

ADVICE TO MINISTER

<p>CONFIDENTIAL ISSUES NOTE</p> <p>Ministry of Municipal Affairs and Housing Date: Dec. 14, 2017 Minister Responsible: Hon. Selina Robinson</p>	<p>South Of the Fraser RT and Millennium Line Broadway Extension: Due Diligence Panels</p>
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ADVICE AND RECOMMENDED RESPONSE:

- Our government is committed to making life more affordable, delivering the services that people count on and building a strong, sustainable and innovative economy that works for everyone.
- Part of this commitment includes partnering with TransLink and the Mayors' Council to develop lasting, effective and fair solutions to the region's transportation needs.
- The Province has been engaging with TransLink as it prepares its business cases for the Millennium Line Broadway extension and the Surrey-Newton-Guildford Rapid Transit expansion projects.
- Recognizing the shared interest in ensuring the best cost for taxpayers, the province further supported TransLink with the establishment of due diligence panels.
- Due diligence is common practice on large, complex projects like the Surrey-Newton-Guildford LRT and the Millennium Line Broadway extension to ensure they are as cost effective as possible and that all funding partners are getting the best value for their investments.
- I appreciate the work done by both panels of experts who provided recommendations – in consultation with technical advisors, TransLink and the municipalities - that helped shape the development of robust business cases which are currently being finalized.
- TransLink and the municipalities continue to engage the public on the projects to solicit feedback and create awareness of the important work that is underway.

IF ASKED ABOUT ESCALATING COSTS:

- Our government is committed to funding 40% of the capital costs of the Mayors' Council Ten-Year vision for transportation.
- TransLink's business cases and updated cost estimates will be released once they are final.
- In partnership with TransLink, we will continue to work to ensure that taxpayers are getting full value from these important major projects. .

IF ASKED ABOUT THE ROLE OF THE PANELS:

- Two due diligence panels were established to undertake thorough reviews of the draft business cases.
- The use of due diligence reviews is good practice for major infrastructure projects to ensure the best use of taxpayer dollars.
- Independent experts reviewed the draft business cases and financial costs in detail to ensure that the projects are as cost effective as possible, and that all funding partners – the federal government, the province, TransLink and participating local governments - are getting the best value for their investments
- The work of the panels was financed from Phase One of the Public Transit Infrastructure Fund (PTIF), which is funded by all three levels of government.

IF ASKED HOW THE PANELISTS WERE CHOSEN:

- In November 2016, Partnerships BC issued a Request for Proposal to a prequalified list of advisors and a number of proposals were submitted.
- The Ministry of Transportation and Infrastructure and Partnerships BC undertook a detailed evaluation of the qualified proposals and made determinations, using a number of evaluation criteria.
- The selected panel members have expertise in transit planning, design, construction, operations and maintenance as well as expert knowledge of Treasury Board submissions and approval processes.

IF ASKED WHEN DUE DILIGENCE IS USED:

- Primarily, due diligence is used at the procurement stage, and the number of individuals on the panel and their expertise is dependent on the needs of the project.
- Due diligence is sometimes used at the business case stage of complex, major projects.

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PANEL BACKGROUND:

In January 2017, two provincial due diligence panels began work on reviewing TransLink's business cases for the Surrey L line and the Millennium Line Broadway Extension (the Projects). The panels' work was completed in fall 2017. TransLink has updated their business cases based on this work.

The focus of each panel was to review:

- current alignment, geotechnical considerations, design and methods of construction;
- property acquisition;
- costs estimates, and
- formation and content of business case in relation to Treasury Board expectations.

The panel met several times over a six-month period including with the City of Surrey and the City of Vancouver to create a report to help guide the development of both projects' business cases.

The report provides a summary of these findings, including an overview of the proposed projects, a description of the elements reviewed, and a summary of the key observations and recommendations made by the panel.

Partnerships BC provided a copy of the draft report to the City of Surrey and the City of Vancouver (week of Oct. 16, 2017) for fact-checking prior to finalizing the report.

The remuneration per consultant is estimated to average \$43,000 based on a maximum of 100 hours. The total estimated cost for the panel members' due diligence review, including consulting fees and expenses, is approximately \$300,000.

Escalating Costs

On Dec. 13, theBreaker published Bob Mackin's Exclusive: Mayors got secret update last year on TransLink megaproject costs, but kept public in the dark. The story is based on internal documents released through FOI that suggest the estimated costs for the "megaprojects" (Patullo Bridge Replacement, Millennium Line Broadway Extension, Surrey-Newton Guildford LRT and Surrey-Langley LRT) have risen significantly.

Final costs will not be determined until Translink submits its final business cases and will be shared publicly when they are approved (estimated late February) ^{s.13}
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Next Steps

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SURREY L LINE FACTS:

The proposed Surrey-Newton-Guildford Line Project is a 10.4 kilometre, 11-stop at-grade light rail transit (LRT) system connecting the Surrey City Centre to both Guildford Town Centre and Newton Town Centre. The Due Diligence Panel looked at key aspects including ridership and technology, cost estimates, traffic management assumptions, the draft business case and Surrey's plans for development along the corridor.

Observations and Recommendations of the Panel

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Ridership and Technology

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Improving the BCR

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Traffic Management

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Business Case

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Panel Members

James Burke, P.Eng.

- Professional engineer with 40 years of experience in transportation construction, including extensive experience mass transit systems; Former Executive V/P for SNC Lavalin, expert in bid development/ costing, construction means and methods; Led development of successful bids for Evergreen Line, Canada Line, Calgary West LRT and Edmonton LRT

Peter Milburn, P.Eng.

- Extensive experience in transit planning, delivery and business case development; Expert knowledge on Treasury Board submission and approval processes; Former Deputy Minister of Finance and Secretary to Treasury Board, uniquely positioned to provide expert advice on what is required to successfully receive approval of business cases.

Les Elliott, P.Eng, MBA

- Senior level experience in planning, design, construction, operations and maintenance of major transportation systems worldwide, particularly LRT systems; Knowledge of transit oriented development and business case approaches; Worldwide reputation for providing expert strategic advice to transportation organizations; Extensive experience including Canada Line, Evergreen Line.

MILLENNIUM LINE BROADWAY EXTENSION FACTS:

The proposed Millennium Line Broadway Extension is a 5.9 kilometer, six-station extension of the existing Millennium Line. The Due Diligence Panel looked at key aspects including engineering design work, the cost estimate and the draft business case.

Observations and Recommendations of the panel

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Business Case

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Additional Observations

In addition to the general observations outlines above, the panel identified and made a number of more detailed technical observations during the course of their review, related to their combined experience of designing and building SkyTrain lines.

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John Eastman, P.Eng., C.Eng.

- Professional engineer with over 40 years of direct experience in the design and construction of rapid rail transportation projects, including tunneling; Direct knowledge of SkyTrain system, previous experience on Millennium Line, Canada Line and Evergreen Line; Led/member of rapid transit due diligence panels for mass transit projects worldwide.

Jeff Hewitt, P.Eng., C.Eng.

- Professional mining engineer, specializing in tunneling for rapid transit systems; 40

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years of international construction experience, including Canada Line; Significant experience with contractors, concessionaires and public owners.

Peter Milburn, P.Eng.

- Extensive experience in transit planning, delivery and business case development; Expert knowledge on Treasury Board submission and approval processes; Former Deputy Minister of Finance and Secretary to Treasury Board, uniquely positioned to provide expert advice on what is required to successfully receive approval of business cases.

Media interest: Exclusive: Mayors got secret update last year on TransLink megaproject costs, but kept public in the dark (Bob Mackin, theBreaker, Dec. 13, 2017)

Minister's Office	Program Area	Deputy	Communications
	Jodi Dong	Jacquie Dawes	Kate Mukasa

**Confidential
ISSUES NOTE**

Ministry of Municipal Affairs and Housing

Date: October 16, 2017

Minister Responsible: Hon. Selina Robinson

TransLink: Pattullo Bridge Replacement Project

ADVICE AND RECOMMENDED RESPONSE:

- **The Mayors' Council and TransLink have identified the Pattullo Bridge Replacement Project as a regional priority.**
- **This government supports the Mayors' Council Vision for Metro Vancouver Transportation and is committed to fund 40% of the capital costs of every phase of the plan, including the Pattullo Bridge replacement.**
- **We are committed to work with TransLink and the Mayors' Council to advance this important project, and to working with the federal government on possible funding opportunities.**
- **TransLink has recently completed its business case for this project in consultation with the Province and its key local government partners; New Westminster and Surrey.**
- **We are diligently reviewing the business case as we continue to work with the Mayors on implementing this important part of their vision.**

IF ASKED ABOUT FUNDING THE REMAINING COST OF THE PATTULLO BRIDGE REPLACEMENT PROJECT WITHOUT TOLLS:

- **Our government is committed to making life more affordable and getting people moving in the Lower Mainland.**
- **That is why we removed the tolls from the Port Mann Bridge and the Golden Ears Bridge.**
- **Tolling as a funding source for transit in Metro Vancouver is not an option, including the replacement of the Pattullo Bridge.**
- **We remain committed to work with TransLink and the Mayors' Council to advance this important project.**

- **The Province has recently received the final business case for the Pattullo Bridge Replacement Project, and we are carefully reviewing it.**
- **Once we have had the opportunity to thoroughly review the completed business case over the next few weeks, the Province will be better able to comment on next steps for the Pattullo Bridge Replacement Project.**

IF ASKED ABOUT BUILDING A FOUR LANE BRIDGE VS A SIX LANE BRIDGE

- **We are committed to work with TransLink and the Mayors' Council to advance this important project.**
- **The Province recently received the Pattullo Bridge Replacement Project final business case which includes a design concept for a four lane bridge expandable to six, as proposed by the Mayors' Council.**
- **Our next step is to diligently review the project proposal that the mayors have put in front of us.**

Key Facts:

On July 18, 2017, it was stated in Minister Selina Robinson's mandate letter that as the Minister responsible for TransLink, support the Mayors' Council 10-Year Vision for Metro Vancouver Transportation by funding 40% of the capital costs of every phase of the plan, in partnership with all levels of government. The Pattullo Replacement Project is part of the Ten-Year Vision.

On August 25, 2017, the Province announced the removal of tolls from the Port Mann and Golden Ears Bridge. The Golden Ears Bridge is owned and operated by TransLink. The Province is working with the authority to reach a long-term funding agreement for future years. The Golden Ears Bridge was built and financed for just over \$900 million when it opened in 2009. Its total debt is now at \$1.1 billion.

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On September 21, 2017 at a Mayors' Council meeting, TransLink staff told members of the Mayors' Council on Regional Transportation that plans appear to be on schedule. Geoff Cross, vice-president of planning and policy said goal is to have financial analysis done around the end of September, conduct consultation in October and begin procurement in November.

TransLink is also looking for a subsidy to replace the tolls that were eliminated Sept. 1. The transit authority had been counting on tolls to pay for up to two-thirds of the cost of the new Pattullo, which was estimated at about \$1 billion in 2014. The amount of the subsidy has not been determined.

BACKGROUND:

The Pattullo Bridge is 79 years old. Most of the structural components of the Bridge have passed the predicted design life and are reaching the end of their useful life. Deterioration is affected by a number of issues including weather, temperature fluctuation, rainfall, wind, river action, live traffic loads and aging of the steel and concrete.

In June 2014, the Mayors' Council released its Regional Transportation Investments – a Vision for Metro Vancouver. This document establishes regional transportation priorities over the next decade, including replacing the Pattullo Bridge.

The plan is to replace the Pattullo Bridge by the end of 2022 with a new four-lane bridge (with the option to expand to six lanes).

TransLink and the Mayors' Council have said that the Pattullo Bridge

Replacement Project must be in an approved Investment Plan by fall-2017 in order for procurement to proceed on a schedule that permits the new bridge to open by January 1, 2023.

The Mayors' Vision indicated that the bridge replacement would cost approximately \$980M. TransLink currently estimates that the Pattullo Bridge replacement would cost approximately \$1.6 B.

The Pattullo Replacement Project is not eligible for PTIF funding but TransLink is exploring whether it could be funded through either the new federal Infrastructure Bank or Trade Transportation Corridor Initiative. In 2014, the Government of B.C. committed to fund 1/3 of the cost of the Pattullo Bridge Replacement project. As part of the Mayors' Vision, TransLink planned to fund its share of the bridge replacement through the use of tolls.

Mayors Council 90 Day Action Plan

On May 29, 2017, the Mayors' Council and TransLink Board launched a 90-Day Action Plan to #CureCongestion, calling on the new provincial government to make quick decisions on various components of the 10-Year Vision for Metro Vancouver Transit and Transportation. The Action Plan highlights five priority areas, including:

- **an immediate, formal approval of provincial funding to replace the Pattullo Bridge;**
- a provincial commitment to fund 40 per cent of major rapid transit projects – the MLBE and SOFRT;
- a new development levy to help TransLink pay for more transit service;
- collaboration with the region's mayors to identify fair, affordable revenue sources to pay for the remaining share of the 10-Year Vision; and
- ending the provincial requirement that referendums be held to approve new transit funding in the region.

Pattullo EAO

- The BC Environmental Assessment Office initiated the environmental assessment for the proposed Pattullo Bridge Extension Project on November 9, 2016.
- The proposed project also requires a federal environmental assessment and the BC Environmental Assessment Office will conduct the review on behalf of the Vancouver Fraser Port Authority while ensuring that the requirements of both jurisdictions will be met.

Program contacts:

Communications:	Kate Mukasa	250 361-6839
Program:	Jodi Dong	250 216-7407

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<p>CONFIDENTIAL ISSUES NOTE</p> <p>Ministry of Municipal Affairs and Housing Date: August 17, 2017 Minister Responsible: Hon. Selina Robinson</p>	<p>Rapid Transit Projects (PTIF) - Broadway and Surrey Lines</p>
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ADVICE AND RECOMMENDED RESPONSE:

GENERAL KMS:

- The Mayors' Council and TransLink have identified the Millennium Line Broadway extension and the Surrey L line Rapid transit projects as regional priorities for Metro Vancouver.
- This government supports the Mayors' Council Vision for Metro Vancouver Transportation and is committed to fund 40% of the capital costs of every phase of the plan.
- TransLink continues to move ahead with planning work for the new rapid transit projects, including engineering work and business cases.
- The province is working with TransLink on its final business cases, which are scheduled to be completed in fall 2017.
- We look forward to continue working with the federal government, TransLink and the Mayors' Council to have these projects underway as soon as possible.

REGARDING SURREY, SPECIFICALLY:

- Work on this project is underway. Key steps include:
 - planning, design and related activities necessary before advancing to the procurement phase;
 - early works on two new transit exchanges at future stations, bridge replacement, road widening, and the relocation of public utilities from future tracks; and
 - public consultations ^{s.13}
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- This first phase is a collaborative partnership between all three levels of government – with planning and design completion in 2018 and early works 2019.

IF ASKED ABOUT WHETHER A DECISION HAS BEEN MADE TO RUN A SKYTRAIN OR LRT ON THE L LINE:

- The Mayors' Council has identified its transportation priorities for the region, which includes LRT along the Surrey L line (Surrey-Newton-Guildford), and that

is what's being designed.

- As part of Phase One, detailed design, planning and engineering work is underway.
- Detailed business cases are the next step in the planning process, and will allow all three levels of government to fully understand the particulars of this major investment.

IF ASKED ABOUT PLANS TO PUT A CONNECTOR (105 AVE) THROUGH HAWTHORNE PARK TO ACCOMMODATE THE NEW LRT:

- I understand the concerns some residents in Surrey may have with the city's plan to build a connector that could cut through Hawthorne Park.
- I anticipate that there will be ongoing dialogue throughout the project between the city of Surrey and its residents
- Questions regarding the 105 Avenue connector should be directed to the City of Surrey.

REGARDING BROADWAY, SPECIFICALLY:

- The Mayors' Council has identified its transportation priorities for the region, which is a Skytrain for the Millennium Line Broadway extension.
- The Vision outlines a 6km line running from VCC-Clark SkyTrain station to Arbutus Street, with six underground stations and B-Line service connecting to UBC.
- The first key steps of this project are already underway. They include:
 - planning, design and related activities necessary to move on to the procurement phase; and
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- This first phase is a collaborative partnership between all levels of government with planning and design completion in 2018 and early works 2019.

IF ASKED ABOUT DUE DILIGENCE/TIMING OF PROJECTS:

- The province is working with TransLink on its business cases for the new rapid transit projects in Vancouver and Surrey.
- This includes an independent review by a panel of experts to ensure that projects are as cost effective as possible and that the plans meet the needs of all funding partners – the federal government, the province and TransLink.
- TransLink and the municipalities continue to engage the public on the projects to solicit feedback and create awareness of the important work that is underway.

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- **Business cases and updated cost estimates will be released publicly once they are finalized.**

BACKGROUND REGARDING THE ISSUE:

The province has been working with TransLink and cities of Vancouver and Surrey to develop business cases for the Broadway and Surrey rapid transit lines.

As part of this process, TransLink has been engaging with First Nations, stakeholders and the public to provide updates on the status of each project, timelines, and general project descriptions and considerations. In addition to focused engagements with First Nations, TransLink held invite-only stakeholder meetings in December 2016 as well as public open houses in January-February, 2017. A second round of stakeholder workshops and public open houses was undertaken in late June.

Project Overviews:

MILLENNIUM LINE BROADWAY EXTENSION

The Millennium Line Broadway extension will extend rapid transit from the existing VCC-Clark Station to Arbutus Street to address the region's most congested transit corridor. It will be tunnelled along Broadway and is proposed to include six underground stations at: Great Northern Way; Main; Cambie; Oak; Granville; and Arbutus.

SURREY-NEWTON-GUILDFORD LRT

The proposed 11 km Surrey-Newton-Guildford LRT project is the first of two phases in implementing the South of Fraser Rapid Transit network to accommodate population growth in the Surrey and Langley areas. Connecting to the existing SkyTrain Expo line, it is proposed as a new at-grade LRT system branching at King George Boulevard and 104 Avenue: south along King George Boulevard to Newton, and east along 104 Avenue to 152 Street. (Phase 2 is proposed as for Surrey-Langley along the Fraser Highway).

In January 2017, TransLink hosted three public Open Houses on the Surrey-Newton-Guildford rapid transit project. While some groups are advocating for SkyTrain rather than LRT, Surrey Mayor Linda Hepner has been clear that SkyTrain is not an option. ^{s.13}

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In August 2017, community members opposed to a connector that would cut through yards, a school ground, and Hawthorne Park held a rally to protest the project and solicited signatures from residents to halt the project completely. In order for the project not to proceed, 10 per cent of Surrey voters — more than 30,000 people — must indicate their opposition by September 22 by submitting an Elector Response Form. The City of Surrey has said 105 Ave was planned for over 30 years, well before LRT, and it is in their 10-year Servicing Plan.

In October, 2017 the City of Surrey put a hold on the decision on a road that would cut through Hawthorne Park. At a council meeting On October 24, the city asked staff to

investigate options and return to council with a new report.

Costs:

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Timelines:

- In 2014, the Mayors' Council Metro Vancouver mayors announced the Millennium Line Broadway extension and the Surrey-Newton-Guildford LRT projects in their 2014 transportation Vision transit vision for the region.
- In summer 2016, B.C. and Canada announced \$43 million in joint funding to move forward with Phase One planning and design work for the two rapid transit projects, Surrey rapid transit and the Broadway extension as part of Phase One.
- On March 22 2017, the GoC released Budget 2017, committing \$20.1 billion for transit improvements across the country over the next 11 years through bilateral agreements with provinces and territories.
- On March 31 2017, the government of BC announced that it would match the federal government's 11-year commitment of up to \$2.2 billion investment in new projects, including commitments to new rapid transit projects in Surrey and Vancouver.
- TransLink's timeline for the Broadway extension is five to six years of construction beginning as early as 2019, if funding is in place.
- TransLink's timeline for Surrey has construction starting in 2019 and the line complete by 2022, contingent on securing funding by end of 2017 before going to procurement.
- TransLink has been working on its business cases for each project to address project rationale, project delivery, procurement as well as funding and implementation, which will be used to help confirm partnership funding agreements.
- On July 18, 2017, it was stated in Minister Selina Robinson's mandate letter that as the Minister responsible for TransLink, support the Mayors' Council 10-Year Vision for Metro Vancouver Transportation by funding 40% of the capital costs of every phase of the plan, in partnership with all levels of government.

Mayors' Council 90 Day Action Plan:

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The Action Plan highlights five priority areas, including:

- an immediate, formal approval of provincial funding to replace the Pattullo Bridge;
- **a provincial commitment to fund 40 per cent of major rapid transit projects – the MLBE and SOFRT;**
- a new development levy to help TransLink pay for more transit service;
- collaboration with the region's mayors to identify fair, affordable revenue sources to pay for the remaining share of the 10-Year Vision; and
- ending the provincial requirement that referendums be held to approve new transit funding in the region.

On July 6, 2017, the federal government released details about Phase II of the Public Transit Infrastructure Fund (PTIF).

Key elements include:

- Allocation from the province to the transit systems will be based on 100% ridership. Allocation from the federal government to the provinces used 70% provincial ridership and 30% provincial population.
- Provinces will have a mandatory minimum cost share of 33.33%
- Transit and active transportation projects will be eligible under the Green Infrastructure Fund
- Bilateral agreements with provinces and territories will be negotiated over the coming weeks and months, with the goal of concluding negotiations by March 2018 at the latest.

Below is the exact allocation that each province will receive under PTIF and under the Green Infrastructure Fund.

Province or Territory	PTIF Phase II Allotment	Green Infrastructure Stream
Alberta	\$2,096,548,228	\$1,001,082,871
British Columbia	\$2,691,101,894	\$1,115,494,721
Manitoba	\$546,139,840	\$451,790,568
New Brunswick	\$165,202,662	\$347,151,232
Newfoundland and Labrador	\$109,071,324	\$302,364,807
Nova Scotia	\$289,589,324	\$381,914,606
Northwest Territories	\$8,344,774	\$208,230,295
Nunavut	\$6,067,664*	\$207,079,637
Ontario	\$8,340,401,116	\$2,848,855,330
Prince Edward Island	\$27,063,775	\$228,147,387
Quebec	\$5,182,392,771	\$1,808,076,797
Saskatchewan	\$307,871,025	\$416,334,673

Yukon	\$9,944,170	\$207,065,850
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A copy of the letter sent by the Government of Canada to the Government of B.C. can be found at: <http://www.infrastructure.gc.ca/plan/letters-lettres/pt-bc-eng.html>

Communications:	Kate Mukasa	250 361-6839
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- On July 18, 2017, it was stated in Minister Selina Robinson's mandate letter that as the Minister responsible for TransLink, support the Mayors' Council 10-Year Vision for Metro Vancouver Transportation by funding 40% of the capital costs of every phase of the plan, in partnership with all levels of government.

Mayors' Council 90 Day Action Plan:

On May 29, 2017, the Mayors' Council and TransLink Board launched a 90-Day Action Plan to #CureCongestion, calling on the provincial government to make quick decisions on various components of the 10-Year Vision for Metro Vancouver Transit and Transportation. The Action Plan highlights five priority areas, including:

- an immediate, formal approval of provincial funding to replace the Pattullo Bridge;
- **a provincial commitment to fund 40 per cent of major rapid transit projects –**

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the MLBE and SOFRT;

- a new development levy to help TransLink pay for more transit service;
- collaboration with the region's mayors to identify fair, affordable revenue sources to pay for the remaining share of the 10-Year Vision; and
- ending the provincial requirement that referendums be held to approve new transit funding in the region.

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Key elements include:

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Manitoba	\$546,139,840	\$451,790,568
New Brunswick	\$165,202,662	\$347,151,232
Newfoundland and Labrador	\$109,071,324	\$302,364,807
Nova Scotia	\$289,589,324	\$381,914,606
Northwest Territories	\$8,344,774	\$208,230,295
Nunavut	\$6,067,664*	\$207,079,637
Ontario	\$8,340,401,116	\$2,848,855,330
Prince Edward Island	\$27,063,775	\$228,147,387
Quebec	\$5,182,392,771	\$1,808,076,797
Saskatchewan	\$307,871,025	\$416,334,673
Yukon	\$9,944,170	\$207,065,850

A copy of the letter sent by the Government of Canada to the Government of B.C. can be found at: <http://www.infrastructure.gc.ca/plan/letters-lettres/pt-bc-eng.html>

Communications:	Kate Mukasa	250 361-6839
Program:	Jodi Dong	250 216-7407

ADVICE TO MINISTER

<p>CONFIDENTIAL ISSUES NOTE</p> <p>Ministry of Municipal Affairs and Housing Date: November 2017 Minister Responsible: Hon. Selina Robinson</p>	<p>Rapid Transit Projects (PTIF) - Surrey Lines</p>
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ADVICE AND RECOMMENDED RESPONSE:

- I know that Surrey Rapid Transit is an important project for the city and it is a priority as part of the mayors' 10-Year vision for transit and transportation in Metro Vancouver.
- Our government supports the Mayors' Council Vision and we are committed to fund 40% of the capital costs of every phase of the plan, including Surrey rapid transit, based on final business cases.
- There are two rapid transit lines being proposed. TransLink is completing the business case for the first line, connecting Newton and Guildford to Surrey Centre (L-Line) scheduled to be completed in the coming months.
- Early work on this project is already underway. Key steps include:
 - planning, design and related activities necessary before advancing to the procurement phase;
 - early works on two new transit exchanges at future stations, bridge replacement, road widening, and the relocation of public utilities from future tracks; and
 - public consultations ^{s.13}
s.13
- The early work of the Surrey Rapid Transit L-Line project is a \$58 million partnership between all three levels of government and will be completed by 2018.
- We look forward to continuing to work with the federal government, TransLink and the Mayors' Council on this project.

IF ASKED ABOUT TIMING FOR THE PHASE TWO OF THE L-LINE

- The timing of the construction phase of the L-Line project will depend on the results of the business case which will enable all three levels of government to fully understand the particulars of this major infrastructure project.
- A due diligence panel was established in order to continue to make sure that federal, provincial and municipal taxpayers are getting the best value for their dollars.
- We look forward to continuing to work with the federal government, TransLink and the Mayors' Council on this project.

IF ASKED ABOUT WHETHER A DECISION HAS BEEN MADE TO RUN A SKYTRAIN OR LRT ON FRASER LINE:

- The second part of the South of Fraser Rapid Transit project is a line from Surrey Centre to Langley Centre.
- TransLink is currently undertaking work to review the Fraser Highway Rapid Transit project, including an assessment of the merits of different rail technologies for this route. This effort is still in the early stages.
- I understand the City of Surrey is eager to begin procurement and make decisions on this project, but we need to ensure that these are as cost effective as possible and that the plans meet the needs of all funding partners – the federal government, the province and TransLink.
- We will continue to work with the federal government, TransLink and the Mayors' Council to move this important project forward in the best interest of British Columbian tax payers and all three levels of government.
- A Business case and updated cost estimates will be released publicly once they are finalized.

IF ASKED ABOUT PLANS TO PUT A CONNECTOR (105 AVE) THROUGH HAWTHORNE PARK TO ACCOMMODATE THE NEW LRT:

- I understand the concerns some residents in Surrey may have with the city's plan to build a connector that could cut through Hawthorne Park.
- I anticipate that there will be ongoing dialogue throughout the project between the city of Surrey and its residents
- Questions regarding the 105 Avenue connector should be directed to the City of Surrey.

IF ASKED ABOUT DUE DILIGENCE/TIMING OF PROJECTS:

- The province is working with TransLink on its business cases for the new L-Line rapid transit project in Surrey.
- This includes an independent review by a panel of experts to ensure that the project is as cost effective as possible and that the plans meet the needs of all funding partners – the federal government, the province and TransLink.
- TransLink and the municipalities continue to engage the public on the projects to solicit feedback and create awareness of the important work that is underway.

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- A Business case and updated cost estimates will be released publicly once they are finalized.

KEY FACTS:

The proposed Surrey Newton – Guildford LRT Line (or L-Line) is an at grade, light rail rapid transit line through the northern parts of Surrey, extending approximately 11 kilometres along King George Boulevard and 104th Avenue. The project scope includes 11 stations at opening day, with an additional potential station in the future at 84th Avenue. The planned service levels require 16 vehicles (13 in operation plus three spares) of 40 metres each. An operations and maintenance facility is planned on the west side of King George Boulevard, south of 72nd Avenue.

The Mayors' Council Vision also identifies the Fraser Highway LRT Line along the Fraser Highway. It includes 16 kilometres of two-way track, mostly at street level, and eight stops. The Mayors' Council Vision contemplates construction of the Fraser Highway Line approximately five years after the Surrey Newton – Guildford LRT.

TransLink's project timelines for L-Line include earliest procurement (Q1 2018), earliest construction (Q2 2019) and earliest service date (Q4 2022).

Costs:

s.13,s.17

s.13,s.17

an independent due diligence panel was retained by Partnerships BC to undertake a thorough review of the draft business case.

The due diligence panel reviewed the business case and other technical and development studies in detail to ensure the scope of the proposed project represents the most cost effective solution. The due diligence report will be incorporated into the business case work as part of the final business case submission.

The province has been working with TransLink and the city of Surrey to develop a business case for the Surrey rapid transit line.

As part of this process, TransLink has been engaging with First Nations, stakeholders and the public to provide updates on the status of each project, timelines, and general project

descriptions and considerations. In addition to focused engagements with First Nations, TransLink held invite-only stakeholder meetings in December 2016 as well as public open houses in January-February, 2017. A second round of stakeholder workshops and public open houses was undertaken in late June.

Timelines:

- In 2014, the Mayors' Council Metro Vancouver mayors announced the Surrey-Newton-Guildford LRT project in their 2014 transportation Vision transit vision for the region.
- In summer 2016, B.C. and Canada announced \$43 million in joint funding to move forward with Phase One planning and design work for the two rapid transit projects, **Surrey rapid transit** and the Broadway extension as part of Phase One.
- On March 22 2017, the GoC released Budget 2017, committing \$20.1 billion for transit improvements across the country over the next 11 years through bilateral agreements with provinces and territories.
- TransLink's timeline for Surrey has construction starting in 2019 and the line complete by 2022, contingent on securing funding by end of 2017 before going to procurement.
- On July 18, 2017, it was stated in Minister Selina Robinson's mandate letter that as the Minister responsible for TransLink, support the Mayors' Council 10-Year Vision for Metro Vancouver Transportation by funding 40% of the capital costs of every phase of the plan, in partnership with all levels of government.

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- collaboration with the region's mayors to identify fair, affordable revenue sources to pay for the remaining share of the 10-Year Vision; and
- ending the provincial requirement that referendums be held to approve new transit funding in the region.

Media Interest:

In January 2017, TransLink hosted three public Open Houses on the Surrey-Newton-Guildford rapid transit project. While some groups are advocating for SkyTrain rather than LRT, Surrey Mayor Linda Hepner has been clear that SkyTrain is not an option. From a technical perspective, there are not enough riders along the line to support a SkyTrain.

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In August 2017, community members opposed to a connector that would cut through yards, a school ground, and Hawthorne Park held a rally to protest the project and solicited signatures from residents to halt the project completely. In order for the project not to proceed, 10 per cent of Surrey voters — more than 30,000 people — must indicate their opposition by September 22 by submitting an Elector Response Form. The City of Surrey has said 105 Ave was planned for over 30 years, well before LRT, and it is in their 10-year Servicing Plan.

In October, 2017 the City of Surrey put a hold on the decision on a road that would cut through Hawthorne Park. At a council meeting On October 24, the city asked staff to investigate options and return to council with a new report.

On Sept 14, 2017 The Surrey Now Leader published an article quoting Surrey Mayor Linda Hepner criticizing the provincial government for dragging their feet on decisions for Phase 3 technology and design, therefore delaying procurement and driving up costs.

The City of Surrey and TransLink are signing an MOU on the first phase of Surrey's LRT project, the 10.5 kilometre Surrey-Newton-Guildford LRT line.

Federal Contribution:

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