

BRIEFING NOTE

MCT Meeting with Premier John Horgan

Premier's Office | February 6, 2020, 12:30 pm

Briefing Note

What:

Briefing on the contractor selected to enter into the Design-Build-Finance (DBF) Agreement for the Pattullo Bridge Replacement Project.

Who:

Premier John Horgan and Minister Claire Trevena

Executive Summary:

The Ministry of Transportation and Infrastructure (TRAN) is moving forward with the construction of the Pattullo Bridge Replacement Project within its approved budget and on track to open in 2023 as publicly committed. Contract award is scheduled for Friday, February 7, 2020. The successful contractor is Fraser Crossing Partners (FCP), which is a 50/50 joint venture consortium between Acciona (European-based multinational contractor) and Aecon (Canadian contractor that uses BC Building Trades).

Acciona is a partner in the Peace River Hydro Partners consortium, which is responsible for the main civil component of the Site C Clean Energy Project. Acciona is also delivering the North Shore Wastewater Treatment Plan for Metro Vancouver. [s.13; s.16](#)

[s.13; s.16](#)

With respect to Pattullo, the make-up of the consortium and the individuals involved are significantly different from Site C. The contractual structure is also

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different. Site C was a design-bid-build project where the design was completed by BC Hydro, and Acciona is the builder. On the Pattullo Bridge, Acciona is responsible for designing and building the bridge. ^{s.13}

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The Transportation Investment Corporation (TI Corp) has been established to oversee large, complex, and high risk projects such as Pattullo and has been building a team with the skills and experience required to manage the project. ^{s.13}

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Background:

TRAN, TI Corp and Partnerships BC undertook a competitive selection process for the Pattullo Bridge Replacement Project using a Design-Build-Finance (DBF) procurement approach.

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The Project is now ready to move into the construction phase within its approved budget, in support of achieving the new bridge opening in fall 2023.

The next step is to enter into a DBF Agreement with the Preferred Proponent, Fraser Crossing Partners (FCP), a 50/50 partnership between Acciona and Aecon. Closing requirements are nearly complete, and closing is expected to take place on February 7, 2020.

The Project will be delivered under the Community Benefits Agreement (CBA). The DBF contractor and its sub-contractors will be required to enter into agreements with BC Infrastructure Benefits Inc. (BCIB) for the supply of labour for the Project. The CBA will enable several objectives to be met, including supporting the training and development of apprentices, and providing opportunities for local, Indigenous people, women and youth to participate in the Project.



BRIEFING NOTE FOR INFORMATION

DATE: January 17, 2020 – Updated March 16, 2020

PREPARED FOR: Claire Trevena, Minister Transportation and Selina Robinson, Minister Municipal Affairs and Housing

ISSUE: Meeting with TransLink Executive to discuss TransLink and provincial related projects

SUMMARY

- **TransLink's Chief Executive Officer Kevin Desmond, and Vice President, Planning & Policy, Geoff Cross, want to canvass several topics with Minister Trevena and Minister Robinson including: RapidBus program, Transit Priority Measures, Low Carbon Fleet Strategy, Shared Mobility, Arbutus to UBC SkyTrain Study, and Inter-regional connections in relation to Transport 2050 (Fraser Valley**
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BACKGROUND:

In partnership with Metro Vancouver, and with input from the Province, TransLink is leading the development of Transport 2050, a new Regional Transportation Strategy (RTS). Transport 2050 will set out the vision, goals, strategies, and key initiatives for Metro Vancouver for the next 30 years.

Agenda Items:

- 1. RapidBus program update and next steps**
 - a. Future vision for improvements to BRT-like services (i.e. Lougheed Highway, King George Boulevard)
- 2. Transit Priority Measures**
 - b. Recent Bus Speed and Reliability Report and Toolkit
s.16
- 3. Low Carbon Fleet Strategy**
 - d. Status of bus-electrification work
 - e. Next steps on Burnaby Mountain Gondola
- 4. Transportation Network Companies and Shared Mobility**
 - f. TransLink coordination work with local municipalities on common business license and data approach
 - g. TransLink work on regional micro-mobility guidelines s.13
- 5. Arbutus to UBC SkyTrain Study**
- 6. Inter-regional connections in Medium term and for Transport 2050**
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 - i. Fraser Valley

PAST INTERACTIONS:

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DISCUSSION:

1. *RapidBus program update and next steps*

Future vision for improvements to BRT-like services (i.e. Lougheed Highway, King George Boulevard)

- The Mayors' Council's 10-Year Vision included plans for 11 new B-Lines and 1 extended B-Line.
- Five of those routes are funded as part of the **Phase One** investment plan and were launched in January 2020, rebranded as "RapidBus":
 - **King George Blvd** from Guildford Exchange to Newton Exchange via 104 Avenue and King George Boulevard
 - **Lougheed Hwy** from the Millennium Line's Coquitlam Central Station to Haney Place in Maple Ridge via Lougheed Highway
 - **41st Ave** from UBC to the Expo Line's Joyce-Collingwood Station via Wesbrook Mall, 16th Avenue, 41st Avenue, and Joyce Street
 - **Hastings St.** from the Expo Line's Burrard Station to SFU via Hastings Street
 - **Marine Drive** between Phibbs Exchange and Park Royal, will enter service in spring 2020.
- Two additional RapidBus services are funded in **Phase Two** on the Vision and are expected to launch in 2021:
 - A route running between the Expo Line's Scott Road Station and Newton Exchange via Scott Road and 72 Avenue
 - Another route between the Canada Line's Richmond-Brighthouse Station and an Expo Line station in Vancouver or Burnaby.

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s.16; s.17 BRT is different from B-Lines or RapidBus and include separated lanes along the entire route, for example, and frequency as high as every 2 minutes.
- TransLink says a more detailed assessment and public engagement would be required before making a recommendation on preferred technology for 104 Ave. and King George Blvd.



2. *Transit Priority Measures*

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3. *Low Carbon Fleet Strategy (LCFS)*

General

- In October 2018, TransLink adopted two significant environmental targets as part of its Low Carbon Fleet Strategy (LCFS).
- TransLink's LCFS targets are aligned with current provincial targets and aims to:
 - Reduce GHG emissions by 80% by 2050; and
 - Utilize 100% renewable energy in all operations by 2050.
- TransLink recently released Phase Two of its Low Carbon Fleet Strategy (February 24th, 2020). Phase Two charts their transition towards a zero-emission bus fleet starting in 2023, including bus purchases, charging infrastructure design and installation and a financial plan.

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TransLink has also met with Minister McKenna, and has written to Infrastructure Canada outlining their funding needs. TransLink is pursuing what they call the 'aggressive' LCFS scenario, (635 Buses, 17 enroute chargers, 2 fully electric bus depots) at an incremental cost of ~\$447M.

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- **s.13; s.16**

Status of Bus-Electrification Work

- TransLink launched its first four battery-electric buses in September 2019 as part of a two-and-a-half-year pilot project for bus route No. 100 travelling along Marine Drive through Vancouver, Burnaby and New Westminster. Six more fast-charging battery-electric buses are also on the way.
- This unique pilot will test the cross compatibility between the buses and charging station equipment provided by four separate manufacturers.
- Each bus is expected to reduce 100 tonnes of greenhouse gas emissions and save \$40,000 a year in fuel costs compared to conventional diesel buses.
- The project is part of a pan-Canadian initiative led by the Canadian Urban Transit Research and Innovation Consortium.

Next Steps on Burnaby Mountain Gondola

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4. Transportation Network Companies and Shared Mobility

- Bill 55, of the Passenger Transportation Amendment Act, provides increased authorities to the Board as the sole decision maker for where passenger directed vehicles can operate, their fleet sizes, and rates that can be charged – removing any authorities that local government had in this regard. However, local government has retained the ability to issue business licenses and monitor and enforce street and traffic bylaws. With ride hailing operating across local government jurisdictions, there is an issue of business licenses and a patchwork of regulations and fees which will negatively impact ride hail operations and could result in some communities being underserved.



- To combat this, at their December 12th, 2019 public meeting, the Mayors' Council endorsed a resolution to support using a single regional entity to manage a ride-hailing Inter-municipal Business License (IMBL) and agreed to:
 1. Ask TransLink to facilitate drafting an interim bylaw for a ride-hail IMBL by January 31, 2020, for adoption by participating municipalities in Region 1;
 2. Ask Region 1 municipalities to ensure their bylaws are consistent with the IMBL framework being developed; and
 3. Ask the Province to compensate municipalities who waive ride-hailing fees while an IMBL is being developed for administrative and enforcement costs
- All Mayors voted in favour of the resolution except for Surrey who voted against it. TransLink has organized a working group that includes all of Metro Vancouver, Fraser Valley Regional District, and the Squamish Lillooet Regional District, to action the resolutions and position municipalities to be able to implement the regional business licensing regime after the end of January. MOTI, MAH, and JTT also sit on the working group.

5. *SkyTrain Extension Arbutus to UBC*

- The City of Vancouver, the Province, TransLink, and the Musqueam, Squamish and Tsleil-Waututh First Nations are currently engaged in pre-business case work for the proposed SkyTrain extension.
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- Construction of SkyTrain to UBC would require a new provincial investment plan with additional funding and senior government funding, outside of the 10-Year Vision, before the project could proceed.
- s.16; s.17
- If the SkyTrain extension from Arbutus to UBC moves ahead, the Province will expect a Supportive Policies Agreement to be developed to ensure that land use and transit-oriented development are key considerations along the project corridor.

6. *Inter-regional connections in Medium term and for Transport 2050*

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BC Transit – Fraser Valley Express (FVX) Service (Route 66):

- Recognizing the need for regional transit service in the Fraser Valley, BC Transit, the FVRD and the cities of Chilliwack and Abbotsford introduced the Fraser Valley Express service in 2015.
- The service links Chilliwack Transit and Central Fraser Valley Transit also connects both services to TransLink via the Carvolth Exchange in Langley Township. The Fraser Valley Express does not service the Westcoast Express Station in Mission nor does it connect directly to the Skytrain system.
- FVX passengers wishing to travel further west into Metro Vancouver need to transfer at the Carvolth Exchange to a TransLink bus, which will then transport riders to the nearest SkyTrain station (Lougheed Town Centre).
- In May 2019, The FVRD, Chilliwack and Abbotsford provided their support in principal to extend the FVX Route 66 terminus all the way to the Millennium Line's Lougheed Town Centre Station in Burnaby. This service change was agreed to by the FVRD by way of a signed MOU with BC Transit for a proposed implementation in January 2021.
- The service change process that will develop all the service details for the Lougheed extension of the FVX is currently underway and will include having regional staff input from Chilliwack, FVRD, Abbotsford, Mission, TransLink, MOTI, and other key stakeholders.
- Ridership: Over the 2018/2019 fiscal year, the FVX saw an average of 17,700 boarding's per month, equivalent to 212,000 riders annually. An expansion in September 2018 that doubled the FVX's service on weekends and holidays resulted in a 92% ridership increase on those days, which indicates a significant pent up demand for the improved service. Year to date in fiscal 2019/20 the average monthly ridership has already risen to 20,200 passengers.
- Ridership rose from 113,700 in fiscal 2015/16 to 212,000 in fiscal 17/18 and is on track to reach over 240,000 passengers at the end of 2019/20.

FINANCIAL IMPLICATIONS:

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and Infrastructure

PREPARED BY:

David Greer, Executive Lead
Integrated Transportation Planning
250-356-7904

Andrea Mercer, Executive Director
Transit Branch
778-974-4992

REVIEWED BY:

Deborah Bowman, Assistant Deputy Minister
Transportation Policy & Programs

Nancy Bain, EFO
Finance and Management Services Department

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BC Ferries Visioning and Clean BC

ISSUE:

- BC Ferries Visioning and Clean BC – Meeting February 5, 2020

FACTS:

Visioning:

Phase 2 online

- Launched Sunday Feb 2.
- Context is preparing facilitation guide for MLA meetings (which will encourage participants to fill in the online questionnaire and provide an opportunity for general discussion of ferry issues).
- Online engagement will run 7 weeks.

Engagement: Indigenous Leaders, BCF Authority Board and Commission and BCF Executive

- Context in discussion with Coastal First Nations organization to arrange a meeting with the Minister – still awaiting response for CFN.
- Minister met with Nuuchahnulth directors, heard of the importance of ferry services in the broader transportation system including roads to isolated FN communities.
- While Minister has met with Ferry Commissioners, still have not met with Authority or BCF Board/Executives.

CleanBC and BC Ferries

- CleanBC is a pathway to achieve the Province's legislated climate targets of reducing greenhouse gas (GHG) emissions by 40% by the year 2030, based on 2007 levels.
- The strategy reduces GHG emissions by shifting away from fossil fuels and towards clean and renewable energy. For transportation this means cleaner fuels, cleaner vehicles and more support for measures that get people out of their cars

CleanBC Opportunities

- While there is no specific grant program to which applications can be made for CleanBC Funding, initiatives and opportunities that support CleanBC's GHG reduction goals are reviewed and analyzed annually on a case-by-case basis
- Should BC Ferries have specific projects that support the CleanBC plan and might require provincial funding it is best they work directly with Ministry of Transportation and Infrastructure staff to look at possible options
- New initiatives/programs will be considered for CleanBC funding in the fall of 2020
 - Ministry staff are willing to discuss possible initiatives with BC Ferry staff
 - Analysis of the greenhouse gas reduction impact and costs of any new initiative would have to be completed prior to requesting CleanBC funding.



- I intend to meet with the federal Ministers to discuss the need to additional federal funding to support priorities such as the electrification of ferries.

I will also be raising the need for federal funding to improve access to rural and remote indigenous communities, including those dependent on ferry services.

PREPARED BY:

Andrew Brooke, Executive Director
Transportation Policy and Programs

REVIEWED BY:

Deborah Bowman
Assistant Deputy Minister
Transportation Policy and Programs

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BRIEFING NOTE FOR INFORMATION

DATE: January 28, 2020

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

ISSUE: Tsawout First Nation, Reconciliation/Recognition Agreement, Highway 17, Patricia Bay Highway

SUMMARY:

- The ministry appreciates the cooperative approach the Tsawout First Nation (TFN) has taken over the past decades with respect to highway expansion.
- The ministry would like to continue to work collectively to chart an agreed path forward that will benefit Tsawout members along with the greater community.
- We can understand the Nations need for improved highway access in order to develop their lands to their full potential, attracting investment, creating jobs for nation members and ensuring emergency access is available when needed.
- The ministry has been supportive of the TFN in their plans for improving their economic prosperity through their proposed mixed-use development.
- The Tsawout, in consultation with ministry staff, are now pursuing concept plans for an extension of the Lochside frontage road and a right in/out access to Highway 17 via Jus Kun Rd.
- The extension of the frontage road requires the cooperation of the TFN, future development on TFN lands, District of Central Saanich and the Ministry. These conversations are ongoing.

BACKGROUND:

The TFN reserve is currently bisected by Highway 17. In addition to the original highway right of way purchased in 1954, additional right of way was purchased in 1971 in order to 4 lane the highway and protect land for a future Mt. Newton interchange. In addition to past grievances on the lack of consultation for expanding the highway, the TFN believes there may have been a survey error in the past and an error in law in using a presumptive clause in OIC 1036. TFN also claims lost revenue from 1971 to the present on the lands taken in 1971 for an interchange.

In 2003, in order to remove a number of existing driveways, known as farm gates, the ministry constructed a northbound right turn from the Pat Bay Highway into Jus Kun Road. Under the terms of an agreement, the ministry will allow TFN to also add a right turn from Jus Kun Road onto the Pat Bay to facilitate commercial development.

The ministry has been involved with TFN and the potential development of their lands since 2010. In 2014, the ministry granted permission to construct the "Jus Kun Interchange," but TFN and the developer were unable to acquire lands critical to the interchange and the project was abandoned.



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The TFN needs assistance in advancing this new concept option to provide a level of certainty to potential developers for obtaining highway access.

DISCUSSION:

The Ministry is committed to working with the TFN to assist in defining the scope of infrastructure needed to support TFN's economic opportunities. To assist the ministry could support the TFN by advancing further design of the concept for improvements at Lochside Rd/Jus Kun Rd. This would identify the right of way needs, help develop a high-level risk register and provide a concept level estimate for discussions with future development.

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The ministry is willing to work with TFN to provide certainty that when development occurs, that access is achievable. To date, the ministry has made no commitments to fund this project.

FINANCIAL IMPLICATIONS:

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Attachments:(1) Map

PREPARED BY:

Michael Pearson, District Manager, Transportation
Vancouver Island District, South Coast Region
(250) 751-3287

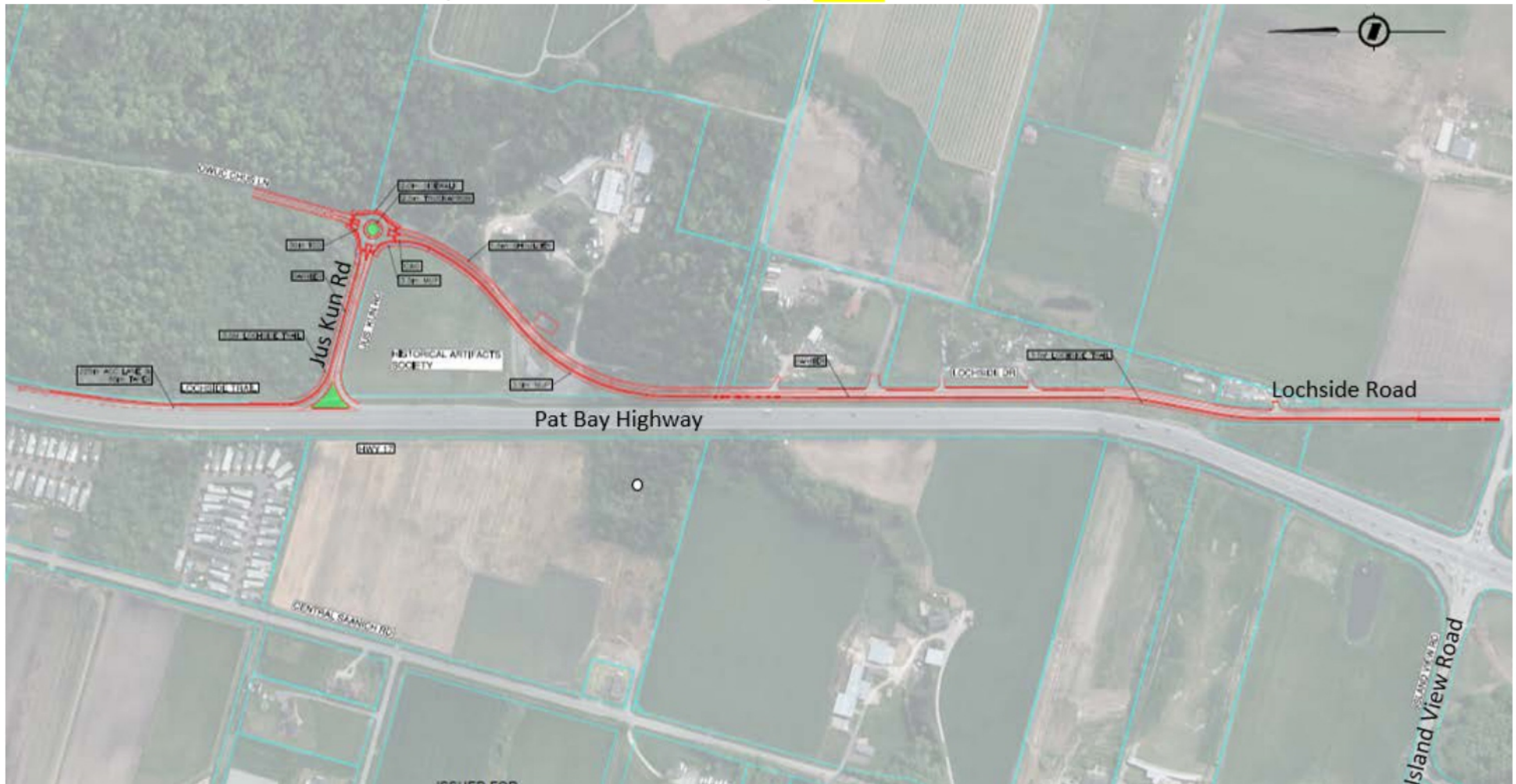
REVIEWED BY:

Kevin Richter, Associate Deputy Minister
Ministry of Transportation and Infrastructure
Nancy Bain, EFO
Finance and Management Services Department

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Map - Lochside Rd Extension and Hwy 17/Jus Kun Rd 17 access



BIRIEFING NOTE FOR INFORMATION

DATE: February 11, 2020

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

MEETING: Richmond Chamber of Commerce and
Delta Chamber of Commerce on Feb 18, 2020

ISSUE: George Massey Crossing (GMC) timing and recommended option

SUMMARY:

- Over the past year we have worked with the region, Metro Vancouver Board, TransLink, First Nations, and stakeholders to understand their needs and priorities.
- We are now down to two viable options; an immersed tube tunnel or bridge. Both have 8 lanes with 2 for transit, incorporate active transportation, and protect for future rapid transit.
- Metro Vancouver has recommended an 8 lane Immersed Tube Tunnel.
- The province has not yet made a decision on whether the new crossing will be an immersed tube or a bridge.
- We recently held public information sessions on February 5&6 and are encouraging people to provide feedback online (closes on February 26th).
- It's our goal to complete the business case by this fall.
- At the same time, we are moving forward with interim improvements, which will help to alleviate network congestion on both sides of the current tunnel.

BACKGROUND:

In 2012 the province initiated the development, planning and procurement to replace the George Massey Tunnel.

The preferred concept was a new bridge (eight lanes plus two transit lanes) and upgrades on Highway 99 built to current seismic and traffic safety standards.

In September 2017, the GMC replacement was put on hold and the procurement process was cancelled.

On December 17, 2018, government publicly released an independent technical review that found that the 10-lane bridge project did not fully address a number of key considerations, including alignment with regional plans, liveability and cost.

PAST INTERACTIONS:

- Ministry staff met with the Richmond Chamber of Commerce on April 9 and Dec 3, 2019 and Delta Chamber of Commerce on Dec 3, 2019.



DISCUSSION:

- Both the Richmond and Delta Chambers of Commerce supported the previous 10 lane bridge concept.
- Both groups believe that congestion at and around the existing George Massey Tunnel results in costs and delays for local businesses, and makes the area a less attractive place for new businesses.

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FINANCIAL IMPLICATIONS:

- The Ministry will be working with Treasury Board Staff to review business cases for Phases I and II.

PREPARED BY:

Lesley Ballman, ED
Major Projects & Alternative Procurement
(250) 361-6584

REVIEWED BY:

Kevin Volk, ADM
Major Projects, Infrastructure, and Properties
Nancy Bain, EFO
Finance and Management Services Department

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BRIEFING NOTE FOR INFORMATION

DATE: February 11, 2020
ISSUE: Progress of Gateway 286 Land Disposition to Spayum Development Ltd.

SUMMARY:

- The disposition of crown land, known as the Gateway 286 Land, is currently awaiting completion of First Nations Consultation with Spayum Development Ltd. and Cook's Ferry Indian Band.
- Spayum has expressed concern regarding timeline and ongoing consultation process.
- Cook's Ferry Indian Band has also expressed concern regarding the project and impacts to their community.

BACKGROUND:

- Spayum Development Ltd. is a company comprised of 5 Nicola Bands (LNIB, UNIB, Coldwater, Shacken, and Nooaitch).
- Cook's Ferry Indian Band (CFIB) is not a part of Spayum; the proposed development is in their traditional territory.
- FLNRORD is the lead for government on this project, and TRAN staff have been working closely with their project team.
- TRAN's work (primarily road closure) is in line with FLNRORD's process, and ready to proceed pending the completion of First Nations Consultation.

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PAST INTERACTIONS:

- Premier Horgan, Minister Donaldson, and Minister Fraser met with Spayum in March 2019 to sign a Protocol Agreement and discuss this project and other economic opportunities in the Nicola area.



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DISCUSSION:

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FINANCIAL IMPLICATIONS:

- None for TRAN.

PREPARED BY:

Trent Folk, District Manager
Thompson Nicola District
(250) 819-9044

Gord Humphrey, Sr. Authorizations Specialist
FLNRD
(250) 828-4437

REVIEWED BY:

Kevin Richter, Associate Deputy Minister
Ministry of Transportation and Infrastructure

Nancy Bain, EFO
Finance and Management Services Department

INITIALS

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BRIEFING NOTE FOR INFORMATION

DATE: February 10, 2020
PREPARED FOR: Honourable Claire Trevena, Minister of Transportation and Infrastructure
MEETING: Rob Bullock, Ahousaht First Nation on Feb 27, 2020
ISSUE: Need for an alternative road to the Ahousaht villages and West Coast of the Island

SUMMARY:

- **Ahousaht First Nation (AFN) community is located on Flores Island off the West Coast of Vancouver Island and have primary access via Highway 4 to Tofino and then by water to Ahousaht.**
- **AFN are interested in development of an alternative route for the purposes of emergency egress during a major earthquake or Tsunami and to improve the reliability of access to their community.**
- **There may be an alternative route available via private logging road to Hwy 28 however this has not been studied by the ministry.**

BACKGROUND:

- AFN's primary access to Flores Island is either by air or private boat, both of which are limited and costly. Currently, there is only one road in and out of the West Coast (Highway 4 from Tofino to Port Alberni).
- In 2018, Ahousaht made a request to the Ministry of Forest, Lands, Natural Resource Operations, and Rural Development (FLNRORD) to explore a land access route from the community of Ahousaht, travelling northeast through Strathcona Provincial Park. FLNRORD subsequently contacted the Ministry asking for support to explore ground options for this as well as for alternative route(s).

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- The Ministry has not done any research into this access route and would be open to supporting FLNRORD to explore the feasibility of this route further.
- Ministry staff spoke with the Chief on October 22, 2019, who requested the Ministry and FLNRORD meet with the Nation and drive the area to determine feasible access options.

PAST INTERACTIONS:

- AFN came to FNLG in November 2019 to discuss this issue with the Ministry as well as FLNRORD
- Ministry staff spoke with Chief Louie in late October via teleconference to understand the concerns and suggestions from the AFN for an alternative route.



DISCUSSION:

- Ministry staff could undertake some high-level planning work to identify if an alternative route to Highway 28 is possible.**s.13**
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FINANCIAL IMPLICATIONS:

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Attachments: Map

PREPARED BY:

Michael Pearson, District Manager
Vancouver Island, SCR
(250) 751-3287

REVIEWED BY:

Renée Mounteney,
ADM, Highways
Nancy Bain, EFO
Finance and Management Services Department

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Figure 1: Ahousaht FN Alternative Route



BRIEFING NOTE FOR INFORMATION

DATE: February 26, 2020
PREPARED FOR: Honourable Claire Trevena, Minister of Transportation and Infrastructure
ISSUE: Fortis Gas Pipeline on Existing Pattullo Bridge

SUMMARY:

- The scope of the Project Agreement includes demolition of the existing bridge, which has been operated by TransLink since the Province transferred it in 1999.
- Demolition is scheduled from late 2023 through mid-2025.
- FortisBC owns and operates a 508 millimetre diameter natural gas line that has been in service since the 1950s on the Existing Bridge.

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In June 2017, TransLink provided notice to Fortis that the pipeline must be removed within 4 years, by June 2021.

- The Ministry has advised Fortis that the gas line will not be permitted on the new bridge.

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BACKGROUND:

Pattullo Bridge Replacement Project Summary

The existing Pattullo Bridge (Existing Bridge) was built in 1937 and is near the end of its useful life. The Pattullo Bridge Replacement (PBR) Project will replace the Existing Bridge and is on schedule to deliver a new four-lane bridge that will open to traffic in fall 2023. The new bridge will be owned and operated by the Province.

The scope of the Project Agreement includes the design, construction and financing of the new bridge as well as demolition of the Existing Bridge, which has been operated by TransLink since the Province transferred it in 1999.

Demolition is scheduled from late 2023 through mid-2025, once the new bridge opens.

FortisBC Natural Gas Line on Existing Bridge

FortisBC owns and operates a 508 millimetre diameter natural gas line that has been in service since the 1950s on the Existing Bridge. The line connects New Westminster and some of the surrounding area to FortisBC's network south of the Fraser River, servicing more than 31,000 customers.

There is an arrangement between FortisBC and TransLink that grants permission for FortisBC's gas line to reside on the Existing Bridge. An agreement was originally signed by the Province in 1957 and TransLink and FortisBC have continued to operate in accordance with that agreement since the bridge



was transferred. s.13; s.14

s.13; s.14

In June 2017,

TransLink provided notice to Fortis that the gas line must be removed within 4 years, by June 2021.

Ministry Decision to not Permit Gas Line on New Bridge

In a July 2018 letter to FortisBC, the Ministry's Chief Engineer communicated a Provincial decision to not permit the installation of a replacement gas line on the new bridge, primarily because the bridge will be designated as a lifeline structure and need to be usable by traffic after a seismic event for both immediate emergency response and economic recovery.

FortisBC Response

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Attachments: TABLE 1 – Chronology of Correspondence with FortisBC

PREPARED BY:

Kevin Volk, Assistant Deputy Minister
Major Projects, Infrastructure & Properties
(250) 893-9249

REVIEWED BY:

Renee Mounteney, Assistant Deputy Minister
Highway Services
Nancy Bain, EFO
Finance and Management Services Department

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**Table 1 – Chronology of Correspondence with FortisBC **

| Ref | Date | From | Correspondence |
|------|---------------|-----------|---|
| s.17 | | | |
| 2 | June 2017 | TransLink | TransLink letter to FortisBC advising FortisBC to remove existing natural gas pipeline on or before June 30, 2021 |
| s.17 | | | |
| 5 | February 2018 | Province | Provincial announcement that PBR Project will be funded, delivered and owned by the Province |
| 6 | July 2018 | Province | Province (MOTI) letter to Fortis advising that replacement pipeline will not be permitted on the new bridge |
| s.17 | | | |
| 8 | October 2018 | Province | Province letter to FortisBC reaffirming decision not to allow pipeline on new bridge |
| s.17 | | | |

South Vancouver Island Multi-Modal Transportation Plan

ISSUE:

- South Vancouver Island Multi-Modal Transportation Plan (the Plan) and related South Island initiatives.

KEY MESSAGES:

- The Plan will identify the gaps in the overall transportation system of the South Island and the ways to address them.
- The Plan will improve the lives of all people in the South Island, making it easier to move around the region and connect to communities.
- The Island Rail Corridor Condition Assessment (Condition Assessment) is nearing completion and will be used as input for the Plan.
- The final deliverable for the Plan includes a public facing report which is expected to be complete by the spring 2020 and will identify investment opportunities and strategies that align with local, regional and provincial priorities.
- While BC Ferries is independent of government, they have shared their pre-feasibility study on the idea of a passenger only ferry service between Colwood and downtown Victoria with the ministry so that it can be considered as part of the broader plan.
- This plan will look to identify improvement options for transit, cycling, pedestrian movements, ferry services, rail and existing roads and the connections between them.
- We are acutely aware of the concerns from people commuting in from the West Shore and Malahat, as well as traffic bottlenecks and frustration for people getting around Victoria.
- The South Island Transportation Strategy is designed to look at all modes of transportation and prioritize where investments could make significant improvements to traffic flow and congestion.
- Once we have recommended options, we will be in a better position to determine what type of investments are needed to get people moving in this region.

BACKGROUND / DISCUSSION:

- On March 8th, 2019, BC Ferries shared a pre-feasibility study to key stakeholders and mayors in the CRD and held a closed-door meeting to discuss the possibility of a potential passenger-only ferry service between the Westshore at Royal Bay and downtown Victoria at Ships Point; and between Royal Bay and Esquimalt Harbour. BC Ferries initiated the feasibility study without participation from the Province.
- Media articles have referenced that Mayors from View Royal and Colwood are supportive of the proposed service and it surfaces intermittently in the media from time to time.
- Work on the Plan began in April 2019. The consultant, Urban Systems Ltd. has completed the first major milestone, the "Transportation Snapshot" outlining the current and emerging issues as well as the opportunities in the region. The Plan is to be complete by spring 2020.

A d v i c e t o M i n i s t e r

- Work is underway on identifying and reviewing a wide range of opportunities and strategies to improve transportation. This includes new ideas as well as considering historical proposals such as a bridge from the Malahat to the peninsula and providing commuter rail on the Island Rail Corridor.
- The Plan will include specific priority action items which can be implemented in the next 10-15 years. These include a multitude of transit and active transportation related initiatives, funding and infrastructure to support EVs, Transportation Demand Management and new mobility, as well as highway safety and reliability projects.
- The Plan will emphasize the Ministry's new direction of greater emphasis on sustainable travel and better integration of travel modes and will be consistent with all BC mandates such as the Active Transportation Strategy & Clean BC, and in alignment with the existing transportation plans of BC Transit, local, and regional governments
- While there has been no formal public consultation, engagement has primarily been done through the Technical Advisory Group (TAG) which consists of staff members from the CRD, CVRD, BC Transit, BC Ferries, CRD and CVRD Municipalities and the Department of National Defense. Presentations have also been given to elected officials in both the CRD and CVRD and First Nations have been engaged through notification letters and individual meetings. Specific stakeholders outside of the TAG have also been engaged through individual meetings.
- The Ministry recently presented to the CRD Committee of the Whole on January 29, 2020 and subsequently to CVRD Committee on February 12, 2020.
- The Condition Assessment outlines the current condition of the rail infrastructure and the anticipated 'all in' costs of improvements over the full length of the corridor between Victoria and Courtenay, including the Port Alberni spur.

PREPARED BY:

Mike Pearson, District Manager
Vancouver Island District
(250) 713-2815

REVIEWED BY:

Deborah Bowman, ADM
Transportation Policy and Programs

INITIALS

A d v i c e t o M i n i s t e r



BRIEFING NOTE FOR INFORMATION

DATE: February 27, 2020

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

MEETING: Thomas Cheney, Rail for the Valley Chilliwack
March 2, 2020

ISSUE: TransLink's Planned Assessment of the Interurban Line

SUMMARY

- **The Rail for the Valley organization and the South Fraser Community Rail Committee have been advocating for commuter rail on the BC Hydro Interurban rail corridor. Their proposals include the reintroduction of community passenger rail service from Chilliwack to New Westminster as an alternative to rapid transit investment.**
- **Past studies by TransLink and the Province have indicated the Interurban route does not directly connect relevant regional destinations, has long travel times, would require significant capital investment, does not attract a large enough ridership, and would conflict with movement of trade goods, as the corridor is currently utilized by Canadian Pacific (CPR) and Southern Railway (SRY).**
- **The potential for commuter rail along with other modes such as rapid transit, and development patterns will be examined as part of the Fraser Valley Integrated Transportation and Development study. The Ministry is engaging with TransLink on Transport 2050.**

BACKGROUND:

The rail corridor commonly known as the Interurban line is approximately 100 km of existing rail running between New Westminster, Surrey, Langley, Abbotsford, and Chilliwack. The Interurban corridor consists of the right-of-way and track of the Southern Railway of British Columbia (SRY) from the Scott Road SkyTrain Station in Surrey, to downtown Chilliwack via Langley City, and downtown Abbotsford. Parts of this corridor are shared with Canadian Pacific Railway (CPR) as well as Canadian National (CN) railway. BC Hydro still owns the actual land. However, they sold the track and granted all railway operating rights via agreements/licences/Statutory Right of Ways to SRY for most of the length from Fraser-Surrey out to Abbotsford, but importantly the 10-mile piece in Langley (between Livingston and Pratt) was granted to CPR. That 10-mile piece controlled by CPR (the CPR Page Sub) connects all CN Rail and CPR Roberts Bank destined coal and intermodal traffic to the BC Rail Port Subdivision (at Pratt).

The Interurban operated as passenger rail from 1910 to 1950. It was a two hour and 45 minute ride from New Westminster to Chilliwack, crisscrossing the Fraser Valley between the Fraser River and the US border.

The alignment and connections have been studied previously as part of other processes. All previous assessments have resulted in other priorities being advanced, due to challenges around projected demand, cost relative to bus alternatives, conflicts with freight movement, and limited alignment with regional land use plans.



The Ministry evaluated the corridor for potential commuter rail service in 2010 (Strategic Review of Transit in the Fraser Valley in 2010). The review noted issues around high cost per ride and low projected ridership relative to bus alternatives. It did note that an inter-regional railway service between the Fraser Valley and Metro Vancouver may be part of a longer-term future, and opportunities should be retained for future services.

As part of the 2010-2012 Surrey Rapid Transit Study, TransLink assessed the Interurban section between Scott Road and Langley to explore merits of utilizing the Interurban corridor for fast, frequent, and reliable rapid transit service compared to Fraser Highway or King George Blvd. According to the study, the Interurban corridor was not selected, nor recommended for further consideration because the corridor:

- does not directly connect relevant regional destinations (i.e. Surrey Central and Langley City),
- resulted in less attractive travel times between key destinations, and
- would require significant capital investments to meet safety requirements and reliability objectives.

A new element of the Interurban proposal includes the potential use of hydrogen fuel cell trains, as is being used in Germany for passenger service. This idea has not been evaluated.

The concept of using existing rail corridors and infrastructure in the rapidly-growing Lower Mainland is one that TransLink will be exploring through the update to the long-range strategy, Transport 2050. Transport 2050 will examine the long-term demand for improved inter-regional connections between the Metro Vancouver region and the Fraser Valley and examine what corridors could viably serve that demand.

PAST INTERACTIONS:

TransLink staff have met with proponents of the idea twice to hear the proposal and have shared with the group that management will be recommending that the Interurban concept be considered through the Transport 2050 process.

DISCUSSION:

Land uses connected by Interurban are not as transit-supportive as those along Fraser Hwy, King George or 104th Ave. The Interurban does not directly connect to the largest regional centre in the South of Fraser – Surrey Metro Centre – which is expected to be the focus of future population and employment growth.

While it does connect to other regional centres, including Newton, Cloverdale, and Langley Regional City Centre, the Interurban alignment is indirect and travels through lower density and diverse areas. Both directness and density are critical factors in the performance of a successful rapid transit corridor.

The 2012 Assessment study concluded that land use along the Interurban corridor is lower density, including significant amounts of agricultural lands, resulting in lower potential ridership catchment near stations. For example, Cloverdale is projected to be one of the slowest growing urban centres South of Fraser. Estimates of potential ridership on the Interurban corridor were one-third that of a Fraser Hwy connecting Langley Centre to Surrey Metro Centre, due to the Fraser Highway route having a higher population and employment density and more direct routing.



Competitive travel times are important to transportation investments, as they are a main factor in successfully attracting ridership. This is particularly important when connecting larger concentrations of people and jobs – such as the Surrey Metro Core and Langley Regional City Centre. A study of estimated travel times suggested long travel times between centres along the Interurban corridor due to the less direct route. It was estimated that rapid transit on more direct alignments could achieve in the order of 50% travel time savings depending on segments and technology.

Freight volumes are expected to increase along the Interurban corridor

The Port of Vancouver is the largest port in Canada and is one of the drivers of a successful economy in the lower mainland. One of the corridors that has experienced growth in freight movements and is expected to grow is the Roberts Bank Rail Corridor (RBRC) that connects Delta Port with the heavy rail network (CN, CP, BNSF) and allows the movement of bulk materials and containers between the Vancouver Gateway and the rest of Canada. The RBRC utilizes a portion of the Interurban between Cloverdale, through Langley City, and to Hwy 1 near Fort Langley.

The 2012 Interurban study noted that operating passenger rail on the same tracks as freight would require physical and time separation for both regulatory and safety reasons. The Terminal 2 project is currently undergoing federal environmental approvals and if successful is expected to be fully operational by the late 2020s, further increasing utilization of rail for freight.

Interurban requires substantial infrastructure investments comparable to building rapid transit along urban arterials

To meet Transport Canada requirements for rail passenger safety, passenger rail vehicles must either be separated from freight train traffic through scheduling, or physically, by constructing separate tracks. Due to freight traffic throughout the day on the Roberts Bank Rail Corridor, a separate rail track would be needed to remove operational conflicts between passenger and freight, to ensure fast, frequent and reliable rapid transit service. While freight operations are less frequent on the SRY Fraser Valley Subdivision, there would still be a need for a separate track to ensure reliable and frequent rapid transit service.

The 2012 study identified the following issues associated with construction of new track for passenger operations:

- Environmental Risks: a long section of the corridor travels along the Agricultural Land Reserve and the floodplains of the Serpentine River. Adding track would create risks to biodiversity, water resources, and farmlands.
- Constructability Challenges: the corridor has numerous challenges related to constructing new track. These include the constrained existing right-of-way, power lines, industrial lead tracks in Langley, grade crossings, narrow bridges, and poor soil conditions. Maintaining existing freight service would likely result in more complex and slower construction. To separate passenger from freight operations (providing reliability and enhancing safety), one grade separation would be required, and this would be in a section of the corridor constrained by existing and planned arterial bridges.
- Cost: constructing additional track and stations, acquiring right of way to add the tracks along the existing Interurban corridor, and overcoming related construction challenges would be costly.

The provincial government wants to ensure future investments are aligned and integrated with regional development, to reduce congestion and promote liveable communities that provide the services,



amenities and quality of life that British Columbians value. In collaboration with the Ministry of Municipal Affairs and Housing, the Ministry of Transportation will begin a planning process to develop a new Integrated Transportation and Development Strategy (ITDS) which will identify and prioritize transportation investments that contribute to an efficient and accessible multi-modal transportation network that connects communities, regions and global markets.

The ITDS will be developed under the Province's Economic Framework, and will link transportation and land use planning, and regional growth strategies with broader government priorities including affordable housing and reducing our carbon footprint. The Fraser Valley Integrated Transportation and Development Study would align with the ITDS initiative and be undertaken with participation from TransLink, BC Transit and Municipal Affairs and Housing.

FINANCIAL IMPLICATIONS:

- None.

Attachment(s):

1. Interurban Rail Map

PREPARED BY:

David Greer, Executive Lead
Integrated Transportation Planning
250-356-7904

REVIEWED BY:

Nancy Bain, EFO
Finance and Management Services Department

INITIALS

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