

Update on Rapid Transit Projects

Phase Two of the Mayors' 10-Year Vision for Metro Vancouver transit and transportation includes two new rapid transit projects: Millennium Line Broadway Extension and Surrey-Newton-Guildford Light Rail Transit Line. The business cases for these projects are currently with senior government for funding approval.

MILLENNIUM LINE BROADWAY EXTENSION

About the Project

- The Project will extend the Millennium Line, from the current VCC-Clark SkyTrain Station through Great Northern Way, then mainly below Broadway Avenue to Arbutus Street. The line will have 6 new SkyTrain stations.
- Part of the Broadway Extension will be elevated above ground, most of it will be tunneled beneath Broadway.
- Trains are expected to run every 3 to 4 minutes during peak periods, and every 6 to 8 minutes during off-peak periods, on opening day.
- People will be able to travel from Lafarge Lake-Douglas Station in Coquitlam to Arbutus Street in Vancouver in approximately 46 minutes – one train, no transfers.
- The extension will be able to move about 7,100 people per hour per direction – a capacity increase of 255% more than the current B-Line service.
- The extension will be designed and built to integrate with a potential future investment in rapid transit to UBC. While the construction of rapid transit service to UBC is not part of the Mayors' 10-year Vision, studies to explore the feasibility and options to extend service are part of Phase Two.

Project objectives and context

- The Broadway Extension will address growing demand, reduce greenhouse gases, and support economic and community growth.
- Central Broadway is the second largest employment centre in British Columbia and the most densely developed neighbourhood in the region not served by rail rapid transit.
- There are a half-million bus passengers passed up every year.
- More than 100,000 transit trips are made to the Broadway corridor each day; the Broadway Extension is forecasted to serve more than 140,000 passengers per day in 2025.

MEDIA BACKGROUNDER

Project cost and timeline

- Procurement will start in 2018 and construction is targeted to start in 2020.
- Target completion date: 2025. The timeline is subject to change based on design, procurement and construction schedules.
- The estimated total cost of the Millennium Line Broadway Extension is \$2.83 billion, subject to approval of the business case. This reflects the full project scope, including funding received through Phase 1. This cost estimate may be refined through additional technical analysis, public input and design modifications. The estimate will be finalized at the end of the procurement process.
- The current cost estimate has been informed by technical work conducted since 2014, including:
 - Detailed project cost estimates
 - Up-to-date labour and material costs
 - Up-to-date property value assessments
 - Design work and scope definition
 - Site investigations, geotechnical explorations and constructability reviews
 - Environmental studies
 - Multiple rounds of public engagement
 - Independent due diligence assessments

SURREY-NEWTON-GUILDFORD LIGHT RAIL TRANSIT LINE

About the project

- The Surrey-Newton-Guildford LRT is a light rail line and the first stage of the South of Fraser Rapid Transit project.
- The Surrey-Newton-Guildford LRT Line will connect Guildford Exchange to Surrey Central Station via 104 Avenue, and connect Surrey Central SkyTrain Station to Newton Exchange via City Parkway and King George Boulevard. People will be able to travel from Guildford to Surrey Centre in approximately 9 minutes, and from Newton to King George Station in approximately 13 minutes.
- The light rail will be at street level and include 11 new stops. The trains will operate within dedicated train-only travel lanes. Along with modern intersection signal optimization technology, this will allow the trains to bypass traffic queues and provide efficient and reliable service.
- Trains are expected to run approximately every 5 minutes during peak periods, and 7.5 minutes mid-day during off-peak.
- 16 new modern and accessible low-floor trains are expected to be procured to provide the LRT service.
- The LRT service will be seamlessly connected to the Compass fare payment system.

MEDIA BACKGROUNDER

- A new Operations and Maintenance Centre is planned to be designed and constructed in Surrey to manage LRT service and maintenance activities.
- Extending light rail along the Fraser Highway corridor remains part of TransLink's approved future plans and we would look to secure funding within the next 3 years.

Project objectives and context

- The Surrey-Newton-Guildford LRT Line will support a more livable, complete and connected community.
- Surrey is the fastest growing city in BC. It will surpass Vancouver as BC's largest city over the next 30 years.
- Surrey is developing into the region's second "downtown". There will be more than 28,000 jobs within 400 metres of an LRT stop by 2024.
- Passenger demand on 96 B-Line will exceed capacity within 10 years. Increasing traffic congestion is slowing B-line service on 104 Ave and King George Blvd.

Project cost and timeline

- Procurement will start in 2018. Construction is expected to start in 2020.
- Target completion date: 2024. The timeline is subject to change based on design, procurement and construction schedules.
- The estimated cost of the Surrey-Newton-Guildford LRT Line is \$1.65 billion, subject to approval of the business case. This reflects the full project scope, including funding received through Phase 1. This cost estimate may be refined through additional technical analysis, public input and design modifications. The estimate will be finalized at the end of the procurement process.
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