State of Good Repair

Maintaining a safe, efficient and reliable transportation network

As of 2012, the estimated value of transportation assets for which TransLink is financially responsible is $10.2 billion. We need to keep these assets in a state of good repair in order to operate a safe, efficient and reliable transportation network for the people who live here. It is critical that the upcoming discussion on how best to fund transportation in our region considers not just expansion needs, but also asset maintenance and replacement.

In 2012, TransLink conducted research to build a clear picture of what is needed to protect and extend the life of our transportation assets. To achieve this, we completed a detailed inventory and analysis of all the existing transportation assets for which we are financially responsible. We also looked at the challenges we might anticipate in the future – such as earthquakes and the impact of climate change – and what is needed to meet those challenges.

Knowing the value of our assets and what it costs to maintain them helps us better address the needs of our system in future planning work.

What we learned

- **The current estimated value of the assets for which TransLink is financially responsible is $10.2 billion.** We have a diverse range of assets and infrastructure, which play a key role in the transportation system in the region. Their condition is crucial as they are used by hundreds of thousands of people every day. (To see the diverse range of assets for which TransLink is responsible, go to page 3 of this document.)

WHAT IS A "STATE OF GOOD REPAIR"?

This simply means an asset is in the condition to be used for what it's meant to be used. For example, we expect a bus to pick up passengers and follow its route without major mechanical issues. With regular preventive maintenance, it will remain in a state of good repair.

However, due to time and use, we know it will have more issues over time, and we can anticipate that some of its systems and parts may degrade. Eventually, it will no longer be in a state of good repair, and it will need to be replaced. While we may be able to maintain it beyond its useful life, maintenance costs will go up and the reliability of that bus might impact customers.

- **TransLink annually spends around $116 million on maintaining our assets – this is around two thirds of the estimated need to keep them in a state of good repair.** TransLink already aims to optimize the use of the region's transportation assets and keep them in good repair. We prioritize the most critical work to keep our system safe and reliable, but we can't fund all the work needed to maintain the system in an ideal state of good repair. Over time, we can expect that this will have an impact on our assets and operations – and costs.
- **We can expect future risks to affect our transportation assets, as well as the aging of our assets and infrastructure.** We know that our region experiences seismic activity, which in the future could affect our assets and operations. We also know that our assets won't be immune to the impact of climate change. And, as our infrastructure ages, we can expect costs and maintenance needs to increase if our goal is to keep our system in a state of good repair. We need to consider and prepare for these things as we plan for the future of transportation in our region – a resilient system will not only be better for our region as a whole, but also for our individual customers.

What happens next?

We have a growing region, and people are asking for more service and infrastructure, but expansion can only build on what we already have in place. This means that we also need to keep our existing assets – the backbone of the transportation network – in a state of good repair. This allows us to maintain and deliver the safe, efficient and reliable transportation services expected by our customers.

How to maintain these assets and the level to which we fund state of good repair will be a significant part of the Regional Transportation Strategy dialogue (starting in 2013). It is critical that the upcoming discussion on how best to fund transportation in our region considers not just expansion needs, but also asset maintenance and replacement.

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What are TransLink's assets?

As of 2012, the value of assets for which TransLink is financially responsible is $10.2 billion!

It's vital to keep our transportation system in a state of good repair to ensure reliable, efficient, and safe travel for everyone. So in 2012, TransLink conducted detailed research to identify exactly what care our properties need and how to best prepare them for challenges like climate change and earthquakes. You may not realize that TransLink is financially responsible for an enormous range of items: here are some examples!

Vehicles

1,381 BUSES

336 HANDYDART BUSES

176 COMMUNITY SHUTTLES

258 EXPO AND MILLENNIUM LINE SKYTRAIN CARS

40 CANADA LINE SKYTRAIN CARS

6 WEST COAST EXPRESS LOCOMOTIVES

44 WEST COAST EXPRESS COACHES

3 SEABUSES

Centres and Facilities

9 TRANSIT CENTRES (BUS DEPOTS)

36 DRIVER FACILITIES (WASHROOMS ETC.)

2 SKYTRAIN OPERATIONS & MAINTENANCE CENTRES

34 SKYTRAIN POWER SUBSTATIONS

2 SEABUS TERMINALS

1 SEABUS OFFICE

Trolley System

320,000 METRES OF TROLLEY WIRE

22 RECTIFIER STATIONS

10,995 TROLLEY POLES

Train System

Expo, Millennium, and Canada Lines plus West Coast Express

68.6 km SKYTRAIN GUIDEWAY

3 SKYTRAIN BRIDGES

49 SKYTRAIN STATIONS

378 km SKYTRAIN RAIL

5 SKYTRAIN TUNNELS

8 WEST COAST EXPRESS STATIONS

Bridges

5 regional bridges

Canada Line pedestrian and bike bridge (3 YEARS OLD)

Golden Ears Bridge (3 YEARS OLD)

Knight Street Bridge (35 YEARS OLD)

Pattullo Bridge (75 YEARS OLD)

Westham Island Bridge (102 YEARS OLD)

And more!

- train control systems
- Compass Card infrastructure
- Transit Police equipment
- AirCare equipment
- non-revenue vehicles (maintenance vans etc.)
- automatic vehicle location system
- all components of buildings including building envelopes, structures, electrical fire suppression, HVAC, and mechanical

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