

## **CARD #12**

### **WHAT'S IN ALIGNMENT STUDY?**

- Analysis for Preferred Alignment Option
- Urban + Transportation Plans
- Capital Cost Estimates + Partner Allocations
- Application for Relocation to CTA

## **DETAIL SCRIPT FOR #12**

### **WHAT'S IN ALIGNMENT STUDY?**

A 'Multi-Criteria Analysis' of possible alignments options #1 to #4 will be completed by the City of Surrey Engineering Department. Criteria to be considered might be [but are not limited to] capital costs, operating costs, land use, safety/health risks, environmental concerns, socio-political acceptance on Canadian or US sides, geotechnical, ALR acceptance, BNSF feedback, CTA feedback, and time for construction. The 'guidelines' contained in the 'Capital Asset Management Framework of the Province of BC may well be useful; see BC-CAMF link here

An Urban Development plan and a Transportation Plan are a requirement for the ultimate application for RR to the Canadian Transportation Agency [CTA]. The Province and all municipalities within the urban area must come to a cooperative agreement for the immediately affected areas. The 'urban development plan' is a plan that depicts the land use within the area as well as areas adjacent that are impacted. It also outlines areas of land to be used for the following: commerce, industry, government, recreation, transportation, hospital, schools, churches, residential and other. The 'transportation plan' dictates how transportation is to be controlled and outlines the lay-out of: streets, highways, bridges, railway lines, crossings [level and at grade], bus routes, rapid transit lines and stations for bus, and rapid transit including rail. Once these two plans are completed they will then be filed with the CTA. See Ref #1 pages 5 and 6 for further elaboration on these comments.

There will now be enough information to estimate Capital costs including costs for ROW's that must be acquired with some options. While this is happening, financial figures will be sought from BNSF and further researched fully, resulting in what is referred to as the 'Economic Analysis'. This will then allow an allocation to as many reasonable and cooperating partners, much like the graphic to the left showing the allocation for the 2010 'Roberts Bank Corridor Crossing Projects. See card #18 for future total and partner-allocated capital costs.

Either the Province or one of the municipalities may apply to the CTA for the rail relocation; at this juncture, it appears the Cities of Surrey and White Rock will be the joint sponsors; this occurs formally and legally through 'Railway Relocation and Crossing Act' this acts very much like an expropriation process. It is possible that if all parties recognize the realities of this unique in NA rail relocation, highly advantageous to BNSF, that it might be possible to negotiate a shared stakeholder funding solution in a collaborative and open manner; we will keep that second option open if it appears at all possible.