink, Metro Vancouver and the Province on the development of the Affordable Housing Policies, which will be developed concurrently with the City’s housing needs report initiating in 2020 and completed by end of 2021.
- (g) TransLink will Collaborate with the City, Metro Vancouver and the Province on the development of the Affordable Housing Policies and will contribute technical information and analysis to the planning process as available and as appropriate.

6.2 Purpose-Built Rental Housing,

- (a) As part of development of the Affordable Housing Policies for the SLS Transit Corridor, and in line with Surrey’s Affordable Housing Strategy and densities outlined in the SLS Business Case, the City will create policies to incentivize purpose-built rental in the SLS Transit Corridor. The City will take all reasonable steps within its

authority to include in the Affordable Housing Policies actions and measures for the SLS corridor that:

- (i) preserve existing residents' access to affordable rental housing, and particularly non-market rental housing, through rental replacement policies;
- (ii) encourage the retention and increase the supply of purpose-built rental housing, and particularly affordable and non-market family housing;
- (iii) provide incentives such as development cost charge reductions, density bonuses, parking requirement reductions and other means to encourage the development of affordable rental housing;
- (iv) leverage tools such as the City's Affordable Housing Fund to contribute towards cost-sharing for below-market, affordable purpose-built rental housing;
- (v) explore the use of tools such as the recently-approved rental tenure zoning and housing agreements; and
- (vi) evaluate and consider the implementation of an Inclusionary Housing Policy in order to help meet demand for affordable rental housing.

6.3 Government and Non-Profit-Owned Sites

(a) The City will:

- (i) through the Subcommittee, Collaborate with TransLink, the Province, Metro Vancouver, the federal government, Fraser Health Authority, the non-market housing sector and, at the City's discretion, any other institutional partners to determine, for the purpose of development of Affordable Housing, the feasibility of land assembly, existing large sites in the SLS Transit Corridor, and government- or Crown corporation-owned property; and
- (ii) ensure the Subcommittee reports on findings by the end of 2021.

(b) TransLink will:

- (i) participate in this work through the Subcommittee;
- (ii) by the end of 2020, complete a market assessment and review of opportunities for land assembly, sale or redevelopment for Affordable Housing of TransLink-owned sites in the SLS Transit Corridor; and
- (iii) explore any new opportunities related to Affordable Housing stemming from TransLink's real estate explorations around property development.

6.4 Retail and Office Development

The City will:

- (a) continue to prioritize the advancement of Surrey City Centre as the preferred location for major office space and institutions, as identified in the OCP and Regional Growth Strategy;
- (b) continue to Collaborate with the Province, Metro Vancouver and industry groups to examine necessary market conditions for the attraction of major public and private sector office space in Surrey City Centre, as identified in the Invest Surrey Economic Investment Plan;
- (c) continue to encourage major retail facilities, including destination retail, and other office uses in Surrey City Centre, as identified in the OCP; and
- (d) designate in each Land Use Plan land uses that will provide opportunities for local services at appropriate locations, including Fleetwood Town Centre and at SLS SkyTrain Stations.

6.5 Industrial and Mixed Employment

The City will ensure that land designated as “Industrial and Mixed Employment” in the Regional Growth Strategy will be reserved for industrial and mixed employment uses and intensified for jobs as appropriate.

6.6 Agricultural Lands and Urban Containment

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

6.7 Institutional and Community Services

- (a) The City will:
 - (i) identify in each Land Use Plan locations for institutional facilities and community services;
 - (ii) Collaborate with regional and senior levels of government and other public institutions to identify, in each Land Use Plan, opportunities to locate institutional and public facilities along the SLS Transit Corridor; and
 - (iii) following approval of the Land Use Plans, update as needed the approved capital facilities identified in the Parks, Recreation and Culture Strategic Plan for the SLS Transit Corridor.
- (b) TransLink will, as part of the transit system-wide review of customer washroom facilities completed in 2018, identify potential opportunities for providing access to washrooms at SLS SkyTrain Stations.

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

7.1 Bus Network Integration

- (a) TransLink will prepare a bus network integration plan (the “**Bus Network Integration Plan**”) that identifies modifications to bus connections to new SLS SkyTrain Stations. TransLink will complete this planning work by the end of 2023 and implement the modifications by Opening Day.
- (b) The City will Collaborate with TransLink on the preparation of the Bus Network Integration Plan to ensure that it reflects the City’s long-term vision for the future of transit in Surrey.
- (c) The Bus Network Integration Plan will:
 - (i) identify routes to be removed to reduce duplication;
 - (ii) identify how service hours will be reallocated toward connecting bus services, with the assumption that all saved resources will be reinvested in the City of Surrey;
 - (iii) modify levels of service, hours of operation, operating patterns and stop locations, as necessary, to ensure direct connections to SLS SkyTrain Stations on Opening Day, with broader network changes to be addressed through a future update of the South of Fraser Area Transit Plan;
 - (iv) identify opportunities to maintain or enhance the speed and reliability of existing bus service through transit priority measures, including measures that may be implemented prior to Opening Day; and
 - (v) provide coordination with other plans and projects, including the 2020-2029 Investment Plan, the South of Fraser Rapid Transit Refresh, Transport 2050 and the future update of the South of Fraser Area Transit Plan.
- (d) TransLink will provide cost-sharing opportunities for the foregoing transit priority measures based on the regional funding contained in TransLink’s 2018-2027 Investment Plan and any relevant future investment plans.
- (e) The City will consider the SLS Transit Corridor one of the high priority routes when applying for regional funding and if the City’s application is approved, the City will be required to cost-share as appropriate.
- (f) TransLink will monitor service changes implemented and incorporate the results into service planning and the future update of the South of Fraser Area Transit Plan.

7.2 Cycling Strategy

- (a) The City will, as a component of each Land Use Plan:
 - (i) prepare a fully-costed set of recommended cycling improvements for connections to SLS SkyTrain Stations, separated cycling infrastructure along the SLS Transit Corridor, and bicycle parking;

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

7.3 Pedestrian Strategy

- (a) The City will, as a component of each Land Use Plan:
 - (i) prepare a fully-costed set of recommended pedestrian improvements for connections to SLS SkyTrain Stations, including pedestrian facilities along the SLS Transit Corridor;
 - (ii) consider opportunities for early delivery of pedestrian improvements prior to Opening Day;
 - (iii) seek cost-sharing opportunities from TransLink for the implementation of the pedestrian improvements;
- (b) The City will incorporate recommended pedestrian improvements into its Transportation Strategic Plan, capital improvement programs and other transportation plans, as appropriate.
- (c) The City will seek opportunities to implement pedestrian improvements through the rezoning and redevelopment of private property.
- (d) TransLink will contribute technical support to the development of the recommended pedestrian improvements, as requested by the City.
- (e) TransLink will provide cost-share opportunities for pedestrian improvements in accordance with the existing Walking Infrastructure to Transit (WITT) allocated and competitive funding program. Pedestrian infrastructure around SLS SkyTrain Stations is an important component of TransLink's walking goals. As such, these works would be viewed favourably for TransLink's competitive funding. Improvements near SLS SkyTrain Stations would be eligible for at least 50 percent TransLink cost sharing, with up to 75 percent cost sharing available if the improvement is also located in an Urban Centre or Frequent Transit Development Area.
- (f) TransLink will investigate other funding opportunities and, if available, will include such funding opportunities in future versions of TransLink's investment plan (as defined in and required by the *South Coast British Columbia Transportation Authority Act*).

8. DESIGN: CREATE PLACES FOR PEOPLE

8.1 Urban Design Considerations

- (a) As a component of the Land Use Plans, the City will develop, with input from TransLink, urban design and streetscape guidelines to advance place-making for the SLS Transit Corridor, as informed by the City's OCP and the Surrey City Centre Plan design guidelines and street standards.
- (b) Recognizing that the Project will introduce a new source of noise to the environment along the SLS Transit Corridor:

- (i) The City will enact, in consultation with TransLink, development guidelines for noise mitigation for building facades that face the SLS SkyTrain Service.
- (ii) TransLink will utilize noise thresholds in transit infrastructure design to mitigate ambient noise impacts associated with the SLS SkyTrain Service.

8.2 OCP Development Permit Provisions

By the end of 2021, the City will review and revise as needed the development permit guidelines in the OCP to support transit-oriented development in the SLS Transit Corridor.

9. DEMAND MANAGEMENT: DISCOURAGE UNNECESSARY DRIVING

9.1 Parking

- (a) The City will, as a component of each Land Use Plan:
 - (i) develop appropriate off-street parking requirements for new developments along the SLS Transit Corridor;
 - (ii) explore options for further parking reductions along the SLS Transit Corridor; and
 - (iii) consider parking supply and demand management for residential uses, including rental housing, and for retail and office uses, which will build upon the reduced parking rates in Surrey City Centre that were based on transit accessibility.
- (b) The City will:
 - (i) within 18 months of establishing the new parking requirements as set out in 9.1(a)(i) above, amend the existing City parking bylaw to implement the requirements; and
 - (ii) complete an examination, with BC Housing Management Commission, Metro Vancouver, TransLink and building owners, of existing parking utilization rates at existing rental housing sites by 2022.
- (c) TransLink and the City will Collaborate to advance research and recommendations on passenger zone management near SLS SkyTrain Stations to support pick-up and drop-off.

9.2 Transportation Demand Management

TransLink and the City will work together to implement a range of TDM initiatives for the SLS Transit Corridor, as part of TransLink's TravelSmart program. TransLink will implement such TDM initiatives at the commencement of construction of the Project.

10. MONITORING COMMITTEE

10.1 Monitoring Committee

Before the end of 2020, the City and TransLink will establish a multi-stakeholder committee (the "Monitoring Committee") to: (i) review the performance of land use and transportation outcomes for the

SLS Transit Corridor; and (ii) monitor compliance by each Party with the commitments and responsibilities set out in this Agreement.

10.2 Composition

The Monitoring Committee will be comprised of, at a minimum, one or more senior representatives from the Parties, the Province, and such other members as the Parties may agree from time to time. The City and TransLink will invite and encourage senior representatives from Metro Vancouver to be represented on the Monitoring Committee. The Monitoring Committee will be chaired by a TransLink representative.

10.3 Duties and Responsibilities

The duties and responsibilities of the Monitoring Committee will include:

- (a) establishing its “Terms of Reference” based on the direction provided in the Agreement and on the timeline determined at the initial meeting;
- (b) measuring the effectiveness of this Agreement by monitoring changes along the SLS Transit Corridor across the following areas:
 - (i) population and employment growth;
 - (ii) net new Affordable Housing supply;
 - (iii) transit performance;
 - (iv) mode split;
 - (v) cycling performance; and
 - (vi) pedestrian performance;(collectively, the “Performance Measures”)
- (c) defining specific metrics for the Performance Measures, and refining these Performance Measures and metrics, as and when needed, with consideration to data availability, with the intent that the Performance Measures inform the Annual Dashboard and Performance Report (as defined below);
- (d) monitoring and evaluating the outcomes of the Performance Measures, including the associated metrics, and the commitments of each Party as set out in this Agreement;
- (e) provide City Council, the Mayors’ Council and the TransLink Board of Directors with the Annual Dashboard (as defined below);
- (f) provide City Council, the Mayors’ Council and the TransLink Board of Directors with the Performance Report (as defined below);
- (g) establishing a staff subcommittee (the “Subcommittee”) comprised of staff from those agencies represented on the Monitoring Committee, to report to the Monitoring Committee and support the Monitoring Committee’s duties and responsibilities; and
- (h) consider such other matters that the members deem advisable.

10.4 Meetings

- (a) The Monitoring Committee will hold a meeting, at a location specified by the City and TransLink, at least once each year, and from time to time, as necessary and agreed by the Parties.
- (b) Meetings of the Monitoring Committee should be scheduled to align (i) to the extent possible with release times for relevant data sources and other planning milestones (including, without limitation, Census, Trip Diary, Regional Context Statement update), recognizing the need to prioritize in the case of multiple events in any given year, and (ii) with key milestones for the Project and related future phases of the Project, and the meeting schedule will include:
 - (i) a meeting prior to Opening Day;
 - (ii) a meeting prior to the issuance of the Request for Qualifications and a subsequent meeting prior to the issuance of the Request for Proposals for related future phases of the Project and for future rapid transit projects in the City;
 - (iii) such other meetings which align with other key milestones for the Project, as identified by the members of the Monitoring Committee.
- (c) TransLink will keep minutes of all recommendations and meetings of the Monitoring Committee and circulate such minutes to the City within such time period specified in the Terms of Reference for the Committee.
- (d) The City and TransLink will work together to produce the following materials in connection with each meeting of the Monitoring Committee:
 - (i) a joint report from TransLink and City staff to the Monitoring Committee;
 - (ii) presentation materials, if applicable;
 - (iii) meeting minutes for the previous meeting; and
 - (iv) status of action items identified at previous meetings.
- (e) The Monitoring Committee will hold its initial meeting before the end of the year 2020. In such initial meeting the Monitoring Committee will:
 - (i) discuss timelines on which it will (i) establish its "Terms of Reference", and (ii) define detailed processes for how it will carry out its mandate as set out in this Agreement;
 - (ii) discuss and set an appropriate meeting schedule, addressing the meetings schedule needs set out in section 10.4(b);
 - (iii) discuss and set the timing for the delivery of the first Annual Dashboard and first Performance Report;
 - (iv) discuss a role for Metro Vancouver in providing data reporting coordination for the Annual Dashboard and Performance Report.

11. PERFORMANCE REPORTING, DOCUMENTATION AND REVIEW OF PROCESS

11.1 Monitoring Committee Annual Dashboard

- (a) The City and TransLink will work jointly and cooperatively to prepare an Annual Dashboard that highlights the outcomes of the Performance Measures and reports on the tracking of the Agreement commitments, with high level commentary rather than in-depth analysis (the “Annual Dashboard”).

11.2 Monitoring Committee Performance Report

- (a) The City and TransLink will work jointly and cooperatively to prepare a comprehensive report every three to five years documenting (i) the progress on the Performance Measures, (ii) progress on all commitments and responsibilities of each Party as set out in this Agreement, and (iii) any other relevant data or measures identified by members of the Monitoring Committee (the “Performance Report”).
- (b) The Performance Report will also include actions recommended by the Monitoring Committee to address any unmet commitments or responsibilities in this Agreement and any concerns with respect to land use or transportation outcomes. The City will present the Performance Report to City Council and TransLink will present the Performance Report to the TransLink Board of Directors and to the Mayors’ Council.
- (c) The Monitoring Committee will decide at its first meeting in 2020 the frequency of the Performance Report, which should be between three and five years, and the timing for the first Annual Dashboard and first Performance Report.

11.3 Monitoring Committee Timeline

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

11.4 Review and Assessment

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

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

11.5 Information and Data Collection

- (a) The default geographic scope for Performance Measures data collection will be those boundaries as defined by the Land Use Plans. Where appropriate, the Monitoring Committee shall consider data collection at a narrower or broader geographic scope

so as to be either more focused where needed, or to capture other potential development and housing opportunities, as well as connecting multi-modal transportation networks.

- (b) The City and TransLink shall collect, document and provide to the Monitoring Committee, in advance of each meeting of the Monitoring Committee, the most current available data outcomes for those metrics in the Performance Measures framework to be fully defined by the Monitoring Committee per section 10.3(c).

12. MISCELLANEOUS

12.1 General

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

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

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

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

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

12.2 Dispute Resolution

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

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

12.3 Amendments

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

12.4 Further Assurances

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

12.5 Notice

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

12.6 Assignment

This Agreement and the rights, duties and obligations of any Party under this Agreement will not be assigned by any Party without the prior written consent of the other Party, which consent may be arbitrarily or unreasonably withheld, and any attempt to assign the rights, duties or obligations under this Agreement without such prior written consent will be of no effect.

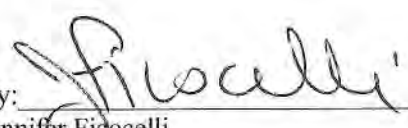
IN WITNESS WHEREOF the Parties have executed this Agreement on the day and year first above written:

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

By: 
Name: _____
Title: **KEVIN DESMOND**
Chief Executive Officer

TransLink
CITY OF SURREY, by its authorized signatory

By: 
Doug McCallum
Mayor

By: 
Jennifer Ficocelli
City Clerk

**SCHEDULE A:
SLS TRANSIT CORRIDOR MAP**

See attached.



SCHEDULE B:

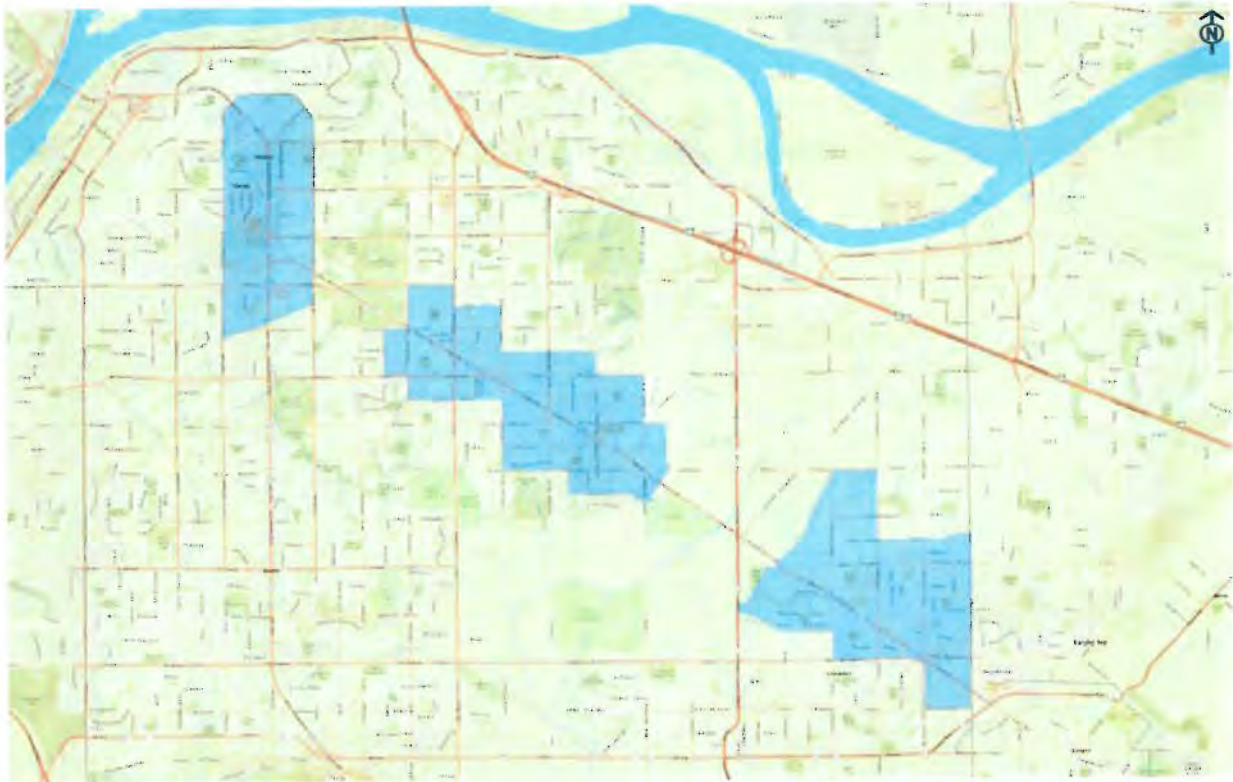
Population and Employment Projections To Be Exceeded in the Planned Growth for the SLS Corridor Land Use Plans Area

Further to section 5.1(b)(i), the following are the population and employment projections that the City commits to exceed in the planned growth for the SLS Transit Corridor Land Use Plans area*:

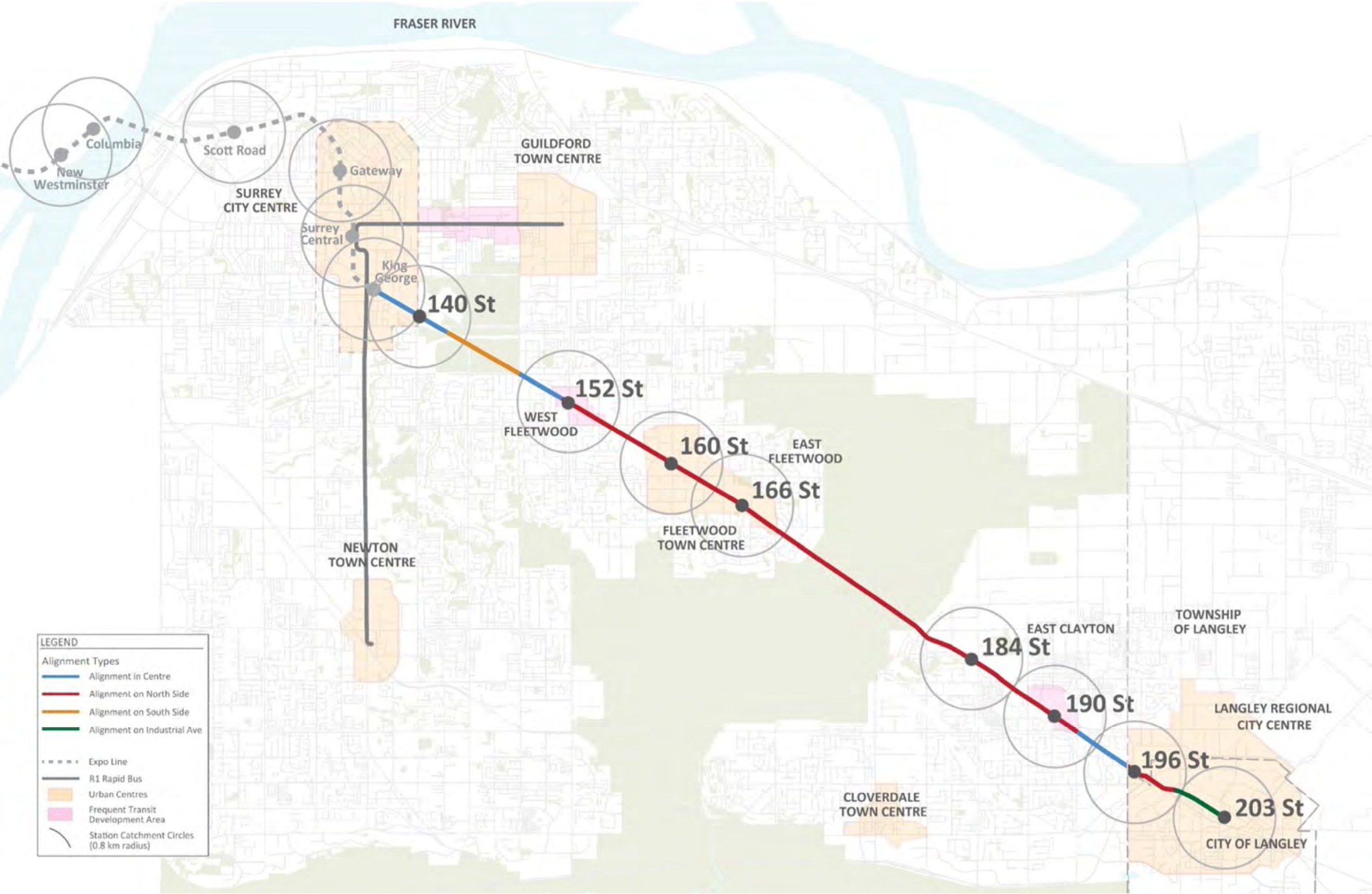
	Population		Employment	
	2035	2050	2035	2050
GEOGRAPHY				
SLS Transit Corridor – <i>City of Surrey Land Use Plans area*</i>	161,400	201,400	53,900	62,300

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

* The Land Use Plans area is comprised of the collective and amalgamated boundaries of the City of Surrey Land Use Plans, as defined in section 5.1(a) and as shown below:



ATTACHMENT 2: SLS Project Corridor



LEGEND

Alignment Types

- Alignment in Centre
- Alignment on North Side
- Alignment on South Side
- Alignment on Industrial Ave

--- Expo Line

— R1 Rapid Bus

Urban Centres

Frequent Transit Development Area

Station Catchment Circles (0.8 km radius)