



Community pier – Town of Sidney

CANADA
COMMUNITY-
BUILDING FUND

2023
Outcomes
Report

Acknowledgements

The outcomes report for the period of January 1, 2017 and December 31, 2021 is made pursuant to the Canada Community-Building Fund Agreement between Canada, British Columbia and UBCM.



Glover Road Utilities & Cycling Improvements – City of Langley

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Executive Summary

This 2023 Canada Community-Building Fund Outcomes Report provides detailed analysis of outputs and measurable outcomes of all completed CCBF projects for a five-year period between January 1, 2017 and December 31, 2021.

During this time period, the 188 local governments in British Columbia invested more CCBF funds and completed more projects than any prior reporting period since the program's inception in 2005. The results of these investments – which will be outlined in the following report – demonstrate the impact the CCBF program has had on the landscape of BC's diverse communities, while improving the local economy, the quality of the environment, and strengthening cities and communities.

From 2017-2021, the Canada Community-Building Fund contributed over \$1.7 billion towards 4,085 distinct local infrastructure projects, of which 2,635 were completed. Some of the results of these investments include:

- 320 kilometers of new and improved roadways;
- 129 kilometers of drinking water, wastewater and stormwater pipe installed;
- 30 new or upgrades tourism and cultural facilities;
- 47 new or upgrades sport and recreation facilities;
- Over 15,000 new spaces for public transit users;
- 62,800 m³ of treated water improved per day;
- 117.8 million liters / day of improved wastewater treatment;
- 246 kilometres of active transportation networks (sidewalks, bike lanes and multi-use paths);
- 23 boil water advisories eliminated;
- 39,550 water meters installed.

In the Metro Vancouver region, CCBF investments have primarily been utilized for public transit investments that have achieved lower GHG emissions and improved air quality in the region. TransLink have submitted an overview of the program benefits as part of this report, which include:

- 835 vehicle purchases;
- Reduction in CAC emissions of 64 tonnes/year;
- Reduction of GHG emissions by 9,844 tonnes CO₂e/year.

The 10-year Canada Community-Building Fund Agreement also enabled local governments to access critical funding to advance their asset management practices and build capacity to deliver core local services. The program included a commitment by local governments to measure their progress in strengthening asset management over the course of the Agreement. UBCM has released a CCBF Asset Management report in conjunction with this Outcomes Report confirming this achievement.

The content of this 2023 Outcomes Report builds on the analysis and reporting of program objectives for completed CCBF projects since the inception of the program in 2005 – through the 2009, 2012, and 2018 Outcomes Reports.

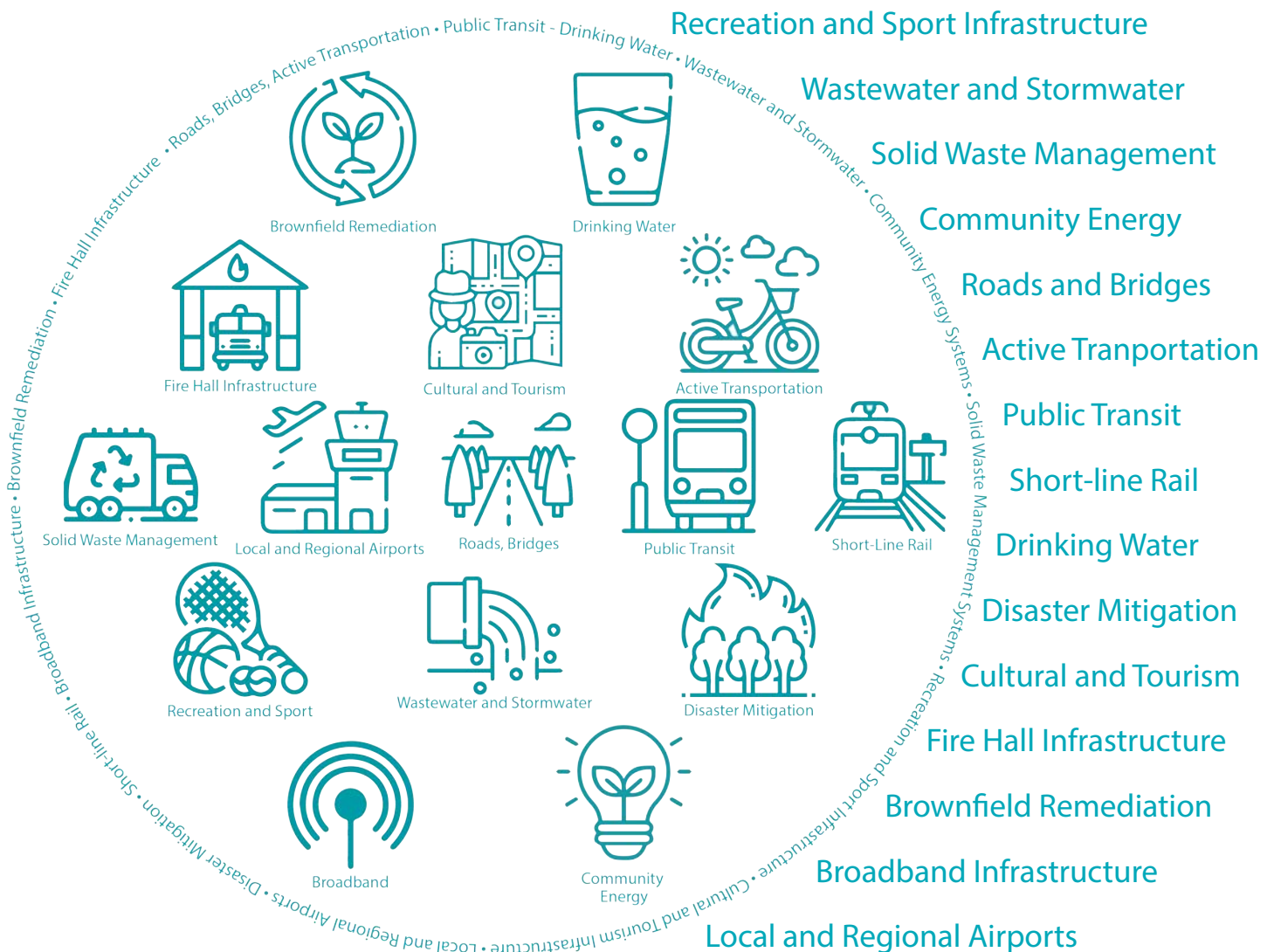
Program Background

The Canada Community-Building Fund in BC will deliver over \$3.3 billion in federal funds between 2014-2024 for community infrastructure projects that directly benefit local governments across the province. The CCBF provides transparent, flexible, dedicated and predictable funding to local governments and other eligible recipients in BC through the delivery of three distinct funding programs – the Community Works Fund, the Strategic Priorities Fund, and the Greater Vancouver Regional Fund.

The CCBF in BC is administered by the Union of BC Municipalities through a tri-partied administrative agreement between UBCM, the Province of BC, and the Government of Canada.

Eligible Investments

In BC, the CCBF funds can be applied to capital investments in the following categories:



Program Background (continued)

Eligible expenditures include costs associated with acquiring, planning, designing, constructing or renovating a tangible capital asset in BC, primarily for public use or public benefit.

Within each of these categories, local governments and other eligible recipients may invest in a variety of projects that best meet community needs for now and into the future. The program also supports local planning initiatives – including long term infrastructure planning and asset management practices.

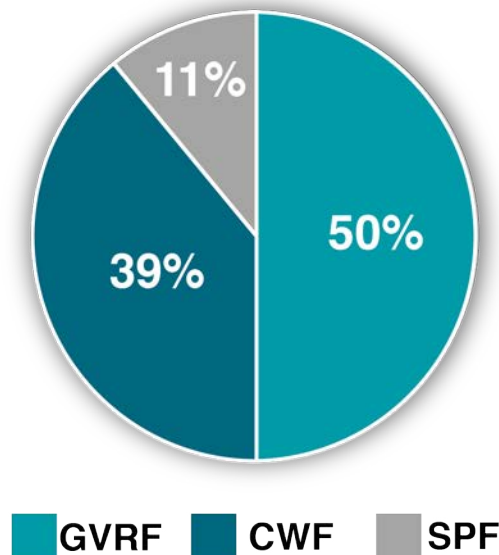
Foundational to the program is that each project funded with federal CCBF results in measurable benefits that meet the objectives of creating jobs and economic growth, a green environment, and building strong cities and communities across the province.



Pump Track – City of Chilliwack

Program Streams

In British Columbia, the federal CCBF transfer is delivered through three distinct program streams: the Community Works Fund; the Strategic Priorities Fund, and the Greater Vancouver Regional Fund.



Program streams by percentage of allocation

Community Works Fund

The Community Works Fund (CWF) provides up-front annual funding to each local government in BC based on a per-capita allocation with a funding floor. Local governments make localized decisions on how to best prioritize their infrastructure investments and funds are not required to be utilized annually. Local governments report on all CCBF investment outputs annually and make up a majority of all CCBF projects in BC.

Between 2017 and 2021 UBCM transferred \$769.5 million in CWF to all local governments in BC, which has resulted in 2,220 completed projects.

Strategic Priorities Fund

The Strategic Priorities Fund (SPF) is an application-based grant available to local governments outside of the Metro Vancouver region that support projects that are large in scale, regional in impact, or innovative. SPF intakes in 2015 and 2017 resulted in the approval of 175 projects totaling over \$295 million in CCBF funding. A third SPF intake in 2022 further committed another \$100 million of CCBF funding which resulted 45 approved projects which will not be captured in this report.

Greater Vancouver Regional Fund

Over 50 percent of the annual federal CCBF transfer is pooled and delivered through the Greater Vancouver Regional Fund program. This program provides funding for projects proposed by TransLink and approved by Metro Board of Directors, that are identified as public transportation projects. Between 2017 and 2021, the GVRF program expended \$518.1 million on 23 complete projects, valued at over \$561 million in total project costs.

Report Methodology

The CCBF Agreement outlines UBCM’s requirement to provide Canada and British Columbia with an outcomes report by March 31, 2023, and make it publicly available. The report is intended to show in aggregate the degree to which investments through the Canada Community-Building Fund are supporting progress towards the achievement of beneficial impacts in communities, as well as the impact of the funding provided, including incremental spending and progress towards improving local government asset management. UBCM has produced three previous outcomes reports in 2009, 2012 and 2018.

2009, 2012 and 2018 Outcomes Report

For previous Outcomes Reports, the CCBF Partnership Committee approved the mandatory and non-mandatory indicator measures for eligible project categories under the Agreement. These indicators offered flexibility in reporting by providing recipients the option to report on all possible outcomes. Three outcome reports were published using this method, the first in 2009 and again in 2012 and 2018. These outcomes reports resulted in the analysis of more than 1,100 sustainably focused CCBF projects, accounting for over \$1.4 billion in expenditures.

Reporting Threshold

For this report, UBCM analyzed data on any project reported as complete between January 1, 2017 and December 31, 2021 with over \$100,000 of CCBF funds invested. This threshold was first implemented in the 2012 Outcomes Report and has proven to be an effective strategy for several reasons. First, adhering to the threshold allows the report to collect data from large infrastructure investments which account for 95% of total CCBF investment in this period. Second, it lessens the administrative burden of reporting on local government staff.

For this report outputs and outcomes were determined using the *2023 CCBF Outcomes Reporting Guide* developed by Infrastructure Canada and agreed upon by the CCBF national working group.

The reporting guide provided direction to analyze five ‘core’ CCBF investment categories, Local Roads, Bridges, and Active Transportation, Wastewater, Drinking Water, Tourism Infrastructure, and Public Transit. UBCM also analyzed the recreation and sport investment categories as these have become popular in British Columbia in recent years.

In addition, UBCM analyzed projects meeting the reporting thresholds in the remaining categories using the documents created by various CCBF working groups.



Masich Place Stadium – City of Prince George

Report Methodology (continued)



Frontier Street – Village of Pemberton

Data

This report provides outcomes and output data for 2,635 CCBF funded capital infrastructure and capacity building projects completed between January 1, 2017 and December 31, 2021. This outcomes report is the second to analyze the expanded eligible investment category list and the first report to include outcome indicators that were developed in collaboration with Infrastructure Canada and other provinces and territories. Outcomes data was collected from 96% of CCBF recipients in BC. UBCM analyzed projects completed in a calendar year, to align with the BC annual expenditure reporting cycle.

The most recent project data was collected from local governments through UBCM's online reporting system between 2016 and 2022. In this period, UBCM improved reporting standards to include outputs and outcomes in all project descriptions. Outcome and output data was primarily collected and analyzed from these descriptions. Using this method, UBCM was able to analyze 100% of projects that met the reporting threshold. Analysts determined a single primary outcome per project; however, recipients often identify several outcomes for a project. For example, project benefits in roads projects often include improved physical condition, increased capacity and enhanced safety.

The outputs and outcomes detailed in this report are based on data that was self-reported or collected by local governments and other recipients. In many cases, local governments provided data regarding project outputs but many did not provide tangible outcome metrics relating to the national program objectives. This was due, in part, to a lack of standard practice within local governments to measure increases and decreases, particularly in the category of roads and active transportation, as well as the tourism/recreation and sport infrastructure categories. As a result, the outcomes achieved by these projects may be greater than listed in the report.

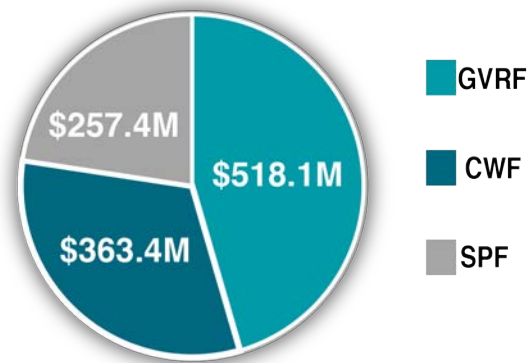
Due to the high number of low-cost projects in the category, the analysis threshold for Community Energy Systems was lowered to \$20,000 in to cover 90% of project spending in the category.

Summary of Reporting Period

The following information includes all projects completed during the reporting period, while the outputs and outcomes statistics located later in the report are generated from projects meeting UBCM's reporting threshold of investing greater than \$100,000 in CCBF funding on a project reported complete between 2017 and 2021.

Recipients reported expending over \$1.7 billion of CCBF funding on 4,085 individual projects at various stages of completion. Of those projects, 2,635 were reported as complete within the Outcomes Reporting period. Complete projects accounted for approximately \$1.1 billion of CCBF funds over this period.

CCBF Project Overview During Reporting Period



CCBF Complete Projects by Category: 2017-2021

Project Category	Reported Complete	Complete Project Cost (millions)	Total CCBF Contribution (millions)
Public Transit	53	\$595.1	\$551.5
Local Roads, Bridges & Active Transportation	617	\$434.3	\$217.2
Drinking Water	247	\$100.4	\$66.9
Wastewater	188	\$161.4	\$63.8
Tourism Infrastructure	51	\$15.5	\$10.5
Recreation and Sport	725	\$262.3	\$136.6
Capacity Building	332	\$35.7	\$28.4
Other	63	\$66.5	\$20.9
Solid Waste	51	\$20.2	\$18.1
Community Energy Systems	230	\$21.9	\$14
Cultural Infrastructure	80	\$29.9	\$10.6
Total	2,635	\$ 1,743.2	\$1,138.70

Local Roads, Bridges, and Active Transportation



Total projects reported complete	617
Total CCBF contribution	\$217.2 million
Total project cost	\$434.3 million
Projects meeting analysis threshold	349
CCBF Contribution of projects analyzed	\$206.1 million



Drinking Water Excavation – City of Vancouver

Local Roads, Bridges, and Active Transportation

Between 2017 and 2021, local roads, bridges and active transportation was the highest reported investment for project count and second only to public transit for spending.

The local roads category in British Columbia primarily achieves the national program objective of productivity and economic growth. Projects in this category were narrowed down to a single outcome; however, outputs may exceed project counts as projects often contain multiple outputs. A number of these projects resulted in additional safety outcomes such as improved lighting, crosswalks, signals and sidewalks.

Important Definitions:

- *Improved road infrastructure* defined as extended lifespan of road and is focused primarily on repaving existing road infrastructure.
- *Increased road capacity* defined by the widening of roads to accommodate more vehicles or the expansion of roads to include sidewalks and active transportation options, thus increasing the overall number of road users. For example, a project that installed a bike lane or multi-use path was considered an expansion of roadway and an increase in vehicles.

Output Indicator and Metric	Output	Outcome Indicator	# of projects reporting outcome
Length of existing roads resurfaced/ improved (km)	312	Improved physical condition	145
		Increase in # of vehicles per day	45
Length of new roads (km)	5.7	Increase in # of vehicles per day	2
Length of new sidewalks (km)	40.5	Improved physical condition	53
		Increase in # of users per day	19
Length of existing sidewalks (km)	27.1	Improved physical condition	43
		Increase in # of users per day	35
Length of new bridges or culverts (km)	.7	Improved physical condition	15
		Increase in # of vehicles per day	3
Length of existing bridges or culverts refurbished/improved (km)	.619	Increase in # of vehicles per day	12
Intersection improvements (#)	100	Increase in # of vehicles per day	41
Multi-use path (km)	106	Increase in # of users per day	40

Local Roads, Bridges, and Active Transportation

Local Roads, Bridges and Active Transportation infrastructure projects also produced the following secondary outcomes:

Output Indicator and Metric	Output	Outcome Indicator	# of projects reporting outcome
Drinking water pipe installed (m)	13,124	Increased access to potable water	20
Wastewater pipe installed (m)	7,558	Increase in number of users connected to a wastewater treatment system	19
Stormwater pipe installed (m)	22,389	Increase in volume of wastewater treated (liters/day)	40



Local Roads, Bridges, and Active Transportation



PROJECT PROFILE

Fifth Street – Complete Street – City of Courtenay

The 5th Street Complete Street Pilot Project included a substantial overhaul of above-ground and below-ground infrastructure over half a kilometer of roadway. “Complete Streets” are an approach to designing, building, and retrofitting roads to ensure they are accessible to all modes of transportation and people of all ages and abilities. The project addressed multiple needs by replacing aging underground infrastructure, introducing innovative stormwater management through the installation of rain gardens, constructing a gateway to the downtown and providing a link between existing bike lands and a trail along a rail corridor.

Local Roads, Bridges, and Active Transportation

PROJECT PROFILE

Gerry Sorensen Way Reconstruction – City of Kimberley



In 2017, the City of Kimberley used CCBF funding to reconstruct Gerry Sorensen Way, the major connector between the resort municipality's downtown core and the local ski areas. The project involved the excavation and construction of 4.5 kilometers of road, along with the removal and replacement of 500 meters of water main and 1,000 meters of sanitary sewer main. The project also made use of recycled asphalt as sub-base material where possible underneath the installation of new asphalt. This project will improve road conditions for an estimated 800,000 vehicle trips each year. The Canada Community-Building Fund provided 100% of the funding for this project.

Local Roads, Bridges, and Active Transportation

PROJECT PROFILE

Multi-Use Path Extension to Pacific Rim National Park – District of Tofino



Tofino's completed Multi-Use Path Extension to Pacific Rim National Park's ʔapsciik ʔašii (pronounced ups-cheek ta-shee) trail provides a safe, accessible and continuously paved route from Tofino to Pacific Rim National Park Reserve. The path provides a 2.8-kilometer extension to Tofino's popular existing 6 kilometer Multi-Use Path, linking the Tofino Visitor Centre to the northern boundary of Pacific Rim National Park Reserve where it connects to the soon to be completed ʔapsciik ʔašii destination trail, extending an additional 25 kilometers to the southern boundary of the Long Beach Unit of the Park Reserve.

The new trail provides increased access for residents and visitors to active mobility opportunities and contributes to municipal, provincial and federal low-carbon goals.

Drinking Water



Total projects reported complete	247
Total CCBF contribution	\$66.9 million
Total project cost	\$100.4 million
Projects meeting analysis threshold	96
CCBF Contribution of projects analyzed	\$61.8 million



Drinking Water

Drinking water continues to be a significant investment category for Canada Community-Building Fund recipients in BC. CCBF investments in drinking water infrastructure directly benefited over 231,000 British Columbians and improved over 110,000 drinking water connections.

UBCM added three (3) additional outputs metrics to help capture outputs for 100% of projects meeting the reporting threshold under the drinking water category. These are:

- Improved drinking water facilities, equipment, and pumping stations (#), including new, expanded or rehabilitated drinking water management facilities (#)
- Water Source Projects – Reservoirs, Aquifers and Wells (#)

Drinking water infrastructure projects contribute to the national program objective of a cleaner environment and stronger communities while producing the following outcomes:

Distribution projects resulted in:

- 49.7 kilometers of new or improved drinking water transmission pipe
- 28,634 connections (new or improved)
- 130,028 residents served by distribution projects
- 39,550 water meters installed

Storage projects resulted in:

- 192,000 m3 of treated or raw stored water improved, expanded or upgraded
- 46,000 people served by storage projects

Treatment projects resulted in:

- 62,816 m3 of treated water improved per day
- 86,340 population benefiting
- 23 boil water reductions eliminated in 18 communities

Output Indicator and Metric	Output	Outcome Indicator	# of projects reporting outcome
Drinking water pipe installed (m)	49,700	Increased access to potable water	10
		Improved drinking water treatment systems	16
Water meters installed (#)	39,550	Improved drinking water treatment systems	1
New, upgraded or expanded drinking water facilities, equipment, and pumping stations (#)	29	Increased access to potable water	26
		Improved drinking water treatment systems	13
Water source projects — reservoirs, aquifers and wells (#)	30	Increased access to potable water	14
		Improved drinking water treatment systems	16

Drinking Water

Drinking water infrastructure projects also produced the following secondary outcomes:

Output Indicator and Metric	Output	Outcome Indicator	# of projects reporting outcome
New, expanded or rehabilitated wastewater management facilities (#)	1	Increase in volume of waste water treated (liters/day)	1
Wastewater pipe installed (m)	269	Increase in number of users connected to a wastewater treatment system	1
Local road constructed (km)	.255	Improved physical condition	1



Sooke Lake Reservoir – Capital Regional District

Drinking Water

PROJECT PROFILE

Sustainable Drinking Water: Revitalization Works – Village of Lumby

The Village of Lumby is replacing aging and undersized infrastructure to support the recruitment of new industries to the community.

The Village of Lumby is replacing aging and undersized infrastructure to support the recruitment of new industries to the community.

The current phase of this project will replace nearly two kilometers of water main; wellhead protection improvements; sensor and communication upgrades; and a backup generator for the lower reservoir. The completed project provides increased fire flows, right sized water lines and has strengthened the overall integrity of the water system. mobility opportunities and contributes to municipal, provincial and federal low-carbon goals.



Drinking Water



PROJECT PROFILE

Trepanier Creek Interconnect – District of Peachland

The District of Peachland is using Canada Community-Building funding to connect two separate water systems in the region, a key step in the community's Water Master Plan.

The project saw the construction of approximately 2.2km of watermain, the installation of three pressure reducing stations, and a Creek crossing to connect the Peachland Creek and Trepanier water systems. The completed project allowed for the decommissioning of the Trepanier Creek intake and chlorination facility.

Drinking Water

PROJECT PROFILE

Water Supply Upgrade – District of 100 Mile House

100 Mile House has developed a reliable and environmentally sustainable potable water system that will support economic growth in the community. The project complies with the B.C. Ministry of Health regulations and includes new wells, a treatment plant, a reservoir, and a bulk water system. The project ensures that the District is able to provide adequate fire flows to the community's industrial sector. The bulk water dispenser system also provides safe potable water for households and the surrounding residents of the Cariboo Regional District.



Wastewater and Stormwater



Total projects reported complete	188
Total CCBF contribution	\$63.8 million
Total project cost	\$161.4 million
Projects meeting analysis threshold	70
CCBF contribution of projects analyzed	\$59.1 million



Disinfection facility – City of Fort St. John

Wastewater and Stormwater

Throughout the reporting period, recipients used federal Canada Community-Building Funds to improve wastewater transmission mains, collection pipes, treatment and pumping facilities, and storage infrastructure.

Wastewater and stormwater infrastructure projects contribute to the program objective of a cleaner environment while producing the following outcomes:

Collection projects resulted in:

- 582,531 residents served by wastewater and storm collection projects
- 776 new connections
- 22 kilometers of new or improved wastewater collection pipe

Treatment projects resulted in:

- 27 new, upgraded or expanded wastewater treatment facilities
- 7,200 hundred tons of biosolids produced each year
- 117.8 million liters / day of improved wastewater treatment

Output Indicator and Metric	Output	Outcome Indicator	# of projects reporting outcome
Wastewater pipe installed (m)	22,227	Increase in number of users connected to a wastewater treatment system	5
		Increase in volume of wastewater treated (liters/day)	9
New, upgraded or expanded wastewater facilities, equipment, and pumping stations (#)	27	Increase in number of users connected to a wastewater treatment system	10
		Increase in volume of wastewater treated (liters/day)	16
Stormwater pipe installed (m)	13,422	Increase in number of users connected to a wastewater treatment system	1
		Increase in volume of wastewater treated (liters/day)	11
Culvert installed (m)	96	Increase in volume of stormwater treated (liters/day)	5
Stormwater Management Resource Projects (#)	8	Increase in volume of stormwater treated (liters/day)	8

Wastewater and stormwater infrastructure projects also produced the following secondary outcomes:

Output Indicator and Metric	Output	Outcome Indicator	# of projects reporting outcome
Local roads (km)	2	Improved physical condition	5

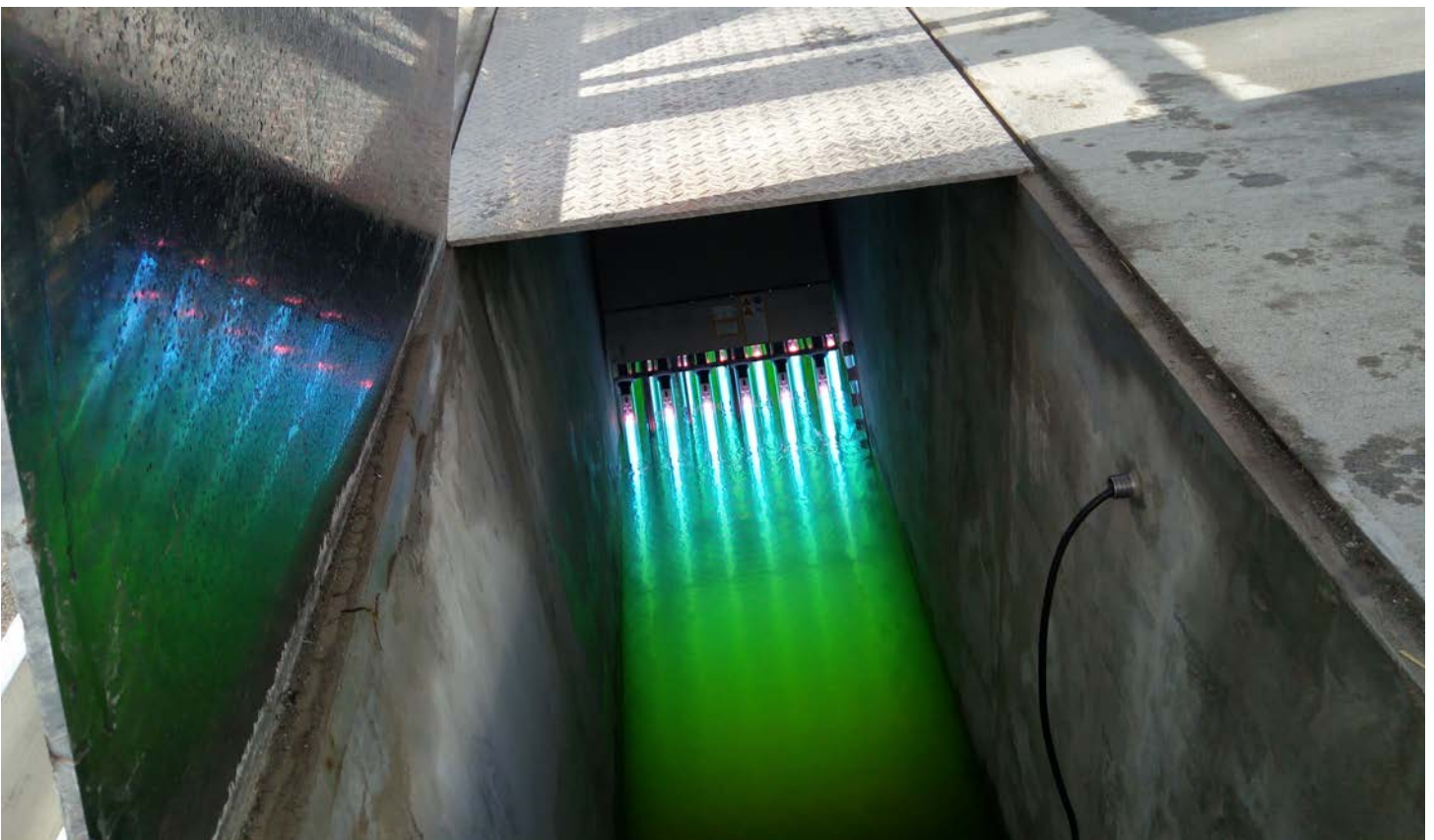
Wastewater and Stormwater

PROJECT PROFILE

Ultraviolet (UV) Disinfection of Sewage Effluent – District of Squamish

The District of Squamish upgraded its sewage treatment facility to use new UV light technology to disinfect effluent prior to discharge to the aquatic environment. The project included the construction of a treatment facility, installation of a UV disinfection system and equipment; piping; instrumentation, a SCADA system and controls; and an HVAC system.

The UV sewage disinfection project significantly improves the water quality of the effluent entering the Squamish River to levels that exceed provincial standards.



Wastewater and Stormwater

PROJECT PROFILE

Wastewater Treatment Plant Aeration System Renewal – Northern Rockies Regional Municipality

Northern Rockies Regional Municipality has used CCBF funding to upgrade the aeration system at its wastewater treatment plant. The project brings the plant into compliance with Environment Canada effluent regulations and will include a number of features that will increase its efficiency. The upgrades to facility included new blower units and construction of a blower pad, new air header and lateral piping, lagoon diffuser replacements, electrical modifications, and desludging of aeration cells.



Wastewater and Stormwater



PROJECT PROFILE

Wastewater Treatment Plant Aeration System Renewal – Village of Kaslo

Extension of sanitary sewer service is a priority in the Village of Kaslo where nearly 70% of local residences depend upon onsite sewerage systems that pose a risk to public health and the environment. The recently approved Liquid Waste Management Plan made expansion to residents closest to Kootenay Lake a priority since many of these homes have been built within a floodplain. The project, funded by the Canada Community-Building Fund, will extend service to 60 additional properties, including the community's only licensed daycare facility and a municipal campground. The project will allow the community to densify since larger lots will no longer be required.

Public Transit



Total projects reported complete	53
Total CCBF contribution	\$551.5 million
Total project cost	\$595.1 million
Projects meeting analysis threshold	32
CCBF contribution of projects analyzed	\$550.7 million



TransLink Bus

Public Transit

This section combines data from TransLink and the Greater Vancouver Regional Fund program as well as projects from the Community Works Fund and Strategic Priorities Fund programs. The GVRF program accounts for 99% of this section’s outputs and outcomes. A thorough report on the outcomes achieved by TransLink as a result of CCBF funded projects is found later in this report.

Public infrastructure projects contribute to the program objective of a cleaner environment and productivity & economic growth while producing the following outcomes:

Output Indicator and Metric	Output	Outcome Indicator	# of projects reporting outcome
Number of public transit vehicles acquired (#)	835	Improved public transit system capacity (increase in number of seats)	3
		Improved public transit reliability (decrease in average age of fleet in years)	15
Number of new public transit infrastructure assets (#)	22	Improved public transit reliability (decrease in average age of fleet in years)	2
Number of existing transit facilities that received investment (#)	20	Improved public transit reliability (decrease in average age of fleet in years)	6

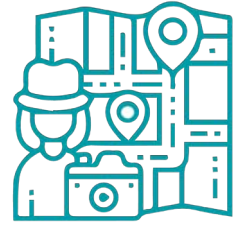
Additional outcomes achieved by the public transit category include:

- Addition of over 15,000 new spaces for public transit users;
- Reduction in CAC emissions of 64 tonnes/year;
- Reduction of GHG emissions by 9,844 tonnes CO2e/year.



40' hybrid bus– TransLink

Tourism



Total projects reported complete	51
Total CCBF contribution	\$10.5 million
Total project cost	\$15.4 million
Projects meeting analysis threshold	11
CCBF contribution of projects analyzed	\$9.3 million



Village of Pemberton

Tourism

Tourism infrastructure projects contribute to the program objective of a productivity & economic growth and stronger communities while producing the following outcomes:

Output Indicator and Metric	Output	Outcome Indicator	# of projects reporting outcome
New tourism infrastructure assets constructed and/or acquired (#)	7	Improved access to tourism infrastructure	5
Existing tourism infrastructure assets that received investment (#)	11	Improved access to tourism infrastructure	11



District of West Vancouver

Tourism

PROJECT PROFILE

Sun Peaks Centre – Sun Peaks Mountain Resort Municipality

Sun Peaks Mountain Resort Municipality used CCBF funding to construct the Sun Peaks Centre. The new facility opened in August 2020, complimenting existing event and meeting space within the village hotels. The Centre’s flexible meeting rooms can accommodate groups of up to 240 guests, while the covered outdoor arena can host events for over 1,700 guests from May to October. The Centre is conveniently located within a 5-minute walk to all village hotels, restaurants and shops. The project also saw the construction of a fitness facility, change rooms and spectator seating.



Recreation and Sport



Total projects reported complete	725
Total CCBF contribution	\$136.6 million
Total project cost	\$262.3 million
Projects meeting analysis threshold	188
CCBF contribution of projects analyzed	\$119.9 million



Masich Place Stadium - City of Prince George

Recreation and Sport

Recreation and sport infrastructure have been combined into a single category for analysis as recipients in BC tend to view the categories as interchangeable. Recreation facilities can often be used for sport or recreation depending on intent of activity.

Recreation and sport infrastructure projects contribute to the program objective of stronger communities while producing the following outcomes:

Output Indicator and Metric	Output	Outcome Indicator	# of projects reporting outcome
New recreation and sport infrastructure assets constructed, upgraded and/or acquired (#)	47	Increase in facility availability (hours/year)	5
		Increased number of residents benefiting from recreation/sport infrastructure	39
		Energy enhancement project	8
Fields and courts, tracks, outdoor rinks, skateboard and bike parks	30	Increase in facility availability (hours/year)	2
		Increased number of residents benefiting from recreation/sport infrastructure	28
Number of new or improved equipment at facilities (#)	33	Increased number of residents benefiting from recreation/sport infrastructure	8
		Energy enhancement project	25
New fitness trails/bike paths (m)	64,879	Increased number of residents benefiting from recreation/sport infrastructure	22
Existing public parks receiving investments (#)	55	Increased number of residents benefiting from recreation/sport infrastructure	50
New parks (m2)	29,202	Increased number of residents benefiting from recreation/sport infrastructure	4

Recreation and Sport

PROJECT PROFILE

Vanderhoof Aquatic Centre – District of Vanderhoof

During the reporting period, the District of Vanderhoof and Bulkley Nechako Regional District worked together to construct the 16,000 square foot Vanderhoof Aquatic Centre. The building, which is constructed to a LEED Gold standard equivalent, features a six-lane lap pool; leisure pool; a family hot pool; and sauna. The new aquatic center provides services to residents throughout the region and hosts over 30,000 visitors annually based on pre-pandemic figures. The Canada Community-Building Fund contributed over \$8 million toward the \$12.3 million total cost of this project



Recreation and Sport



PROJECT PROFILE

Sam Ketcham Pool Replacement – Cariboo Regional District

Cariboo Regional District utilized Federal Canada Community-Building Funding to renew its aquatic center. The project resulted in the expansion its shallow water leisure pools from 50 to 345 square meters; the replacement of the main lap pool tank; construction of a multi-purpose fitness center; new change rooms; installation of upgraded mechanical and electrical systems; and the redesign and resurfacing of the parking lot.

The upgrades to equipment and mechanical systems from provide \$200,000 of operational systems annually and increase the energy efficiency of the facility.

Recreation and Sport

PROJECT PROFILE

Masich Place Stadium Upgrades – City of Prince George

The Masich Place Stadium in Prince George was built to host the BC Summer Games in 1990. With many elements within the original design reaching the end of their life expectancy, the City used Canada Community-Building Funds to install a new synthetic turf field and resurfaced an 8-lane track surrounding the field. The new field will host university soccer, high school football and rugby games, and now meets playoff standards for western and national championship events. The turf field is anticipated to have a life expectancy equal to four natural grass field.



Masich Place Stadium - City of Prince George

Community Energy Systems



Total projects reported complete	230
Total CCBF contribution	\$14 million
Total project cost	\$21.9 million
Projects meeting analysis threshold	100
CCBF contribution of projects analyzed	\$12.6 million



Saanich Peninsula heat recovery – Capital Regional District

Community Energy Systems

Due to the high number of low-cost projects in the category, the analysis threshold for Community Energy Systems was lowered to \$20,000 in to cover 90% of project spending in the category.

Community Energy System infrastructure projects contribute to the program objective of a cleaner environment while producing the following outcomes:

Output Indicator and Metric	Output	Outcome Indicator	# of projects reporting outcome
Number of existing buildings retrofitted #	105	Decrease in energy usage (kWh/year or GJ/year)	82
		Increase in production of clean energy (kWh/year)	4
Number of new green energy systems	4	Increase in production of clean energy (kWh/year)	4
Streetlamp replacement	480	Decrease in energy usage (kWh/year or GJ/year)	12



Hydroelectric generating station – District of Lake Country

Community Energy Systems

PROJECT PROFILE

Solar Panel Farm Array – District of Hudson’s Hope



The District of Hudson’s Hope has used Canada Community-Building Funds to install 1,550 solar panels to power its facilities. The array generates 510 kilowatts of clean energy annually to service 22 local government buildings and facilities. Hudson’s Hope won a 2018 Community Excellence Award in the service delivery category for creating BC’s largest local government solar project and making Hudson’s Hope the most-solarized community per capita in the province. The project has reduced electrical consumption for its solar supplied facilities by 60%.

Community Energy Systems

PROJECT PROFILE

Oak Bay Recreation Centre Energy Recovery Project – District of Oak Bay

The District of Oak Bay has utilized a “made in B.C.” technology to install an energy recovery loop and heat exchanger in its arena. The new system captures heat from the cooling of the ice slab that was previously vented outdoors and redistributes the heat the pool and tennis bubble at the facility. The energy captured in winter is sufficient to heat 30-40 homes. The new system is expected to reduce GHG emissions from the facility by over 180 tonnes per year, providing a 60% reduction in its GHG output.



Solid Waste



Total projects reported complete	51
Total CCBF contribution	\$18.1 million
Total project cost	\$20.2 million
Projects meeting analysis threshold	22
CCBF contribution of projects analyzed	\$17.1 million



Landfill expansion - City of Prince Rupert

Solid Waste

Solid waste infrastructure projects contribute to the program objective of a cleaner environment while producing the following outcomes:

Output Indicator and Metric	Output	Outcome Indicator	# of projects reporting outcome
Number of upgrade/remediation/reclamation/decommissioning projects completed (#)	3	Improved solid waste systems (decrease in non-compliance incidents)	3
Number of new, expanded or rehabilitated solid waste management facilities (#)	14	Improved solid waste systems (decrease in non-compliance incidents)	1
		Increased access to solid waste management increase in landfill capacity (metric tonnes)	13
Rolling stock and bins	6	Increased access to solid waste management increase in landfill capacity (metric tonnes)	6



Solid waste disposal vehicle - Village of Ashcroft

Solid Waste

PROJECT PROFILE

Thorsen Creek Recycle Depot and Transfer Station – Central Coast Regional District



The new Thorsen Creek Recycle Depot and Transfer Station offers a convenient 'one-stop' waste and recycling option for residents in the Bella Coola Valley.

The new facility prioritizes recycling options by providing a series of drop-off areas for recyclable materials before customers are able to access garbage drop-off bins. The facility features a staffed 3200 square foot heated building that houses the Recycle BC packaging program and numerous Product Care programs that are able to recycle everything from small appliances to household hazardous waste.

The new facility is anticipated to extend the life of the CCRD's existing landfill and has resulted in a new service arrangement with the Nuxalk Nation.

Cultural Infrastructure



Total projects reported complete	80
Total CCBF contribution	\$10.6 million
Total project cost	\$29.9 million
Projects meeting analysis threshold	24
CCBF contribution of projects analyzed	\$9.2 million

Output Indicator and Metric	Output	Outcome Indicator	# of projects reporting outcome
Number of new or upgraded cultural facilities (#)	24	Percent increase in cultural events held per year as a result of investment	5
		Increase in number of users	19



Public library – City of Rossland

Cultural Infrastructure

PROJECT PROFILE

Columbia Valley Community Facility – District of Invermere

The District of Invermere replaced its previous 4,000 square foot community center with a 17,000 square foot multi-use facility. The new facility incorporates a 7,000 square foot main room capable of banquet seating for 500 people. The center also includes a commercial kitchen, a large lobby/meeting space, a new library, and a spectacular roof top patio with panoramic views of the surrounding mountain ranges.



Disaster Mitigation, Broadband Connectivity, Local Regional Airports, and Fire Halls



Total projects reported complete

Disaster Mitigation	24
Regional and Local Airports	18
Broadband Connectivity	15
Short-Line Rail	1
Fire Halls and Stations	3
Brownfield Redevelopment	2

Total CCBF contribution

Disaster Mitigation	\$13.9 million
Regional and Local Airports	\$5.2 million
Broadband Connectivity	\$1.3 million
Short-Line Rail	\$0.1 million
Fire Halls and Stations	\$0.2 million
Brownfield Redevelopment	\$0.1 million

Total project cost

Disaster Mitigation	\$43.8 million
Regional and Local Airports	\$16.5 million
Broadband Connectivity	\$5.7 million
Short-Line Rail	\$0.2 million
Fire Halls and Stations	\$0.2 million
Brownfield Redevelopment	\$0.1 million

Disaster Mitigation, Broadband Connectivity, Local Regional Airports, and Fire Halls

PROJECT PROFILE

Kicking Horse Dam – Town of Golden

Golden has built an innovative concrete floodwall designed to withstand both dike breaches and ice jamming. This critical climate change adaptation initiative will protect the community's core downtown infrastructure for years to come. In addition to protecting Golden from the risks of river flooding, the project has transformed the riverfront space, making it a place where residents, visitors and businesses will be able to enjoy a multi-use lane, gathering spaces, and dining and retail opportunities.



Disaster Mitigation, Broadband Connectivity, Local Regional Airports, and Fire Halls

PROJECT PROFILE

Regional Airport Terminal Building Modernization – Town of Smithers



Disaster Mitigation, Broadband Connectivity, Local Regional Airports, and Fire Halls



PROJECT PROFILE
**Shuswap Airport
Runway Upgrades
– City of Salmon Arm**



Disaster Mitigation, Broadband Connectivity, Local Regional Airports, and Fire Halls

PROJECT PROFILE

Slocan Valley Broadband Connectivity Project – East Kootenay Regional District

The Regional District of Central Kootenay is using CCBF funding to partner with Columbia Basin Trust and leverage provincial funding to extend a fibre optic backbone network into the Slocan Valley. The new network will serve as a high-speed launching platform for Internet Service Providers wishing to offer their services to residents or businesses in the area. The proposed network will connect to an existing regional network and will have points of presence in five communities. The project will use a variety of installation methods including underground, marine and aerial facilities.



Capacity Building and Asset Management

Over the five-year period between 2017-2021, local governments in BC invested over \$28.4 million of CCBF funds towards long-term infrastructure planning, asset management planning, and integrated community sustainability planning activities. Expenditures under this non-capital stream relate to strengthening the ability of local governments to improve local and regional planning including capital investment plans, integrated community sustainability plans, life-cycle cost assessments and asset management plans.

Capacity Building Stream	Completed Projects	Total CCBF Invested
Asset Management	124	\$10.4 million
Long-term Infrastructure Plans	113	\$7.8 million
Integrated Community Sustainability Planning	95	\$10.2 million
Total	332	\$28.4 million

Asset management:

As part of the terms of the CCBF Agreement, local governments in BC committed to improving asset management practices over the 10-year period between 2014-2024 and report on progress through the 2018 and 2023 Outcomes Reports. The CCBF Partnership Committee developed and approved the approach for measuring local government’s progress in asset management practices.

The approach included a three-phase commitment by local governments:

Phase 1: CCBF Asset Management Baseline Survey. The survey was completed by all local governments in 2016 and established a baseline information on local government asset management practices and information management. UBCM released the report Status of Asset Management in British Columbia in 2017.

Phase 2: CCBF Asset Management Commitment. Following the survey in 2016 all local governments completed a second survey in 2018 in which recipients committed to making progress and improvements to their 2016 baseline results.

Phase 3: CCBF Asset Management – Measuring Progress. In 2021, a third and final survey was completed by each local government re-assessing their Asset Management practices and confirming progress. The report is released in conjunction with this 2023 Outcomes Report.

Incremental Spending

Under the CCBF Agreement, recipients of CCBF funding must demonstrate that overall capital spending has increased since the establishment of the fund. In BC, this is achieved by determining gross net capital spending of recipients over a five-year period and measuring this against a baseline of the five years preceding the CCBF program. UBCM measures net capital spending of local governments by using Changes in Net Financial Assets document released annually by the provincial Ministry of Municipal Affairs.

UBCM's methodology for reporting on Incremental Spending cumulates all local governments to compare to a baseline of \$2,482,961,340; and TransLink capital spending to a baseline of \$591,162,000.

CCBF recipients in BC have met their requirement to demonstrate incremental spending over the five-year period of 2017-2021.

	TransLink	Local Governments
Own source capital spending 2017	\$81,516,000	\$854,294,695
Own source capital spending 2018	\$112,942,000	\$1,043,441,388
Own source capital spending 2019	\$157,371,000	\$586,955,280
Own source capital spending 2020	\$315,158,000	\$839,880,290
Own source capital spending 2021	\$247,371,000	\$1,049,500,180
Total	\$914,358,000	\$4,374,071,833
Baseline	\$591,162,000	\$2,482,961,340

Conclusion: Looking Ahead

This 2023 CCBF Outcomes Report illustrates the growing impact this program has had on BC local governments over the past five years. From increasing resident's access to clean drinking water – to reducing the carbon footprint of the provinces largest transportation network – the CCBF has resulted in an increased quality of life for British Columbians through sustainable infrastructure investments.

The current Canada Community-Building Fund – which has delivered over \$3.3 billion to BC – is set to conclude in March 2024, yet the outcomes of this major investment will continue to be realized for years to come. UBCM looks forward to the renewal of this program that will continue to deliver long-term, dedicated and predictable funding that directly benefit all local governments in BC.



Bridge over the Fraser River - City of Williams Lake

Appendix A: Completed Capital Infrastructure and Capacity Building Projects between 2017 and 2021 by Local Government

Local Government	Reported Complete	Total Spending
100 Mile House	1	\$5.8 million
Abbotsford	29	\$15. million
Alberni-Clayoquot	6	\$1.4 million
Alert Bay	3	\$.8 million
Anmore	1	\$.4 million
Armstrong	4	\$1.3 million
Ashcroft	2	\$.2 million
Barriere	8	\$4.9 million
BC Transit	2	\$4.4 million
Belcarra	1	\$. million
Bowen Island	4	\$.4 million
Bulkley-Nechako	62	\$3.9 million
Burnaby	8	\$3.1 million
Burns Lake	5	\$.9 million
Cache Creek	4	\$1.6 million
Campbell River	20	\$6.7 million
Canal Flats	10	\$.6 million
Capital	113	\$19.2 million
Cariboo	96	\$10.9 million
Castlegar	9	\$1.7 million
Central Coast	7	\$1.1 million
Central Kootenay	78	\$7.4 million
Central Okanagan	32	\$1.9 million
Central Saanich	15	\$3.4 million
Chase	2	\$.1 million
Chetwynd	1	\$.2 million
Chilliwack	15	\$20.5 million
City of Langley	3	\$.4 million
City of Nanaimo	8	\$2.2 million
City of North Vancouver	5	\$1.3 million
City of Powell River	33	\$5.3 million

Completed Capital Infrastructure and Capacity Building Projects between 2017 and 2021 by Local Government

Local Government	Reported Complete	Total Spending
Clearwater	16	\$1.3 million
Clinton	2	\$.3 million
Coldstream	10	\$1.9 million
Columbia Shuswap	80	\$8.8 million
Colwood	17	\$3.2 million
Comox Valley Regional District	17	\$2.6 million
Coquitlam	26	\$1.7 million
Courtenay	28	\$10.4 million
Cowichan Valley	54	\$10.9 million
Cranbrook	25	\$9.3 million
Creston	5	\$3.8 million
Cumberland	7	\$.8 million
Daajing Giids	12	\$.5 million
Dawson Creek	3	\$1.5 million
Delta	3	\$1.1 million
District of North Vancouver	11	\$1.9 million
Duncan	19	\$1.2 million
East Kootenay	21	\$16.1 million
Elkford	1	\$. million
Enderby	3	\$1.2 million
Esquimalt	27	\$2.7 million
Fernie	7	\$1.1 million
Fort St. James	5	\$.4 million
Fort St. John	18	\$11.2 million
Fraser Lake	27	\$.8 million
Fraser Valley	32	\$3.6 million
Fraser-Fort George	17	\$1.7 million
Fruitvale	3	\$.2 million
Gibsons	12	\$1.1 million
Gold River	10	\$.4 million
Golden	8	\$7. million

Completed Capital Infrastructure and Capacity Building Projects between 2017 and 2021 by Local Government

Local Government	Reported Complete	Total Spending
Grand Forks	11	\$1. million
Granisle	19	\$1.5 million
Greenwood	6	\$2.1 million
Harrison Hot Springs	13	\$.9 million
Hazelton	2	\$.3 million
Highlands	2	\$.1 million
Hope	5	\$1.6 million
Houston	12	\$1.2 million
Hudson's Hope	4	\$1.7 million
Invermere	3	\$2.2 million
Kamloops	19	\$13.8 million
Kaslo	10	\$1.5 million
Kelowna	24	\$21.6 million
Keremeos	6	\$.5 million
Kimberley	12	\$6.2 million
Kitimat	3	\$1.2 million
Kitimat-Stikine	16	\$14.6 million
Kootenay Boundary	46	\$1.6 million
Ladysmith	24	\$4.3 million
Lake Country	4	\$7.4 million
Lake Cowichan	1	\$5. million
Langford	10	\$3.4 million
Lantzville	4	\$1.2 million
Lillooet	4	\$.2 million
Logan Lake	5	\$.3 million
Lumby	9	\$5.1 million
Mackenzie	6	\$6.2 million
Maple Ridge	2	\$.6 million
Masset	6	\$.4 million
McBride	11	\$1.4 million
Merritt	13	\$3.9 million

Completed Capital Infrastructure and Capacity Building Projects between 2017 and 2021 by Local Government

Local Government	Reported Complete	Total Spending
Metchosin	6	\$1.2 million
Metro Vancouver	3	\$.6 million
Midway	7	\$.2 million
Mission	5	\$3.6 million
Montrose	1	\$.2 million
Mount Waddington	34	\$1.2 million
Nakusp	6	\$.9 million
Nelson	8	\$1.9 million
New Denver	8	\$1. million
New Hazelton	2	\$.8 million
New Westminster	2	\$1.3 million
North Coast	2	\$. million
North Cowichan	20	\$8.8 million
North Okanagan	128	\$5.9 million
North Saanich	4	\$2.6 million
Northern Rockies	3	\$3.8 million
Oak Bay	5	\$1. million
Okanagan Basin Water Board	3	\$1.2 million
Okanagan-Similkameen	53	\$4.9 million
Oliver	6	\$1.3 million
Osoyoos	5	\$3.5 million
Parksville	5	\$1.3 million
Peace River	37	\$3.6 million
Peachland	32	\$7.7 million
Pemberton	6	\$6.1 million
Penticton	44	\$9.8 million
Pitt Meadows	4	\$.1 million
Port Alberni	38	\$3.5 million
Port Alice	2	\$. million
Port Clements	4	\$.5 million
Port Edward	4	\$.4 million

Completed Capital Infrastructure and Capacity Building Projects between 2017 and 2021 by Local Government

Local Government	Reported Complete	Total Spending
Port Hardy	13	\$1.2 million
Port Moody	2	\$.6 million
Prince George	62	\$14.5 million
Prince Rupert	13	\$3. million
Princeton	21	\$1. million
qathet Regional District	30	\$2.6 million
Qualicum Beach	2	\$.8 million
Quesnel	23	\$3.2 million
Radium Hot Springs	2	\$.7 million
Regional District of Nanaimo	58	\$12.2 million
Revelstoke	10	\$7.2 million
Richmond	6	\$2.3 million
Rosland	11	\$1.7 million
Saanich	12	\$11.5 million
Salmo	18	\$.6 million
Salmon Arm	12	\$1.6 million
Sayward	5	\$3.5 million
Sechelt	17	\$1.3 million
Sicamous	4	\$1. million
Sidney	16	\$3.5 million
Silverton	6	\$.3 million
Slocan	6	\$.6 million
Smithers	19	\$5.7 million
Sooke	12	\$1.3 million
Spallumcheen	4	\$.1 million
Sparwood	5	\$1. million
Squamish	15	\$9.4 million
Squamish-Lillooet	16	\$3.7 million
Strathcona	13	\$1.2 million
Summerland	6	\$1.9 million
Sun Peaks	6	\$6.2 million

Completed Capital Infrastructure and Capacity Building Projects between 2017 and 2021 by Local Government

Local Government	Reported Complete	Total Spending
Sunshine Coast	3	\$.5 million
Surrey	21	\$8. million
Tahsis	3	\$4.2 million
Taylor	15	\$.9 million
Telkwa	9	\$4.1 million
Terrace	7	\$6.6 million
Thompson-Nicola	73	\$4.2 million
Tofino	6	\$2.5 million
Town of Comox	10	\$1.3 million
Township of Langley	2	\$.2 million
Trail	1	\$1.2 million
TransLink	19	\$518.1 million
Tumbler Ridge	9	\$.4 million
Ucluelet	5	\$.6 million
Valemount	4	\$.6 million
Vanderhoof	2	\$6.4 million
Vernon	25	\$9.2 million
Victoria	1	\$16.5 million
View Royal	21	\$1.5 million
Warfield	8	\$.4 million
Wells	2	\$.1 million
West Kelowna	22	\$12.3 million
West Vancouver	1	\$.1 million
Whistler	2	\$.1 million
White Rock	1	\$.4 million
Williams Lake	6	\$2.8 million
Zeballos	2	\$2.8 million

Appendix B: Greater Vancouver Regional Fund Outcomes Report

The following 2023 Greater Vancouver Regional Fund Outcomes Report has been submitted by TransLink in accordance to the reporting requirements under the Canada Community-Building Fund Agreement.

The report covers outputs and outcomes data for all GVRF projects completed within the five-year period of January 1, 2017 – December 31, 2021.



Greater Vancouver Regional Fund Outcomes Report

Summary of Projects

Between 2017 and 2021, TransLink has invested over \$518 million in CCBF funds for a range of transit projects designed to increase system capacity and/or replace older vehicles that were at end of life. Vehicles operating past their life expectancy result in higher emissions, greater fuel consumption and higher operating costs negatively impacting customer service and reliability. Newer vehicles generally reduce noise pollution, and reduce greenhouse gas (GHG) emissions and criteria air contaminants (CACs). These benefits contribute to improvements in the quality of life in the Lower Mainland of British Columbia. A summary of the project outcomes is provided below.

Summary of Projects 2017-2021

Public Transit	
Completed Projects	23
Total CCBF Funds (\$)*	518,128,475
Total Project Costs (\$)***	561,604,012
Outcomes/Output	
Vehicle Purchase	835
40' Conventional Diesel Buses	68
40' Conventional Diesel-Electric Hybrid Buses	104
40' Conventional Compressed Natural Gas Buses	153
40' Conventional Battery-Electric Bus	4
42' Diesel Double-Decker Buses	32
60' Conventional Diesel-Electric Hybrid Articulated Buses	136
Community Shuttles	145
HandyDART Vehicles	193
System Capacity Increase (number of spaces)	14,968
GHG Emissions Reductions (tonnes of CO ₂ e/year)	-9,844
Reduction in CAC Emissions (tonnes/year)	62.87
HC (tonnes/year)	2.58
CO (tonnes/year)	1.99
NO _x (tonnes/year)	57.68
PM (tonnes/year)	0.62
Estimated Fuel Consumption (Litres/year) / (GJ/year)	Diesel: 10,141,822 L Gasoline: 4,138,014 L Natural Gas: 306,266 GJ Electricity: 277,700 kWh
Other Transit Projects	3
Trolley Overhead Rectifier Replacement - Metrotown	1
Surrey Transit Centre - CNG Facility Retrofit	1
Equipment for Deferred Retirement Program	1

*Includes interest earned on fund received

***Project Forecast Costs as at 31 December 2022

Greater Vancouver Regional Fund Outcomes Report

FLEET PROJECT OUTCOMES

2015 Community Shuttle Vehicle Replacement

The project consisted of replacing 24 diesel community shuttles that reached the end of their economic life. The vehicles were replaced with 24 gasoline community shuttle vehicles.

The 24 community shuttles had reached the end of their economic life in 2015 based on a 7 year / 450,000 km life expectancy.

Total CCBF Funds (\$)	\$3,695,163
Total Project Costs (\$)	\$3,799,250
System Capacity Increase	-
GHG Emissions Reductions (tonnes of CO2e/year)	0.11
Reduction in CAC Emissions (tonnes/year)	0.04
HC (tonnes/year)	0.00
CO (tonnes/year)	0.00
NOx (tonnes/year)	0.04
PM (tonnes/year)	0.00
Estimated Fuel Consumption (Litres/year)	Gasoline: 419,060 L
Additional Benefits	Avoidance of incremental maintenance and operating costs, reduced vehicle breakdowns, reduce vehicle downtime, improve accessibility and service reliability, and lower emissions due to changing vehicle standards.

Greater Vancouver Regional Fund Outcomes Report

FLEET PROJECT OUTCOMES

2015 HandyDART Vehicle Replacement

The project consisted of replacing 27 gasoline Microbuses (6 passenger), 22 gasoline Midibuses (12 passenger) and 6 Minibuses (20 passenger) that had reached the end of their economic life. The vehicles were replaced with 30 gasoline Microbuses and 25 gasoline Midibuses.

The 55 HandyDART vehicles had reached the end of their economic life in 2015 based on a 7 year / 250,000 km life expectancy.

Total CCBF Funds (\$)	\$5,370,000
Total Project Costs (\$)	\$6,846,215
System Capacity Increase	-66
GHG Emissions Reductions* (tonnes of CO2e/year)	77.00
Reduction in CAC Emissions* (tonnes/year)	0.13
<i>HC (tonnes/year)</i>	<i>0.01</i>
<i>CO (tonnes/year)</i>	<i>0.10</i>
<i>NOx (tonnes/year)</i>	<i>0.02</i>
<i>PM (tonnes/year)</i>	<i>0.00</i>
Estimated Fuel Consumption (Litres/year)	Gasoline: 340,792
Additional Benefits	Avoiding increased maintenance and fuel costs, and improving service reliability by replacing aging vehicles. Reduced emissions due to improved vehicle emission standards.

Greater Vancouver Regional Fund Outcomes Report

FLEET PROJECT OUTCOMES

2016 Community Shuttle Vehicles Replacement

The project consisted of replacing 20 diesel community shuttles that had reached the end of their economic life. The vehicles were replaced with 20 gasoline community shuttle vehicles.

The 20 community shuttles had reached the end of their economic life in 2019 based on a 7 year / 450,000 km life expectancy.

Total CCBF Funds (\$)	\$3,075,257
Total Project Costs (\$)	\$3,112,133
System Capacity Increase	-
GHG Emissions Reductions* (tonnes of CO2e/year)	0.09
Reduction in CAC Emissions* (tonnes/year)	0.03
<i>HC (tonnes/year)</i>	<i>0.00</i>
<i>CO (tonnes/year)</i>	<i>0.00</i>
<i>NOx (tonnes/year)</i>	<i>0.03</i>
<i>PM (tonnes/year)</i>	<i>0.00</i>
Estimated Fuel Consumption (Litres/year)	Gasoline: 349,216 L
Additional Benefits	Service reliability improved and fewer maintenance related service cancelations

Greater Vancouver Regional Fund Outcomes Report

FLEET PROJECT OUTCOMES

2016 Conventional Bus Replacement

The project consisted of replacing 85 40' and 26 60' conventional diesel buses that reached the end of their economic life. The vehicles were replaced with 30 40' CNG buses, 45 40' diesel buses, 10 40' diesel-electric hybrid buses and 26 60' diesel-electric hybrid buses.

The 111 conventional buses had reached the end of their economic life in 2016 based on a 17 year / 1,000,000 km life expectancy.

Total CCBF Funds (\$)	\$82,018,166
Total Project Costs (\$)	\$90,193,269
System Capacity Increase	-
GHG Emissions Reductions* (tonnes of CO2e/year)	372.11
Reduction in CAC Emissions* (tonnes/year)	0.45
<i>HC (tonnes/year)</i>	<i>0.01</i>
<i>CO (tonnes/year)</i>	<i>0.10</i>
<i>NOx (tonnes/year)</i>	<i>0.34</i>
<i>PM (tonnes/year)</i>	<i>0.00</i>
Estimated Fuel Consumption (Litres/year)	Diesel: 2,402,439L CNG: 60,052 GJ
Additional Benefits	Avoidance of incremental maintenance and operating costs, reduced vehicle breakdowns, reduce vehicle downtime, improve accessibility and service reliability, and lower emissions due to evolving fuel and propulsion options.

Greater Vancouver Regional Fund Outcomes Report

FLEET PROJECT OUTCOMES

2017 Community Shuttle Vehicle Replacement

The project consisted of replacing 20 gasoline community shuttles that reached the end of their economic life. The vehicles were replaced with 20 gasoline community shuttle vehicles, 5 of which are low-floor vehicles.

The 20 community shuttles had reached the end of their economic life in 2017 based on a 5 year / 330,000 km life expectancy.



Photo courtesy of TransLink

Total CCBF Funds (\$)	\$3,383,609
Total Project Costs (\$)	\$3,426,595
System Capacity Increase	-
GHG Emissions Reductions* (tonnes of CO2e/year)	15.80
Reduction in CAC Emissions* (tonnes/year)	0.003
HC (tonnes/year)	0.00
CO (tonnes/year)	0.00
NOx (tonnes/year)	0.003
PM (tonnes/year)	0.00
Estimated Fuel Consumption (Litres/year)	Gasoline: 349,216 L
Additional Benefits	Avoidance of incremental maintenance and operating costs, reduced vehicle breakdowns, reduce vehicle downtime, improve accessibility and service reliability, and lower emissions due to changing vehicle standards.

Greater Vancouver Regional Fund Outcomes Report

FLEET PROJECT OUTCOMES

2017 Community Shuttle Vehicle Replacement

The project consisted of replacing 20 gasoline community shuttles that reached the end of their economic life. The vehicles were replaced with 20 gasoline community shuttle vehicles, 5 of which are low-floor vehicles.

The 20 community shuttles had reached the end of their economic life in 2017 based on a 5 year / 330,000 km life expectancy.

Total CCBF Funds (\$)	\$3,383,609
Total Project Costs (\$)	\$3,426,595
System Capacity Increase	-
GHG Emissions Reductions* (tonnes of CO ₂ e/year)	15.80
Reduction in CAC Emissions* (tonnes/year)	0.003
<i>HC (tonnes/year)</i>	0.00
<i>CO (tonnes/year)</i>	0.00
<i>NO_x (tonnes/year)</i>	0.003
<i>PM (tonnes/year)</i>	0.00
Estimated Fuel Consumption (Litres/year)	Gasoline: 349,216 L
Additional Benefits	Avoidance of incremental maintenance and operating costs, reduced vehicle breakdowns, reduce vehicle downtime, improve accessibility and service reliability, and lower emissions due to changing vehicle standards.

Greater Vancouver Regional Fund Outcomes Report

FLEET PROJECT OUTCOMES

2017 Conventional Bus Replacement

The project consisted of replacing 54 40' diesel buses and 52 60' diesel buses that reached the end of their economic life. The vehicles were replaced with 54 40' CNG buses and 52 60' diesel-electric hybrid buses.

The 106 conventional buses had reached the end of their economic life in 2017 based on a 17 year / 1,000,000 km life expectancy.

Total CCBF Funds (\$)	\$105,985,000
Total Project Costs (\$)	\$110,565,242
System Capacity Increase	-
GHG Emissions Reductions* (tonnes of CO2e/year)	1788.22
Reduction in CAC Emissions* (tonnes/year)	68.02
<i>HC (tonnes/year)</i>	2.86
<i>CO (tonnes/year)</i>	7.17
<i>NOx (tonnes/year)</i>	57.27
<i>PM (tonnes/year)</i>	0.72
Estimated Fuel Consumption (Litres/year)	Diesel: 1,630,370 CNG: 108,094 GJ
Additional Benefits	5-10 decibels reduction in noise emissions. Maintain existing service, reduce downtime, avoid incremental operating and maintenance costs.

Greater Vancouver Regional Fund Outcomes Report

FLEET PROJECT OUTCOMES

2017 HandyDART Vehicle Replacement

The project consisted of replacing 18 gasoline Microbuses (6 passenger), 10 gasoline Midibuses (12 passenger) and 7 Minibuses (20 passenger) 35 vehicles that reached the end of their economic life. The vehicles were replaced with 27 gasoline Microbuses and 8 gasoline Midibuses.

The 35 HandyDART vehicles had reached the end of their economic life in 2017 based on a 7 year / 250,000 km life expectancy.

Total CCBF Funds (\$)	\$4,207,656
Total Project Costs (\$)	\$4,309,932
System Capacity Increase	-110
GHG Emissions Reductions* (tonnes of CO2e/year)	24.53
Reduction in CAC Emissions* (tonnes/year)	0.01
<i>HC (tonnes/year)</i>	<i>0.00</i>
<i>CO (tonnes/year)</i>	<i>0.00</i>
<i>NOx (tonnes/year)</i>	<i>0.01</i>
<i>PM (tonnes/year)</i>	<i>0.00</i>
Estimated Fuel Consumption (Litres/year)	Gasoline: 216,868 L
Additional Benefits	Maintain existing service, reduce downtime, avoid incremental operating and maintenance costs.

Greater Vancouver Regional Fund Outcomes Report

FLEET PROJECT OUTCOMES

2018 Conventional 40' Bus Expansion

This project consisted of adding 94 40' diesel-electric hybrid buses to TransLink's conventional bus fleet.

Total CCBF Funds (\$)	\$85,584,000
Total Project Costs (\$)	\$91,549,982
System Capacity Increase	6,768
GHG Emissions Reductions* (tonnes of CO2e/year)	-5,749.70
Reduction in CAC Emissions* (tonnes/year)	-1.38
<i>HC (tonnes/year)</i>	-0.11
<i>CO (tonnes/year)</i>	-1.05
<i>NOx (tonnes/year)</i>	-0.22
<i>PM (tonnes/year)</i>	0.00
Estimated Fuel Consumption (Litres/year)	Diesel: 2,186,200
Additional Benefits	Increase ridership on routes that have been identified for service improvements in the Investment Plan

Greater Vancouver Regional Fund Outcomes Report

FLEET PROJECT OUTCOMES

2018 HandyDART Vehicle Replacement

The project consisted of replacing 22 gasoline Microbuses (6 passenger) and 18 gasoline Midibuses (12 passenger) that reached the end of their economic life. The vehicles were replaced with 30 gasoline Microbuses and 10 gasoline Midibuses.

The 40 HandyDART vehicles had reached the end of their economic life in 2018 based on a 7 year / 250,000 km life expectancy.

Total CCBF Funds (\$)	\$5,047,978
Total Project Costs (\$)	\$5,124,449
System Capacity Increase	-48
GHG Emissions Reductions* (tonnes of CO2e/year)	11.21
Reduction in CAC Emissions* (tonnes/year)	0.02
<i>HC (tonnes/year)</i>	<i>0.00</i>
<i>CO (tonnes/year)</i>	<i>0.00</i>
<i>NOx (tonnes/year)</i>	<i>0.02</i>
<i>PM (tonnes/year)</i>	<i>0.00</i>
Estimated Fuel Consumption (Litres/year)	Gasoline: 247,849
Additional Benefits	Maintain existing service, reduce downtime, avoid incremental operating and maintenance costs.

Greater Vancouver Regional Fund Outcomes Report

FLEET PROJECT OUTCOMES

2018 Community Shuttle Vehicle Replacement

The project consisted of replacing 20 gasoline community shuttles that reached the end of their economic life. The vehicles were replaced with 20 gasoline community shuttles, 9 of which are low-floor vehicles.

The 20 community shuttles had reached the end of their economic life in 2018 based on a 5 year / 330,000 km life expectancy.



Photo courtesy of TransLink

Total CCBF Funds (\$)	\$3,658,678
Total Project Costs (\$)	\$3,721,705
System Capacity Increase	-
GHG Emissions Reductions* (tonnes of CO2e/year)	30.60
Reduction in CAC Emissions* (tonnes/year)	0.0032
HC (tonnes/year)	0.00
CO (tonnes/year)	0.00
NOx (tonnes/year)	0.0032
PM (tonnes/year)	0.00
Estimated Fuel Consumption (Litres/year)	Gasoline: 450,531
Additional Benefits	Avoidance of incremental maintenance and operating costs, reduced vehicle breakdowns, reduce vehicle downtime, improve accessibility and service reliability, and lower emissions due to changing vehicle standards.

Greater Vancouver Regional Fund Outcomes Report

FLEET PROJECT OUTCOMES

2018 Conventional Bus Replacement

The project consisted of replacing 92 40' diesel buses that reached the end of their economic life. The vehicles were replaced with 23 40' diesel buses and 69 40' CNG buses.

The 92 conventional buses had reached the end of their economic life in 2018 based on a 17 year / 1,000,000 km life expectancy.

Total CCBF Funds (\$)	\$61,925,000
Total Project Costs (\$)	\$65,045,613
System Capacity Increase	-
GHG Emissions Reductions* (tonnes of CO2e/year)	146.00
Reduction in CAC Emissions* (tonnes/year)	0.27
<i>HC (tonnes/year)</i>	<i>0.00</i>
<i>CO (tonnes/year)</i>	<i>0.00</i>
<i>NOx (tonnes/year)</i>	<i>0.27</i>
<i>PM (tonnes/year)</i>	<i>0.00</i>
Estimated Fuel Consumption (Litres/year)	Diesel: 692,392 CNG: 138,120 GJ
Additional Benefits	Reduced emissions with newest engine technology. Fewer service cancellations, reduced vehicle interior and exterior noise and smoother vehicle operation.

Greater Vancouver Regional Fund Outcomes Report

FLEET PROJECT OUTCOMES

2018 HandyDART Vehicle Expansion

The project consisted of adding 13 gasoline Midibuses to TransLink’s HandyDART vehicle fleet.

Total CCBF Funds (\$)	\$1,777,792
Total Project Costs (\$)	\$1,801,661
System Capacity Increase	156
GHG Emissions Reductions* (tonnes of CO2e/year)	-182.23
Reduction in CAC Emissions* (tonnes/year)	-0.67
<i>HC (tonnes/year)</i>	-0.02
<i>CO (tonnes/year)</i>	-0.64
<i>NOx (tonnes/year)</i>	-0.01
<i>PM (tonnes/year)</i>	0.00
Estimated Fuel Consumption (Litres/year)	Gasoline: 80,550
Additional Benefits	Service reliability is maintained, service cancellation minimized.



Photo courtesy of TransLink

Greater Vancouver Regional Fund Outcomes Report

FLEET PROJECT OUTCOMES

2018 Community Shuttle Vehicle Expansion

The project consisted of adding 12 gasoline community shuttles to TransLink's community shuttle fleet.

Total CCBF Funds (\$)	\$2,056,730
Total Project Costs (\$)	\$2,100,838
System Capacity Increase	240
GHG Emissions Reductions* (tonnes of CO ₂ e/year)	-611.5
Reduction in CAC Emissions* (tonnes/year)	-2.32
<i>HC (tonnes/year)</i>	-0.05
<i>CO (tonnes/year)</i>	-2.15
<i>NO_x (tonnes/year)</i>	-0.02
<i>PM (tonnes/year)</i>	-0.10
Estimated Fuel Consumption (Litres/year)	Gasoline: 270,319
Additional Benefits	Increased service levels, reduce overcrowding, increase capacity. Service reliability is maintained, and service cancellation minimized.

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FLEET PROJECT OUTCOMES

2018 Conventional 60' Bus Expansion

The project consisted of adding 11 60' diesel-electric hybrid buses to TransLink's conventional bus fleet.

Total CCBF Funds (\$)	\$15,403,679
Total Project Costs (\$)	\$15,590,000
System Capacity Increase	1,210
GHG Emissions Reductions* (tonnes of CO2e/year)	-907.05
Reduction in CAC Emissions* (tonnes/year)	-0.22
<i>HC (tonnes/year)</i>	-0.02
<i>CO (tonnes/year)</i>	-0.17
<i>NOx (tonnes/year)</i>	-0.03
<i>PM (tonnes/year)</i>	-0.00
Estimated Fuel Consumption (Litres/year)	Diesel: 344,886
Additional Benefits	Reduce overcrowding, increase service levels, increased ridership, and lower interior/exterior noise levels.



Photo courtesy of TransLink

Greater Vancouver Regional Fund Outcomes Report

FLEET PROJECT OUTCOMES

2019 Conventional & Double-Decker Bus Expansion

The project consisted of adding 47 60' diesel-electric hybrid buses and 5 42' diesel double-decker low-floor buses to TransLink's conventional bus fleet.

Total CCBF Funds (\$)	\$71,998,976
Total Project Costs (\$)	\$73,963,360
System Capacity Increase	5,670
GHG Emissions Reductions* (tonnes of CO2e/year)	-4,843.20
Reduction in CAC Emissions* (tonnes/year)	-1.15
<i>HC (tonnes/year)</i>	-0.09
<i>CO (tonnes/year)</i>	-0.88
<i>NOx (tonnes/year)</i>	-0.18
<i>PM (tonnes/year)</i>	0.00
Estimated Fuel Consumption (Litres/year)	Diesel: 1,640,958
Additional Benefits	Better passenger environment, reduced noise when compared to diesel buses. Increase service levels (e.g. added frequency, increase span of service).



Photo courtesy of TransLink

Greater Vancouver Regional Fund Outcomes Report

FLEET PROJECT OUTCOMES

2019 HandyDART Vehicle Expansion

The project consisted of adding 10 gasoline Midibuses to TransLink's HandyDART vehicle fleet.

Total CCBF Funds (\$)	\$1,350,000
Total Project Costs (\$)	\$1,419,092
System Capacity Increase	120
GHG Emissions Reductions* (tonnes of CO ₂ e/year)	-140.00
Reduction in CAC Emissions* (tonnes/year)	-0.50
<i>HC (tonnes/year)</i>	<i>-0.01</i>
<i>CO (tonnes/year)</i>	<i>-0.49</i>
<i>NO_x (tonnes/year)</i>	<i>0.00</i>
<i>PM (tonnes/year)</i>	<i>0.00</i>
Estimated Fuel Consumption (Litres/year)	Gasoline: 61,962
Additional Benefits	Service reliability is maintained, service cancellation minimized.

Greater Vancouver Regional Fund Outcomes Report

FLEET PROJECT OUTCOMES

2019 HandyDART Vehicle Replacement

The project consisted of replacing 40 gasoline Microbuses that reached the end of their economic life. The vehicles were replaced with 28 gasoline Microbuses (6 passenger) and 12 gasoline Midibuses (12 passenger).

The HandyDART vehicles had reached the end of their economic life in 2019 based on a 7 years / 250,000 km life expectancy.

Total CCBF Funds (\$)	\$5,200,000
Total Project Costs (\$)	\$5,372,119
System Capacity Increase	72
GHG Emissions Reductions* (tonnes of CO2e/year)	11.21
Reduction in CAC Emissions* (tonnes/year)	0.01
<i>HC (tonnes/year)</i>	<i>0.00</i>
<i>CO (tonnes/year)</i>	<i>0.00</i>
<i>NOx (tonnes/year)</i>	<i>0.01</i>
<i>PM (tonnes/year)</i>	<i>0.00</i>
Estimated Fuel Consumption (Litres/year)	Gasoline: 247,849
Additional Benefits	Reduced vehicle interior and exterior noise, smoother vehicle operation. Reduced fuel consumption with the new engine technology.

Greater Vancouver Regional Fund Outcomes Report

FLEET PROJECT OUTCOMES

2019 Community Shuttle Replacement

The project consisted of replacing 49 gasoline community shuttles that reached the end of their economic life. The vehicles were replaced with 49 gasoline low floor community shuttle vehicles.

The 49 community shuttles had reached the end of their economic life in 2019 based on a five year / 330,000 km life expectancy.

Total CCBF Funds (\$)	\$10,028,249
Total Project Costs (\$)	\$10,274,840
System Capacity Increase	-
GHG Emissions Reductions* (tonnes of CO2e/year)	49.94
Reduction in CAC Emissions* (tonnes/year)	0.00
<i>HC (tonnes/year)</i>	<i>0.00</i>
<i>CO (tonnes/year)</i>	<i>0.00</i>
<i>NOx (tonnes/year)</i>	<i>0.00</i>
<i>PM (tonnes/year)</i>	<i>0.00</i>
Estimated Fuel Consumption (Litres/year)	Gasoline: 1,103,802
Additional Benefits	Maintain State of good repair, improved vehicle access for ambulatory and mobility assisted customers and fewer maintenance related service cancellations.

Greater Vancouver Regional Fund Outcomes Report

FLEET PROJECT OUTCOMES

2019 Conventional Bus Replacement

The project consisted of replacing 27 40' diesel buses that reached the end of their economic life. The vehicles were replaced with 27 42' diesel low-floor double-decker buses.

The 27 conventional buses had reached the end of their economic life in 2019 based on a 17 year / 1,000,000 km life expectancy.

Total CCBF Funds (\$)	\$30,000,000
Total Project Costs (\$)	\$32,333,717
System Capacity Increase	756
GHG Emissions Reductions* (tonnes of CO2e/year)	65.46
Reduction in CAC Emissions* (tonnes/year)	0.12
<i>HC (tonnes/year)</i>	<i>0.00</i>
<i>CO (tonnes/year)</i>	<i>0.00</i>
<i>NOx (tonnes/year)</i>	<i>0.12</i>
<i>PM (tonnes/year)</i>	<i>0.00</i>
Estimated Fuel Consumption (Litres/year)	Diesel: 1,244,577
Additional Benefits	The new replacement bus offers 86% greater passenger capacity. Reduced vehicle interior and exterior noise, smoother vehicle operation.

Greater Vancouver Regional Fund Outcomes Report

FLEET PROJECT OUTCOMES

Electric Battery Bus Purchase – Pilot

TransLink has opted to participate in the Canadian Urban Transit Research and Innovation Consortium’s (CUTRIC) electric bus trial. As part of the trial TransLink purchased 4 40’ battery-electric buses and two (2) high speed on-route electric charging stations.



Photo courtesy of TransLink

Total CCBF Funds (\$)	\$6,892,000
Total Project Costs (\$)	\$9,529,923
System Capacity Increase	200
GHG Emissions Reductions* (tonnes of CO2e/year)	-3.00
Reduction in CAC Emissions* (tonnes/year)	0.00
<i>HC (tonnes/year)</i>	0.00
<i>CO (tonnes/year)</i>	0.00
<i>NOx (tonnes/year)</i>	0.00
<i>PM (tonnes/year)</i>	0.00
Estimated Fuel Consumption (Litres/year)	Electricity: 227,700 kWh
Additional Benefits	Electric buses are quieter than comparable diesel or CNG buses and remove GHG emissions.

Greater Vancouver Regional Fund Outcomes Report

NON-FLEET PROJECT OUTCOMES

Trolley Overhead Rectifier Replacement - Metrotown

Three modular rectifier stations make up the Trolley Overhead (TOH) Metrotown Group and were over 30 years old and approaching the end of their service lives. While regular maintenance was undertaken, their age meant some components were obsolete and failure could result in lengthy outages and delays to bus service. The primary objective of this project was to provide reliable 600VDC power to the TOH network around the Metrotown area by replacing these three modular rectifiers. The scope included:

- Procurement of design consultancy services, equipment supply and construction services;
- Design of rectifiers, civils bases and initial installation sequencing;
- Equipment supply and installation commissioning; and
- Construction of civil works, installation of rectifiers, and disposal of old assets.



Photo courtesy of TransLink

Greater Vancouver Regional Fund Outcomes Report

NON-FLEET PROJECT OUTCOMES

Surrey Transit Centre - CNG Facility Retrofit

In 2013, TransLink and Coast Mountain Bus Company adopted a “Compressed Natural Gas (CNG) Fleet and Facility Strategy”; which recommended next orders of replacement forty-foot (40 ft) conventional buses will be equipped with CNG propulsion systems. The recommendation was based on a review of current CNG engine technology, fuel price trends, life cycle costing and infrastructure and service planning. Recent changes in transit bus propulsion technology and commodity fuel pricing have dramatically changed the competitiveness of CNG powered buses compared to diesel counterparts.

Surrey Transit Centre (STC) was originally built in 1993 and was not equipped to maintain and/or fuel CNG vehicles. A number of the buses operating out of STC were nearing the end of their useful lives and planned to be replaced by more eco-sustainable CNG buses. This project was to retrofit the existing STC facility for fueling, operating and maintaining CNG buses. The scope consisted of two main components:

- Renovations to Repair Garage and Fuel Building to maintain and operate CNG buses; and
- New CNG infrastructure in and adjacent to existing fueling building to fuel CNG buses



Photo courtesy of TransLink

Greater Vancouver Regional Fund Outcomes Report

NON-FLEET PROJECT OUTCOMES

Equipment for Deferred Retirement Program

In 2017-18 TransLink projected a requirement of 94 - 40' buses, 11 - 60' buses, 12 Community Shuttles and 13 HandyDART vehicles in order to meet its objectives for expansion of bus service as per Phase One of TransLink's 10-Year Vision. The delivery of these expansion vehicles was expected later in 2018 and therefore TransLink extended the service life of current vehicles that reached or were expected to reach the end of their useful lives to accommodate this service. In order to do that, it was necessary to acquire additional bus communication system (INIT), Compass smart media card (Cubic) and farebox equipment to be installed on these older buses in order for them to be compatible with the fare collection system as well as the required voice and data communications with TCom.

The scope of this project was to procure 99 complete Compass Smart Card fare collection systems and Init bus communication and CAD/AVL systems needed to support service expansion for Phase One of the 10-Year Vision. For those 2017 deferred retirement buses operating using INIT and Compass equipment from CMBC inventory, the arriving new bus communication and fare media equipment was used to restore inventories at CMBC to sustainable levels. Expansion service being implemented in 2018 had newly purchased INIT and Compass systems installed directly onto deferred retirement buses.

Greater Vancouver Regional Fund Outcomes Report

Overall TransLink Performance 2017-2021

Ridership

From 2017 – 2019, transit system boardings grew from 408.2 million to 452.9 million, a 10.9% increase. Due to the COVID-19 global pandemic, system boardings were 218.8 million in 2020, and 223.5 million in 2021.

Revenue Fleet Energy Consumption

- From 2017 to 2019, revenue fleet energy consumption (GJ) increased 1%, and then dropped 12% in 2020 due to the COVID-19 pandemic. Consumption increased 3% from 2020 to 2021.
- From 2017 to 2021, 32% of the revenue fleet energy use was from renewable sources, with 80% from hydro-electricity and 20% from renewable natural gas.

Revenue Fleet Greenhouse Gas (GHG) Emissions

Revenue fleet GHG emissions reduced by 3,098 tonnes CO₂e (9.6%) from 2017 to 2021.

Air Quality – Criteria Air Contaminants (CAC)

From 2017 to 2021, CAC emissions decreased by approximately 100 tonnes, resulting in a 25% reduction in CAC emissions during this period.



Photo courtesy of TransLink