

**BRITISH COLUMBIA – CITY OF SURREY – CITY OF LANGLEY – TOWNSHIP OF  
LANGLEY - TRANSLINK  
SURREY LANGLEY SKYTRAIN PROJECT  
OVERARCHING SUPPORTIVE POLICIES AGREEMENT  
NUMBER #OA01-2022**

THIS AGREEMENT is dated for reference the 23rd day of June 2022.

BETWEEN:

**HER MAJESTY THE QUEEN IN THE RIGHT OF THE PROVINCE OF BRITISH  
COLUMBIA**, as represented by the Minister of Environment and Climate Change Strategy and  
Minister Responsible for TransLink and the Minister of Transportation and Infrastructure  
PO Box 9850 Stn Prov Govt, Victoria, BC V8W 9T5

(the “**Province**”)

AND:

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

AND:

**CITY OF LANGLEY**  
20399 Douglas Crescent, Langley, BC V3A 4B3

AND:

**TOWNSHIP OF LANGLEY**  
20338 - 65 Avenue, Langley, BC V2Y 3J1

AND:

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**  
400-287 Nelson’s Court, New Westminster, BC V3L 0E7

(“**TransLink**”)

(collectively referred to as the “**Parties**”)

**WHEREAS:**

- A. In October 2020 the Province announced it was delivering the Surrey Langley SkyTrain Project (the “**Project**”) and it would be delivered in a single phase to Langley Centre;

- B. The Project is the construction of a 16-kilometre extension (the “**Surrey Langley Skytrain**” or “**SLS**”) of the existing Expo Line from King George SkyTrain Station to Langley City Centre along Fraser Highway;
- C. The City of Surrey, City of Langley, and Township of Langley have entered into separate Supportive Policies Agreements (“**SPA**”)s with TransLink for the Project;
- D. The Province participates in an advisory and monitoring capacity for the City of Surrey, City of Langley and Township of Langley SPAs for the Project but is not a signatory to them;
- E. The SPA with the City of Surrey was completed and signed prior to the SPAs with the City of Langley and Township of Langley;
- F. The SPAs with the City of Langley and Township of Langley note that the Province has a significant role and responsibility with respect to the Project, the details of which may be included in other potential related agreements to be entered into to enable the construction and operation of the Project;
- G. The Project and SPAs are intended to maximize the achievement of the Project Objectives by supporting provincial and regional initiatives and policies related to transportation services, land use planning, housing, climate action, active transportation, reconciliation, and equity;
- H. There is merit in the Parties agreeing to a shared set of overarching principles to support an integrated approach to the Project and to complement the individual SPAs, not supersede them. TransLink and each of the three local governments are still responsible for implementing the individual municipality-specific SPAs; and
- I. The Province is open to seeking opportunities outside the direct scope of the Project that will contribute to achieving the Project’s objectives and related benefits that may be outside the scope of the Project development as outlined in paragraph G.

NOW THEREFORE, the Parties acknowledge, confirm and agree as follows:

## **1. INTERPRETATION**

### **1.1 Definitions**

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

- (a) “**Affordable Housing**” means a range of housing options, diverse in tenures and types (including family-sized and below-market rate housing) which are affordable to households with a range of incomes and meets the needs of the population. This definition is intended to align with the Affordable Housing definition in the most current Regional Growth Strategy, as well as the Municipalities’ Housing Needs Reports/Action Plans.

- (b) **“Agreement”** means this Overarching Supportive Policies Agreement;
- (c) **“Complete Streets”** means an approach to planning, designing and building streets that provides safe and accessible options for multiple travel modes for people of all ages and abilities, including modes such as walking, cycling, transit, automobiles and goods movement;
- (d) **“Collaborate”** means to work closely regarding a decision or initiative, including the development of alternatives and identification of a preferred solution;
- (e) **“Municipalities”** means the City of Surrey, City of Langley, and Township of Langley together, and **“Municipality”** means any of them individually;
- (f) **“Parties”** means the Province, City of Langley, City of Surrey, Township of Langley and TransLink together;
- (g) **“Project”** has the meaning set out in Recital A;
- (h) **“SkyTrain Station”** means a location along the SLS for passenger boarding and alighting;
- (i) **“SLS”** and **“Surrey Langley SkyTrain”** have the meaning set out in Recital B;
- (j) **“SLS Corridor”** means the geographic areas within 800 metres of the SkyTrain Stations;
- (k) **“Transit-Oriented Communities Design Guidelines”** means the design guidelines developed by TransLink in consultation with municipal, Metro Vancouver and provincial government stakeholders, published in July 2012; and
- (l) **“Transit-Oriented Development”** means the planning and design of development near frequent transit that facilitates a decreased reliance on the automobile through the provision of convenient access between the transit and a diversity of housing, jobs, and services, including through walking and cycling and other supportive infrastructure and amenities.

## 1.2 Status of Agreement

As governmental or public authorities, the Parties are documenting their good faith commitments to each other to undertake the actions, and support described in this Agreement in a diligent and timely manner to achieve the principles and Project objectives described below in Section 2. The Province and the Municipalities each have tools that can be used to achieve the shared objectives for the SLS Corridor. This Agreement is intended to demonstrate a consistent and Collaborative approach to the application of these tools. In the case of conflict or discrepancies between provisions of the contents in this Agreement and each Municipality’s SPA, the related provisions and agreements in the Municipality’s SPA shall govern.

As governmental or public authorities, each Party acknowledges that it is governed by officials who are duty-bound to enact by-laws and policies in accordance with, among other things, the applicable mandates, including but not limited to those stipulated in each Party’s governing legislation, which may include requirements for public hearings and other public participation and input. As such, and despite any other term of this Agreement to the contrary, the Parties acknowledge and agree that this Agreement

is not intended to, and will not operate so as to, create legally binding rights and obligations nor to fetter the lawful discretion and powers of the Parties with respect to the subject matter of this Agreement. For clarity, all Municipal policies, bylaws, plans or other regulations suggested or required to be amended or adopted under this Agreement are subject to the approval of the then constituted Municipal Council.

### 1.3 **Effective Date**

Notwithstanding the execution date of this Agreement, the effective date of this Agreement is the later of the dates upon which (i) the Mayors' Council on Regional Transportation approves an investment plan (as defined in and required by the *South Coast British Columbia Transportation Authority Act*) that includes the approved funding for the Project, and (ii) Provincial Treasury Board Approval is issued for the Surrey-Langley SkyTrain Project.

## 2. **PRINCIPLES AND OBJECTIVES**

### 2.1 **Agreement Principles**

The central principle of this Agreement is to confirm and provide certainty regarding the policy commitments of the Parties which are mainly outside the direct scope of the Project, but which will have a significant impact on the achievement of the Project's objectives as outlined in each of the Municipalities' separate SPAs for the Project.

As noted in the governing Municipality SPAs, the success of the Project is dependent on each Party clearly prioritizing, within their respective agencies, the reasonable allocation of resources and alignment of policy in the SLS Corridor, with key elements to successful transportation system performance including transit and active transportation-supportive land use along the entire corridor, market housing and Affordable Housing policies, a Complete Street approach and pedestrian-friendly, transit-oriented urban design.

With the Province delivering the Project in a single phase to Langley City Centre, the success of this Project further depends on each Municipality working together with TransLink and the Province, as appropriate, to deliver co-benefits not always identified in each separate SPA that are consistent with provincial policies that maximize the return on investment along the entire SLS Corridor. Co-benefits for this Project will include supporting provincial objectives for:

- Increasing the supply of market housing and Affordable Housing;
- Ensuring higher-density, mixed-use, retail, office and Transit-Oriented Development around SkyTrain Stations;
- Increasing active transportation integration; and
- Co-ordinated planning for the area around the 196 Street Skytrain Station, an area which overlaps with the City of Surrey, City of Langley, and Township of Langley.

One area for collaboration between the Municipalities, acknowledged in the City of Langley and Township of Langley SPAs, is the area around the 196 Street SkyTrain Station, an area which overlaps with the City of Surrey, City of Langley and Township of Langley. Given this unique circumstance, the Parties recognize the importance of coordinated planning between the Municipalities, and with support from the Metro Vancouver Regional District, TransLink and the Province, to meet or exceed the principles and objectives as outlined in this Agreement and the Municipalities' SPAs.

## 2.2 Project Objectives

The Province is pleased to deliver this critical infrastructure project on behalf of the region, which provides the opportunity to meet a number of key objectives. As set out in section 2.2 in the City of Langley and Township of Langley SPAs, and included in the SLS Business Case to be approved by the provincial Treasury Board, the Project objectives as fully supported by the Parties, are to:

- (a) provide users with a positive experience;
- (b) facilitate increased share of sustainable modes of transport;
- (c) support active transportation;
- (d) support increased density in the adjacent communities;
- (e) support Affordable Housing;
- (f) support a healthy environment;
- (g) enhance regional goods movement, commerce and job opportunities;
- (h) deliver community benefits;
- (i) provide a service that is good value for money; and
- (j) provide infrastructure that meets the needs of the community.

## 2.3 Provincial Policy Objectives

Regional initiatives and policies are set out in section 2.4 in the City of Surrey, City of Langley and Township of Langley SPAs.

Throughout the lifecycle of the Project, the Parties will continue to support and advance a range of provincial initiatives and policies, including the following:

- (a) provincial government initiatives to improve public transit in the transportation service region;
- (b) provincial housing policy, as contained in the 2018 Homes for BC: A 30-Point Plan for Housing Affordability in British Columbia, which aims specifically to increase development density and improve the availability of market housing and Affordable Housing around transit stations and more generally to increase net new housing supply, including affordable rental housing, while also preserving current residents' access to Affordable Housing stock;
- (c) provincial climate action policies as contained in CleanBC Roadmap to 2030 that include transportation sector targets and actions such as mode shift, reduced vehicle-kilometres travelled, and less carbon-intensive buildings and communities;

- (d) provincial active transportation planning and implementation, meeting or exceeding engineering guidelines as contained in British Columbia: Active Transportation: Design Guide (2019);
- (e) provincial priorities as contained in the Child Care B.C. plan to ensure the number and availability of child care spaces is considered when new projects are built; and
- (f) Gender-Based Analysis+, an analytical tool to assess how diverse groups of people may experience policies, programs and initiatives, can support the advancement of equitable access to transit service.

### **3. TRANSIT ORIENTED DEVELOPMENT**

TransLink and the Municipalities' commitments to Transit-Oriented Development are set out in sections 4 through 9 of the City of Surrey, Township of Langley and the Langley City SPAs.

#### **3.1 Government-Owned Sites**

- (a) The Province will Collaborate with TransLink and the Municipalities, Metro Vancouver, the federal government, the non-market housing sector and, at the Province's discretion, any other institutional partners to determine, for the purpose of developing Affordable Housing, the feasibility of assembling and redeveloping government or Crown corporation-owned property sites in the SLS Corridor.
- (b) The Province will endeavour to:
  - (i) conduct a market assessment and review of opportunities for land assembly, and/or redevelopment for Affordable Housing of any BCTFA-owned sites in the SLS Corridor by the end of 2023;
  - (ii) support the Municipalities in implementing the Municipalities' policies and plans, including Official Community Plans (OCPs), that encourage the creation of new developments that include a mix of market ownership, market rental and below-market/non-market rental units, as a part of redevelopments occurring on Province or TransLink-owned lands in the SLS Corridor; and
  - (iii) support the implementation of the Municipalities' OCP and other land-use plans, in terms of leveraging transit-oriented redevelopment potential and supporting public realm, urban design and transportation objectives, on lands adjacent to and surrounding the SLS Corridor as a part of redevelopments occurring on Province or TransLink-owned lands, including Provincially-led institutional and office developments and redevelopments that incorporate Affordable Housing.

#### **3.2 Acquisition and Development**

- (a) Subject to appropriate Municipal policy developments aligned with the Project's objectives, the Province will prioritize property acquisition and development opportunities to enable achieving the Project objectives identified in Section 2.2.
- (b) Subject to appropriate approvals, the Province will prioritize working with partners, such as BC Housing, Metro Vancouver Housing and other partners, on potential Affordable Housing development opportunities along the SLS Corridor.

### **3.3 Community Amenities**

- (a) The Province will explore opportunities to Collaborate with the Municipalities, as appropriate, to support the location of community amenities along the SLS Corridor, including but not limited to childcare facilities, schools, arts and culture centres, parks and green spaces, and active transportation infrastructure.

## **4. AFFORDABLE HOUSING**

- 4.1 As part of the Municipalities' respective SLS SPAs, the Province will Collaborate with the respective Municipality, TransLink, Metro Vancouver and BC Housing as set out in section 2.2 of this agreement, sections 6.1 (f) and (g) in the City of Surrey and Township of Langley SPAs and section 6.1 (c) in the City of Langley SPA.
- 4.2 Within one (1) year of the signing of this agreement, the Municipalities will explore and consider implementation of more efficient and effective development approvals processes for Affordable Housing developments and Transit Oriented Developments (or projects that otherwise contribute to housing diversity and support equity outcomes) in the SLS Corridor. This will support project viability and affordability, through reduced project costs, timelines, and risks. As part of this effort, the Municipalities will explore options including: ensuring early alignment between zoning bylaws and the OCP; delegating decisions to staff; and simplifying requirements (e.g. removing parking minimums). The Municipalities may also consider not holding public hearings for zoning bylaws, when not required .

## **5. LAND USE PLAN UPDATES**

TransLink and the Municipalities' commitments to land use plan reviews or updates and OCP amendments are set out in section 5.2 and 5.3 of the City of Surrey SPA and section 5.3 in the City of Langley and Township of Langley SPAs.

- 5.1 The Province will contribute to updates undertaken by Municipalities on their Official Community Plans and any other municipal public planning exercises (e.g. Zoning Bylaws updates, development of housing strategies, etc.) by coordinating Provincial review and comments and staff participation in stakeholder engagement opportunities, should they take place.

## **6. RETAIL AND OFFICE DEVELOPMENT**

- 6.1 The Province will work with the Municipalities in their examination of necessary market conditions to attract public and private sector office space, retail and employment generating uses to Urban Centres, Frequent Transit Development Areas, and other appropriate areas within the SLS Corridor, as defined by the most current Regional Growth Strategy.
- 6.2 Where appropriate, the Province will seek and support opportunities to locate any Provincial offices and facilities in Urban Centres and Frequent Transit Development Areas, as defined by the most current Regional Growth Strategy.

## 7. 196 STREET SKYTRAIN STATION

- (a) Given that the 800 metre area around 196 Street SkyTrain Station is bounded by the City of Surrey, City of Langley and Township of Langley, the Municipalities commit:
- (i) to participate in a joint Transit Oriented Development (TOD) Study to be undertaken collaboratively with the Municipalities, also with the involvement of TransLink and the Province as needed. This study will review all lands within a mutually agreed upon geography of at least 800m surrounding the 196 Street Station, the details of which are to be determined by the Municipalities as part of the project scope at the commencement of the study. The TOD Study's geography is subject to further refinement to account for land parcels, such as but not limited to, regionally designated industrial and employment lands, natural areas and park space;
  - (ii) to work collaboratively to develop the scope and detailed timeline for the TOD Study. This scoping will be undertaken at the commencement of the TOD Study and reflect that its purpose is to identify shared objectives for land use, density, Affordable Housing, transportation (including but not limited to active transportation), infrastructure, urban design, and any other mutually-agreed upon elements, in the 196 Street Station area that is aligned and coordinated between the Municipalities and is supportive of rapid transit. The scoping will also reflect that the TOD Study is meant to:
    - a. address how the multiple municipal jurisdictions around 196 Street Station will coordinate to plan for Affordable Housing in the SLS Corridor within each jurisdiction and to align with any Affordable Housing related targets in the Regional Growth Strategy current at that time;
    - b. identify the processes, tools and deliverables that the Municipalities will pursue to achieve those shared objectives; and
    - c. provide detail on phasing the TOD Study as needed to accommodate the Municipalities' planning processes.
  - (iii) to make reasonable efforts to participate in and support the completion of this joint TOD Study by the end of 2023, with the intent to initiate work in 2022 following the signing of this Agreement;
  - (iv) to provide a portion of funding (which will be the subject to future agreement and discussion between the Parties), all possible supporting information, and dedicated staff resources to support the completion of the TOD Study;
  - (v) to refer future planning and development applications to the other Municipalities pertaining to those lands within the TOD Study geography for review and comment, with the intent to ensuring land use planning coordination; and
  - (vi) that once the TOD Study is complete, and subject to satisfaction with the TOD Study, there is agreement to use the outputs of the TOD Study as technical inputs to future planning and land use exercises and decisions on lands within the TOD Study geography, including consideration of OCP and zoning updates.
- (b) The Province may consider funding a portion of the costs of the joint TOD Study (subject to future agreement and discussion between the Parties), and will contribute to the joint TOD Study by:



- (i) providing study coordination (which will be subject to future agreement and discussion between the Parties);
  - (ii) coordinating Provincial review, comments and staff participation in TOD Study related meetings, discussions, decisions, and workshops; and
  - (iii) recommending potential partnerships in support of Affordable Housing objectives, such as through BC Housing and Metro Vancouver Housing.
- (c) TransLink will contribute to the joint TOD Study by coordinating TransLink review, comments and staff participation in TOD Study related meetings, discussions and workshops.

## **8. ACTIVE TRANSPORTATION INFRASTRUCTURE**

TransLink and the Municipalities' commitments to active transportation infrastructure are set out in sections 7.2 and 7.3 of the City of Surrey SPA and sections 7.4 and 7.5 in the City of Langley and Township of Langley SPAs.

- 8.1 The Province will Collaborate with the Municipalities on cost-share opportunities through the BC Active Transportation Infrastructure Grant Program and other cost-share opportunities for the implementation of cycling, pedestrian and public realm improvements related to the SLS project.
- 8.2 The Province will seek to Collaborate with the Municipalities regarding SLS Project construction and the delivery of key pedestrian and public realm improvements and transit-oriented station area development.

## **9. AREA TRANSPORT PLAN**

TransLink and the Municipalities' commitments to an Area Transport Plan are set out in section 7.1 of the City of Surrey SPA and section 7.2 of the City of Langley and Township of Langley SPAs.

- 9.1 The Province will Collaborate with the Municipalities, TransLink, Metro Vancouver, BC Transit, the Fraser Valley Regional District and neighbouring municipalities to identify opportunities to provide transportation service connections within Metro Vancouver and with the Fraser Valley Regional District.

## **10. MONITORING AND PERFORMANCE REPORTING**

- 10.1 No new multi-stakeholder monitoring committees will be established under this Agreement.
- 10.2 As part of the Municipalities' respective SLS SPAs, the Province will collaborate with the respective Municipality, TransLink, Metro Vancouver and BC Housing on the development of a set of performance measures and indicators as set out in the SPAs, with the intent to assist in tracking progress toward delivering market housing and Affordable Housing supply, including the application of social equity and climate action lenses, within the SLS Corridor.

10.3 Any new reporting requirements outlined by this Agreement or otherwise deemed necessary by the relevant parties will be established per the provisions of the appropriate SPA.

## **11. TERMINATION AND AMENDMENT**

11.1 Any amendments to this Agreement must be made in writing and upon mutual consent of the Parties.

11.2 Any Party may terminate this Agreement by written notice to the others. The terminating Party shall provide written reasons for termination in its notice, and will provide the Parties with a reasonable notice period of termination.

## **12. NOTICES**

12.1 Any notice, document, statement, report, demand to be given or made under this Agreement will be in writing and may be given or made by personal delivery, email or courier to the Party to whom it is to be given or made, or by mailing in Canada with postage prepaid addressed to the addresses set forth on page 1 of this Agreement or at such other addresses as may from time to time be notified in writing by the Parties.

12.2 Any notice, document, statement, report, demand desired or required to be given or made under this Agreement will be deemed to have been given, made and received if transmitted by electronic mail, when receipt has been confirmed by the intended recipient.

## **13. GENERAL**

13.1 The Parties will revisit this Agreement as may be necessary to ensure the Agreement continues to meet the Project needs.

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

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

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

13.5 Dispute Resolution

(a) Each Party is fully committed to pursue in good faith the adoption, implementation, continuation and maintenance of the policies, plans, initiatives, tasks and actions they have each respectively agreed to in this Agreement.

(b) In the event the Parties are not able to resolve a disagreement over the interpretation or application of any Agreement provision in any circumstance, or in the event one Party has not performed an obligation or followed through with a commitment set out in this Agreement and the Parties cannot agree on what measures or steps should be taken, and by who, to rectify or remedy the situation, and to mitigate the potential adverse impacts to the Project, the Parties will immediately refer the matter in dispute to: (i) the Executive Director of the SLS Project at the Province; (ii) the Vice President of Transportation Planning and Policy at TransLink; and (iii) the General Manager, Engineering (or equivalent) and General Manager, Planning & Development (or equivalent), Chief Administrative Officer, or designate at the applicable Municipality(ies), who will meet in person on a priority basis to diligently discuss in good faith a possible resolution. If such individuals cannot resolve the matter in dispute within 15 days of meeting in person (or such other time as the Parties agree), the Parties will immediately refer the matter in dispute to: (i) the Deputy Minister of Transportation and Infrastructure at the Province; (ii) the CEO of TransLink; and (iii) the Chief Administrative Officer, City Manager, or designate of the applicable Municipality(ies) for resolution.

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

13.7 This Agreement will be governed by and construed in accordance with the laws of the Province of British Columbia.

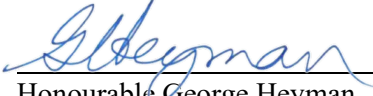
13.8 This Agreement and the rights, duties and obligations of any Party under this Agreement will not be assigned by any Party without the prior written consent of the other Party.

#### **14. EXECUTION AND DELIVERY**

14.1 This Agreement may be entered into by a separate copy of this Agreement being executed by, or on behalf of, each Party and that executed copy being delivered to the other Party by a method provided for in section 12, or any other method agreed to by the Parties.

The Parties have executed this Agreement as follows:

SIGNED on the 27th day of April,  
2022 on behalf of the Province by its duly  
authorized representative:



Honourable George Heyman  
Minister of Environment and Climate  
Change Strategy and Minister Responsible  
for TransLink

SIGNED on the 27th day of April,  
2022 on behalf of the Province by its duly  
authorized representative:



Honourable Rob Fleming  
Minister of Transportation and Infrastructure

SIGNED on the \_\_\_\_\_ day of \_\_\_\_\_,  
2022 on behalf of the City of Langley by its  
authorized signatories:

\_\_\_\_\_  
Val van den Broek  
Mayor

\_\_\_\_\_  
Kelly Kenney  
Corporate Officer

SIGNED on the \_\_\_\_\_ day of \_\_\_\_\_,  
2022 on behalf of the Township of Langley  
by its duly authorized representative:

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Print Title

SIGNED on the \_\_\_\_\_ day of \_\_\_\_\_,  
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duly authorized representative:

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Mayor

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\_\_\_\_\_  
Signature

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Print Name


\_\_\_\_\_  
City Clerk

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Mayor

  
\_\_\_\_\_  
Kelly Kenney  
Corporate Officer

SIGNED on the \_\_\_\_ day of \_\_\_\_\_,  
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by its duly authorized representative:

\_\_\_\_\_  
Signature

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Print Name

\_\_\_\_\_  
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\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Mayor

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Mayor

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Kelly Kenney  
Corporate Officer

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by its duly authorized representative:

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\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Print Title

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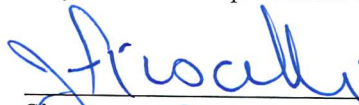


\_\_\_\_\_  
Signature

Doug McCallum  
Print Name

\_\_\_\_\_  
Mayor Doug McCallum,

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2022 on behalf of the City of Surrey by its  
duly authorized representative:



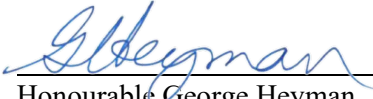
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Signature

Jennifer Ficocelli  
Print Name

\_\_\_\_\_  
City Clerk Jennifer Ficocelli,

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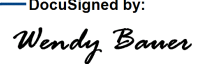
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Print Name

\_\_\_\_\_  
Mayor

SIGNED on the 10th day of May,  
2022 on behalf of the Township of Langley  
by its duly authorized representative:

DocuSigned by:  
  
\_\_\_\_\_  
Signature 46424F9DDA2645F...  
Wendy Bauer

\_\_\_\_\_  
Print Name  
Township Clerk, Legislative Services  
\_\_\_\_\_  
Print Title

SIGNED on the \_\_\_\_\_ day of \_\_\_\_\_,  
2022 on behalf of the City of Surrey by its  
duly authorized representative:

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
City Clerk

SIGNED on the 23 day of June,  
2022 on behalf of South Coast British  
Columbia Transportation Authority by its  
duly authorized representative:



\_\_\_\_\_  
Signature

Kevin Quinn

\_\_\_\_\_  
Print Name

CEO TransLink

\_\_\_\_\_  
Print Title