



Ministry of  
Transportation  
and Infrastructure

## BRIEFING NOTE FOR INFORMATION

**DATE:** October 9, 2018  
**PREPARED FOR:** The Honourable Claire Trevena, Minister of Transportation and Infrastructure  
**ISSUE:** Meeting with Flo Devellennes, Co-Founder and CEO / Poparide

### BACKGROUND:

Flo Devellennes has requested a meeting with the Minister, which is set for October 10, 2018 to discuss the following:

- Seeking government's assistance in running promoting carpooling as a solution to get from A to B in British Columbia.
- Proposed repurposing existing highway signs promoting carpooling or 'rideshare' website [ride-share.com](http://ride-share.com), previously run by the Jack Bell Foundation, to instead direct people to a ministry webpage providing rideshare education.
- Poparide is also interested in expanding to a multi-modal booking system and is currently piloting with an intercity bus company in Alberta to fill vacant eBus seats via the Poparide app.

Poparide is an app-based carpool service that was founded by Mr. Devellennes in 2010, originally called Hitch Whistler and later Hitch Planet. The company claims to have 100,000 people registered as users. Poparide's website: <https://www.poparide.com/>. A detailed company overview is attached.

The Poparide app and website are used by drivers with empty seats on longer distance trips they are planning to take and passengers looking for a ride to that same destination. The driver and passengers then share the cost of the trip. Carpool, where only operating expenses are shared, is exempt from the Passenger Transportation Act.

### DISCUSSION:

Mr. Devellennes met with the Registrar and Deputy Registrar of Passenger Transportation on August 8, 2018 to discuss opportunities to increase their exposure and some of the ways they are hoping to expand their business. He expressed interest in linking service providers to explore multi-modal booking opportunities, like selling seats on intercity buses as well as carpool seats. There was also a brief discussion about highway signage to promote carpooling though no specific request was made.

On October 4, 2018, Mr. Devellennes spoke with Nini Long, A/Executive Director, Highways Operations and their discussion centered around the government's ability/interest in promoting carpooling and the use of highway signage to support that.

### FINANCIAL IMPLICATIONS:

- None

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#### INITIALS

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## BRIEFING NOTE FOR INFORMATION

**Date:** October 16, 2018

**Prepared For:** Honourable Claire Trevena, Minister of Transportation and Infrastructure (MOTI)

**Issue:** Meeting with Simon Fraser University (Andrew Petter, President, and Joanne Curry, Vice-President External Relations) regarding update on Burnaby Mountain Urban Fixed Link (Gondola) proposal.

### SUMMARY:

- Simon Fraser University (SFU) has advocated since 2009 for a high-speed gondola link from Production Way SkyTrain Station in Burnaby to the top of Burnaby Mountain;
- The gondola would replace current bus services and benefits include greater capacity, faster and more reliable service, and GHG reductions from replacing diesel buses;
- Studies in 2011 and this year indicate that a gondola is feasible and would generate positive benefits, but costs for the preferred alignment are now almost \$200 million;
- The Mayors' Council 2014 Vision called for additional investigation into the need for a future high-capacity connection from SkyTrain to Burnaby Mountain and the Phase 2 investment plan, approved in June 2018, included further development of the Burnaby Mountain Gondola concept;
- A decision on implementation has not been made nor has funding been identified.

### BACKGROUND:

In 2009, SFU Community Trust, which is responsible for SFU's UniverCity development, sponsored a feasibility study for a gondola connection between the university and SkyTrain. The study found that a gondola would reduce travel time, increase service frequency and reliability, and decrease greenhouse gas (GHG) emissions.

A 2011 Business Case, partially funded by MOTI, found similar benefits and identified a route (see Attachment 1) that would reduce 15-minute bus trips to seven minute gondola rides. It also noted that a gondola would enhance the image of SFU and its UniverCity development by offering an innovative and environmentally sound solution to transportation challenges. The Business Case estimated the gondola would cost about \$120 million with a benefit to cost ratio of 3.6.

In 2014, the Mayors' Council's 10-Year Vision identified that there may be a need for a future high-capacity connection from SkyTrain to Burnaby Mountain, but called for additional investigation.

An April 2018 feasibility update on the gondola indicated that costs of a direct route have increased to \$197 million (2020 dollars), due to inflation and rising property costs. The updated benefit-to-cost ratio is 1.8, indicative of a strong business case, but only half the ratio in 2011 given increased costs. The feasibility update also looked at an alternate route that avoids the Forest Grove neighbourhood, which had previously expressed concerns about the privacy and aesthetic impacts of an overhead gondola. The alternate route would add 3 minutes to trip time, increase capital costs to \$255 million, increase operating costs, and still pass by other residences.

Phase 2 of the Mayors' Council 10-Year Vision, approved in June 2018, calls for further development of the gondola concept. Any implementation would have to be done under a future Phase 3 of the Vision.



Currently, there are about 25,000 daily bus passenger trips to/from SFU. At peak hours, passengers can experience multiple pass-ups by full buses. Key selling points for the gondola are its capacity, speed, and ability to keep operating during winter snowstorms, which halt bus service on average 10 days per year, inconveniencing students, staff, faculty, and UniverCity residents. Over the coming decade, SFU enrollment is expected to rise by 10,000 and UniverCity residents from 3,000 to 10,000.

#### DISCUSSION:

The April 2018 feasibility update indicates the gondola concept still has technical merit. If TransLink proceeds, it would need to conduct more public and stakeholder engagement, identify environmental and community impacts and how they can be mitigated, perform additional technical work, and refine cost estimates. TransLink would also need to seek funding partners, such as SFU and the federal Green Infrastructure Fund.

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The Province would expect SFU to be a funding partner for a gondola project. s.13,s.16

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There currently is no provincial policy regarding contributions by academic institutions that significantly benefit from transit investments s.13,s.16

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Parliamentary Secretary Bowinn Ma made no commitments to the project.

#### FINANCIAL IMPLICATIONS:

- None at this time. Any provincial contribution would displace provincial funding earmarked for other projects proposed under ICIP or would require new provincial funding.

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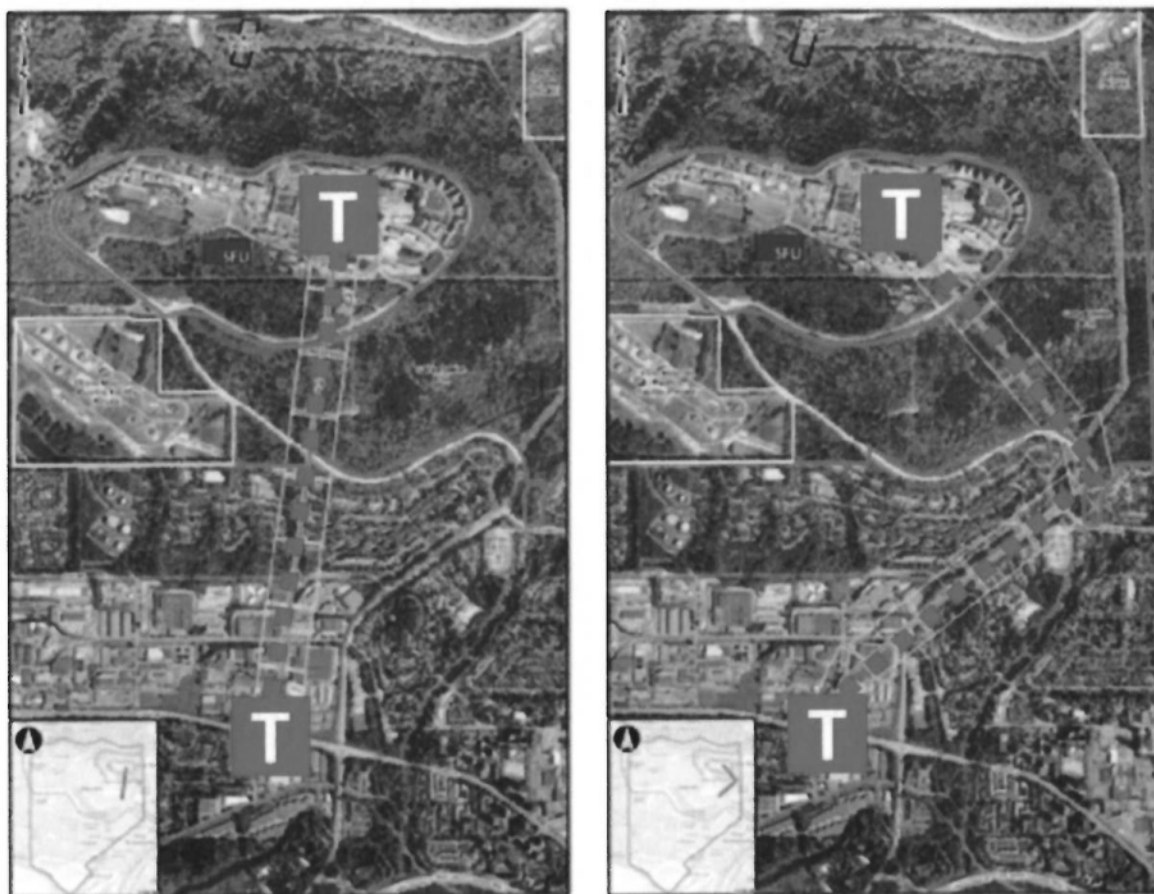




### Attachment 1 – 2011 and 2018 Proposed Alignments for Burnaby Mountain Gondola

Based on the 2011 business case and the 2018 update prepared for TransLink, the preferred alignment is as shown in the left figure below. The round-about alignment is shown on the right.

Access to the lower terminus would be provided via a concourse linking the terminus building with the existing bus loop at Production Way-University Station. The upper terminus would provide direct access to the existing plaza south of the SFU Bus Exchange.



Source: Figure 5-1 from "Burnaby Mountain Gondola Transit – Feasibility Study", prepared for TransLink by CH2M HILL Canada Limited, April 2018.



## BRIEFING NOTE FOR INFORMATION

**DATE:** October 25, 2018  
**PREPARED FOR:** Honourable Claire Trevena, Minister of Transportation & Infrastructure  
**ISSUE:** Highway infrastructure in Northern BC – Truck Loggers Association

### SUMMARY:

- The ministry understands the importance of investing in the provincial highway and side road network to support economic growth in northern BC.
- The ministry is planning to deliver a capital program over the next three years in the Northern BC that includes the replacement of a level rail crossing with an overpass, three passing lanes, two major intersections, a four lane upgrade and five major bridge expansions.
- The ministry is continually exploring opportunities to access federal funding programs.
- The ministry continues to invest \$1M annually in maintenance and upgrades to the Germansen Landing Road.

### BACKGROUND:

The Truck Loggers Association (the "TLA") represents 500 primarily independently owned member companies involved in timber harvesting activities in 140 communities throughout British Columbia.

The TLA is concerned regarding the level of infrastructure and maintenance spending in northern BC, specifically on main access roads and resource roads. The TLA references a recent 2018 article in their association publication, *Truck LoggerBC*, calling for increased spending on the Germansen Landing Road. The TLA is proposing a review of the current conditions of resource roads in northern BC as well as a greater allocation of federal funding obtained by the province to be dedicated to improving resource roads.

In northern British Columbia, the ministry is responsible for maintaining 14,000km of public road and 659 bridges.

Currently, the ministry maintains this infrastructure through 10 individual maintenance contracts across the north valuing \$123M in maintenance services annually. These contracts are currently being renewed through a competitive process as part of our maintenance contract renewal project.

In northern BC, the Ministry has spent over \$500M over the last three years in addition to maintenance. This includes investing over \$250M in sixteen capital projects since 2016; including five passing lanes, three four-lane upgrades, five major bridge expansions and three major intersections. This was supplemented by \$40M in federal funding on these projects.

Also the Ministry has invested over \$280M in other projects rehabilitation, safety and slides and washouts over the same period. In addition, there has been \$58.4M spent to date on the 2016 Peace Flood event, with an anticipated total expenditure of over \$130M before it is complete.



Table 1 - Spent and anticipated expenditures in Northern BC by program area

Northern Region	2016-2017 Gross	2017-2018 Gross	2018/19 Anticipated @ September 30, 2018	Gross Total
<b>NORTHERN REGION - PROGRAM BREAKDOWN</b>				
<b>Expansion</b>	100,225,522	69,118,481	84,557,324	<b>253,901,327</b>
<b>Rehab</b>	79,027,879	82,274,913	87,728,821	<b>249,031,613</b>
<b>Safety</b>	4,085,840	4,721,578	7,601,181	<b>16,408,598</b>
<b>Slides &amp; Washouts</b>	1,812,733	9,402,680	6,306,504	<b>17,521,917</b>
<b>Total Northern Region</b>	<b>185,151,974</b>	<b>165,517,652</b>	<b>186,193,830</b>	<b>536,863,455</b>

## DISCUSSION:

The Ministry recognizes the importance of northern infrastructure on the lives of those living and working in BC's north.

The ministry is continually working to identify projects throughout northern BC with a focus on projects that meet the criteria federal infrastructure programs.

The ministry is committed to maintaining the Germansen Landing Road to ensure that all vehicles can safely travel along it. The ministry currently spends over \$1M annually on maintenance and has invested over \$7M to improve the road in recent years.

Ministry staff regularly connects and work with local industry, stakeholders, First Nations, and local government to receive feedback, share information and develop ideas for tangible road improvements on both numbered routes and the side road networks that support the natural resource industries.

In addition, the ministry and our maintenance contractors are continuously reviewing the conditions of the side road network to ensure that it operates in safe and efficient manner.

## FINANCIAL IMPLICATIONS:

- None

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## BRIEFING NOTE FOR INFORMATION

**DATE:** October 24, 2018

**PREPARED FOR:** Honourable Claire Trevena, Minister of Transportation and Infrastructure

**MEETING:** Green Caucus – MLA Olsen & Furstenau on October 30th 2018

**ISSUE:** South Island Transportation and the E&N

### SUMMARY:

- A number of concerns have been raised about transportation in the South Island;
- Several different studies related to a variety of different modes of transportation (rail, ferry, transit, cycling, and road) in the South Island have been undertaken;
- The ministry wants to build on the foundation of this previous work to ensure an integrated, cohesive transportation plan, inclusive of all modes (rail, ferry, transit, cycling, and road);
- Staff are currently developing the Terms of Reference for a Request for Proposals to undertake a 'South Island Transportation Study', which will go out later this year. Work is expected to begin in early 2019 and will include various forms of stakeholder engagement;
- The ministry is also in discussions with the Island Corridor Foundation about the future of the E&N Corridor. No decisions have been made at this time;
- Safety and reliability concerns on the Malahat corridor necessitate exploring online and offline alternatives. This will be explored as part of the South Island Transportation Study;
- Engineering will begin in early 2019 for online improvements through Goldstream Park to explore feasibility of median barrier from West Shore Parkway to Finlayson Arm Road; and,
- Staff are currently assessing the feasibility of a shorter emergency detour route (in the event of closures) and expect to have more information on next steps later this year. There are significant challenges to any alternate routes and it will involve conversations with the Capital Regional District, First Nations and other key stakeholders.

### BACKGROUND:

There are ongoing concerns regarding transportation and the movement of people in the South Island and the need for a coordinated effort between all modes. The ministry has undertaken many previous studies across various modes; however there is a need to reexamine this work, identify any gaps and ensure coordination between the various modes of transportation in the South Island.

In May 2018, there was a fuel truck crash on the Malahat that resulted in a closure of 14 hours. After this crash, there was a renewed interest in examining both short and long term options of the Malahat, including re-examining the past work for Malahat alternatives from 2007, as well as exploring the possibility of short detour routes, in the event of a closure (to replace the lengthy detour via the Pacific Marine Circle Route).

Over the last number of years, the province has made extensive investments in multi modal transportation across the South Island, including:

- Notionally allocating \$7 million towards reinstatement of rail service on the E&N corridor;



- Since 2016/17 and inclusive of 2018/19, the ministry has invested over \$140 million on public transit in the South Island, including \$39 million per year (31.7% of total cost) in Provincial funding contributions towards operating expenses for the Victoria Regional Transit System, funding for the Cowichan Commuter Service and Highway 1 / Douglas Street Bus Lanes;
- Since 2010, the ministry has invested \$6.7 million in Bike BC grants in the Capital Regional District (CRD) area, including nearly \$1 million towards two CRD area projects announced in June 2018 and over \$2.7 million through four grants towards E&N Rail Trail upgrades;
- Since 2012, the ministry has invested \$57 million in safety and capacity improvements on the Malahat, including the recently completed \$34 million Malahat Village project;
- In 2016, construction started on the \$85 million McKenzie Interchange Project to relieve congestion and improve safety on the Highway 1 corridor.

#### DISCUSSION:

The ministry intends to launch a multi-modal transportation study, building on the foundation of the previous work already done by the province, local governments, BC Transit and ferry operators (Figure 1).

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The overall cost of the study will be determined after a review of the proposals and selection of the successful proponent.

There is currently work underway that will be considered as part of the South Island Transportation Study:

- BC Ferries is currently assessing a higher capacity Mill Bay – Brentwood Bay Ferry with associated dock improvements and expanded terminal parking facilities.
- BC Ferries has issued an Expression of Interest to study feasibility of passenger ferry service from Royal Bay (Colwood) to Ogden Point/Victoria Harbour/Esquimalt area.
- A private ferry operator is investigating the feasibility of a car ferry service from Cowichan Bay to the Victoria Airport.
- The municipalities of View Royal and Colwood, in partnership with BC Transit, are finalizing a rapid bus transit study which will be making recommendations with respect to transit priority projects on the Old Island Highway which will help inform future investment priorities.

Recognizing the importance of rail as it relates to multi modal transportation in the South Island, the Ministry is also in discussions with the Island Corridor Foundation regarding the E&N rail corridor.



Separate from the study, the ministry is also undertaking a review of possible emergency detour routes for the Malahat. The ministry recently met with the Capital Regional District to discuss the routes at a high level and to request access to their watershed lands, to undertake further review. The ministry will be engaging an engineering consultant to undertake feasibility assessments and develop cost estimates. While there are a number of options that could be explored for an emergency detour (Figure 2), the option that could provide the most time savings to the travelling public is to pursue a route through the CRD owned watershed lands. The ministry will be working closely with the CRD throughout this process, given the important considerations associated with the watershed lands. More detailed information is expected in the spring 2019, as it relates to cost, feasibility and timelines.

Additional work undertaken outside of the study includes initiating engineering for widening to add median barrier through Goldstream Park, from West Shore Parkway to Finlayson Arm Road. Engineering work will get underway in early 2019 (Figure 3).

#### FINANCIAL IMPLICATIONS:

- Capital Program Board has approved funding for the South Island Transportation Study which includes assessment of the Malahat Detour Routes;
- Capital Program Board has approved \$2M in funding for detailed engineering on the Malahat Safety Improvements through Goldstream.

#### Attachments:

- Figure 1 – South Island Multi Modal Transportation Overview Map
- Figure 2 – Malahat Detour Feasibility Route
- Figure 3 – Malahat Safety Improvements (Goldstream)

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#### REVIEWED BY:

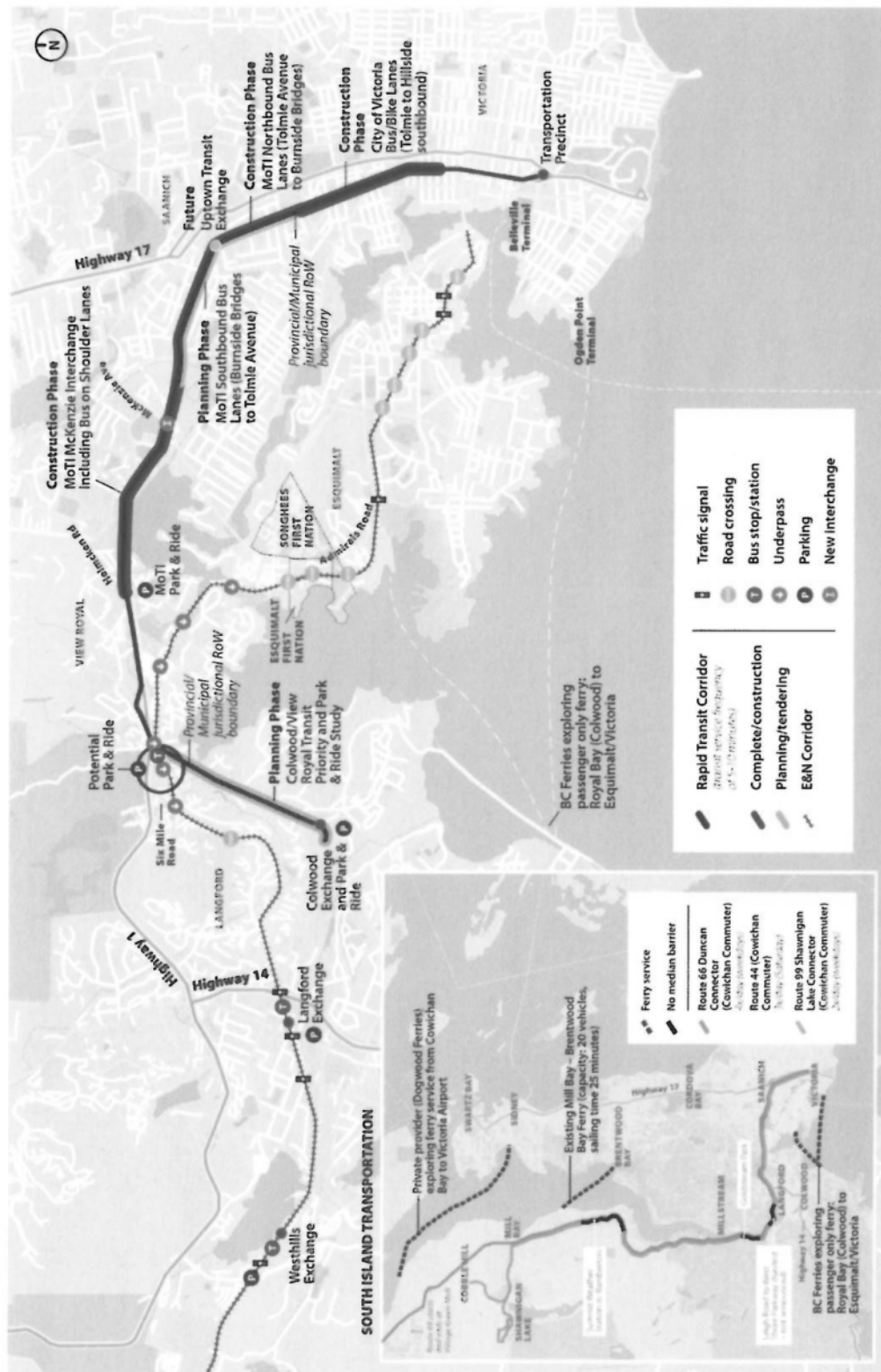
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**Figure 1 - South Island Multi Modal Transportation Overview Map**

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## BRIEFING NOTE FOR INFORMATION

**DATE:** October 10, 2018  
**PREPARED FOR:** Premier John Horgan  
**MEETING:** Island Corridor Foundation (ICF)  
**ISSUE:** E&N Railway Corridor

### SUMMARY:

- **Ministry staff met with ICF representatives on several occasions to discuss a path for working together. The ministry proposed undertaking a technical review of the rail to help further understand the potential costs and implications to determine future options;**
- **The ICF Board reviewed the ministry's proposal to undertake such a review. The CEO Larry Stevenson and co-chair Phil Kent (Mayor of Duncan) subsequently met with ministry staff to discuss the ICF's plan on how it would like to proceed working together; and,**
- **The plan proposed by the ICF involves a formal agreement between the two parties that includes a development plan, funding support to leverage federal dollars, timelines, partner participation, First Nations engagement and a communications plan.**

### BACKGROUND:

A meeting with the Premier and Vancouver Island MLAs was held on September 5, 2018 to discuss the E&N railway corridor. At that meeting it was confirmed that TRAN staff would work closely with the ICF on any future planning and assessment of the corridor within the CRD and possibly north to Duncan.

Following the commitment to work with the ICF, TRAN staff had several discussions, and met with ICF CEO Larry Stevenson and co-chair Phil Kent (Mayor of Duncan) at the UBCM Convention, to discuss the possibility of the ministry undertaking a technical assessment of the rail condition to help better understand options for costing and moving forward.

The proposal for the ministry to undertake this assessment was presented to the ICF Board by the CEO. Ministry staff were not invited to attend.

The ICF CEO and co-chair met again with ministry staff on September 18, 2018 to discuss the Board's concerns as outlined below:

- **Fiduciary Duty** – the board believes that it has a fiduciary duty to act in the best interest of the organization which includes the entire corridor. Given the entire corridor is part of the ICF charter, the board can only support a plan that has provision for the entire corridor.
- **Timing** – the board was concerned that another "study" could drag out to the point that it will miss the opportunity for shared funding with the current Federal government, given the current election cycle.

## DISCUSSION:

The ICF CEO has written to ministry (attached) to suggest a way to proceed whereby the province and the ICF enter into a formal written agreement that includes the following:

- **Development Plan** – the Province must commit to a development plan (“asset condition review”) that includes the entire corridor recognizing the urgency around the capital region. The ICF would be supportive of an incremental development approach however the commitment must be for the entire corridor.
- **Funding** – the Province must lend their support for shared funding and work with the ICF to develop a funding agreement with the Federal government.
- **Timing** – any agreement must include strict timelines to move the project forward quickly.
- **Review/Plan Participation** - the ICF and its operating partner, Southern Vancouver Island Rail (SVIR), must be included in any RFP processes as it relates to any studies/reviews of the corridor. Participation must be as a full partner in the development of the RFP and the selection of firm to undertake the project. This participation would extend to the development of RFP's or plans related to the actual development of the corridor.
- **First Nations** –the ICF must be responsible for handling all interactions with First Nations groups.
- **Communications** – there must be an agreed upon communications strategy to ensure consistent and cohesive messaging from all parties to avoid confusion. Initial communications should include a joint statement with the Premier and or the Minister and the ICF acknowledging we are working together to open the corridor.

The ICF has requested a meeting with Premier to discuss their proposal and a way to move forward.

## NEXT STEPS:

The ICF has asked the Ministry to respond to its letter. The ministry is working on a response pending the outcome of the meeting with the Premier.

## FINANCIAL IMPLICATIONS:

In order to understand the financial implications related to improving the line, an asset review of the rail will be required.

### PREPARED BY:

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## ATTACHMENT: Letter from ICF

**Kirby, Katherine TRAN:EX**

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**From:** Larry Stevenson <larrystevenson@islandrail.ca>  
**Sent:** September 23, 2018 6:23 PM  
**To:** Kirby, Katherine TRAN:EX  
**Cc:** Phil Kent; Judith Sayers  
**Subject:** Our Meeting

Katherine Kirby  
Executive Director  
Policy and Legislation  
Transportation and Infrastructure

Dear Kathy,

Thank you for meeting with Island Corridor Foundation (ICF) Chairman Phil Kent and myself earlier this week. We are very pleased that the Province is looking at rail as a potential solution to some of the transportation issues on the island. We very much want to be a part of that solution and appreciate your initiation of this discussion.

Our understanding after Judith Sayers' call with the ministry, and our meeting with ADM Kevin Richter and Ed Miska, is that the Province would like to undertake a condition assessment of the corridor. The assessment would determine costs to restore the line to a level that would support commuter rail, would be limited in scope, looking at only the Victoria to Langford/Westhills portion of the corridor.

While we are certainly supportive of any efforts to reopen the rail line, the Province's proposal brings forth some serious concerns for the ICF:

**Fiduciary Duty** – the ICF was formed in part to provide protection and improvement over the entire corridor. Our board has a fiduciary duty to act in the best interest of the organization which includes the entire corridor. Given the entire corridor is part of our charter, the board can only support a plan that has provision for the entire corridor.

**Definition** – the plan the Province has provided is to restore the line to a level that would support commuter rail. Commuter rail means various things and brings with it a myriad of cost models depending on what is meant by "commuter". It is not clear to the ICF exactly what it is the Province is trying to accomplish.

**Studies** – we are very concerned that we are now talking about another "study". As discussed, there have been no less than 10 studies done on the corridor over the past several years. It is our belief that the public is suffering from study fatigue and would suggest that the plan presented to us is more of a review, and it be called that going forward.

**Timing** - It is our belief that we are entering into a critical timing issue as another Federal election is on the horizon. Most plans and studies have relied on a shared funding model that includes the Provincial and Federal governments and we are concerned that further "studies" could drag out to the point that we will miss the opportunity for shared funding with the current Federal government.

#### How to Proceed

As indicated at the outset of our meetings, the ICF is committed to working with the Province to restore rail service to Vancouver Island. We do want to proceed and would suggest that the Province and the ICF enter into a formal written agreement that includes the following:

**Development Plan** – the Province must commit to a development plan that includes the entire corridor. We certainly understand there is some urgency around the capital region and would be supportive of an incremental development approach however the commitment must be for the entire corridor.

**Funding** – the Province must lend their support for shared funding and work with the ICF to develop a funding agreement with the Federal government.

**Timing** – any agreement must include strict timelines to move the project forward quickly. We need to ensure we do not become ensnared in another Federal election.

**Review/Plan Participation** – Given our experience and expertise in rail, the ICF and its operating partner, Southern Vancouver Island Rail (SVI), must be included in any RFP processes as it relates to any studies/reviews of the corridor. Participation must be as a full partner in the development of the RFP and the selection of firm to undertake the project. This participation would extend to the development of RFP's or plans related to the actual development of the corridor.

**First Nations** – the ICF has the experience and guidance of five First Nations groups on our board as well as the leadership and expertise of Judith Sayers. The ICF must be responsible for handling all interactions with First Nations groups.

**Communications** – there must be an agreed upon communications strategy to ensure we have consistent and cohesive messaging from all parties to avoid confusion. This would include direction on handling media issues and announcements. Initial communications should include a joint statement with the Premier and or Minister and the ICF acknowledging we are working together to open the corridor.

I cannot overstate that the ICF remains committed to working with the Province. In my brief discussion with Premier Horgan he indicated his frustration with rail; it is a frustration we share with him. We want to be part of the solution and we look forward to working with you to move forward.

Sincerely,

Larry Stevenson  
Chief Executive Officer  
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## BRIEFING NOTE FOR INFORMATION

**DATE:** October 15, 2018  
**PREPARED FOR:** Honourable Claire Trevena, Minister of Transportation and Infrastructure  
**MEETING:** MLA Tracy Redies (Surrey-White Rock) and MP Gordie Hogg on October 18, 2018  
**ISSUE:** BNSF Rail / Disaster Recovery Scenario Plan / Semiahmoo First Nation Rail Safety

### SUMMARY:

- White Rock and Surrey requested that the Province contribute \$300k, along with federal and local governments, towards a Burlington Northern Santa Fe (BNSF) rail relocation study. In January 2018, the Minister wrote the two Mayors indicating that the Ministry was unable to provide funding for the proposed study at this time.
- On June 28, 2018, Transport Canada (TC) convened a stakeholder meeting to discuss the BNSF corridor, including rail safety, with representation from BNSF, local government, the local MLA and MP, Vancouver Port Authority, the Semiahmoo First Nation (SFN), and the Ministry (TRAN, as an observer);
- TC, as the federal agency responsible for regulating BNSF, and BNSF, as owners of the rail line, delivered presentations to the stakeholders relating to the corridor, including roles, responsibilities, and their respective approaches to rail safety;
- TC indicated at the meeting that the BNSF rail corridor has a comparable safety record to others in B.C., with incident rates going down significantly since 2000, and that the risk level on this corridor is no higher than on the CN and CP Lower Mainland Subdivisions;
- Next steps from the meeting included a BNSF/Surrey-led table-top exercise of a Dangerous Goods incident at Crescent Beach (to Transport Canada's knowledge this has not yet been held), and a BNSF-led emergency response exercise (held in Bellingham in August 2018, with representation from Ministry of Environment and Climate Change Strategy [MECCS], Transport Canada, SFN and others);
- TRAN South Coast Region staff have been working with the SFN on access to their Reserve, including preliminary discussions on possible future secondary access options that would be beneficial to the SFN for both emergency access and economic development purposes. In addition, BNSF has been working with the SFN to improve safe access across tracks for pedestrians;
- In October 2017, staff from Emergency Management BC (EMBC) participated in a derailment/evacuation exercise led by the SFN;
- MECCS has responsibility under the Environmental Management Act for spill response matters. BNSF has been identified as a regulated person under the Spill Contingency Planning Regulation and must have a spill contingency plan, and exercise that plan for a worst case scenario; and,
- EMBC provides support to First Nations and Local Authorities in enacting their legislated responsibility to provide notifications associated with any evacuations and/or declared state of local emergency that may be required in the event of an emergency.



## BACKGROUND:

The cities of White Rock and Surrey have publicly identified their desire to look at the relocation of the Burlington North Santa Fe (BNSF) rail corridor from the waterfront to an inland corridor to improve safety and eliminate train-related proximity issues for residents. See Attachment 1 and 2 for recent correspondence between the Minister and the local governments on this issue.

On June 28, 2018, Transport Canada convened a meeting with BNSF and key stakeholders to discuss rail safety along the corridor, including: transportation of dangerous goods; operations and equipment; train speeds; trespassing; track structure; safety management; natural hazards and risks. In addition to representation from senior Headquarters and Regional Transport Canada staff and senior BNSF officials, participants included: the Semiahmoo First Nation (legal counsel); Surrey-White Rock MLA Tracy Redies; South Surrey-White Rock MP Gordie Hogg; Surrey Council (Judy Villeneuve) and staff; White Rock Mayor (Wayne Baldwin); Vancouver Fraser Port Authority staff; and TRAN Policy and Programs ADM Deborah Bowman, as an observer. See the Meeting Record in Attachment 3.

## DISCUSSION:

BNSF is a federally regulated railway that falls under the safety and regulatory oversight of Transport Canada. Transport Canada provided a presentation to key stakeholders at the meeting which dealt with a number of key issues, including: mandate; transport policy; safety oversight for federally regulated railways, including BNSF and its "New Westminster Sub-division" which goes through Surrey and White Rock; the federal Rail Safety Improvement Program; the Railway Relocation and Crossing Act; and the National Trade Corridors Fund. Transport Canada indicated at the meeting that this corridor has a comparable safety record to others in B.C., with incident rates going down significantly since 2000, and that the risk level on this corridor is no higher than the CN and CP Lower Mainland Subdivisions.

In addition, BNSF also delivered a presentation to the stakeholders. Their presentation focussed on a number of key areas, including: background on BNSF's New Westminster Subdivision; risk reduction efforts (human factor, equipment/mechanical and track/signal); its approach to inspections; equipment detection technology utilized; dealings with First Responders (coordination, access to information, training); incident mobilization; restoration of sites after an incident; its working relationship with City of White Rock; slide mitigation efforts in B.C.; BNSF police (including education/ enforcement on trespassing); its Crescent Beach stopped train protocol; and proposed rail relocation.

Transport Canada finalized the official record of the June 28th meeting, including a list of the key next steps between the various parties involved (see below), and sent it to participants on August 21<sup>st</sup>.

Item	Proponent for action	To be contacted by proponent
Distribution of Coastal Flood Strategy	City of Surrey	Other government departments
Contact information for BNSF Rail Police	BNSF	Surrey, White Rock, SFN
Table-top exercise of DG incident at Crescent Beach	Surrey / BNSF	Others as appropriate
Emergency response exercise - August 2018	BNSF (SFN incorrectly identified earlier as lead)	Others as appropriate
Prospect for a grade separation at Crescent Beach	Surrey	BNSF
Fencing at Crescent Beach: Surrey lease from BNSF and intrusion on street parking	Surrey	BNSF
Prospect for macro scale regional rail study	Hogg / Redies	various



Since the June 28<sup>th</sup> meeting:

- As far as TC is aware, the proposed BNSF/Surrey led table-top exercise of a dangerous goods (DG) incident at Crescent Beach has yet to be undertaken; and,
- On August 28, 2018, four representatives from the MECCS, along with representatives from Transport Canada, SFN and others attended a one-day BNSF/Washington State led emergency response exercise in Bellingham on a theoretical spill of crude oil into the marine environment, which migrated into Canadian waters, including Boundary Bay. Representatives from MECCS presented BC Spill Response information. Representatives from the Cities of Surrey and White Rock were also invited, but it is not clear if they participated. TC has advised that there may have been a first responder attendee from White Rock Fire, but not Surrey. They observed that the New Westminster Fire Chief / representatives were in attendance. Furthermore, SFN representatives have since confirmed they were not intending to lead any other exercise.

In addition, South Coast Region staff are in regular conversations with SFN as it relates to access to their Reserve. The only current road access to the Reserve is Beach Road, off of Highway 99, and the SFN have raised concerns regarding the need for an additional access in the event of an emergency, such as a derailment. The Ministry has committed to looking at possible future redesign of the Highway 99/8<sup>th</sup> Avenue interchange, including exploration of options to improve access to the Reserve, however this would be a medium to long-term solution. While the SFN is supportive of such an assessment, they have requested that the Ministry also give consideration to more immediate solutions, and the Ministry is currently in the process of identifying and evaluating possible interim options. No funding commitments have been made at this time.

According to TC, BNSF has also been in discussions with SFN regarding safe access points for pedestrians in the form of grade level crossings.

Furthermore, in October 2017, EMBC participated, as an observer, in a SFN Emergency Operations Centre exercise and evacuation drill, which included a hypothetical derailment of a BNSF train at the mouth of the Little Campbell River on the SFN Reserve. Although EMBC was primarily an observer, there was some role play of EMBC's Southwest Provincial Regional Emergency Operations Centre.

MECCS is the provincial lead agency for hazardous material incidents, and its Environmental Emergency Program undertakes many preparedness activities and guides provincial response efforts in the event of an environmental emergency.

Under MECCS responsibility, Division 2.1 Spill Preparedness, Response and Recovery of the Environmental Management Act (EMA) came into force on October 30, 2017. Section 91.11 of EMA focuses on spill preparedness and the requirement for regulated persons to prepare and maintain a Spill Contingency Plan (SCP). Regulated persons are pipeline, rail and highway transporters that have possession, charge or control of liquid petroleum products as defined in the Spill Preparedness, Response and Recovery Regulation in the prescribed regulated quantities. BNSF has been identified as a regulated person and must have a SCP that meets all requirements of the Spill Contingency Planning Regulation as of April 30, 2018. BNSF must also exercise specific components of their plan annually including a worst case scenario exercise every 3 years.





**FINANCIAL IMPLICATIONS:**

- None

Attachment 1 – January 24, 2018 Letter from Minister Trevena to Mayors Hepner and Baldwin

Attachment 2 – January 5, 2018 Letter from Mayor Hepner to Minister Trevena

Attachment 3 – Transport Canada June 28<sup>th</sup> Meeting Record

**PREPARED BY:**

Bob Steele, Director, Inter-Jurisdictional Programs  
Policy and Legislation Branch  
(250) 356-2051

**REVIEWED BY:**

Katherine Kirby, Executive Director  
Policy and Legislation Branch

Kevin Richter, ADM  
Highways Department

Deborah Bowman, ADM  
Transportation Policy and Programs Department

Nancy Bain, EFO  
Finance and Management Services Department

**INITIALS**

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Attachment 1 – January 24, 2018 Letter from Minister Trevena to  
Mayors Hepner and Baldwin



January 24, 2018

Her Worship  
Mayor Linda Hepner  
City of Surrey  
13450 104 Avenue  
Surrey BC V3T 1V8

Reference: 270485  
Your File: 0400-40

His Worship  
Mayor Wayne Baldwin  
City of White Rock  
15322 Buena Vista Avenue  
White Rock BC V4B 1Y6

Dear Mayor Hepner and Mayor Baldwin,

**Re: Burlington Northern Santa Fe Railway**

I am writing in response to Mayor Hepner's letters, seeking confirmation of \$300,000 in provincial funding support for a study to examine potential options for the realignment of the Burlington Northern Santa Fe Railway (BNSF) corridor through the cities of White Rock and Surrey. I am sorry it has taken me so long to respond.

I appreciated the opportunity to review the information provided with Mayor Hepner's letters and recognize the importance of this issue to the cities of Surrey and White Rock. The proposal to relocate the BNSF rail corridor is largely based on a desire to improve railway safety. The BNSF is a federally regulated railway that falls under the safety oversight of Transport Canada, and consideration of the railway safety impacts of relocating the corridor resides with Transport Canada.

At this time, the ministry is unable to provide funding for the proposed BNSF relocation study.

Thank you for taking the time to write.

Yours sincerely,

Claire Trevena  
Minister

.../2



Ministry of  
Transportation  
and Infrastructure

CLIFF 278881  
(X-REF. #278004)

-2-

Copy to:   Honourable Harry Bains  
              Minister of Labour  
              MLA, Surrey-Newton

              Jagrup Brar  
              MLA, Surrey-Fleetwood

              Rachna Singh  
              MLA, Surrey-Green Timbers



Attachment 2 – January 5, 2018 Letter from Mayor Hepner to Minister Trevena

CITY OF SURREY

OFFICE OF THE MAYOR

January 5, 2018

File: 0410-20

Delivered via email and post: [Minister.Transportation@gov.bc.ca](mailto:Minister.Transportation@gov.bc.ca)

The Honourable Claire Trevena, M.L.A.  
Minister of Transportation and Infrastructure  
PO Box 9055  
Stn Prov Govt  
Victoria, BC V8W 9E2

Dear Minister Trevena,

**Re: BNSF Rail Relocation Study**

In August 2017 the City of Surrey submitted an application to the federal Rail Safety Improvement Program and alerted your office to this pending application in a letter dated September 11, 2017. This correspondence (enclosed) outlines the challenges posed by the presence of the Burlington Northern Santa Fe Railroad along the coastline of the Semiahmoo Peninsula and proposes a study to examine its relocation. This potential course of action would address significant safety, environmental and community concerns, protect against future issues such as sea level rise, and provide a superior route from an operational/travel time perspective.

With your government firmly established, we would like to raise this item to your attention and again table the request for matching funding. The cost estimate of the relocation study is \$900,000. The City of Surrey and the City of White Rock have committed to cost share one third of this amount (\$225,000 and \$75,000, respectively) and request that the provincial and federal governments each contribute the remaining two-thirds at \$300,000 per level of government. A complete package of material on the study can be readily re-sent upon request.

I appreciate your consideration of this request and look forward to your response. If you or your staff require any technical clarification or additional information, Transportation Manager Jaime Boan, [JABoan@surrey.ca](mailto:JABoan@surrey.ca) | 604-591-4514, is readily available.

Sincerely,

Linda Hepner  
Mayor  
City of Surrey





- 2 -

**Attachment: September 11, 2017 Correspondence**

**CC:** Mayor Wayne Baldwin  
Councillor Grant Meyer  
Councillor Judy Villeneuve  
Chief Harley Chappell, Semiahmoo First Nation  
Tracey Redies, MLA Surrey-White Rock  
Minister Ralston, Jobs, Trade and Technology  
Gordie Hogg, MP-Elect South Surrey-White Rock  
Ken Hardie, MP Fleetwood-Port Kells

### Attachment 3 – Transport Canada June 28<sup>th</sup> Meeting Record

SOUTH SURREY / WHITE ROCK RAIL ISSUES – STAKEHOLDER ROUNDTABLE	
MEETING RECORD	
June 28, 2018 (2:00 pm to 4:00 pm)	
Transport Canada Regional Office, 800 Burrard Street, Boardroom 1110	
Organization	Participant
Member of Parliament	Gordie Hogg, South Surrey-White Rock
Member of Legislative Assembly, British Columbia	Tracy Redies, Surrey-White Rock
Government of British Columbia	Deborah Bowman, Assistant Deputy Minister, Policy and Programs
Semiahmoo First Nation	Joanne Charles, Councilor
	Adam Munnings, Lawyer
City of Surrey	Judy Villeneuve, City Councilor
	Deborah Salh, Constituency Assistant
	Jamie Boon, Transportation Manager
	Blair Kesteven, Intergovernmental Liaison
City of White Rock	Wayne Baldwin, Mayor
BNSF	Courtney Wallace, Regional Director, Public Affairs
	Glen Gaz, Engineering, Northwest Division
	Stephen Semenick, Manager, Public Projects
	Jess Ketchum, Consultant
Vancouver Fraser Port Authority	Greg Rogge, Director of Land Operations and Security
Transport Canada	Robert Dick, Assistant Deputy Minister, Pacific
	Lawrence Hanson, Assistant Deputy Minister, Policy
	Trevor Heryet, Executive Regional Director, Issues and Program Management
	Jas Basil, Regional Director, Surface
	Chris Hoff, Regional Manager (note-taker)

DOCUMENT NUMBER: 13696259

VERSION: 1

2018-01-02

**OPENING REMARKS**

Robert Dick, Assistant Deputy Minister, Transport Canada – Pacific, delivered opening remarks. Robert Dick noted that a shared interest in rail safety among those present serves as a useful common starting point for a productive conversation. The participant responses to pre-meeting questions were helpful to frame the agenda and presentations.

s.16

**PRESENTATIONS****Transport Canada**

Robert Dick delivered a Transport Canada presentation that reviewed Transport Canada's mandate. The presentation highlighted safety oversight for federally regulated rail in general as well as specifically for the BNSF New Westminster subdivision including engineering, safety management systems, natural hazards, transport of dangerous goods and operations and equipment. The New Westminster subdivision has a comparable safety record to others in B.C., with accident rates going down since 2000. The risk level for the BNSF New Westminster subdivision is not different from CN and CP Lower Mainland subdivisions.

s.16

*Transport Canada Assessment of Corridor Safety Risk:*

Wayne Baldwin (White Rock) and Tracy Redies (MLA) expressed reservations about the Transport Canada assessment of risk on the corridor, including Wayne Baldwin citing an example he was familiar with on the Sunshine Coast, with a focus on dangerous goods. Robert Dick and Jas Basi expanded on the dangerous goods oversight including noting the higher risk elsewhere in B.C. due to terrain and weather, the responsibility of railways, and the focus on preparation for emergency response including shipper requirements for emergency response plans.

*Trespassing:*

In the Transport Canada presentation, Robert Dick noted that the corridor has the highest magnitude of trespassing in B.C. The SFN also expressed a desire for action among parties to mitigate trespassing on their land. Wayne Baldwin expressed the need for stronger enforcement.

s.16





s.16

4



**CLOSING REMARKS**

s.16

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## BRIEFING NOTE FOR INFORMATION

**DATE:** October 16, 2018  
**PREPARED FOR:** The Honourable Claire Trevena, Minister of Transportation and Infrastructure  
**ISSUE:** Meeting with Catharine Read, Chair, Passenger Transportation Board

### BACKGROUND:

Catharine Read, Chair of Passenger Transportation Board, has requested a meeting with the Minister and would like to discuss the following:

- Catharine Read has led an industry consultation process in response to the Hara Report recommendations and Taxi Modernization;
- The Passenger Transportation Board (Board) has created a streamlined intercity bus application process in response to Greyhound's announcement to terminate service in Western Canada;
- The Board has also created a streamlined application process for licenced taxi companies to apply for the one-time 15% increase in fleet size; and,
- Two of the four Board member appointments expire on December 31, 2018.

### DISCUSSION:

#### Greyhound's termination of service:

On July 9, 2018, Greyhound Canada Transportation ULC (Greyhound) provided notice of their intent to discontinue all intercity bus service (ICB) in British Columbia as regulated under the Passenger Transportation Act effective October 31, 2018. This cancellation would affect Greyhound's remaining ten service routes in British Columbia and applies to passenger and freight transportation.

On July 11, 2018 the Board published a News Release to indicate that they would be fast tracking "applications from operators who wanted to serve corridors that would be left without commercial intercity bus service as a result of Greyhound Canada's withdrawal from BC".

As of October 16, 2018, seven applications have been published by the Board under the streamlined application process and two of these applications has been approved.

Company	Route(s)	Status
Silver City Stagelines	Nelson-Kelowna	Published August 15 Approved August 31 Must be operating by Nov 1
Rider Express Transportation	Vancouver-Alberta Border (Hwy 1)	Published August 29 Approved October 12 Must be operating by Nov 15
Whistler Rides	Vancouver – Pemberton (Hwy 99)	Published August 29 Decision pending
Merritt Shuttle Holdings Ltd.	A. Lower Nicola – Kamloops	Published September 19



	B. Kamloops – Highland Valley C. Merritt – Highland Valley D. Merritt – Sp. Bridge – Langley E. Merritt – Sp. Bridge – PG F. Merritt – Kelowna	Decision pending
Diversified Transportation (eBus)	A. Vancouver – Kamloops B. Kamloops – Kelowna C. Kelowna – Vancouver	Published September 19 Decision pending
Blue Cactus Lines (Snowbus)	A. Richmond – Whistler B. Burnaby – Whistler	Published September 26 Accepting submissions to October 10, 2018. (Whistler routes are not expedited.)
Wilson's Transportation	A. Vancouver – Whistler B. Vancouver – Kamloops C. Vancouver – Kelowna	Published September 26 Accepting submissions on A (not expedited) to October 8, 2018. Accepting submissions on B&C (expedited) until October 1, 2018

### Taxi Modernization:

In response to the Hara report's short-term action item recommendations, the Board undertook industry and stakeholder consultation the week of August 13 – 17, 2018. The three action items were:

- Allowing existing licensees a one-time opportunity to increase their number of taxi vehicles (plates) by up to 15% in the near term;
- Giving the industry to flexibility to lower fares below meter rates in off-peak hours for app-hailed taxi trips; and,
- Increasing efficiencies at shift change through separate day and night vehicles.

The Board published a summary of these consultations on September 7, 2018 entitled "Taxi Modernization: Short-Term Actions Results of Consultations & Recommendations to the PT Board". A summary of actions that the Board will offer is:

- Existing licensees have a time-limited, one-time opportunity to apply to increase their fleet by 15% - applications are being accepted between September 17 & October 19, 2018;
- Amending approved rate rules to allow discounted trips booked through an app; and,
- Allow taxi licensees to run separate vehicles on day and night shifts.

To date, 49 taxi companies have applied to the Board to add a total of 350 additional vehicles. More applications are expected before the October 19<sup>th</sup> deadline.

During consultation several issues/concerns were brought forward that are outside of the Board's mandate and the Board committed to ensuring those concerns were passed along to the ministry, the Insurance Corporation of British Columbia (ICBC) and other agencies. The taxi industry believes that consideration of these issues will allow for a level playing field for them with the introduction of Transportation Network Companies (TNC):

- Licence Class – requiring TNC drivers to have a Class 4;
- Insurance – taxi companies are interested in volume-based insurance if this kind of product is offered to TNCs;
- Hours of Work – taxi companies are concerned about TNC drivers being held to the same maximum working period required under the National Safety Code for their drivers;
- Vehicle & Passenger Safety – TNCs being required to undergo vehicle safety inspections and have cameras;
- Wheelchair Accessibility – WATs are costly to purchase and maintain, which places a larger financial burden on taxi companies than it will on TNCs;
- Enforcement – resources for enforcement are not adequate with current illegal TNC operations;
- Inequities for Passengers – taxi companies feel TNCs being app based will present a barrier to low income, seniors and homeless people;
- Cancellation Fees – TNCs charge for cancellation and no-show and taxi companies would like this considered for their fee structure;
- Bus Lanes – taxi companies would like approved access to use bus lanes; and,
- Taxi Host – the training is too Metro Vancouver centric and requires an on-line option.

The Board Chair summarized concerns that were raised during consultation that are beyond their mandate in a letter to the Minister of Transportation and Infrastructure and Honourable David Eby, Minister of Attorney General, dated September 10, 2018.

Ministry staff have consulted with the Board Chair to advise of general policy direction and will continue to consult through the drafting process.

#### Regarding Board Resourcing

The Board is comprised of four members through OIC appointment, appointment processes and terms are governed by the *Administrative Tribunals Act* and, there must be a minimum of three board members appointed. An OIC is being prepared to appoint one new Board member. The Board's ability to be responsive to external changes such as Greyhound's termination decision and taxi modernization is critical.

Board Member	Original Appointment	Appointment Expiry Date
Catharine Read, Chair	October 1, 2017	October 1, 2020
William Bell	February 1, 2008	December 31, 2018
Spencer Mikituk	March 29, 2012	May 14, 2019
Roger Leclerc	November 8, 2012	December 31, 2018

#### FINANCIAL IMPLICATIONS:

- None



Ministry of  
Transportation  
and Infrastructure

**PREPARED BY:**

Chantelle Gergley  
Deputy Director, Deputy Registrar  
Passenger Transportation Branch

**REVIEWED BY:**

Kristin Vanderkuip, Executive Director  
Passenger Transportation Branch  
Deborah Bowman, ADM  
Transportation Policy & Programs Department  
Melissa Thickens obo Nancy Bain, EFO  
Finance & Management Services Department

**INITIALS**

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## BRIEFING NOTE FOR INFORMATION

**DATE:** October 22, 2018

**PREPARED FOR:** Honourable Claire Trevena, Minister of Transportation and Infrastructure

**MEETING:** With Paul Gipps (FVRD), Abbotsford Mayor Elect and Chilliwack Mayor Elect on November 5, 2018

**ISSUE:** Future plans and investments on Highway 1 through the Fraser Valley

### SUMMARY:

- The ministry understands there is a need to address congestion and safety concerns on Highway 1 and continues to make investments on the corridor.
- The ministry, in partnership with Canada and the Township of Langley, is currently constructing the \$59M 216<sup>th</sup> Interchange Project, which includes widening from 202<sup>nd</sup> to 216<sup>th</sup> Street and is anticipated to be completed in fall 2019.
- Additionally, the ministry is installing a \$25M congestion-based Variable Speed Limit System (VSLS) on Highway 1 from approximately Whatcom Road in Abbotsford to Prest Road in Chilliwack, which is expected to be complete by the end of spring 2019.
- The ministry is also exploring a future widening project between 216<sup>th</sup> Street and 264<sup>th</sup> Street, which has been estimated to cost \$205M and will require both municipal and federal funding partners. Discussions around cost sharing for replacement of the 232<sup>nd</sup> Street Interchange have been initiated with the Township of Langley as well as discussions with Canada.
- When looking at highway expansion, there is a need to consider all modes of travel, including single occupancy vehicles, high occupancy vehicles and transit, in order to determine the best approach for moving all highway users.
- The ministry is aware that improvements to Highway 1 will help support the future Highway 1 Rapid Bus frequent service between Abbotsford and Surrey City Centre which has been identified as a priority in Central Fraser Valley Transit Future Plan.

### BACKGROUND:

Hwy 1 is the primary east-west corridor serving and connecting the Lower Mainland to the rest of British Columbia. Within the Fraser Valley Regional District (FVRD), Hwy 1 passes through the City of Abbotsford (CoA), the City of Chilliwack (CoC), and the District of Hope. The Township of Langley (ToL), while not a part of the FVRD, also has interest in future improvements to the highway.

In spring 2017, construction started for the \$59M 216<sup>th</sup> St. Interchange Project, which includes widening for one additional lane in each direction on Hwy 1 between 202<sup>nd</sup> and 216<sup>th</sup> St. As this construction work advances, the ministry is simultaneously exploring the possibility of converting one of these lanes, in each direction, to HOV which would provide for continuous HOV lanes from Gilmore Way Overpass to 216<sup>th</sup> St. The project also includes construction of a new full movement interchange at 216<sup>th</sup> St. Construction is anticipated to be complete in the fall of 2019.



The ministry is also installing a congestion-based Variable Speed Limit System (VSLS) on Hwy 1 from approximately Whatcom Rd. in Abbotsford to Prest Rd. in Chilliwack. The system is designed to detect traffic slowing downstream and adjust traffic speeds accordingly in order to reduce rear-end collisions during congested periods. Construction began on September 2018 and with an expected completion date of May 31, 2019. The project budget is \$25.0M.

Notwithstanding the current projects under construction, there is a continued interest from the Township of Langley, Abbotsford and Chilliwack to see a commitment to continued investment on the corridor.

#### **DISCUSSION:**

A conceptual design for widening Highway 1 between 216th Street and 264th Street has been completed. The expansion plans for the highway design included provision for exclusive high occupancy vehicles lanes that can easily be shared with Rapid Bus services to link the Fraser Valley with Surrey City Centre and beyond. The eastbound HOV lanes may need to terminate in the vicinity of 248 Street, due to highway grades, which may require one lane between 248 and 264<sup>th</sup> Streets to remain as a truck climbing lane, as it is today. This will be further assessed during the detailed design stage.

The cost for six-laning this section of Highway 1 is estimated at \$205M. A business case has been prepared for ministry staff to initiate discussions with the Federal government in order to secure cost sharing agreements. Ministry staff has also reached out to the Township of Langley to begin negotiate cost sharing for the 232nd Street Interchange replacement.

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The Township of Langley is aware that the ministry is currently exploring the possibility of HOV lane extensions however they are not aware that any decisions have been made. There have not been any recent discussions with Abbotsford or Chilliwack with respect to further Highway 1 expansion.

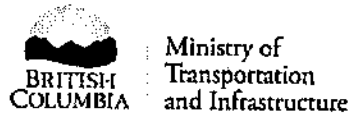
s.13

Any future work would be very costly and would require funding partnerships with Canada and potential local municipalities. There is no timeline for this work, nor has any TIP funding been allocated.

#### **FINANCIAL IMPLICATIONS:**

- s.12,s.13





s.12,s.13

**Attachments**

- Figure 1 - Overview Map of Highway 1 (Port Mann Bridge to 264<sup>th</sup> Street)

**PREPARED BY:**

Lina Helwani, Director  
South Coast Region, Highways Department  
(604) 209-8997

**REVIEWED BY:**

Kevin Richter, ADM  
Highways Department

Nancy Bain, EFO

Finance and Management Services Department

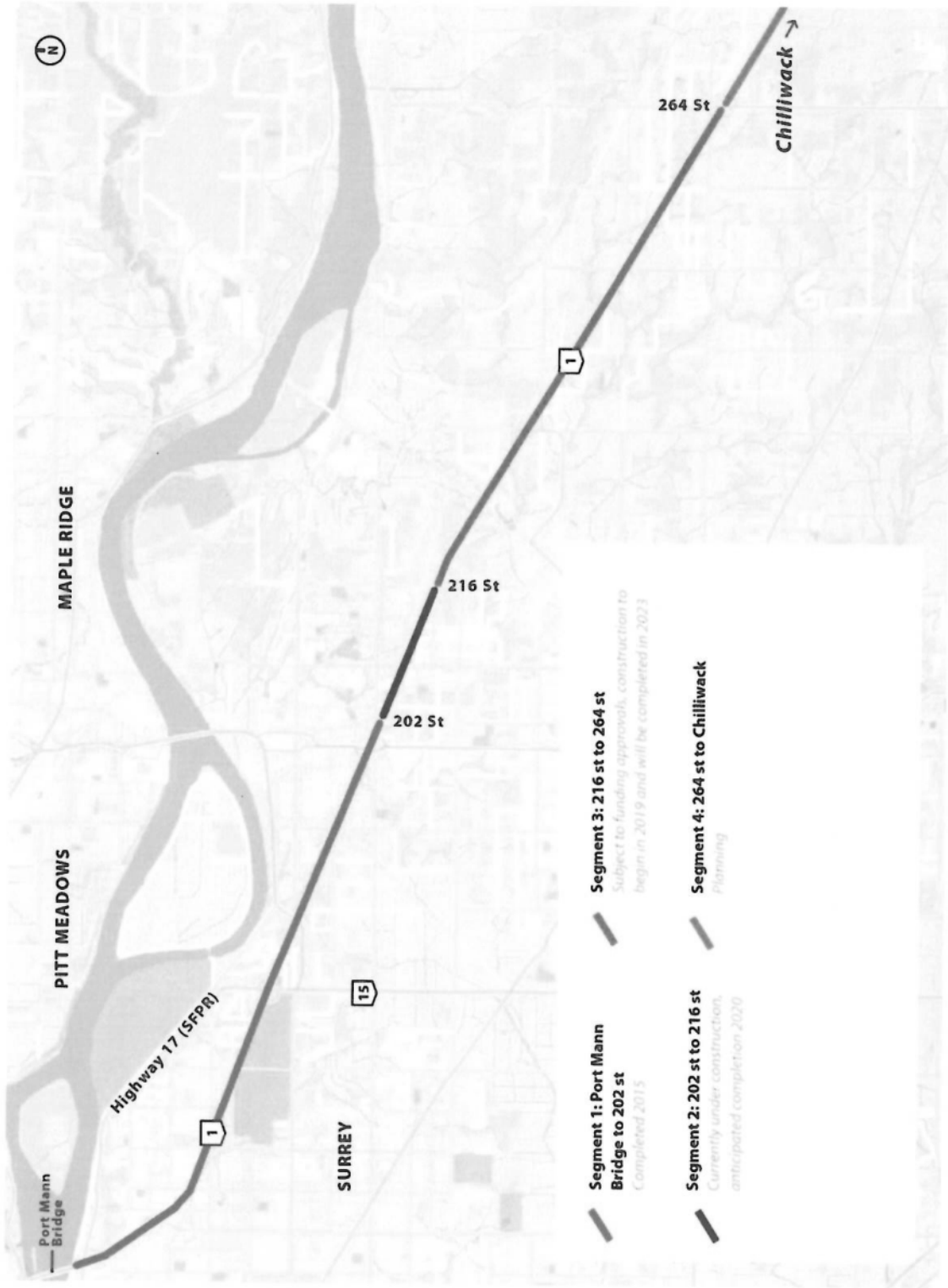
**INITIALS**

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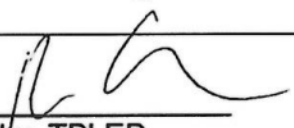
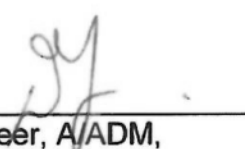
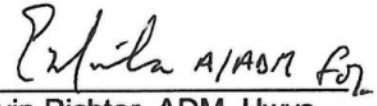



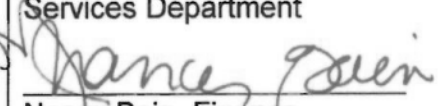
**Figure 1 - Overview Map of Highway 1 (Port Mann Bridge to 264th Street)**

# PO Briefing Note

## Routing and Approval Sheet

<b>Briefing Note Number: CLIFF 280994</b>	<b>Package prepared by:</b>  Writer: Bob Steele, Director, TPL  Reviewers: Bart Walman, Transit Branch Kirk Rockerbie, Manager, TPL David Marr, ED, Infrastructure & Major Projects Janelle Staite, Regional Deputy Director, SCR - Vancouver Island District
<b>Subject: Meeting with E&amp;N Railway Roundtable Group (ENRRG) on October 30, 2018</b>	

Routing	Approval Signature	Date
 Kathy Kirby, TPLED		Oct 24/18
 David Greer, A/ADM, Partnerships		Oct 24 /18
 Kevin Richter, ADM, Hwys		Oct 24 2018.

Assistant Deputy Minister  (Deborah Bowman, TPP)		Oct 25/18
Assistant Deputy Minister, EFO Finance and Management Services Department  Nancy Bain, Finance	✓	Oct 29, 2018

## **BRIEFING NOTE**

**Meeting with E&N Railway Roundtable Group (ENRRG) on October 30, 2018**

**Location – Premier's Office**

### **Briefing Note**

#### **What:**

*Meeting with ENRRG Re Funding, First Nation Land Claims and ICF Issues*

#### **Who:**

*Representative(s) from the E&N Railway Roundtable Group (possibly including Jack Peake and Glenn Migneault? TBC by MO or PMO?)*

#### **Executive Summary:**

Government indicated that its first priority along the E&N corridor is within the CRD to facilitate the movement of people between Victoria and the Westshore. On October 22<sup>nd</sup>, the Premier met with representatives from the Island Corridor Foundation (ICF), including new CEO Larry Stevenson and Duncan Mayor Phil Kent. At that meeting, the parties agreed to a forum to be held in early December that will include all stakeholders, regional districts, First Nations, local governments, and MLAs that have shown an interest in, or been engaged with the ICF on, the E&N corridor. The purpose of the forum is to bring parties together to discuss their vision for the corridor. Under the previous administration, the Province committed \$7.5m in capital funding for the E&N corridor, of which a notional \$7m remains.

#### **Background:**

Jack Peake is the Chair of the ENRRG, and a past chair of the ICF. The ENRRG encourages the Province to work with all key stakeholders to undertake a rebuild of the railway to bring it up to modern day standards.

## **BRIEFING NOTE**

### **Meeting with E&N Railway Roundtable Group (ENRRG) on October 30, 2018**

#### **Location – Premier's Office**

The Ministry has undertaken previous studies on the E&N corridor, both in 2010, and a bridge study that was undertaken in 2012. The cost to upgrade the full E&N corridor was estimated at \$216.63m, plus other potential costs of up to another \$154.4m. The southern corridor section repairs were estimated at \$118.3m, plus other potential costs of up to another \$70m for new grade separations and \$18.8m for bridge replacements. The Niagara bridge repairs/replacement was estimated at approximately \$12.5m.

s.13,s.14,s.16,s.17

#### **Recommendations:**

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s.13