

VIA ELECTRONIC SUBMISSION

October 15, 2019

Canada Energy Regulator
Suite 210, 517 Tenth Avenue S.W.
Calgary, Alberta T2R 0A8

To: Ms. Louise George, Secretary to the Commission

Dear Ms. George:

**Re: Trans Mountain Pipeline ULC (“Trans Mountain”)
Trans Mountain Expansion Project (“Project”)
Condition 49: Technical Working Group (“TWG”) Report Update (October 2019)
File: OF-Fac-Oil-T260-2013-03 61**

Please find enclosed Trans Mountain’s compliance filing in relation to Condition 49. This condition compliance filing relates to the following legal instrument, as amended:

- OC-065, as amended (CPCN)

Phased Filings

On January 16, 2017, Trans Mountain filed a Phased Condition Matrix ([A411J9](#)) with the Board wherein it established 39 Project phases. The appended filing relates to the following phases:

- 1: Westridge Marine Terminal
- 26: Spread 1
- 27: Spread 2
- 28: Spread 3
- 29: Spread 4
- 30: Spread 5
- 31: Spread 5, C39 Coldwater Hydrological
- 32: Spread 5, C7 Ohamil
- 33: Spread 6
- 34: Spread 6, C7 Tzeachten
- 35: Spread 6, C77 Lightning Rock
- 36: Spread 7

- 37: Spread 7, C7 Surrey Bend
- 38: Westridge Delivery Lines
- 39: Burnaby Tunnel

Condition 49: Technical Working Group (TWG) reports

The text of Condition 49, as established by the Board, is as follows:

Trans Mountain must file with the NEB, **at least 4 months prior to commencing construction and every 6 months thereafter until after commencing operations**, a report describing the activities undertaken by the TWGs during the reporting period and the outcomes of these activities. The reports must include, at a minimum:

- (a) a list of all members of each TWG;
- (b) the methods, dates and location of all TWG activities or meetings;
- (c) a summary of all issues or concerns raised or addressed during the TWG activities;
- (d) a description of outcomes or measures that were or will be implemented to address the issues identified or concerns raised; or, if any measures will not be implemented, a rationale for why not; and
- (e) a description of any unresolved issues or concerns, and a description of how these will be addressed, or a rationale for why no further measures will be required.

Attachment 1 includes a concordance table that shows where each aspect of the Condition is addressed in the attached material.

Summary of Material Filed

Attachment 1 to this letter includes the following document:

- Trans Mountain Expansion Project Technical Working Group (TWG) Report: NEB Condition 49 (October 2019), hereinafter the "Report"

TWGs have served, and will continue to serve, as the preferred vehicle for gathering technical information from affected local governments and to address concerns raised by local governments so the Project may be constructed in a manner acceptable to affected communities.

This Report provides an update on the development and progress of TWG activities for the period of April 1, 2019 to September 30, 2019.



Should you have any questions or wish to discuss this matter further, please contact the undersigned at regulatory@transmountain.com or 403.514.6400.

Yours truly,

Original signed by

Scott Stoness
Vice President, Regulatory and Compliance
Trans Mountain Canada Inc.

Enclosure



**REPORT UPDATE NO. 5
TECHNICAL WORKING GROUP
FOR THE
TRANS MOUNTAIN PIPELINE ULC
TRANS MOUNTAIN EXPANSION PROJECT
CER CONDITION 49**

October 2019

Prepared for:



TRANSMOUNTAIN

Trans Mountain Pipeline ULC

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TABLE OF CONCORDANCE

Condition 49 is applicable to the legal instrument: OC-065 (Certificate of Public Convenience and Necessity [CPCN]). Table 1 describes how this report addresses the Condition requirements applicable to Condition 49. Please see Section 1.2 for a regulatory update related to this Condition.

TABLE 1

LEGAL INSTRUMENT CONCORDANCE WITH CER CONDITION 49 TECHNICAL WORKING GROUP REPORT UPDATE

CER Condition 49	OC-065 (CPCN)
Trans Mountain must file with the Canada Energy Regulator (CER), at least 4 months prior to commencing construction, and every 6 months thereafter until after commencing operations, a report describing the activities conducted by the Technical Working Groups (TWGs) during the reporting period and the outcomes of these activities. The reports must include, at a minimum:	See below
a) A list of all members of each TWG;	Section 1.2
b) The methods, dates and location of all TWG activities or meetings;	Section 3.0
c) A summary of all issues or concerns raised or addressed during the TWG activities;	Section 4.0
d) A description of outcomes or measures that were or will be implemented to address the issues identified or concerns raised; or, if any measures will not be implemented, a rationale for why not; and	Section 4.0
e) A description of any unresolved issues or concerns, and a description of how these will be addressed, or a rationale for why no further measures will be required.	Section 4.0

ACRONYMS AND ABBREVIATIONS

BC	British Columbia
BC MoTI	British Columbia Ministry of Transportation and Infrastructure
CER	Canada Energy Regulator
CPCN	Certificate of Public Convenience and Necessity
EMP	Emergency Management Plan
EPP	Environmental Protection Plan
ERP	Emergency Response Plan
FCA	Federal Court of Appeal
FVRD	Fraser Valley Regional District
GCC	General Construction Contractor
GIC	Governor-in-Council
HDD	Horizontal Directional Drill
HEP	Highway Excavation Permit
IR	Information Request
m	metre(s)
NEB	National Energy Board
NOTAMS	Notice to Airmen
PPBoR	Plan, Profile and Book of Reference
Project	Trans Mountain Expansion Project
Report Update	Technical Working Group Report Update No. 5
RROW	Road Right-of-Way
SME	Subject Matter Expert
SSERP	Site-specific Emergency Response Plan
SWG	Sub-technical Working Group
TOR	Terms of Reference
TMEP	Trans Mountain Expansion Project
TMPL	Trans Mountain Pipeline System (existing)
TNRD	Thompson Nicola Regional District
Trans Mountain	Trans Mountain Pipeline ULC
TWG	Technical Working Group
TWS	temporary workspace

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1.0 INTRODUCTION

On June 18, 2019, the Governor-in-Council (GIC), on the recommendation of the Minister of Natural Resources, directed the Canada Energy Regulator (CER) to issue Certificate of Public Necessity and Convenience (CPCN) OC-065, and various Amending Orders to Trans Mountain to permit the Project to proceed, subject to 156 Conditions. As a result of the decision of the Federal Cabinet and the issuance of a CPCN by the CER on June 21, 2019, Trans Mountain has resumed its planning and scheduling activities for the Project.

Trans Mountain submits this report pursuant to Condition 49, Technical Working Group Reports, for the time period of April 1, 2019 to September 30, 2019 (reporting period).

1.1 About this Document

Trans Mountain has long-standing relationships with local governments along the existing Trans Mountain Pipeline System (TMPL) corridor. Trans Mountain has been building on these relationships along the Project corridor in the development of the Project and will continue to do so through construction and eventual operation. Technical Working Groups (TWGs) continue to serve as the preferred vehicle for sharing Project information and planning with local governments, gathering technical information and addressing technical issues related to construction. Trans Mountain is committed to ongoing engagement with the local governments identified in this Technical Working Group Report Update No. 5 (Report Update) through regular dialogue?

The purpose of this Report Update is to address the requirements of the CER Condition 49, as outlined in Table 1. On February 16, 2017, Trans Mountain filed a related report to address the requirements of CER Condition 14 – Technical Working Group Terms of Reference ([A81760](#)). On December 28, 2017, the CER determined Trans Mountain had met the pre-construction requirements of Condition 14 and Condition 49.

Trans Mountain's previous Condition 49 filings include:

- Initial Report: October 1, 2016 – March 31, 2017 reporting period, filed on April 13, 2017 ([A82625](#))
- Report Update No. 1: April 1, 2017 – September 30, 2017 reporting period, filed on October 13, 2017 ([A86895](#))
- Report Update No. 2: October 1, 2017 – March 31, 2018 reporting period, filed on April 13, 2018 ([A91269](#))
- Report Update No. 3: April 1, 2018 – September 30, 2018 reporting period, filed on October 12, 2018 ([A94775](#))
- Report Update No. 4: October 1, 2018 – March 31, 2019, filed on April 12, 2019 ([A98818](#))

1.2 Participating Local Governments – Technical Working Group Meetings

Trans Mountain has established TWG meetings with most local governments along the pipeline corridor. Within this reporting timeframe, some local governments have continued with regular TWG discussions, whereas others have opted to meet on an as-needed basis. This is acceptable to Trans Mountain and discussions with these local governments have continued as needed. Table 2 provides an update on the status of active TWGs as of September 30, 2019.

TABLE 2

LOCAL GOVERNMENTS INVITED TO FORM TECHNICAL WORKING GROUPS

Local Governments	Status
Alberta	
City of Edmonton	Invited. Meetings occur on an as-needed basis.
City of Spruce Grove	Invited and accepted. TWG meetings underway on an as-needed basis
Parkland County	Invited and accepted. TWG meetings underway on an as-needed basis
Strathcona County	Invited and accepted; TWG meetings underway on an as-needed basis
Town of Edson	Invited and accepted; TWG meetings underway on an as-needed basis
Town of Hinton	Invited and accepted. TWG meetings underway on an as-needed basis
Town of Stony Plain	Invited and accepted; TWG meetings underway on an as-needed basis
Village of Wabamun	Invited and accepted; TWG meetings underway on an as-needed basis
Yellowhead County	Invited and accepted; regular TWG meetings underway
Municipality of Jasper	Invited and accepted; meetings on an as-needed basis
British Columbia	
City of Abbotsford	Invited and accepted; TWG meetings underway on an as-needed basis
City of Burnaby	Invited and accepted in 2017. No TWG meetings have occurred since December 2017.
City of Chilliwack	Invited and accepted; TWG meetings underway on an as-needed basis
City of Coquitlam	Invited and accepted; regular TWG meetings underway
City of Kamloops	Invited and accepted; TWG meetings underway on an as-needed basis
City of Merritt	Invited and accepted; TWG meetings underway on an as-needed basis
City of Surrey	Invited and accepted, regular TWG meetings underway
District of Clearwater	Invited and accepted; TWG meetings underway on an as-needed basis
District of Hope	Invited and accepted; TWG meetings underway on an as-needed basis
Fraser Valley Regional District (FVRD)	Invited and accepted; TWG meetings underway on an as-needed basis
Metro Vancouver	Invited and accepted; regular TWG meetings underway
Regional District of Fraser Fort George	Invited and accepted; TWG meetings underway on an as-needed basis
Thompson Nicola Regional District (TNRD), representing: <ul style="list-style-type: none"> • Community of Avola • Community of Blue River • Community of Little Fort • Community of Vavenby 	Invited and accepted; TWG meetings underway on an as-needed basis
Township of Langley	Invited and accepted; regular TWG meetings underway
Village of Valemount	Invited and accepted; TWG meetings underway on an as-needed basis

Local government and Trans Mountain TWG attendees are determined based on agreed-upon agenda topics and issues to be addressed. Trans Mountain endeavours to ensure a team member authorized to make decisions regarding agenda items and issues attends each TWG meeting.

Subject Matter Experts (SMEs) in Engineering, Land, Construction, Traffic Management, Permitting, Environment, Security and Stakeholder Engagement attend as needed. Some Sub-technical Working Groups (SWG) have been formed within a TWG to address specific technical matters with additional SMEs attending meetings, as required.

Updated lists of key TWG contacts are included in Table 3 and Table 4.

TABLE 3

TECHNICAL WORKING GROUP CONTACTS BY COMMUNITY – BRITISH COLUMBIA

Local Government	Trans Mountain TWG Key Contacts	Local Government TWG Key Contacts
City of Abbotsford	Project Manager, Spread 6 (Fraser Valley) Senior Community Liaison, Stakeholder Engagement and Communications	General Manager Innovation, Strategy and Intergovernmental Relations
City of Burnaby	Project Director, Lower Mainland Project Manager, Lower Mainland Manager Lower Mainland and Community Investment	Director, Corporate Services
City of Chilliwack	Project Manager, Spread 6 (Fraser Valley) Senior Community Liaison, Stakeholder Engagement and Communications	Deputy Director, Engineering
City of Coquitlam	Project Director, Lower Mainland Project Manager, Lower Mainland Community Liaison, Stakeholder Engagement and Communications	Manager, Design and Construction and Executive Sponsor Manager, Capital Projects and Inspections Project Coordinator, Design and Construction
City of Kamloops	Project Manager, Spread 5A (BC Interior) Senior Community Liaison, Stakeholder Engagement and Communications	Civic Operations Director
City of Merritt	Project Manager, Spread 5A (BC Interior) Senior Community Liaison, Stakeholder Engagement and Communications	Chief Administrative Officer
City of Surrey	Project Manager, Lower Mainland Community Liaison, Stakeholder Engagement and Communications	Manager, Drainage
District of Clearwater	Project Manager, Spread 4B (North Thompson) Community Liaison, Stakeholder Engagement and Communications	Chief Administrative Officer
District of Hope	Project Manager, Spread 5B (Coquihalla-Hope) Senior Community Liaison, Stakeholder Engagement and Communications	Chief Administrative Officer and Director, Operations
FVRD	Project Manager, Spread 5B (Coquihalla-Hope) Project Manager, Spread 6 (Fraser Valley) Senior Community Liaison, Stakeholder Engagement and Communications	Manager, Strategic Planning
Metro Vancouver	Project Director, Lower Mainland Manager Lower Mainland and Community Investment	Division Manager, Properties
Regional District of Fraser Fort George	Project Manager, Spread 3 (North Thompson) Community Liaison, Stakeholder Engagement and Communications	Director of Planning Services or Manager of Planning Services
TNRD, representing: <ul style="list-style-type: none"> • Community of Avola • Community of Blue River • Community of Little Fort • Community of Vavenby 	Project Manager, Spread 3 (North Thompson) Project Manager, Spread 4A (North Thompson) Project Manager, Spread 4B (North Thompson) Project Manager, Spread 5A (BC Interior) Community Liaison, Stakeholder Engagement and Communications Senior Community Liaison, Stakeholder Engagement and Communications	Chief Administrative Officer
Township of Langley	Project Manager, Lower Mainland Project Manager, Spread 6 (Fraser Valley) Community Liaison, Stakeholder Engagement and Communications	Director, Public Works and Executive Sponsor Manager, Engineering and Construction Services
Village of Valemout	Project Manager, Spread 3 (Fraser-Fort George) Community Liaison, Stakeholder Engagement and Communications	Chief Administrative Officer

TABLE 4

TECHNICAL WORKING GROUP CONTACTS BY COMMUNITY – ALBERTA

Local Government	Trans Mountain TWG contacts	Municipal TWG contacts
City of Edmonton	Project Manager, Spread 1 (Greater Edmonton) Community Liaison, Stakeholder Engagement and Communications Crossings Coordinator	Oil and Gas Liaison
City of Spruce Grove	Project Manager, Spread 2 (Yellowhead) Community Liaison, Stakeholder Engagement and Communications	Director Engineering
Parkland County	Project Manager, Spread 2 (Yellowhead) Community Liaison, Stakeholder Engagement and Communications	Project Officer, Engineering Services
Strathcona County	Project Manager, Spread 1 (Greater Edmonton) Project Manager, Edmonton Terminal Community Liaison, Stakeholder Engagement and Communications	Coordinator, Development Permitting
Town of Edson	Project Manager, Spread 2 (Yellowhead) Community Liaison, Stakeholder Engagement and Communications	Director Planning and Development
Town of Hinton	Project Manager, Spread 2 (Yellowhead) Community Liaison, Stakeholder Engagement and Communications	Director of Planning and Development
Town of Stony Plain	Project Manager, Spread 2 (Yellowhead) Community Liaison, Stakeholder Engagement and Communications	General Manager, Planning and Infrastructure
Village of Wabamun	Project Manager, Spread 2 (Yellowhead) Community Liaison, Stakeholder Engagement and Communications	Chief Administrative Officer
Yellowhead County	Project Manager, Spread 2 (Yellowhead) Community Liaison, Stakeholder Engagement and Communications	Manager of Infrastructure Services

2.0 FEEDBACK REGARDING THE TERMS OF REFERENCE

Trans Mountain has either reached agreement with or has not received substantial feedback on the TWG Terms of Reference (TORs) from the majority of the local governments along the Project corridor. The TWG TOR with Metro Vancouver was finalized, since the last reporting period, on May 29, 2019. Table 5 indicates the status of the TOR with the City of Surrey.

TABLE 5

OUTSTANDING LOCAL GOVERNMENT-SPECIFIC TERMS OF REFERENCE BETWEEN APRIL 1, 2019 AND SEPTEMBER 30, 2019

Local Government	Status	Feedback	Trans Mountain Response
City of Surrey	Regular TWG meetings continue.	City of Surrey confirmed TWG meetings will continue in the current format and TORs are not required.	Trans Mountain submitted updated TORs to the City of Surrey for their record.

3.0 TECHNICAL WORKING GROUP MEETINGS AND ACTIVITIES

Table 6 lists the methods, dates and locations of TWG and Sub-Technical Working Group (SWG) activities which took place between April 1, 2019 and September 30, 2019.

TABLE 6

METHODS, DATES AND LOCATIONS OF TECHNICAL WORKING GROUP ACTIVITIES BETWEEN APRIL 1, 2019 AND SEPTEMBER 30, 2019

TWG	Method	Date	Location
City of Surrey	Meeting	April 3, 2019	City of Surrey office
City of Kamloops	SWG Meeting – Construction Impacts to City Parks	April 3, 2019	City of Kamloops office
City of Kamloops	SWG Meeting – Traffic Impacts and Control Plans	April 3, 2019	City of Kamloops office
City of Coquitlam	Meeting	April 4, 2019	City of Coquitlam office
City of Coquitlam	Meeting	April 9, 2019	City of Coquitlam office
Municipality of Jasper	Meeting – workforce accommodation plan and introduce GCC	April 9, 2019	Jasper Activity Centre
Metro Vancouver	Meeting	May 29, 2019	Metro Vancouver office
City of Coquitlam	Meeting – Technical topics	June 6, 2019	City of Coquitlam office
City of Spruce Grove	Meeting	June 19, 2019	City of Spruce Grove office
City of Surrey	Meeting	June 24, 2019	City of Surrey office
City of Coquitlam	Meeting	June 25, 2019	City of Coquitlam office
Strathcona County	Meeting	July 8, 2019	Strathcona County office
Municipality of Jasper	Meeting	July 10, 2019	Jasper Activity Centre
Parkland County	Meeting	July 18, 2019	Trans Mountain office, Sherwood Park, Alberta
Strathcona County	Meeting	July 23, 2019	Strathcona County office
City of Chilliwack	Meeting	July 24, 2019	City of Chilliwack office
Metro Vancouver	Meeting	July 31, 2019	Metro Vancouver office
City of Surrey	SWG Meeting	July 31, 2019	City of Surrey office
Municipality of Jasper	Meeting	August 21, 2019	Jasper Activity Centre
City of Edmonton	Meeting	August 27, 2019	City of Edmonton office
City of Surrey	SWG Meeting	August 27, 2019	City of Surrey office
City of Coquitlam	SWG Meeting	September 9, 2019	City of Coquitlam office

Notes:

GCC = General Construction Contractor

One meeting occurred outside of the reporting period (see Table 7) for this Report Update that have not yet been included in a Condition 49 Report Update. Final records from these meetings were not available prior to the April 1, 2019 submission of Report Update No. 4 which covered the reporting period from October 1, 2018 to March 31, 2019. Any issues or concerns raised from this meeting will be reported on in Table 10.

TABLE 7

TECHNICAL WORKING GROUP MEETINGS PRIOR TO REPORT UPDATE NO. 5 REPORTING PERIOD

TWG	Method	Scheduled Date
City of Abbotsford	Meeting	March 27, 2019

4.0 ISSUES AND CONCERNS

Local governments have raised a variety of Project topics and issues through the regulatory process and through ongoing engagement with Trans Mountain. Trans Mountain continues to address specific technical and construction concerns and issues with each local government through Technical Working Group (TWG) meetings.

4.1 Local Government Permitting

Trans Mountain has met with most local governments to review and confirm permitting expectations.

Following these discussions, a permitting Closure Letter was provided with a schedule of Trans Mountain’s understanding of the permits necessary for Project construction within that local government’s geographical boundaries (Schedule B). In each Closure Letter, Trans Mountain requested the local government’s confirmation of the Schedule B permit list and provided an opportunity for further discussion or clarification.

Trans Mountain also indicated a lack of response by a specified date would be understood as agreement the Schedule B permit list was complete and accurate. The status of the Closure Letter with each local government is provided in Tables 8 and 9.

TABLE 8
STATUS OF CLOSURE LETTERS – BRITISH COLUMBIA

Local Government	Status
City of Abbotsford	Complete
City of Burnaby	In Progress
City of Chilliwack	Complete
City of Coquitlam	Complete
City of Kamloops	Complete
City of Merritt	Complete
City of Surrey	Complete
District of Clearwater	Complete
District of Hope	Complete
FVRD	Complete
Metro Vancouver	Not Applicable
Regional District of Fraser Fort George	Complete
TNRD	Complete
Township of Langley	Complete
Village of Valemount	Complete

TABLE 9
STATUS OF CLOSURE LETTERS – ALBERTA

Local Government	Status
City of Edmonton	Pending
City of Spruce Grove	Complete
Parkland County	Complete
Strathcona County	Complete
Town of Edson	Complete
Town of Hinton	Complete
Town of Stony Plain	Complete
Village of Wabamun	Complete
Yellowhead County	Complete

4.2 Status Update – Issues and Concerns

Tables 10 and 11 provide a status update on issues and concerns raised by local governments in BC and Alberta and addressed in TWG or SWG meetings held between April 1, 2019 and September 30, 2019. Some local governments had opted to put meetings and action items on hold following the Federal Court of Appeal (FCA) decision; August 2018. TWG meetings with these local governments have resumed on an as-needed basis, since the reinstatement of CPCN in June 2019.

For meetings and discussions that have continued within this reporting period, measures to address the issues and concerns raised are identified. Trans Mountain continues to progress these discussions and will update the table in future Report Updates.

The issue status is identified as complete where a topic of concern has been addressed. Items previously reported as complete or out-of-scope have been excluded from this Report Update.

TABLE 10

UPDATE ON ISSUES AND CONCERNS RAISED BY LOCAL GOVERNMENTS IN BRITISH COLUMBIA AND ADDRESSED IN TECHNICAL WORKING GROUP MEETINGS HELD BETWEEN APRIL 1, 2019 AND SEPTEMBER 30, 2019

Content shown in the grey cells has been carried forward from previous Report Updates. A white cell indicates a new topic or information identified during this reporting period. This may include topics that were previously considered complete but have been raised again.

Local Government	Issue/Concern	Response/Outcome	Status
City of Abbotsford	City would like all requirements for the Highway Excavation Permit (HEP) submitted at one time, with the exception of the proposed traffic routes and Traffic Control Plan. City of Abbotsford requests the proposed traffic routes and Traffic Control Plan as soon as possible as they will need to be presented to Council for approval.	Trans Mountain confirmed that the requirements for the HEP will not be available until 3 months prior to construction. City of Abbotsford previously confirmed at a TWG meeting on February 23, 2018 to discuss permitting requirements that it would take approximately 2 months to review and approve the HEP: 4-6 weeks for engineering and 4-6 weeks for development engineering.	In progress
City of Abbotsford	Trans Mountain indicated a number of crossing agreements have been prepared with BC Hydro. The City of Abbotsford requested copies of crossing agreements with BC Hydro within Municipal boundaries to be included with the HEP application.	Trans Mountain noted that they will be moving a number of BC Hydro poles within the City of Abbotsford. Where Trans Mountain is able to obtain those agreements in advance of the HEP submission, it will do so. However, Trans Mountain is in discussions with BC Hydro regarding this matter, which may not be resolved prior to the submission of the HEP application.	In progress
City of Abbotsford	City of Abbotsford requested detailed Traffic Management Plans to review vehicle weight restriction for Parallel Road where Trans Mountain is investigating a temporary infrastructure site location. The City of Abbotsford strongly recommends Trans Mountain take pre- and post-construction photos. If City of Abbotsford determines any damage to the roads, Trans Mountain would be responsible for cost to repair.	Trans Mountain agrees and will take pre- and post-construction photos of all roads to be traversed. Laydown yard location for Spread 6 (Abbotsford) is outstanding. Trans Mountain will provide an update when available.	In progress
City of Abbotsford	The City of Abbotsford suggested that Trans Mountain provide a letter or report prepared by a QEP determining whether the construction of Sumas Terminal would comply with the City of Abbotsford's environmental bylaws and development permit requirements. The City of Abbotsford did confirm that parts of the Sumas Terminal site were subject to the City of Abbotsford 's steep slope development permit area and may require a development permit for construction on lands with a slope greater than 30%.	Trans Mountain has engaged the necessary QEPs to determine if construction of the Sumas Terminal complies with the applicable City of Abbotsford environmental bylaws. At a March 27, 2019 meeting, City of Abbotsford confirmed that environmental permits would be superseded by CER Conditions and authority. No development permit will be required.	Complete
City of Abbotsford	City of Abbotsford requested estimated weight of tank pieces being transported to Sumas Terminal. City of Abbotsford also requested that Trans Mountain reach an agreement with the gravel companies for use of their roads for construction vehicles to minimize traffic impacts to Sumas Mountain residents.	At the December 17, 2018 meeting City of Abbotsford confirmed Highway Use Permit and Road Use Permit will apply for getting materials to Sumas Terminal. Vehicle weight restrictions may apply. Trans Mountain to provide estimated weights when available.	In progress
City of Abbotsford	Crossing agreements.	Trans Mountain anticipates 107 crossings within the City of Abbotsford and includes all road crossings and City of Abbotsford-owned infrastructure. Trans Mountain submitted 87 utility crossing drawings to the City of Abbotsford on June 15, 2017. Trans Mountain and the City of Abbotsford are working to complete the outstanding crossing agreements. Target for completion is Q2 2019.	In progress
City of Abbotsford	Permitting for Sumas Terminal: <ul style="list-style-type: none"> • Highway use and/or excavation • Oversize vehicles • Hydrant use • Tree cutting • Soil removal 	Construction at Sumas Terminal will not be included in the HEP. Trans Mountain intends to comply with necessary Municipal permits for constructing at Sumas Terminal. Trans Mountain and the City of Abbotsford have had meetings to discuss permitting requirements. These discussions have progressed positively and will continue to be an ongoing TWG topic until permits are applied for and approved by the City of Abbotsford. On April 16, 2019 a tour of Sumas Terminal was held for City of Abbotsford staff to review construction plans for the site and to discuss water connection requirement and rational for fire suppression. City of Abbotsford has agreed to provide a water connection to Sumas Terminal. No additional permits are required.	Complete
City of Abbotsford	The City of Abbotsford would like a plain language document explaining risk-based design.	Trans Mountain will re-visit this concern with the City of Abbotsford at a future TWG meeting.	Complete
City of Abbotsford	The City of Abbotsford would like a regular presence from Trans Mountain to attend public council meetings during construction to respond to queries from mayor and council as well as the public. Trans Mountain to bring this request back to the broader team for consideration.	Trans Mountain will consider having a representative attend public council meeting where practical. Trans Mountain has assigned a Community Liaison to support communications and engagement in City of Abbotsford. Trans Mountain has developed a Local Government Communications Package to support information sharing with each local government.	Complete
City of Abbotsford	The City expressed concern over Temporary Work Space (TWS) areas, as the extent of workspace has not been clearly explained and provided. The City of Abbotsford is concerned about impacts of proposed workspace (e.g., tree removal). The Section 34 notices received by the City of Abbotsford do not provide the information that the City of Abbotsford requires to provide adequate feedback.	Trans Mountain and its Contractor will address City of Abbotsford's concerns regarding construction and TWS on City of Abbotsford-owned lands. Trans Mountain continues to gather feedback regarding TWS. Specific City of Abbotsford requests will be captured in Land Acquisition and Crossing agreements. TWS has been clearly defined. Land agreements with the City of Abbotsford are complete.	Complete
City of Burnaby	Provide Forestry Field Work reports to City of Burnaby.	Trans Mountain provided the report to the City on April 2, 2019.	Complete
City of Burnaby	Request by City of Burnaby to submit all geotechnical investigation and potholing program requests (permits) through the TWG.	Trans Mountain submits technical information as it becomes available.	In progress
City of Burnaby	Increased risk and consequences of spills and accidents as a result of the Project, including Westridge Marine Terminal. Increased risk and consequence of a marine spill with the Project; the financial, environmental and health impacts of a spill to the community.	Trans Mountain is committed to meeting CER Condition 129 and CER Condition 133. For the purposes of constructing the TMEP, Trans Mountain considers this matter closed. If any new concerns are raised on this topic through discussions with the City of Burnaby, Trans Mountain will report on them in a future Condition 49 Report Update.	Complete

TABLE 10 Cont'd

Local Government	Issue/Concern	Response/Outcome	Status
City of Burnaby	The ability for Trans Mountain to respond in a timely manner and have the appropriate resources to respond to a pipeline incident.	<p>Trans Mountain continues to engage with stakeholders around multiple aspects of the Project, including ongoing engagement on Emergency Responses Plans (ERPs) to share information and seek input.</p> <p>Trans Mountain has and will continue to invite City of Burnaby First Responders to participate in its emergency response engagement activities, training and exercises. Trans Mountain has also invested in significant emergency management resources since the inception of the Project, including dedicated emergency response technicians based at Burnaby Terminal.</p> <p>Trans Mountain is also subject to the following CER Conditions focused on or related to emergency management:</p> <ul style="list-style-type: none"> • Condition 84 – Emergency release system at Westridge Terminal • Condition 89 – Emergency Response Plan for Construction • Condition 90 – Consultation on Improvements to Trans Mountain's Emergency Response Program • Condition 91 – Plan for Marine Spill Prevention and Response • Condition 117 – Reporting on improvements made to Trans Mountain's Emergency Response Program • Condition 118 – Firefighting capacity at terminals • Condition 119 – Emergency Preparedness Exercises and Training Program • Condition 120 - Notification and Reporting on emergency response exercises • Condition 123 – Evacuation Plans • Condition 124 – Implementing improvements to Trans Mountain's Emergency Management Program • Condition 125 – Emergency Response Plans for pipeline and Edmonton, Sumas, and Burnaby Terminals • Condition 126 – Emergency Response Plan for Westridge Marine Terminal • Condition 127 – Terminal fire protection and firefighting systems • Condition 129 – Final terminal risk assessments • Condition 133 – Confirmation of marine spill prevention and response commitments • Condition 136 – Pre operations full scale exercise • Condition 138 – Confirmation of fire-fighting capacity at terminals <p>Trans Mountain will continue to provide updates to the City on improvements to the Emergency Management Program.</p> <p>Given the extensive conditions and commitments made related to emergency response and the opportunities for the City of Burnaby to participate in Trans Mountain's emergency response exercises to demonstrate our ability to respond to an incident, for the purposes of constructing the TMEP, Trans Mountain considers this matter complete. If any new concerns are raised on this topic through discussions, Trans Mountain will report on them in a future Condition 49 Report Update.</p>	Complete
City of Burnaby	Impacts and risks of additional tanks at Burnaby Terminal.	Trans Mountain is committed to meeting CER Condition 129. For the purposes of constructing the TMEP, Trans Mountain considers this matter complete. If any new concerns are raised on this topic through TWG and SWG meetings, Trans Mountain will report on them in a future Condition 49 Report Update.	Complete
City of Burnaby	City of Burnaby concern that Trans Mountain will not follow local bylaws.	Trans Mountain has committed that it will follow the intent of local bylaw requirements where the bylaw does not conflict with a higher permitting authority. Trans Mountain has indicated it will to provide information packages as needed.	In progress
City of Burnaby	Construction impacts to recreational use areas including land-based areas and Burrard Inlet.	<p>Topic for future discussion with City of Burnaby.</p> <p>Trans Mountain continues to engage with stakeholders around multiple aspects of the Project, to share information and seek input, including to recreational user groups and parks managers as detailed construction plans are developed; to minimize impacts and determine best methods to communicate to recreation users during construction.</p> <p>Regarding land-based areas, previously, the City of Burnaby has indicated that they will engage on this topic once the Regulator has ruled on the PPBoR for this section of the Project detailed route.</p> <p>In its letter dated July 19, 2019, File OF-Fac-Oil-T260-2013-03 60, the Regulator outlined the process for PPBoR for CPCN 065. Trans Mountain will resume conversations with the City of Burnaby on this topic when PPBoR has concluded.</p>	In progress
City of Burnaby	Operational impacts as a result of construction to protected species in Burnaby parks and conservation areas.	<p>Trans Mountain continues to engage with stakeholders around multiple aspects of the Project, to share information and seek input.</p> <p>Trans Mountain's draft Environmental Management Plans were posted in phases on its website for comment. Stakeholders were invited to provide their feedback through the website and TWG discussion during the consultation window for each plan.</p> <p>Burnaby was notified about the opportunity to provide input to Trans Mountain's draft Environmental Management Plans by email on September 23, 2016 and reminded again about this opportunity on December 12, 2016. Trans Mountain offered to meet to review plans.</p> <p>As these plans have been finalized through Conditions 13, 40, 41, 43, 44, 45, 46, 60, 71, 72, 75, and 81, Trans Mountain considers this matter complete for the purposes of constructing the TMEP. If any new concerns are raised on this topic through discussion, Trans Mountain will report on them in a future Condition 49 Report Update.</p>	Complete
City of Burnaby	Review list of applicable City of Burnaby permits. Permit applications must be directed to the TWG meetings per City of Burnaby's request.	Trans Mountain provided to the City a list of city permits along with highlights of the permits that Trans Mountain considers applicable for compliance submissions at a pre-TWG meeting on May 5, 2017. Permitting was discussed at a TWG meeting on October 18, 2017.	In progress.

TABLE 10 Cont'd

Local Government	Issue/Concern	Response/Outcome	Status
City of Burnaby	Concerns related to traffic management around Westridge Marine Terminal and Burnaby Terminal: <ul style="list-style-type: none"> Alternative options for traffic management with respect to proposed Gagliardi access Concern about impacts on Forest Grove and Sperling neighbourhoods and security 	Traffic management was a topic at a pre-TWG meeting on May 3, 2017. Trans Mountain provided an overview of the Traffic Management Plan and answered questions from City of Burnaby staff. The group agreed to table topic for future TWG and SWG meetings. City of Burnaby identified priorities for SWG meetings are to discuss access to and from the terminals. A traffic management update was on the draft agenda for October 11, 2017 TWG meeting. Trans Mountain presented an update on traffic management at an October 18, 2017 TWG and answered questions from City of Burnaby staff. Both parties agreed to review and discuss the draft Traffic Management Plan in development with the GCC at a SWG meeting. Trans Mountain will share updated Traffic Management Plans with the City.	In progress
City of Burnaby	Review crossings.	Initial conversation took place at June 5, 2017 pre-TWG meeting. Agreement to defer review of crossings until after CER route hearing decision. Trans Mountain is developing a standard Crossing Agreement for lower mainland Municipalities. The Agreement is in the process of being distributed to Municipalities for review and input.	In progress
City of Burnaby	Investigate using Trans Mountain-owned Shell 16-inch pipeline corridor for TMEP to cross Shellmont Street; and abandonment of Kinder Morgan Canada Inc.-owned Shell 16-inch pipeline.	Initial conversation took place at June 27, 2017 pre-TWG meeting followed by subsequent discussion at a pre-TWG meeting on July 27, 2017. Trans Mountain advised abandonment would require separate application to CER and slight re-route to run through trench. Group agreed to defer until the CER route hearing process is complete and re-visit once a final route is determined.	In progress
City of Burnaby	Add "Confirm list of outstanding issues" to future agendas.	For the purposes of constructing the TMEP, Trans Mountain considers this topic complete.	Complete
City of Burnaby	Trans Mountain to provide City of Burnaby with a copy of final forestry pipeline corridor site visit report once complete.	Trans Mountain provided the report to the City of Burnaby on April 2, 2019.	Complete
City of Burnaby	The City of Burnaby wants to understand the rationale for alignment of crossings and is interested in details of where the flexes could be. The City of Burnaby wants to review the Gagliardi crossing and the North Road crossing.	The group agreed at a pre-TWG meeting on May 3, 2017 to table this topic for a future TWG or SWG meeting. Trans Mountain reviewed crossings with the City of Burnaby at a pre-TWG meeting on June 27, 2017 and addressed questions and concerns around trenchless construction methodology, tree removals and the Shell Terminal.	Complete
City of Burnaby	The City of Burnaby is concerned that there is a lack of understanding of special requirements related to pipeline construction methodology.	Trans Mountain seeks to share information it has available on pipeline construction methodology. Pipeline construction methods chosen are based on regulatory requirements, experience and industry best practice. If the City of Burnaby has specific concerns related to special requirements, Trans Mountain will share information it has available. For the purposes of constructing the TMEP, Trans Mountain considers this matter complete. If any new concerns are raised on this topic through discussions, Trans Mountain will report on them in a future Condition 49 Report Update.	Complete
City of Burnaby	The City of Burnaby is interested in further information regarding: <ul style="list-style-type: none"> Route alignment rationale and detail to determine where flexibility may exist Detailed route alignment construction methodology 	This is a duplicate issue/concern.	Complete
City of Chilliwack	City of Chilliwack remains concerned about the amount of time it would take to mount a response to an incident and the potential for product to reach the aquifer while a response was being coordinated. City of Chilliwack requested Trans Mountain review liner options to contain product if a release occurred allowing for emergency response without contamination of the aquifer. City is not as concerned with product outside the aquifer region.	Trans Mountain agreed to investigate potential liner options taking into account constructability and any potential increased risk to pipeline operations. Primary concern for Trans Mountain would be management of water near the pipe and potential for corrosion.	In progress
City of Chilliwack	City of Chilliwack requested constant separation of 6 m between Line 1 and Line 2 through the aquifer so the HiFi system would be effective for both pipelines. Current construction shows 6 m separation in some areas and 10 m in others.	Trans Mountain will review City of Chilliwack's request and provide an update at an upcoming TWG meeting. Request for 6 m separation will be accommodated as long as it does not impact constructability or maintenance.	Complete
City of Chilliwack	City of Chilliwack has concern with depth-of-cover over the pipeline and would prefer the pipeline to be as close to the surface as possible in order to maximize distance to the aquifer.	Trans Mountain will adhere to regulatory requirements and standards for depth-of-cover over the pipelines. Increased depth-of-cover is required through urban areas to limit third-party damage. From the CER Section 21 Chilliwack route re-alignment decision (A82269), Trans Mountain has agreed to a depth-of-cover of 0.9 m for the area over the aquifer. At road crossings where the pipeline will be bored, the depth-of-cover will be 1.5 m.	Complete
City of Chilliwack	City of Chilliwack requested that Trans Mountain review the construction technique and possible change for the Tyson Road crossing to open-cut construction. City requested that drawings at this location to assess the open-cut advantages of increasing distance to the aquifer.	Trans Mountain provided drawings for Tyson Road and requested confirmation of the preferred construction approach so the crossing agreements and execution plans could be amended if required. City of Chilliwack responded in an email dated July 26, 2019 that it did not see any groundwater benefit to changing the construction method and recommended the construction method remain a bore of Tyson Road.	Complete
City of Chilliwack	City of Chilliwack would like more information on the proposed construction, mitigation and reclamation for Browne Creek Wetlands construction.	Trans Mountain reviewed the comprehensive information exchange on this topic, which is also on the CER record and formed part of the Section 21 Chilliwack route re-alignment application (A82269) and requested specific detailed information on what the City of Chilliwack felt is missing. City of Chilliwack subsequently sent a list of documents to provide additional information. On August 9, 2019, Trans Mountain provided additional information the City of Chilliwack requested including larger scale drawings, environmental alignment sheets and watercourse crossing tables.	Complete
City of Chilliwack	Sardis-Vedder Aquifer protection.	Both parties agree to the importance of drinking water protection. Trans Mountain understands that the City of Chilliwack views protection of the aquifer as an ongoing issue and will continue to discuss as needed. However, with the additional safety measures to be implemented, which significantly exceed regulatory requirements, Trans Mountain considers this topic to be complete for the purposes of constructing the TMEP. Please see Appendix C of Section 21 Chilliwack route re-alignment application (A82269) for documentation related to City of Chilliwack's concerns and Trans Mountain's responses. If any new concerns are raised on this topic through TWG and SWG meetings, Trans Mountain will report on them in a future Condition 49 Report Update.	Complete

TABLE 10 Cont'd

Local Government	Issue/Concern	Response/Outcome	Status
City of Chilliwack	The City of Chilliwack requests that the CER add a condition that requires Trans Mountain to, at a minimum: develop and implement a Communication Plan in consultation with local governments that demonstrates how Trans Mountain will ensure that all public inquiries, complaints and concerns regarding construction and operations of the TMEP are directed to and handled by Trans Mountain, which includes the provision of a full-time Trans Mountain employee at the Municipal City hall(s) where construction is underway to act as a resource for the public and point person for Municipal employees.	On February 21, 2019, Trans Mountain reviewed the Community Liaison role. While Trans Mountain appreciates the City of Chilliwack's offer to provide workspace for a Community Liaison within the Municipal hall, Trans Mountain confirmed a full-time Trans Mountain person will not be located at the Municipal hall while construction is underway. Alternative means of information sharing will be developed in collaboration with the City of Chilliwack's needs and the Project's capacity prior to construction. Trans Mountain reiterated our commitment to minimizing the burden of responding to Project inquiries by the City of Chilliwack and agreed to promote Project contact information to the public and stakeholders; to provide administration and reception staff with Project contact information; and to have an in-person Community Liaison available in the community intermittently during construction. For the purposes of constructing the TMEP, Trans Mountain considers this concern to be complete. If any new concerns are raised on this topic through TWG and SWG meetings, Trans Mountain will report on them in a future Condition 49 Report Update.	Complete
City of Chilliwack	Obtain baseline water quality data for hydrocarbons, heavy metals, nutrient loads and bacteria and sediment quality prior to construction.	A Groundwater Management Plan has been prepared as part of the EMPs required for the Project. This Plan outlines procedures for identifying groundwater-related effects of the Project, provides criteria for implementing those procedures, reviews planned mitigation measures and describes monitoring of groundwater quality and/or quantity. It also emphasizes protection of identified vulnerable aquifers along the proposed pipeline route. When construction is complete, field testing results will be available for comparison to results from pre-construction monitoring. Post-construction results will also be compared to Health Canada's Guidelines for Canadian Drinking Water Quality. Trans Mountain has shared the draft Groundwater Management Plan along with a technical memo regarding the protection of Municipal water sources. Trans Mountain anticipates receiving feedback on these documents related to this topic at an upcoming TWG meeting. As this is a requirement, for the purposes of constructing the TMEP, Trans Mountain will consider this matter complete. If any new concerns are raised on this topic through TWG and SWG meetings, Trans Mountain will report on them in a future Condition 49 Report Update.	Complete
City of Chilliwack	City of Chilliwack requests CER include a Condition that requires Trans Mountain to develop a Noise Management Plan for general construction noise (not solely from HDD) in residential areas, near schools, and in parks, and that Trans Mountain abide by local government noise bylaws or else seek exemption permits from local governments for exceeding noise requirements.	Trans Mountain will ensure the operation and testing for noise generating equipment meets local noise bylaws by designing and installing equipment with appropriate consideration of noise suppression. Additionally, testing for this type of equipment is normally done during regular working hours. Detailed mitigation measures for this equipment have not yet been determined, as this will be done during the final phase of detailed design and engineering work. Trans Mountain submitted a permitting closure package to the City of Chilliwack on May 24, 2018. The City of Chilliwack provided comments and a revised Schedule B was provided on September 24, 2018. In addition, Condition 74 requires site-specific HDD Noise Management Plans to be filed 3 months prior to the commencement of construction of each HDD crossing. Trans Mountain will share a copy of the Vedder River HDD Noise Management Plan once completed.	In progress
City of Chilliwack	City of Chilliwack expressed concern over ensuring topics of importance were discussed. City of Chilliwack would like to have road crossings, river crossings and groundwater as standing agenda items.	Given that topic will be discussed at TWGs or SWGs on an as-needed basis, Trans Mountain considers this topic complete for the purposes of constructing the TMEP.	Complete
City of Coquitlam	City of Coquitlam noted concerns with Maquabeak Park access during construction	Trans Mountain confirmed construction will not impact park. Trans Mountain has requested access through the park via Metro Vancouver. Permission has not yet been granted. Trans Mountain does not expect to impact traffic in the park.	In progress
City of Coquitlam	City of Coquitlam will require Trans Mountain to obtain a permit to discharge water into sanitary system; and an additional permit from Metro Vancouver will be required for any discharge to their system. City of Coquitlam will require Trans Mountain to demonstrate that the discharged water is quality water suitable for aquatic life before any discharge to City of Coquitlam storm water system.	Trans Mountain will discuss topic further with City of Coquitlam at future SWG meeting.	In progress
City of Coquitlam	Environmental impacts of construction.	Environment Management Plans are a topic for TWG or SWG meetings. Trans Mountain has ongoing discussions with the City of Coquitlam through TWG and SWG meetings on environmental topics. Trans Mountain has reviewed the Environmental Protection Plan at these meetings, including subsequent site visits with the City of Coquitlam arborist. Trans Mountain has responded to the City of Coquitlam's feedback both in person and through correspondence. The City of Coquitlam is being provided any Condition filings related to environment plans as they are filed with the CER. Discussions are underway about environment topics including Bear Smart, plant species, tree management and design for culverts near the Port Mann compensation area to meet City of Coquitlam specifications (size and height/weight ratio) For the purposes of constructing the Expansion Project, Trans Mountain will consider this concern complete. If any new concerns are raised on this topic through TWG and SWG meetings, Trans Mountain will report on them in a future Condition 49 Report Update.	Complete
City of Coquitlam	Economic impacts to businesses affected by construction.	Topic for future TWG or SWG meetings. Trans Mountain continues to engage with stakeholders around multiple aspects of the Project, including ongoing engagement with neighbours (including businesses) to share information and seek input to our detailed construction plans to minimize impact to neighbours during construction. Trans Mountain hosted an engagement event (coffee chat) for local businesses on August 30, 2017. Further outreach with the business community is planned prior to construction.	In progress
City of Coquitlam	Construction impacts on Municipal services (e.g., fire/rescue).	Topic for future TWG or SWG meetings. Site Specific Emergency Response Plans (SSERPs) were shared with the City of Coquitlam and discussed during a site visit on September 13, 2018. The City of Coquitlam requested that Trans Mountain revise the SSERP to include additional scenarios for potential issues. Trans Mountain will revise the SSERP and set up a future meeting to discuss with the City of Coquitlam.	In progress
City of Coquitlam	Pavement on United Boulevard (City of Coquitlam requested that Trans Mountain restore and re-pave the two westbound lanes on United Boulevard after construction).	As in the Condition 49 Report Update No. 3, this topic was discussed, and a plan was presented at previous TWG meetings. Through the CER IR process, Trans Mountain committed to restoring and repaving as necessary the two northern (westbound) lanes of United Boulevard post-construction, in the areas affected by Trans Mountain's construction work.	Complete

TABLE 10 Cont'd

Local Government	Issue/Concern	Response/Outcome	Status
City of Coquitlam	City of Coquitlam is a designated Bear Smart certified community and must consider reducing human-wildlife conflict. The City of Coquitlam asked Trans Mountain to consider a change from three smaller culverts to one larger culvert in the area between Fraser River HDD crossing exit and United Boulevard to allow crossing for larger animals.	Trans Mountain shared the culvert design with the City on July 30, 2019. Topic will be discussed at a future TWG.	In progress
City of Coquitlam	City of Coquitlam would like to review erosion control measures and Pipeline EPP.	Erosion control measures are outlined in the Pipeline EPP. Additionally, Environmental Work Plans for each work area will be developed and shared with the City of Coquitlam prior to construction.	In progress
City of Coquitlam	Traffic management, business and emergency access: <ul style="list-style-type: none"> City of Coquitlam requires a list of proposed Traffic Management Plans and construction methodologies throughout City of Coquitlam. Traffic Management needs to include provisions for emergency response times. Traffic Management Plans should consider BC MoTI impacts at Mary Hill Bypass and Brunette Highway. City of Coquitlam has concerns regarding methane readings and would like to discuss fire response plan in a SWG. City of Coquitlam noted that many businesses only have one driveway access. It is City of Coquitlam's understanding that during construction, Trans Mountain will want to close accesses for a period of time and use driveways to other businesses, and the parking lot areas and internal connections to provide access to all businesses (albeit indirect). This needs to be communicated to affected businesses and they will need to agree to this scenario. 	Discussions between the City of Coquitlam and Trans Mountain about site specific Traffic Management Plans are ongoing. Trans Mountain will submit Traffic Management Plans to the City of Coquitlam and also review the emergency response times. A temporary fire or emergency station will be set up if required. Trans Mountain will share Traffic Management Plans for BC MoTI locations within the City of Coquitlam. Trans Mountain will set up a meeting with City of Coquitlam Fire to discuss methane readings and fire response plan prior to construction. Trans Mountain has been engaging with local businesses to understand impacts, access and peak hours.	In progress
City of Coquitlam	Beedie Development Group requested Trans Mountain explore options for re-aligning TMEP alignment into City of Coquitlam streets to mitigate conflict to its proposed development.	Traffic Management Plan has been revised to accommodate changes requested by City of Coquitlam related to Beedie Development Group.	Complete
City of Coquitlam	The City of Coquitlam is concerned with tree removal prior to and during construction on private and Municipal lands.	Trans Mountain and the City of Coquitlam have ongoing discussions about the Tree Management Plan. Trans Mountain is updating the plan based on City of Coquitlam's feedback and will share an updated plan with in Q4 2019.	In progress
City of Kamloops	Traffic delays due to construction – Ord Road, Tranquille Road (trucking) and Missions Flats Road (access to solid waste management site)	Topic for a future TWG meeting. Public access to the solid waste management site along Mission Flats Road will be maintained throughout construction. Short delays may be experienced by the public due to construction vehicle movement on and off Mission Flats Road. These activities will be managed by professional traffic controllers. Trans Mountain is committed to meeting CER Condition 73 – Traffic Control Plans for Public Roadways, and to providing detailed Traffic Management Plans for discussion through TWG meetings. CER Condition 73 requires Trans Mountain to consult with Appropriate Government Authorities, such as the City of Kamloops, in the development of the Traffic Management Plan, and to provide a description and justification for how feedback from those consulted has been incorporated. Detailed Traffic Management Plans was discussed on a TWG meeting on April 3, 2019. The Traffic Management Plan and Traffic Control Plans will be submitted to the City of Kamloops for review when available.	Complete
City of Kamloops	Maintain access and maintain storm water storage infrastructure function at Ord Road Dog Park.	At a TWG meeting on April 3, 2019, City of Kamloops agreed to closure of this location during construction and re-location activities to previously identified location on Aviation Way. City of Kamloops will be responsible for installation of facilities at temporary location, which will include grading and gravel of parking area, completion of fencing, installation of water supply with connection to existing irrigation system and benches. Detailed planning required for Kenna Cartwright notifications and dog park re-location. City of Kamloops will assist with notifications.	Complete
City of Kamloops	Impacts to green spaces, parks and natural areas (e.g., Kenna Cartwright and Ord Road Dog Park).	At a meeting on April 3, 2019, Trans Mountain reviewed the construction impacts to several parks and natural areas: <ul style="list-style-type: none"> Kenna Cartwright Park and proposed access roads. Trans Mountain will maintain access to the right-of-way during construction to maintain trail connectivity. No longitudinal travel along the right-of-way will be permitted due to safety concerns. The City of Kamloops agreed to identify key access areas to minimize the number of crossings required. Mission Flats. Trans Mountain reviewed construction impacts to Mission Flats Natural Area parking lot and the need to close this location for 10-12 months during construction. City of Kamloops stated this was a low use, seasonal location and users often parked on road to access the beach. Closure of parking lot would be permitted, and no alternative parking lot would be required. Pineview Bike trails. Trans Mountain agreed to maintain access across the right-of-way to maintain connectivity at key locations. The bike trails are located on Crown and private land and have high use during all seasons. 	In progress
City of Kamloops	City of Kamloops requested potential expansion of the parking area of Mission Flats during the reclamation stage.	There are multiple property owners at this location; therefore, expansion options may be limited. Trans Mountain agreed to consider the request on City of Kamloops-owned property.	Complete
City of Kamloops	Parks department requests that in-person meetings with Trans Mountain (when timing is appropriate) to go over the reclamation/work plans in the field, specifically for Kenna Cartwright Park. This approach is working very well with BC Hydro.	Trans Mountain met with the City of Kamloops on August 23, 2019 to review potential use of City of Kamloops biosolids for reclamation on City of Kamloops property. Additional discussions are planned for Q4 2019.	In progress
City of Kamloops	City of Kamloops requests list of sub-contractors.	Trans Mountain will provide this list when it is available. Trans Mountain has identified core sub-contracting services anticipated for construction to allow the City of Kamloops to plan infrastructure projects that do not draw on the same resources. Trans Mountain will provide a list of sub-contractors when contracts have been secured (estimated Q2 2018). Information will be provided when sub-contractors have been confirmed. Updated target Q4 2019.	In progress
City of Merritt	Trans Mountain will consult with owners and operators of Merritt, Kamloops and Blue River airports as part of Community Readiness Engagement and will continue throughout the Project planning and potential construction phases as more information becomes available.	Discussions underway with the City of Merritt. Topic was discussed at a TWG meeting on February 26, 2018. Trans Mountain confirmed the City of Merritt airport closure is anticipated to be up to one week. The City advised that notifications (NOTAMS) are needed for airport runway closures. Trans Mountain is aware and will complete these notifications as part of the Communications and Notifications Plan. The Trans Mountain regulatory team will confirm requirements following discussions with Transport Canada.	Complete
City of Surrey	City of Surrey has concerns about tree removals and re-planting.	Trans Mountain and the City of Surrey reviewed the Tree Management Plan and re-planting plan for natural areas in City Surrey and identified areas of concern at a meeting on August 27, 2019. Trans Mountain will revise the plans based on the City of Surrey's feedback and provide updated plans to the City of Surrey in Q4 2019.	In progress

TABLE 10 Cont'd

Local Government	Issue/Concern	Response/Outcome	Status
City of Surrey	City of Surrey provided feedback to the draft TWG TOR and Appendix B: Joint Municipal Conditions.	As mentioned in previous report updates, Trans Mountain has not received any specific feedback from the City of Surrey on the draft TOR since they were shared on May 26, 2017. Revised TORs were shared with the City of Surrey on August 26, 2019. TWG meetings have continued with agreement from both parties that ongoing discussions will follow the current TWG format. Trans Mountain remains committed to working with the City of Surrey to resolve any outstanding concerns to the extent practical. Discussions with the City of Surrey continue, and appropriate Trans Mountain experts attend future TWGs as necessary. For the purposes of constructing the TMEP, Trans Mountain considers this concern complete. If any new issues or concerns are raised on this topic during TWG or SWG meetings, Trans Mountain will report on them in a future Condition 49 Report Update.	Complete
City of Surrey	The City of Surrey is concerned about windthrow issues on City of Surrey park land due to vegetation removal and requested Trans Mountain provide a windthrow report conducted by a Registered Professional Forester where tree removals are planned adjacent to City of Surrey lands.	Trans Mountain confirmed with the City of Surrey at the July 29, 2019 TWG meeting that the windthrow report and danger tree assessment will be provided to the City of Surrey prior to construction.	In progress
City of Surrey	TMEP alignment through the Vesta development site.	Trans Mountain has finalized alignment through the Vesta property and confirmed that the pipeline route will follow the roadway and will be installed prior to the Vesta development. The Vesta development proposal has not yet gone before council. The new alignment will not impact the Traffic Management Plan. For the purposes of constructing the Expansion Project, Trans Mountain considers this concern complete. If any new issues or concerns are raised on this topic during TWG or SWG meetings, Trans Mountain will report on them in a future Condition 49 Report Update.	Complete
City of Surrey	The City of Surrey identified a potential conflict with Trans Mountain pipeline alignment at a new sanitation pump station proposed at 182a Street.	The City of Surrey advised the sanitation pump station project is on hold.	Complete
City of Surrey	The compensation area near the Golden Ears Connector must be maintained for 5 years by the BC MoTI.	Trans Mountain will have further discussions with BC MoTI and DFO regarding compensation areas and provide an update to the City of Surrey.	In progress
City of Surrey	Staging areas should be discussed through TWGs.	TWG discussions are ongoing. Trans Mountain and its Contractor will continue to work with the City of Surrey to address concerns in relation to construction and TWS on City of Surrey-owned lands. For the purposes of constructing the TMEP, Trans Mountain considers this concern complete. If any new issues or concerns are raised on this topic during TWG or SWG meetings, Trans Mountain will report on them in a future Condition 49 Report Update.	Complete
City of Surrey	City of Surrey is interested in sediment control. City of Surrey does not allow direct discharge into Municipal drainage system. City of Surrey would need to be notified should there be a sediment release during construction.	Topic was discussed at the SWG meeting on September 26, 2017. Sediment control is covered by Environmental Management Plans. TMEP GCC will provide site-specific environmental plans to City of Surrey when applicable for permits.	Complete
City of Surrey	The City of Surrey would like to see efficient and effective information flow between Contractors, Trans Mountain and the City of Surrey during construction.	Trans Mountain agrees it is important to have an effective flow of information during construction. Topic was discussed at a TWG meeting on October 25, 2017 and the group agreed to continue discussion about communications between the City of Surrey, Trans Mountain and its Contractors in future TWGs/SWGs. Trans Mountain will share an information package with high level information regarding the Project. During construction, the need for TWG and SWG meetings may increase.	In progress
District of Clearwater	District of Clearwater requested extension of water main from Grizzly Heights subdivision. An 800-m extension would provide potable water and fire suppression for the camp. The extension would be a legacy project for the District of Clearwater.	Request has been forwarded to Trans Mountain. Topic for future TWG once detailed temporary worker accommodation site planning is underway.	In progress
District of Hope	Hazard assessment for Hope Creek.	Topic was discussed at a TWG meeting on March 7, 2018. Trans Mountain is conducting pipeline maintenance work at Hope Creek to address natural hazards at this location.	Complete
District of Hope	Stakeholder interests and concerns and ensuring mayor and council are kept updated on construction plans.	Communication and Notification Plan will be the topic of a future TWG meeting. Trans Mountain engagement is ongoing. Trans Mountain has assigned a Community Liaison to Spread 5B which includes the District of Hope. Trans Mountain has developed a Local Government information Package to support information sharing with local governments in all communities.	Ongoing.
District of Hope	Interested in coordinating District of Hope's operation plans (sanitary main project) with Trans Mountain construction plans.	Trans Mountain appreciates being provided with information regarding District of Hope projects to coordinate timing and minimize conflicts. No further information has been provided as of September 2019. Trans Mountain will work with the District of Hope to coordinate construction activities, where practical.	Complete
District of Hope	Construction vehicles using Othello Road and impact to local traffic if Nestlé's trucks need to re-route to accommodate.	Trans Mountain acknowledges there will be an overall increase to local traffic due to construction. Trans Mountain is developing a Traffic Management Plan and Traffic Control Plans for review by local government. The Plans include mitigation measures. Topic was discussed at a TWG Meeting on May 16, 2017.	Complete
District of Hope	In lieu of formalized approach for crossing approvals, District of Hope to discuss approach to crossings (utility, road and watercourse) and confirm with Trans Mountain.	Crossing agreements with the District of Hope have been finalized in Q3 2019.	Complete
Metro Vancouver	Metro Vancouver would like to come to an agreement on crossing agreements prior to construction of the first crossing (expected in 2018).	Topic was discussed at several TWGs including most recently on October 25, 2017 and November 29, 2017. Trans Mountain issued first set of drawings in December 2018, which included all deliverables with packages including access plans and geotechnical drawings. Trans Mountain will stagger submissions of packages. A follow-up workshop will be organized to discuss packages and any required submission changes.	In progress
Metro Vancouver	Review and discuss crossing drawings.	The TWG decided an in-person session to review documents and address concerns would be appropriate and efficient. Metro Vancouver agrees but notes unofficial technical agreement only at the SWG. Executive approval still required on crossing agreements. Once Metro Vancouver has reviewed the packages, a follow-up workshop will be organized to discuss packages and any required submission changes. TMEP to provide Metro Vancouver with Level 2 Schedule	In progress
Metro Vancouver	Metro Vancouver is planning a transportation hub in United Boulevard area and the construction timing may overlap.	Topic for a future TWG or SWG meeting.	In progress
Metro Vancouver	Metro Vancouver is concerned about the Lake City interceptor, which is proximal to TMEP.	Topic for a future TWG or SWG meeting.	In progress

TABLE 10 Cont'd

Local Government	Issue/Concern	Response/Outcome	Status
Metro Vancouver	Metro Vancouver is concerned that design of the pipeline has not taken adequately into consideration seismic hazards.	Trans Mountain will recognize all seismic hazard areas along the entire TMEP alignment including within the Metro Vancouver and will design and construct the pipeline in accordance with the BC Building Code and National Building Code of Canada requirements for an earthquake with a 1:2475 annual probability of exceedance. Furthermore, Trans Mountain will adopt proven materials and conduct design in accordance with Canadian Standards Association Z662, Oil and Gas Pipeline Systems. Trans Mountain is committed to meeting CER Condition 68 – Seismic reports – liquefaction potential, CER Condition 69 – Fault studies. For the purposes of constructing the TMEP, Trans Mountain considers this concern complete. If any new issues or concerns are raised on this topic during TWG or SWG meetings, Trans Mountain will report on them in a future Condition 49 Report Update.	Complete
Metro Vancouver	Current construction schedule may impact concurrent solid waste construction projects in Metro Vancouver.	Trans Mountain continues to engage with stakeholders around multiple aspects of the proposed Project to share information and seek input to TMEP detailed construction plans to minimize impact to neighbours during construction. As discussions with Metro Vancouver are ongoing through the TWG meeting process, for the purposes of constructing the TMEP, Trans Mountain considers this concern complete. If any new issues or concerns are raised on this topic during TWG or SWG meetings, Trans Mountain will report on them in a future Condition 49 Report Update.	Complete
Village of Valemount	Permits: <ul style="list-style-type: none"> Trans Mountain will require a Development Permit for Development Permit Areas to ensure protection of the natural environment, enable safe development in areas which may be subject to wildfire hazards, and establish form and character of commercial and multi-family development. The proposed Utility Complex may require a Zoning Bylaw Amendment or Temporary Use Permit. Construction camps/worker accommodation, offices, warehouses and stock yards will require a Zoning Bylaw Amendment or Temporary Use Permit. Building permit requirements. 	Since the progress updated in the previous Condition 49 Report Update No. 4 Trans Mountain submitted a letter of intent to the Village of Valemount to set out plans to proceed with planning and development approvals. Topic with continue to be addressed at future TWG and SWG meetings.	In progress
Regional District of Fraser Fort George	Permit requirements within the District of Fraser Fort George	Trans Mountain is working with the Regional District of Fraser Fort George on permitting requirements to construct within its jurisdiction. There are no outstanding concerns.	Complete
TNRD	Blackpool: construction timing is related to community park development (community benefit project). Requires coordination for grant purposes.	Updated schedule will be provided as available.	Complete
TNRD	Concern about camp water requirements and waste management plans.	Plans will be developed by camp contractors in accordance with permitting requirements once construction schedule and contractors for camp development are finalized.	In progress
Township of Langley	Township has concerns re: tree removal in Township of Langley parklands.	Trans Mountain has ongoing discussions with Township of Langley to address concerns re: tree removal and replanting. It is anticipated the plan will be finalized in Q4 2019.	In progress
Township of Langley	Storm sewer east of 199B Street.	Trans Mountain and to provide a crossing drawing for storm sewer right-of-way east of 199B Street. Discussed Storm Sewer East of 199B at a TWG meeting on October 3, 2017. Trans Mountain sent Township of Langley revised drawings with updated crossing list (Jan. 2018). Drawings will be updated with depth once the utility program (potholing) is complete. Drawings will be submitted with crossing applications.	In progress
Township of Langley	The Township of Langley is concerned about construction impacts to Ziegler Trail and would like Trans Mountain to look into alternative path and notification to users.	Trans Mountain to consider an alternative pedestrian path at Ziegler Trail. There may be trail use restrictions during construction. Trans Mountain will look at various options to reduce impact.	In progress
Township of Langley	The Township of Langley did not support any of the western alignments through Redwoods Golf Course and asked Trans Mountain to develop an eastern route. The Township requested that 88 th Avenue be widened/upgraded by TMEP during construction. Township of Langley indicated it will agree to the eastern alignment through the Redwoods Golf course only if this condition is met.	Routing engagement has been ongoing since the Project was announced in 2012. Continuing discussions have occurred with the Township of Langley, owner of the lands where the Redwoods Golf Course operates, Redwoods Golf Course owner/operator and stakeholders to adjust the pipeline alignment to minimize impacts to the golf course and neighbours. Previous updates on these discussions can be found in Condition 49 filings: <ul style="list-style-type: none"> Initial Report: filed on April 13, 2017 (A82625) Report Update No. 1: filed on October 13, 2017 (A86895) Report Update No. 2: filed on April 13, 2018 (A91269) Report Update No. 3: filed on October 12, 2018 (A94775) Report Update No. 4: filed on April 12, 2019 (A98818) On September 13, 2019, the Township filed a Statement of Opposition for the route filed by Trans Mountain with the CER for the PPBoR. Trans Mountain and its GCC continue to have discussions with the Township of Langley without prejudice to seek a resolution to outstanding concerns.	In progress
Township of Langley	Crossing drawings: <ul style="list-style-type: none"> The Township of Langley requested detailed design drawings of the pipeline at each road and utility right-of-way crossing, with construction not to take place until the Township of Langley approves the design drawings. The Township of Langley requested that Trans Mountain work with them to develop appropriate pipeline depth through the Township of Langley and to seek approval adjacent to and under their infrastructure. The Township of Langley would like to see elevations plus depth of utilities the TMEP will be crossing on design drawings including drainage infrastructure. The Township of Langley is concerned with the depth of the pipeline at locations of existing and future water, sanitary sewer and storm sewer pipes. The Contractor should be required to pre-expose utilities to confirm depth and location, submit videos of the inside of storm and sanitary sewers after construction to confirm they are not damaged and be required to take appropriate remedial action if there is damage. The Township of Langley noted that review of crossing documents does not constitute crossing approval or consent. 	Trans Mountain has committed to work with the Township of Langley to develop appropriate pipeline depths through the Township of Langley and to seek approval adjacent to and under the Township of Langley's infrastructure. Design drawings were provided to the Township of Langley and discussed at a TWG meeting on May 24, 2017. The Township of Langley shared some of their comments with Trans Mountain and its Contractor. There may be further comments when the detailed route is approved. Trans Mountain will continue discussions related to pipeline depth through TWGs and Utility Crossing SWG meetings. Pipeline depth to be finalized following potholing (utility locate) program. Video inspection is anticipated pre- and post-construction for the Township of Langley's Municipal infrastructure. Trans Mountain and Contractors will use a utility locate program to obtain more detailed information and will continue to share information with the Township of Langley at future TWG and SWG meetings.	On hold

TABLE 10 Cont'd

Local Government	Issue/Concern	Response/Outcome	Status
Township of Langley	The Township of Langley requested that detailed design considerations for crossings be formalized in a crossing agreement.	Discussions re: the crossing agreement are ongoing on a without prejudice basis. Trans Mountain submitted a revised draft crossing agreement to Township of Langley in August 2019 and Township of Langley provided their feedback in September 2019. Trans Mountain is reviewing Township of Langley's feedback and will set up a future meeting to discuss further.	In progress
Township of Langley	The Township of Langley notes that Trans Mountain committed that where minor roads are crossed that may affect established community use/access routes; Trans Mountain will complete open-cut crossings within 1 day, where practical. The Township of Langley requested that roads within the Township of Langley are crossed trenchless.	As noted in Condition 49 Report Update No. 3, traffic counts and methodology were reviewed with Township of Langley during previous TWG meetings and agreements were reached for majority of road crossings. Township of Langley is concerned with construction impacts to 217A Street and 99A Avenue and subsequent restoration. Discussions on this topic are ongoing on without prejudice basis.	In progress
Township of Langley	The Township of Langley requested to be consulted on preparation of Traffic Management Plans. The Township of Langley requests that Trans Mountain consult with the Township of Langley in advance of finalizing Traffic and Access Management Plans (and traffic mitigation measures) in Langley.	As noted in Condition 49 Report Update No. 3, Traffic Management Plans have been discussed during previous TWG meetings. Township of Langley has provided specific feedback. Finalized Traffic Management Plans to be shared with the Township of Langley at a future TWG meeting.	In progress

Notes:

BC MoTI = BC Ministry of Transportation and Infrastructure
 DFO = Fisheries and Oceans Canada
 EMP = Emergency Management Plan
 EPP = Environmental Protection Plan
 ERP = Emergency Response Plan
 HDD = Horizontal Directional Drilling

HEP = Highway Excavation Permit
 IR = Information Request
 QEP = Qualified Environmental Professional
 NOTAMS = Notice to Airmen
 PPBoR = Plan, Profile and Book of Reference
 SSERP = Site-specific Emergency Response Plan
 TWS = temporary workspace

TABLE 11
UPDATE ON ISSUES AND CONCERNS RAISED BY LOCAL GOVERNMENTS IN ALBERTA
AND ADDRESSED IN TECHNICAL WORKING GROUP MEETINGS HELD BETWEEN APRIL 1, 2019 AND SEPTEMBER 30, 2019

Municipality	Issue/Concern	Response/Outcome	Status
City of Edmonton	<p>Crossing Agreements and sharing of Risk Management Plan.</p> <p>City of Edmonton requested detailed crossing drawings. Parts of the TMEP route through developer-owned lands and the City of Edmonton will not provide authorization for those crossings.</p> <p>In an email dated November 28, 2018, the City of Edmonton confirmed the pipeline within a RROW requires authorization via a Utility Line Assignment Permit. City of Edmonton requested drawings that show all utilities, plus offsets and coordinates when entering and exiting a RROW. Preference is to remove unnecessary information such as individual road plans.</p> <p>City of Edmonton also provided specific feedback for resubmitting crossing agreements. City of Edmonton requested a follow-up meeting to discuss and review crossing agreements.</p>	<p>Trans Mountain has provided information and revised drawings per the City of Edmonton's request. A meeting to discuss crossings occurred on August 27, 2019. Trans Mountain will continue to submit priority crossing applications in the order of construction.</p> <p>Meeting with Edmonton Fire Rescue Services in October 2019.</p>	In progress.
City of Spruce Grove	City of Spruce Grove requested information on depths and elevations for planned excavation, confirm estimated removal volumes, plans for dewatering, impacted water handling and disposal, and proposed bedding and backfill material to be used around the pipe.	Trans Mountain confirmed it would expedite the request to have the information in advance of meeting.	Complete
City of Spruce Grove	Coordination regarding City of Spruce Grove environmental planning.	Trans Mountain is sharing information regarding schedule through meetings as required	In progress
Strathcona County	Road crossings.	As noted in Condition 49 Report Update No. 3, road crossings, road-use agreements and permit applications were discussed in previous TWG meetings. A permitting closure package was submitted to the County on August 17, 2018. Crossing agreements have yet to be finalized. Topic for future TWG meetings.	In progress
Strathcona County	Strathcona County is interested in the planned procedure for notifying impacted residents. Strathcona County suggested a letter be sent to residents adjacent to the Transportation and Utilities Corridor once construction is ready to commence. Such a letter should include contact information.	Trans Mountain will share the Communication and Notification Plan at future TWG meetings.	Complete
Town of Edson	Project scope and construction timing.	<p>As noted in Condition 49 Report Update No. 3, the Town of Edson indicated it does not have a need for regular TWG meetings. Trans Mountain will provide an update upon receipt of CPCN and updated Project plans.</p> <p>Meetings on-going on an as needed basis No further concerns noted by the Town of Edson.</p>	In progress
Town of Hinton	Requested that Trans Mountain make a presentation to its Regional emergency responders at a regular quarterly meeting closer to the commencement of pipeline construction.	Trans Mountain agrees and will follow-up closer to construction to coordinate with the Town of Hinton.	In progress
Town of Hinton	The Town of Hinton would like to know when to anticipate workforce presence in the community. Local accommodations often have minimal availability especially during the summer.	Trans Mountain will share more information regarding anticipated Project workforce in the community once the Project schedule is available.	In progress
Yellowhead County	Yellowhead County wants to ensure there will be resident notifications regarding noise impacts.	The topic will be discussed at a future TWG meeting. Trans Mountain also described the communications platform and tools in place to communicate with residents, including a Project website with a community page that will contain updates to share with residents in the future, Twitter and Facebook. The Project also has an information line and email to field any resident questions.	In progress

Notes:
RROW = Road Right-of-Way

4.3 New Issues and Concerns

Tables 12 and 13 summarize new issues and concerns raised by local governments during this reporting period. This may include previously identified issues and concerns that were considered complete but have been raised again.

TABLE 12

**NEW ISSUES AND CONCERNS RAISED BY LOCAL GOVERNMENTS IN BRITISH COLUMBIA
BETWEEN APRIL 1, 2019 AND SEPTEMBER 30, 2019**

Local Government	Issue/Concern	Response/Outcome
City of Abbotsford	City would like all requirements for the HEP submitted at one time, with the exception of the proposed traffic routes and Traffic Control Plan. City of Abbotsford requests the proposed traffic routes and Traffic Control Plan as soon as possible as they will need to be presented to Council for approval.	Trans Mountain confirmed that the requirements for the HEP will not be available until 3 months prior to construction. City of Abbotsford previously confirmed at a TWG meeting on February 23, 2018 to discuss permitting requirements that it would take approximately 2 months to review and approve the HEP: 4-6 weeks for engineering and 4-6 weeks for development engineering.
City of Chilliwack	City of Chilliwack requested that Trans Mountain review the construction technique and possible change for the Tyson Road crossing to open-cut construction. City of Chilliwack requested that drawings at this location to assess the open-cut advantages of increasing distance to the aquifer.	Trans Mountain provided drawings for Tyson Road and requested confirmation of the preferred construction approach so the crossing agreements and execution plans could be amended if required. City of Chilliwack responded in an email dated July 26, 2019 that it did not see any ground water benefit to changing the construction method and recommended the construction method remain a bore of Tyson Road.
City of Chilliwack	City of Chilliwack would like more information on the proposed construction, mitigation, and reclamation for Browne Creek Wetlands construction.	Trans Mountain reviewed the comprehensive information exchange on this topic, which is also on the CER record and formed part of the Section 21 Chilliwack route re-alignment application (A82269) and requested specific detailed information on what the City of Chilliwack felt is missing. City of Chilliwack subsequently sent a list of documents to provide additional information. On August 9, 2019, Trans Mountain provided additional information the City of Chilliwack requested including larger scale drawings, environmental alignment sheets, and watercourse crossing tables.
City of Chilliwack	City of Chilliwack noted that the crossing drawings sent to the Inspector of Dykes are different from the crossing agreements submitted to the City of Chilliwack.	Trans Mountain confirmed that land acquisition agreements will be sent to Council for approval. There is no intent to delay approval.
City of Coquitlam	City of Coquitlam noted concerns with Maquabeak Park access during construction	Trans Mountain confirmed construction will not impact park. Trans Mountain has requested access through the park via Metro Vancouver. Trans Mountain does not expect to impact traffic in the park.
City of Coquitlam	The City of Coquitlam is concerned with tree removal prior to and during construction on private and Municipal lands.	Trans Mountain and the City of Coquitlam have ongoing discussions about the tree management plan. Trans Mountain is updating the plan based on City of Coquitlam's feedback and will share an updated plan with the City of Coquitlam in Q4 2019.
Township of Langley	Township has concerns re: tree removal and replanting in Township of Langley parklands.	Trans Mountain has ongoing discussions with Township of Langley to address concerns re: tree removal and replanting. It is anticipated the plan will be finalized in Q4 2019.

TABLE 13

**NEW ISSUES AND CONCERNS RAISED BY LOCAL GOVERNMENTS IN ALBERTA
BETWEEN APRIL 1, 2019 AND SEPTEMBER 30, 2019**

Local Government	Issue/Concern	Response/Outcome
City of Spruce Grove	Coordination regarding City of Spruce Grove environmental planning	Trans Mountain confirmed it would expedite the request to have the information in advance of meeting.
City of Spruce Grove	City of Spruce Grove requested information on depths and elevations for planned excavation, confirm estimated removal volumes, plans for dewatering, impacted water handling and disposal, and proposed bedding and backfill material to be used around the pipe.	Trans Mountain confirmed it would expedite the request to have the information in advance of meeting.