

# Facilities Strategic Plans

TransLink

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- 1 What are Facilities Strategic Plans?
- 2 Why do we need Facilities Strategic Plans?
- 3 Deep-dive on the SkyTrain Facilities Strategic Plan



# Facilities Strategic Plans are roadmaps to align future fleet and facility needs with the service levels outlined in our long-range service plans.



Establishes the **existing and funded conditions** for fleet and facilities



Outlines the **future needs** for fleet and facilities in alignment with our long-range plans

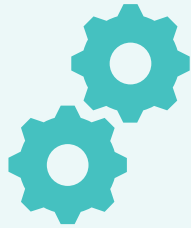


**Identifies strategies** to enable us to meet these needs



**Informs the phasing** to get there and our understanding of the **impacts on our service**





Facilities Strategic Plans focus on **back-of-house facilities**, such as depots and maintenance centres



**Each plan is mode-specific** due to the different needs of each mode.



Focus is on **big picture questions**, such as the location of facilities, timing of major projects, and general functions.



## Facilities Strategic Plans help to ensure that:

- 1 New facilities are located in optimal places and are appropriately sized with the optimal functions
- 2 Interdependencies are managed between scopes of major investments during the planning phase
- 3 Feasibility studies are begun to inform future capital and operating budgets



# Facilities Strategic Plans can be used by Senior Leadership to:

- 1 Ensure strategically important capital projects are funded through Investment Plans
- 2 Shape early conversations with potential funding partners
- 3 Explain the rationale for need and scope of facilities to funding and implementation partners





## Without integrated, strategic planning we risk:

- 1 Being unable to expand the system fast enough to meet regional ridership needs and to take advantage of funding and real estate opportunities.
- 2 Designing and building facilities and other infrastructure that requires significant renovation and service disruption for customers.
- 3 Failing to understand how changes in one part of the system impacts other areas.









**SkyTrain**  
*Rail Rapid Transit*



**Bus**



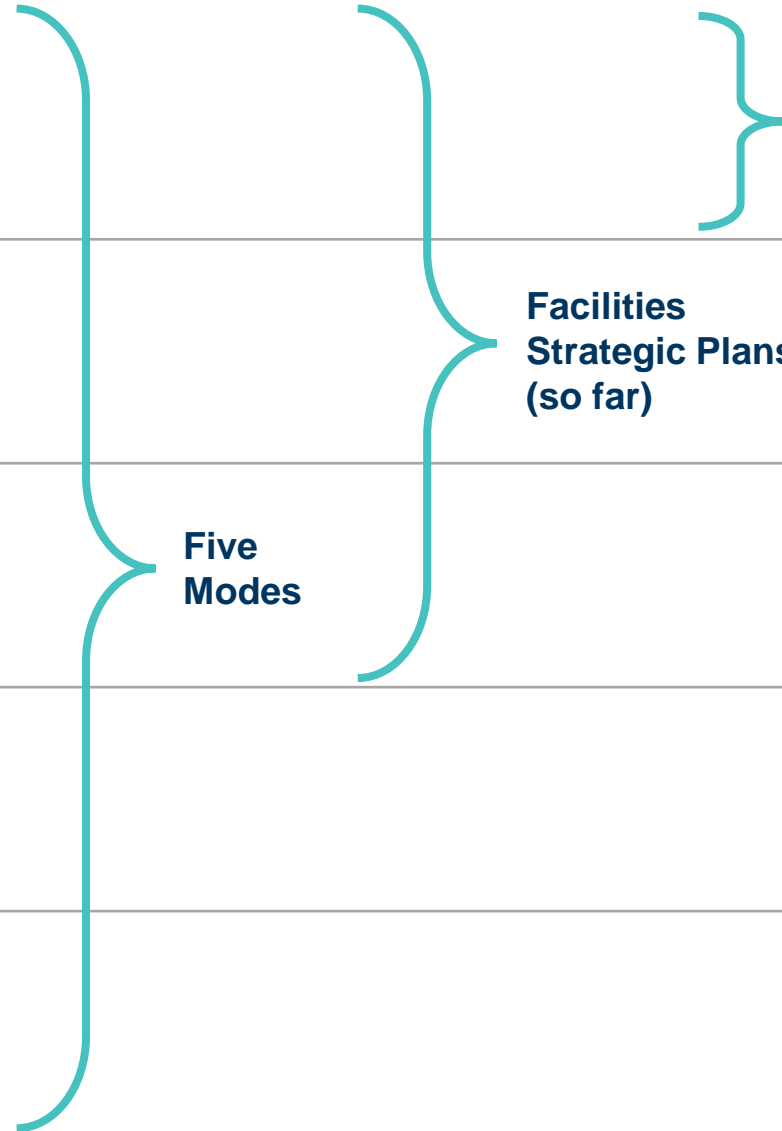
**HandyDART**  
*Paratransit*



**SeaBus**  
*Passenger Ferry*



**West Coast Express**  
*Commuter Rail*



**Today's focus:  
SkyTrain**

**Facilities  
Strategic Plans  
(so far)**

**Five  
Modes**

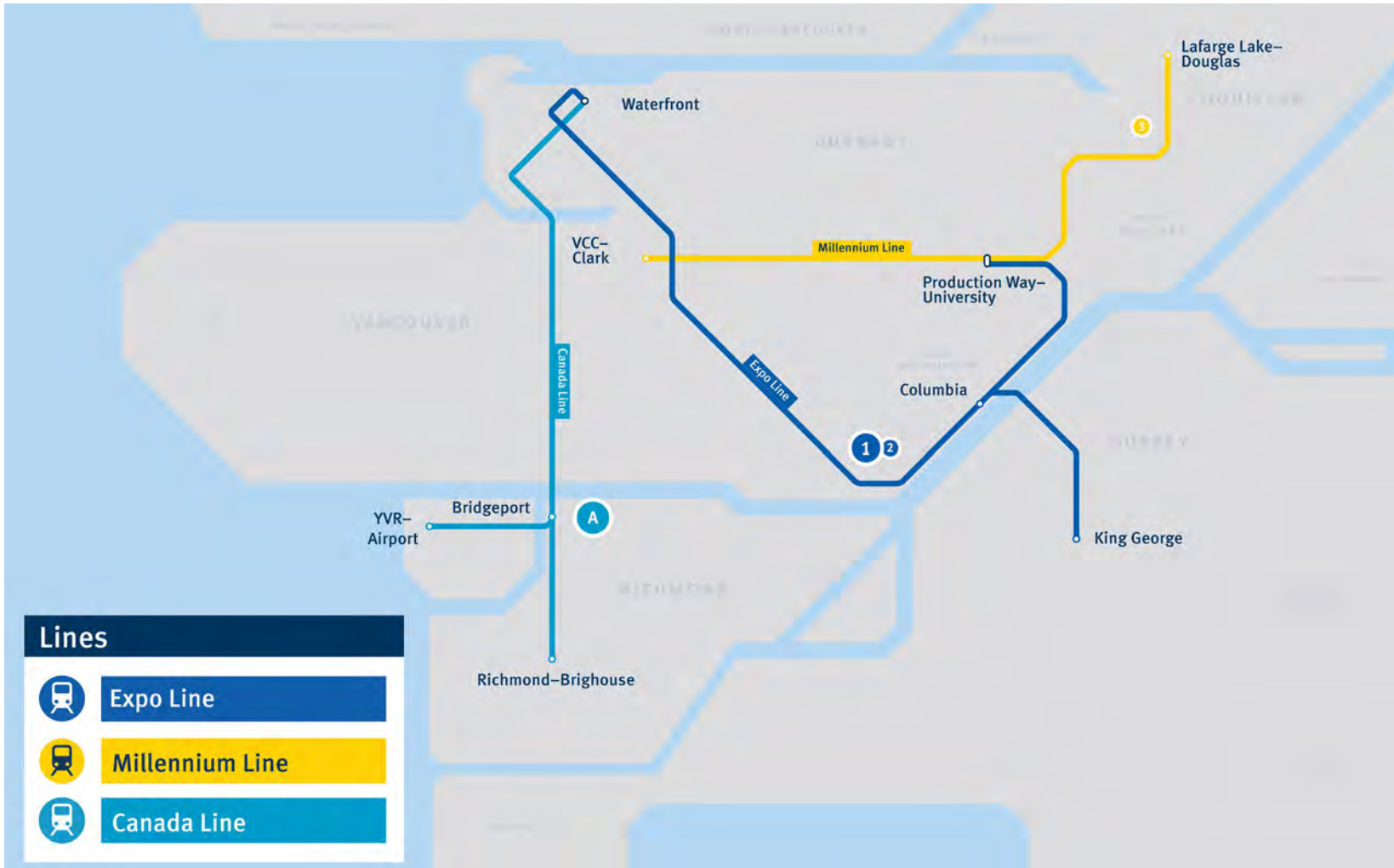


# The SkyTrain Facilities Strategic Plan

The purpose of the **SkyTrain Facilities Strategic Plan** is to enable the delivery of long-range transit plans by ensuring we have adequate supporting SkyTrain facilities through 2050.



There are currently three SkyTrain lines. We have one major OMC to support the Canada Line, and one major and two minor OMCs to support the Expo and Millennium Lines.



**OMCs have several key functions that are needed for to deliver SkyTrain services.**



**Train  
Storage**



**Train  
Servicing**



**Train  
Maintenance**

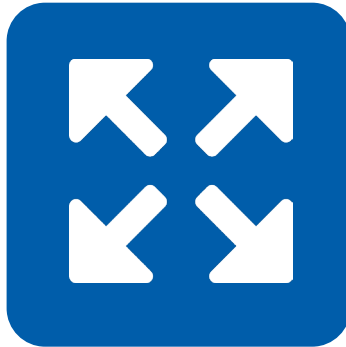


**Network Infr.  
Maintenance**



**Support  
Services**

**By 2050 we plan to extend service to serve more of the region and serve growing ridership.**



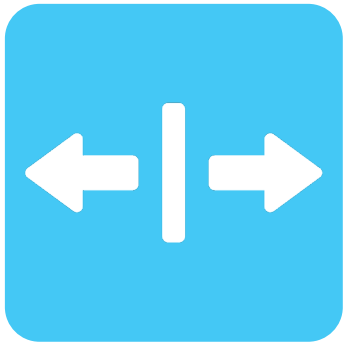
**New T2050 extensions to serve more of the region**  
Broadway Subway Project  
Surrey Langley SkyTrain  
UBC Extension (unfunded)



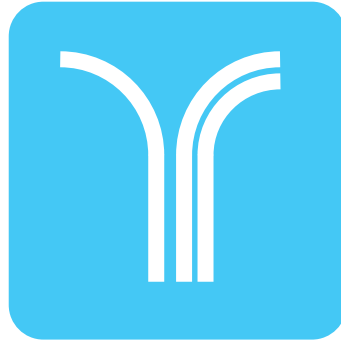
**Ridership growth**  
This is from general population growth, mode shift, and induced demand from extensions.



To deliver service on the extended network and ensure we address ridership growth on the existing network, we plan to use three primary tools:



**Buy longer, higher capacity trains**  
5-car on Expo-Mill.  
3-car on Canada Line



**Adjust service patterns to match ridership**  
Lower frequencies on  
Evergreen and SLS



**Buy more trains to increase peak frequency**  
Fleet to double



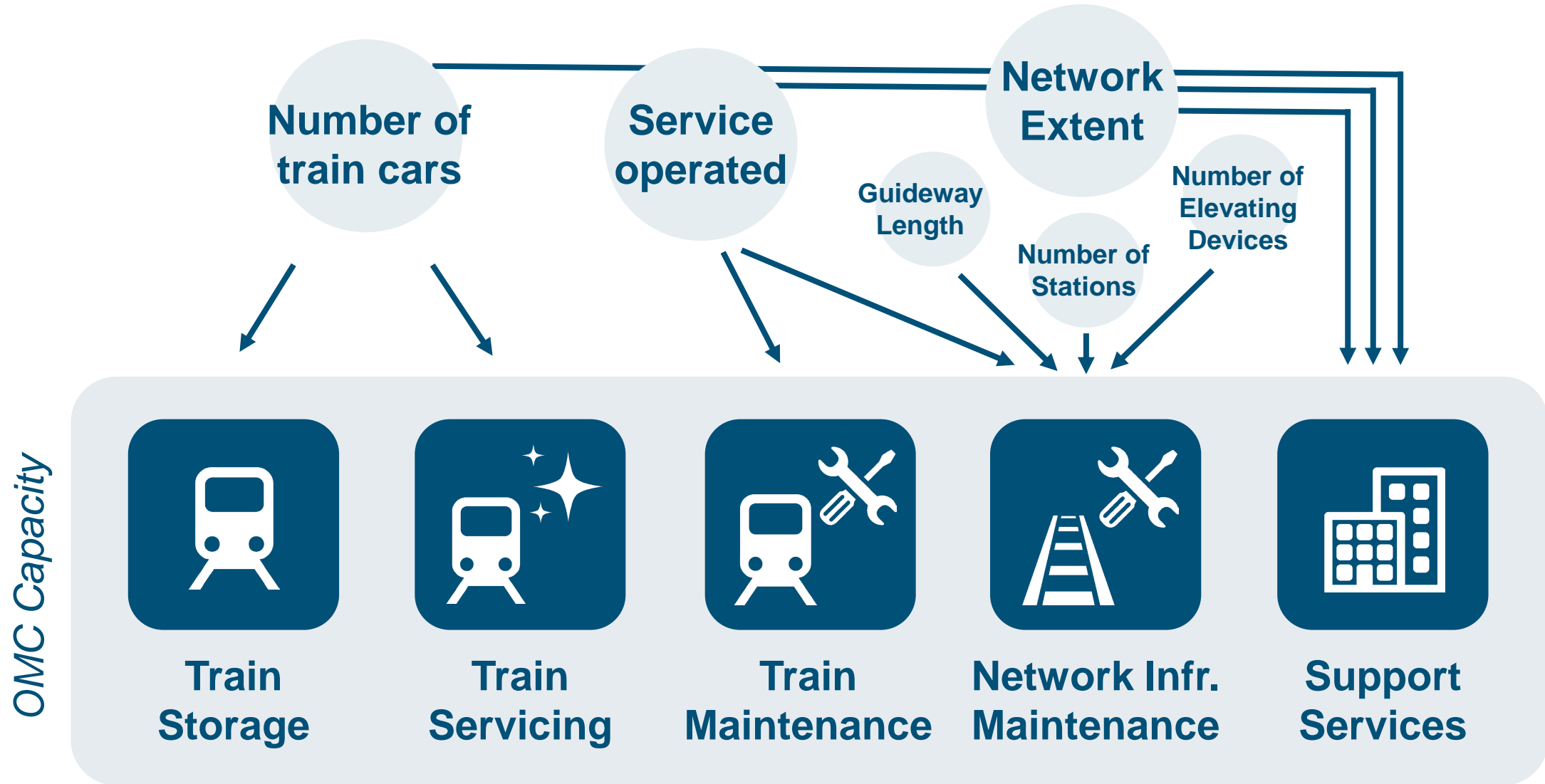
In the next 30+ years, we expect we could be operating the ultimate service pattern for the SkyTrain network:

- Near or max frequencies on the Canada Line and Expo Line
- Extensions to UBC and Langley
- Extension of the Production Way branch of the Expo Line to UBC.





This expanded network will require us to increase the capacity of OMCs.



# To enable the ultimate service and fleet plan we have developed the following recommendations:



**Study and fund OMC6 on Millennium Line** to enable UBCx and additional ridership growth on entire line



**Study and fund additional projects to expand and retrofit existing OMCs** to meet long-term requirements



**Design and build new guideway infrastructure using consistent system standards** to meet long-term requirements



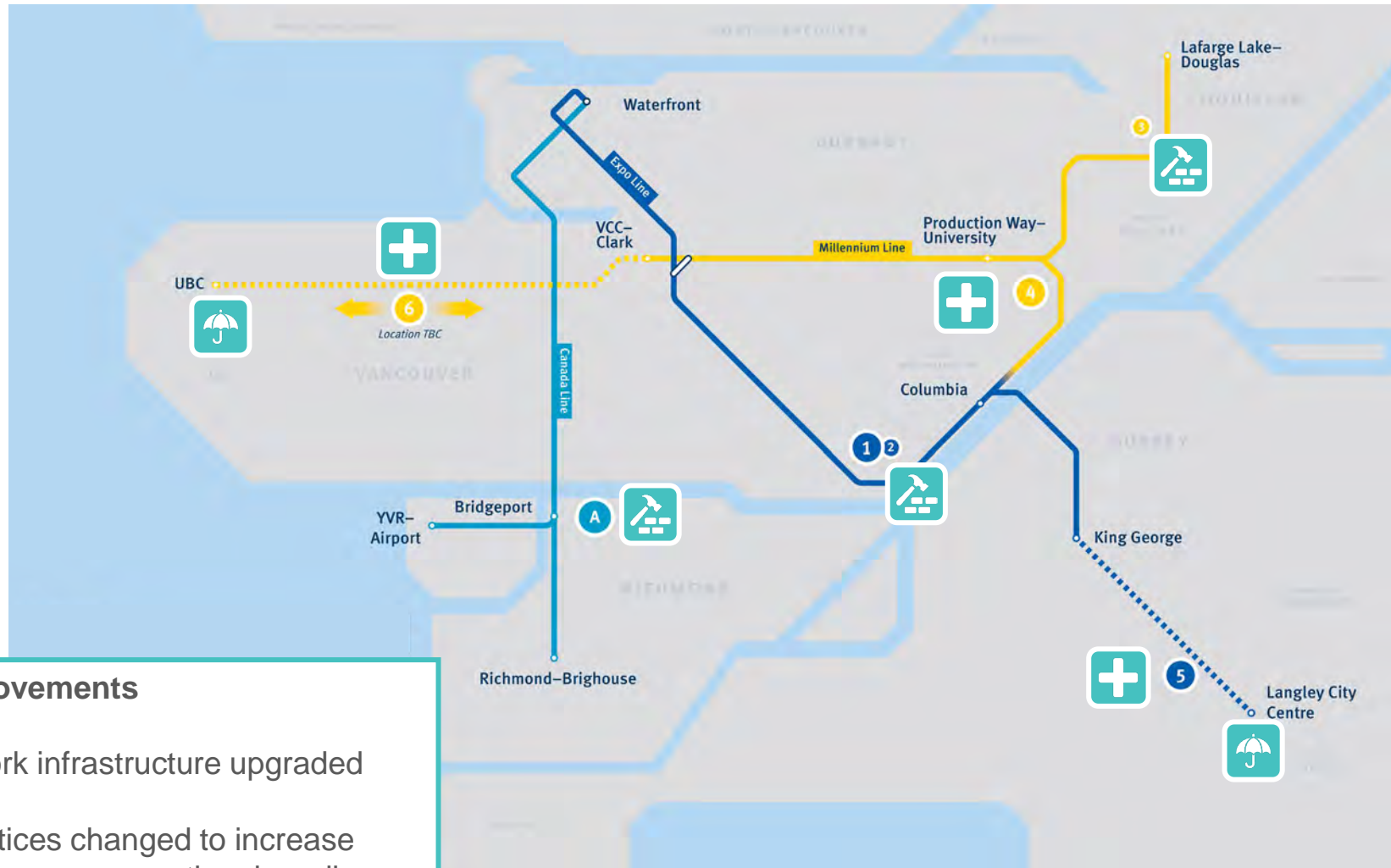
**Fund additional projects to upgrade existing network infrastructure** to meet long-term requirements





**Implement changes to business practices** to increase efficiency and ensure operational readiness



# If all key recommendations are implemented, this is what the SkyTrain network and supporting facilities could look like by 2050



## Systemwide Improvements

-  Existing network infrastructure upgraded
-  Business practices changed to increase efficiency and ensure operational readiness



# The SFSP provides a roadmap to align future fleet and facility needs with the service lines outlined in our long-range service plans.



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# Thank you!

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