

**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
BRIEFING NOTE**

**Cliff #: 199980
February 3, 2012**

REGION:	South Coast Region
MoTI DISTRICT:	Lower Mainland
ELECTORAL DISTRICT:	Port Moody - Westwood
MUNICIPALITY /	City of Coquitlam, City of Port Moody, City of Burnaby
REGIONAL DISTRICT:	Metro Vancouver

I. PREPARED FOR: Information

II. ISSUE:

A Meeting between Minister Lekstrom, Minister Bloy, MLA Horne, and MLA Howard regarding the Evergreen Line Project.

III. BACKGROUND:

MLA's would like to discuss the following items:

- Establishing working relationships with municipalities
- Rezoning around stations
- Commercial retail at stations
- Visual and cost impacts of guideway alignment
- Acquiring property rights for the transit line
- Public safety around stations and procurement of stations
- Parking

The Evergreen Line Project Request for Proposal was released in November 2011 to select a contracting team to design, build and finance the Evergreen Line including the guideway, tunnel and 6 stations. Three shortlisted teams will submit their proposals by April 2012. The Province anticipates selecting the primary contractor in the summer of 2012. Major construction will begin shortly after that. At project completion, anticipated in 2016, the Evergreen Line will be handed-over to TransLink to operate and collect revenue.

The Evergreen Line Project will be completing several early works construction projects in advance of the major construction. These early construction projects include a new underground BC Hydro power duct line, building demolitions, utility relocations such as electrical and natural gas lines, and the North Road widening. This work will occur in several locations in Port Moody, Coquitlam and Burnaby.

The Evergreen Line Project has been working with Coquitlam, Port Moody and Burnaby staff with the goal of achieving municipal agreements with each municipality. The purpose of the municipal agreements is to provide access for the Evergreen Line Project to be constructed and operated on municipal lands and roads. The Evergreen Line Project has achieved signed municipal agreements with both the City of Port Moody and the City of Coquitlam.

The Evergreen Line Project is still in negotiations with the City of Burnaby to attain an agreement. It is assumed that municipal roads will be resumed under Section 35 of the Community Charter but the Project still seeks to establish terms and conditions to construct the

Project in such manner that the City supports both the construction of the Project and the resumption of municipal roads.

The property acquisition for the Evergreen Line Project has been underway since November 2009. The Project includes approximately 227 property acquisition and tenant relocation files. To date, the Project has settled about 55% of these property files.

IV. DISCUSSION:

Working Relationships - The Evergreen Line Project has established weekly technical working group meetings with Coquitlam, Port Moody and Burnaby staff with the goal of achieving strong working relationships with each municipality. These working group meetings have been occurring for the last two years and the strong relationships have led to the successful negotiations of Municipal Agreements with the City of Coquitlam and Port Moody.

In addition, the Project has been working with the municipalities to best integrate the guideway alignment and station locations with the communities including areas of future development. As a result, the Project has accommodated the municipalities by:

- Guideway has been designed to accommodate future expansion.
- Burnaby/Coquitlam
 - Elevated guideway alignment along the centre median of North Road, the boundary between Burnaby and Coquitlam;
 - Guideway tail track ends prior to entering the green space of Town Centre Park;
- Coquitlam
 - Burquitlam Station located on east side of Clarke Road to be adjacent to future development as well as accommodate future road construction;
 - Alignment designed to avoid Bosa/Safeway properties which are proposed for development;
- Port Moody
 - At-grade guideway on south-side of CPR tracks to avoid visual impacts;
 - North portal on the east side of Barnet Highway to avoid visual impacts;

The Evergreen Line Project has also engaged local business stakeholders through the Business Liaison Committee. The Committee will be meeting quarterly, at a minimum through the construction of the Evergreen Line and more often as necessary. The Committee includes representatives from local businesses, municipal staff, and Project staff.

Rezoning - Municipalities are responsible for rezoning and have already started to respond to the opportunities that high-density development around the Evergreen Stations will bring. The City of Coquitlam has several high-density developments planned in the vicinity of the stations and the City of Port Moody plans to update their Official Community Plan to allow for increased density around the station locations.

Commercial Retail at Stations – The Evergreen Line Project has ensured that station areas have been designed to accommodate future Commercial Retail Units (CRU's) including service connections to be later built-out by TransLink. TransLink will be responsible for approving retail opportunities and receiving the revenue that associated with the CRU's. At Lougheed Station, the existing commercial retail unit will be maintained with the station modification.

Guideway Alignment – The guideway alignment has been developed to minimize impacts on properties as passes through the communities. The elevated guideway is capped at a maximum of 5 metres and is located along the centre median of North Road to minimize property impacts.

The guideway alignment is predominately at-grade along the CPR tracks through the City of Port Moody into Coquitlam to minimize visual impacts and also traffic impacts during construction.

Acquiring Property Rights - The Evergreen Line Project is acquiring statutory right-of-way over fee simple acquisitions for Evergreen Line guideway which reduces project costs and allows land owners to maintain development densities associated with their land areas. The statutory right-of-way includes the rights for third party utilities and commercial uses such as retail and advertising which provide revenue generating opportunities for TransLink. Property for stations will be taken in fee-simple to help simplify the municipal zoning process for the station buildings.

Public Safety at Stations - Evergreen Line station areas will be designed following the Crime Prevention through Environmental Design standards to ensure pedestrian safety and comfort including well-lit station areas, good sight lines, glass walls and elevators. The final design of the guideway and stations will be reviewed for safety by both TransLink's operations group and the South Coast British Columbia Transit Authority Police.

The Evergreen Line Project has also established a Fire Life Safety Committee to address safety issues around guideway and station areas. The Committee includes local police and fire departments, RCMP, Transit Police, SkyTrain staff, municipal staff and project team members. During operation, the safety and security is enhanced with the use of fare gates and also, by the regular surveillance of the Transit Police.

Parking - Both Port Moody Central Station and Coquitlam Central Station will utilize the existing Park and Ride facilities for the West Coast Express Stations. The Evergreen Line Project is looking to expand transit parking in the range of 500 new stalls at Port Moody Central Station, Coquitlam Central Station and Douglas College based on land availability and cost feasibility. All stations, including those without Park and Ride facilities, will be well connected to transit and also include passenger pick-up and drop-off facilities.

The municipalities are also reviewing their current on-street parking facilities. The City of Coquitlam is planning to add on-street metered parking adjacent to Evergreen Line stations for additional municipal revenue.

V. CONSULTATIONS:

None.

VI. RECOMMENDATIONS/SUMMARY:

S13

Program Area Contact: Jon Buckle

Phone: 604-660-8288

Director Approval:

Date: February 3, 2012

ADM Approval: Kevin Richter

Pages 5 through 10 redacted for the following reasons:

S13

**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
BRIEFING NOTE**

**Cliff #: 200925
February 21, 2012**

REGION:
MoT DISTRICT:
ELECTORAL DISTRICT:
MUNICIPALITY /
REGIONAL DISTRICT:

I. PREPARED FOR: Information

Meeting with COPE 378 – Canadian Office and Professional Employees Union

II. ISSUE:

BC Transit Independent Review and Bargaining 2012.

III. BACKGROUND:

COPE 378 executive has requested a meeting. Planned COPE attendees are:

- David Black – President – works at ICBC Claims Centre in Vancouver
- Heather Lee – VP (combined units) – works as a Union Counselor
- Stephen Von Sychowski – Executive Board Member (Transit) – works as a Customer Information Clerk (Casual) at Coast Mountain Bus (TransLink)

The union submitted the following three agenda items:

1. BC Transit Review,
2. Discussion on shift in governance,
3. Bargaining 2012.

IV. DISCUSSION:

Issue 1: BC Transit Review

On November 2, 2011 the Minister announced the independent review of BC Transit in response to concerns expressed by some local government elected officials. The Review will examine transit system operations and performance, governance, local government funding and consultation and communication processes, all areas that local government would like to see addressed.

The Review is oriented towards the issues and concerns of local governments as significant funding partners in the delivery of transit throughout BC. It is anticipated that a web presence will be established in order that other interested stakeholders will be able to submit their views.

The terms of reference for the Independent Review are being finalized with input from local government representatives. The performance part of the Review will focus on how well transit services are meeting the needs of the communities and is not intended to drill down to how well individuals are performing in their jobs.

Issue 2: Discussion on BC Transit Governance

The Review will examine the regulatory framework, structure, processes and policies in place for BC Transit. The Review will consider the process of planning and delivering services, which bodies participate and their role(s) in each step. This will include but not be limited to the role of regional and local government in the planning, expansion and operation of services.

Issue 3: Bargaining 2012

The responsibility for BC Transit collective bargaining does not rest with this ministry.

Collective agreements for Crown agencies must be consistent with the collective bargaining mandate approved by Public Sector Employers' Council (PSEC) and provided to the Crown agency by the PSEC Secretariat.

BC Transit staff will work closely with the PSEC Secretariat prior to bargaining to develop a mandate that is appropriate and consistent with governments broad public policy goals. The Board of BC Transit must ensure that a tentative agreement has been approved by PSEC and Minister of Finance before ratification of the collective agreement.

The government has introduced the 2012 Cooperative Gains Mandate for public sector employers whose collective agreements expire on or after December 31, 2011. The key feature is that it provides public sector employers with the ability to negotiate modest wage increases made possible by productivity increases within existing budgets.

V. CONSULTATIONS:

COPE representatives were contacted to request their agenda items.

VI. SUMMARY:

The Independent Review is expected to be initiated soon. The person(s) undertaking the review will develop a workplan as a first step. It will be up to the reviewers to decide how they would like to gather information and assemble recommendations for consideration by the province.

Program Area Contact: John Coombs

Phone: 250-387-7644

Director Approval: Jim Hester

Date: February 21, 2012

ADM Approval: Doug Caul

**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
BRIEFING NOTE**

**Cliff #: 200926
January 10, 2012**

REGION: Provincial
MoT DISTRICT: Provincial
ELECTORAL DISTRICT: Provincial
MUNICIPALITY: Provincial

I. PREPARED FOR: Information

II. ISSUE:

Meeting with the Chamber of Shipping

III. BACKGROUND:

The Chamber of Shipping (COS) is a not-for-profit trade association representing 173 members of the British Columbia marine industry, and facilitates communication and information sharing between government and the marine industry.

Captain Stephen Brown, President of COS, Phil Nelson, President of Council of Marine Carriers and Ms. Kaity Stein from the International Ship-owners Association (ISAC) met with Dave Byng and Doug Konkin, Deputy Minister, Ministry of Forests, Lands and Natural Resource Operations (MFLNRO) on January 6, 2012, to discuss the following issues:

1. New Marine Planning Partnership between the Province and First Nations
2. Marine Conservation Areas, Marine Protected Areas and their potential conflict with the objectives of Canada's Asia Pacific Gateway Initiative.
3. A review of the oil spill response regime and capability on Canada's west coast.

IV. DISCUSSION:

1. New Marine Planning Partnership between the Province and First Nations

- The Marine Planning Partnership for the North Pacific Coast (MaPP) is a Provincial/First Nations collaboration arising from the federal government withdrawing support for the ocean planning process for the Pacific North Coast Integrated Management Area (PNCIMA). The PNCIMA extends from the south tip of Alaska to the north tip of Vancouver Island (see map in Appendix B).
- The mandate of PNCIMA is to develop an ocean management plan that balances ecological, economic and social interests and engages First Nations, federal and provincial governments.
- Tides Canada provided \$8.3 million in funding for PNCIMA from the Moore Foundation. Tides Canada is associated with the Tides Foundation, an organization that finances environmental non-government organizations and First Nations groups.
- In September 2011, the Federal Department of Fisheries and Oceans (DFO) advised of the federal government's withdrawal from the PNCIMA Project Support Memorandum of

Understanding (MOU) to pursue a more focused management framework. The DFO indicated it remains committed to the PNCIMA MOU Collaborative Oceans Governance process and intends to deliver an oceans management plan in 2012 in cooperation with the BC government and First Nations.

- In light of the federal government's revised approach to PNCIMA, MFLNRO, the Province's lead on PNCIMA, created MaPP in November 2011, to develop collaborative coastal and marine plans in four sub-regions of the Pacific North Coast (Haida Gwaii, the North Coast, Central Coast and Northern Vancouver Island).
- The MaPP process will provide opportunities for public and stakeholder engagement, and will develop a broad regional planning document in consultation that may serve to inform the PNCIMA process. Completion of the marine plans is expected by December 2013.

S13, 16

S13, 16

VI. RECOMMENDATIONS/SUMMARY:

The Chamber of Shipping is a valued partner in support of efforts to build a reliable and competitive Pacific Gateway.

The Ministry of Forests, Lands and Natural Resource Operations has confirmed the Province's commitment to marine planning in the PNCIMA region. The Ministry of Transportation and Infrastructure will work with MFLNRO to ensure the interests of the marine industry and the Asia Pacific Gateway initiative are considered in the PNCIMA marine planning process.

Program Area Contact: Lee Burton

Phone: 250 953 3560

**Executive Director
Approval:** Lisa Gow

Date: January 4, 2012

COO Approval: Dave Byng

Date: January 10, 2012

APPENDIX A: Biography

Captain Stephen Brown

President
Chamber of Shipping



Captain Brown spent 21 years at sea where he served as Master for the last 5 years with Gearbulk Shipping. Since coming ashore, Captain Brown has worked in various levels of operational management for Gearbulk in South Africa, Indonesia, China, UK, and Vancouver, Canada.

During his time in China, Captain Brown was stationed in the Port of Tianjin (Xingang) where he was responsible for construction, and subsequently managed a joint venture break bulk terminal. Captain Brown is the first foreigner to be granted permission to work full time in a major Chinese port.

On leaving Gearbulk in 2007, Captain Brown joined Tidal Transport & Trading Ltd. as General Manager for Canada and President of Tidal USA.

Prior to accepting the appointment of COS President in September 2008, Stephen chaired various Chamber of Shipping Committees. He served on the COS Board for eight years and was Chairman of the Board from February 2007 to July 2008.

Kaity Arsoniadis-Stein LLB, LLM (London)
ISAC President and Secretary-General

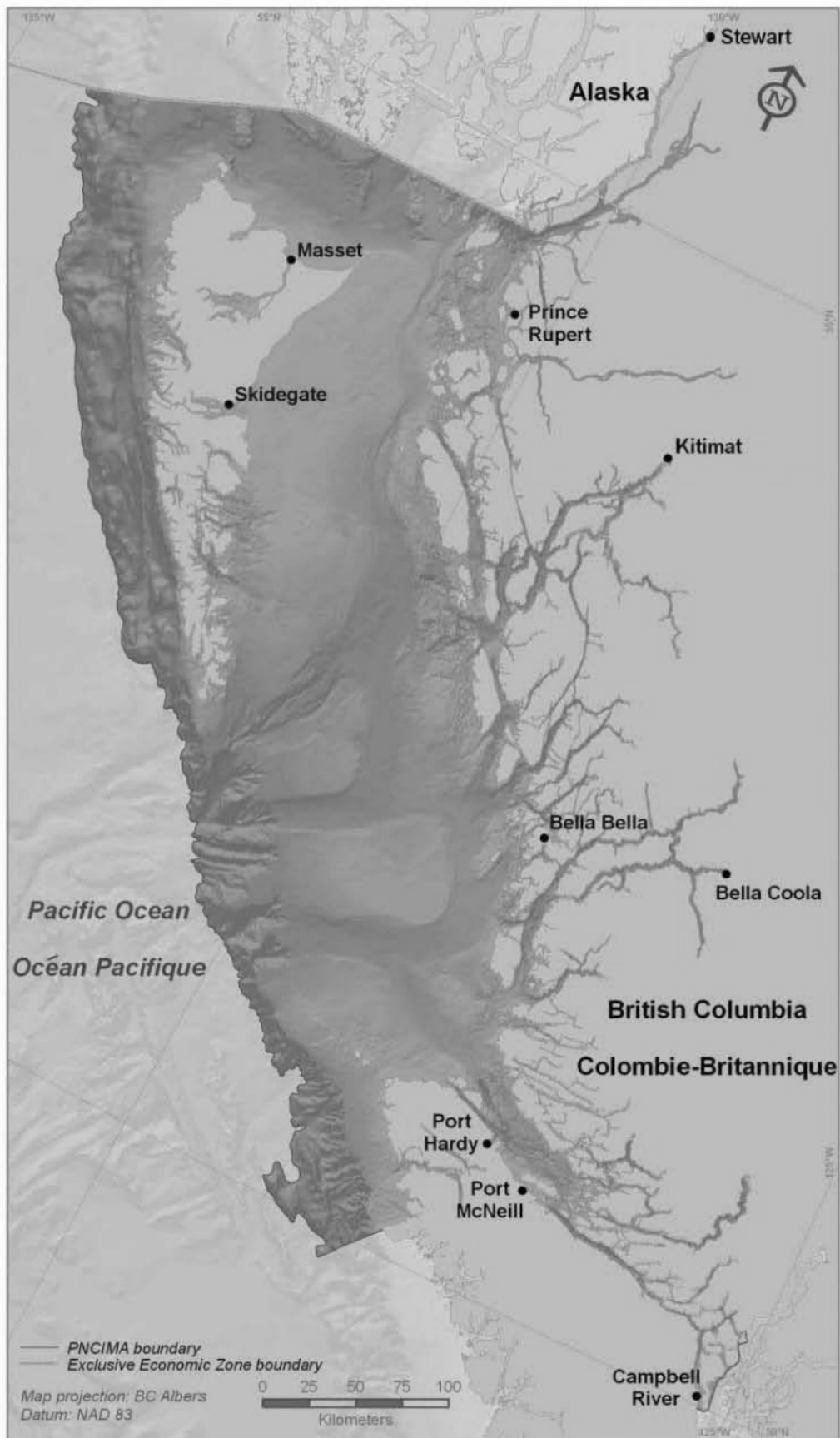


Ms. Arsoniadis-Stein is the President and Secretary-General of ISAC. She started her career in the shipping industry in the U.K. where she obtained her LLB degree in English law and her Masters of Laws Degree with honours in Maritime Law from King's College, London University. She attended law school at The University of Victoria in Canada and was called to the Bar in British Columbia, Canada.

She has practiced maritime law in England having worked for Gard Protection and Indemnity Club and in Greece where she worked for ELDA, the National Oil Refineries of Greece. In Vancouver, she worked with the law firm, Bull, Housser and Tupper as well as Teekay Shipping Limited and Seaspan Container Lines.

In 2005, she was appointed a Director to the Pacific Pilotage Authority and currently she sits as Vice President and Director of the Vancouver Maritime Arbitrator's Association.

Appendix B: Map depicting PNCIMA boundaries



Pages 19 through 21 redacted for the following reasons:

S16

**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
BRIEFING NOTE**

**Cliff #: 200929
February 3, 2012**

REGION:	SOUTH COAST REGION
MoT DISTRICT:	VANCOUVER ISLAND DISTRICT
ELECTORAL DISTRICT:	COWICHAN VALLEY AND JUAN DE FUCA DISTRICTS
REGIONAL DISTRICT:	SOUTH COAST

I. PREPARED FOR: Information

II. ISSUE:

The Canadian Motorcycle Cruisers, Chapter 065, have requested a meeting with the Ministry of Transportation and Infrastructure (MoTI) to discuss motorcyclist safety on the Malahat and elsewhere in British Columbia.

III. BACKGROUND:

The Victoria Chapter of the Canadian Motorcycle Cruisers (CMC) have requested a meeting to discuss driver safety on the Malahat, with particular reference to vehicles crossing the center line and striking an oncoming motorcyclist.

The Malahat portion of the Trans Canada highway serves as the primary link between the south and central/northern regions of Vancouver Island.

Two recent fatal accidents (October 28 head-on with a motorcycle, and December 28th 2 car head-on) on the Malahat have prompted significant public interest regarding the safety of this highway, and have resulted in calls for more center median barrier. Both incidents were caused by a vehicle crossing the center line. A motorcyclist was also killed in a head-on collision near Spencer Road on July 1, 2011 (about 4 kilometers south of the Malahat).

There have been 15 fatalities on the Malahat since 2000, including two in 2011.

Traffic crash studies have shown that the Malahat has an average collision rate as compared to other highways (similar traffic volumes) around the province. A recent review of Malahat safety, completed in late 2011, was also undertaken by the RCMP. This review concluded that the vast majority of highway accidents on the corridor were not related to highway design or engineering factors, but were the result of driver error or speed.

The ministry has commissioned several studies over the past few years reviewing the Malahat corridor safety and operational performance and identifying and recommending specific improvements that could be made to improve safety and reliability.

The ministry has invested \$9.7 million in improvements on the Malahat over the past ten years, including re-paving sections, installing improved pavement markings, median barriers, Changeable Message signs and pull-outs for RCMP enforcement (see Appendix 1 for a list of completed projects).

A preliminary technical review conducted this year estimated that the cost to construct median barrier throughout the Malahat from Goldstream Park to Bamberton would be in the range of \$70-120 million. The high costs relate to the technical challenges created by the narrow alignment and extensive rock cliffs, and the need to widen the roadway by over 3.5 metres to accommodate a center median barrier.

Previous studies also examined the viability of constructing new alternate routes to the Malahat, such as a new alignment through the Sooke Hills Wilderness Reserve. The cost for a new alignment was estimated to be in the range of \$200-400 million.

IV. DISCUSSION:

The CMC has made the following suggestions for ministry action within the Malahat corridor:

1. Concrete barriers be placed the entire length of the Malahat. This is suggested as a low cost solution to a very dangerous situation.
2. The Province undertake an advertising “shock-campaign” depicting the graphic results of reckless driving and excessive speeding, similar to one undertaken by Britain’s government.
3. The Province “empower the Crown to pursue more severe sentences for criminal negligence causing death with a motor vehicle”.
4. The Province empower community organizations to help reduce speeding by providing speed-reader boards and high visibility clothing to volunteers on highway shoulders. The CMC has also requested the Province allow these volunteers to report violators that are grossly disobeying the posted limits.

1. Request for Concrete Barriers:

Although placement of median barrier on the remainder of the Malahat corridor is considered to be a longer term strategy over the next 10-15 years, the ministry recognizes there are additional safety improvements that can be made in the more immediate term.

The ministry is currently undertaking a thorough assessment of potential infrastructure improvements that would enhance safety along the Malahat corridor. Potential improvements include additional center and roadside concrete barriers, shoulder widening, enhanced lighting and line markings, improved sight-lines, intersection improvements and enhanced signage.

The assessment will be completed in March and will recommend a prioritized list of approximately \$5-8 million of short term safety projects that could be implemented within the next year. The report will also make recommendations on priorities for longer term safety improvements on the corridor including staging of future roadway widening to accommodate additional median barrier placement.

The ministry will be improving lane delineation (adding pavement and curb-side reflectors) in the Goldstream area within the next two months.

2. Graphic Advertising

Britain and Australia have developed graphic advertising campaigns to help educate the public on the dangers of unsafe driving. Broadcasting these advertisements has typically coincided with targeted traffic enforcement campaigns. Together these have been shown to reduce traffic

| accidents, however the impact of the advertising, as compared to that from the speed enforcement campaign, is unclear.

Ministry staff will review this issue with both the Insurance Corporation of British Columbia (ICBC) and the Office of the Solicitor General to consider the benefits and impacts of developing a similar advertising campaign.

3. Strict Sentencing

Improving BC's justice system is a top priority of the Provincial Government. The Province recently announced the establishment of the Ministry of Justice. This new ministry is undertaking a reform initiative to ensure the more timely and effective application of justice. This initiative will include actions required by government, the judiciary, Crown Counsel, the legal profession, police and others. This ministry is also responsible for Crown Counsel who make sentencing recommendations. Ministry staff will pass along CMC's suggestion of more strict sentencing for criminal negligence causing death with a motor vehicle to the Attorney General's office within the Ministry of Justice.

4. Roadside Volunteers and Message Boards

ICBC currently offers a "Speed Watch" program to community groups to increase speed awareness to the driving public. This program is a partnership between volunteers, police and ICBC. It provides volunteers with portable speed reader boards and high visibility vests, and has been shown to be highly effective at reducing speeds.

The program does not include an enforcement or reporting component, as requested by CMC. Citizens do not have the legal authority and specialized training and experience to enforce speeding laws and attempts to enforce a law may place that individual at risk of potential conflict with the alleged offender.

VI. SUMMARY/RECOMMENDED MESSAGING:

Program Area Contact: Ryan Spillett

Phone: 250-952-5575

Director Approval: Patrick Livolsi

Date: February 6, 2012

ADM Approval: Dave Duncan

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Location of recent crashes on the Malahat

**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
BRIEFING NOTE**

**Cliff #: 200930
February 9, 2012**

REGION:	South Coast
MoT DISTRICT:	Vancouver Island
ELECTORAL DISTRICT:	Saanich North and the Islands
MUNICIPALITY:	District of North Saanich, Town of Sidney
REGIONAL DISTRICT:	Capital Regional District

I. PREPARED FOR: Information

II. ISSUE: Victoria International Airport (YYJ) runway extension project.

III. BACKGROUND:

Mayor Fortin of Victoria and Mayor Leonard of Saanich are scheduled to meet with Minister Lekstrom concerning the YYJ runway extension project. Both support the project.

YYJ is a National Airport System (NAS) facility, owned by the federal government and leased to the Victoria Airport Authority (VAA), the local not-for-profit operator. Under the lease, the VAA is responsible for all aspects of airport operations, including capital upgrades.

YYJ is BC's second and Canada's ninth busiest airport, serving over 1.5M passengers annually. It is the only airport among Canada's 10 busiest that cannot accommodate aircraft capable of providing direct access to European and Asian markets.

The VAA is requesting a 1/3 provincial funding commitment (approx. \$10.7M) toward the \$32M runway extension project, which includes extending, widening and strengthening the main runway, as well as ancillary works to the taxiway and navigational systems. The VAA intends to market the new runway to airlines that can link Victoria directly to major European markets and is already in discussion with carriers in the United Kingdom and Germany.

The VAA has invested nearly \$100M in capital infrastructure since taking over operations from Transport Canada in 1997. This work has been funded primarily through a \$10 Airport Improvement Fee and debt financing. Projects have included the renovated terminal building, a new airside operations centre, new loading bridges and the VAA's \$3M contribution to the McTavish Interchange.

In 2008, YYJ activity accounted for more than 2,900 jobs, including more than 1,500 directly employed at the airport. The airport had a total economic impact of \$130M in wages, \$220M in GDP and \$500M in total economic output.

IV. DISCUSSION:

Final design work is complete and the project is 'shovel ready'. VAA has voluntarily completed an environmental assessment to the full scope of the federal requirement. Consultations with local First Nations have occurred, including a detailed archaeological assessment. The environmental and archeological studies have indicated a benign impact.

The VAA commissioned an update to their business case analysis in support of this project, in recognition that the previous business case was conducted prior to the global economic slowdown. This update, dated 16 January 2012, concludes that incremental increases in traffic would result in 26 additional jobs at the airport, with over 200 tourism related jobs being created in the community. Total incremental economic benefits are estimated at \$14.1M in GDP and \$29.1M in economic output.

The VAA has identified a number of benefits that will accrue from this project, in addition to the business case, including:

- Employment and short term stimulus through infrastructure investment;
- Increased access to support the Capital region high tech industry;
- Air access strengthens Victoria Harbour ability to attract major cruise lines;
- Improved safety margins on the runway; and
- Mitigation of noise and greenhouse gas emissions through a reduction in power required for takeoff on a longer runway.

This project meets the eligibility requirements established under the Ministry's Transportation Partnerships Program (TPP). There is, however, no budget identified for the TPP in the current fiscal year. In years when the TPP was funded, the budget level was \$24M on a 3 year cycle (current plus two fiscal years). This enabled commitment to significant multi-year projects.

Numerous meetings have occurred between the VAA or community supporters and various provincial Ministers. The consistent message has been that the project has potential to enhance the economy of southern Vancouver Island but a lack of available funding precludes any specific commitment. Furthermore, any provincial consideration would depend upon a matching contribution by the federal government.

Using the TPP, BC has funded projects at two of the province's four NAS airports (Kelowna and Prince George). In so funding, BC has required at least matching federal funds. The VAA is proposing a three-way cost share between itself, BC and Canada, but no commitment of federal funds has yet been made.

The City of Victoria, District of Saanich, District of North Saanich, Tourism Victoria, the Greater Victoria Chamber of Commerce and the Greater Victoria Harbour Authority have all indicated support for the project.

The Ministry is aware of additional air and marine port projects which exceed \$40M in estimated cost and which may be eligible for support if TPP funding were available.

V. CONSULTATIONS: None specific to this briefing note.

VI. RECOMMENTATIONS/SUMMARY:

S13

Program Area Contact: Reg Faubert, Manager, Air/Marine Policy

Phone: 250-387-7588

Approval: Greg Gilks, Director
Jacquie Dawes, ADM

Date:
Date:

Meeting Attendee Bios

Mayor Dean Fortin

City of Victoria
(edited from www.victoria.ca)

Dean Fortin became the 51st Mayor of Victoria when he was elected on November 15, 2008, and was sworn into office for a second term on December 8, 2011.

Top priorities include addressing the severe shortage of affordable housing in the city, the complex issue of homelessness, sustainable growth, supporting a vibrant downtown, and advancing a transportation strategy that meets the needs of the growing region.

Co-Chair for the Greater Victoria Coalition to End Homelessness, and serves on the Victoria Regional Transit Commission.

Victoria City Councillor from 2002 to 2008.

17 years as Executive Director of the Burnside Gorge Community Centre.

Prior to his political and executive experience, Dean practiced family and criminal law, worked with the Victoria Association for Street Kids (now known as the Youth Empowerment Society) and was a seasonal sawmill worker in Kamloops.

Mayor Frank Leonard

District of Saanich
(edited from www.saanich.ca)

Frank Leonard was first elected Mayor of Saanich in 1996 after serving on Council since 1986.

Chairs the Saanich Police Board, serves on the Regional Transit Commission, and has chaired the Capital Regional District Board, the Hospital Board, and the Housing Corporation.

Managed Victoria Tire Ltd.'s three Kal Tire stores prior to his election as Mayor. While in business, served as a Director of the BC Chamber of Commerce, President of the Victoria Chamber of Commerce, and on the boards of local tourism and economic development groups.

Current Chair of the Municipal Finance Authority, a Trustee of the Municipal Pension Plan, and a Director of the BC Investment Management Corporation. Past President of the Union of BC Municipalities and the Association of Vancouver Island and Coastal Communities, and a Past Director of the Federation of Canadian Municipalities.

**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
BRIEFING NOTE**

**Cliff #: 200931
January 17, 2012**

REGION: SOUTH COAST REGION
MoT DISTRICT: LOWER MAINLAND DISTRICT
ELECTORAL DISTRICT: POWELL RIVER – SUNSHINE COAST
MUNICIPALITY / REGIONAL DISTRICT: SUNSHINE COAST REGIONAL DISTRICT

I. PREPARED FOR: Information

II. ISSUE:

MLA Nicholas Simons has requested a meeting with the Ministry of Transportation and Infrastructure (MoTI) to discuss the proposed construction of the Sunshine Coast Highway Bypass, as supported by the Sunshine Coast Regional District and local communities.

III. BACKGROUND:

The Sunshine Coast Highway Bypass is a proposed 27 kilometer new highway connecting Langdale ferry terminal to Sechelt, bypassing the existing Gibsons and Sechelt town centers

In 1995, construction of a 2.4km portion of the Bypass between the Langdale Ferry terminal and Stewart Road / North Road was completed. (See “Existing Bypass” outlined in blue on attached map). This new highway section improved the safety and mobility of this segment of highway as it rerouted ferry traffic from the steep, narrow, and congested Marine Drive and North Roads that passed through the residential areas of Lower Gibsons.

The ministry also initiated an Operational Safety Review Study of Highway 101 from Gibsons to District of Sechelt in 2007. The study identified areas of congestion and safety concerns and recommended improvements to mitigate these problem areas. Several recommendations were implemented including adding left turn lanes, constructing passing lanes, as well as installing additional signals at Norwest Bay Road and Roberts Creek Road. These improvements have increased the overall efficiency and safety of the road corridor. From 1995 to 2009, the ministry has invested \$28 million into safety and operational improvements along Highway 101.

Despite the improvements made to the existing Highway 101, the Sunshine Coast Regional District and local residents have continued to request that the ministry complete the remainder of the Sunshine Coast Highway Bypass from North Road to Sechelt.

IV. DISCUSSION:

The estimated cost of construction for the Sunshine Coast Highway Bypass is \$200 million.

Based on a 2005 business case, it is estimated that construction of the entire 27km bypass will not be warranted for approximately another 25 years given the current level of travel demand, population density, and economic development forecasts. Consequently, the ministry has no plans to construct any further portion of the bypass at this time.

Until a business case can be made for constructing the bypass, , the ministry will continue to invest in operational and safety improvements on the existing Highway 101 corridor. The existing highway is estimated to operate at acceptable safety and service levels until at least 2015 with minimal additional investment. Future longer term investments will likely include additional left turn lanes, shoulder widening, minor realignments, traffic signals and street lighting enhancements. This year, the shoulders of Highway 101 between Bay Road and Nestman Road south of Sechelt are being widened to improve the safety of all road users. This project is valued at \$900,000.00 and will see construction of 1.5 metre wide shoulders in the eastbound and westbound directions for a length of 1.2 kms.

In updating their official community plan, the District of Sechelt and Sechelt First Nations have initiated discussions with the ministry to conduct further planning work on future bypass alignments through their communities to allow for property protection in any future development activities.

V. CONSULTATIONS

- The Sunshine Coast Regional District
- The District of Sechelt
- The Town of Gibsons
- The Sechelt Indian Band

VI. RECOMMENDATIONS/SUMMARY:

S13

Program Area Contact: Brian Atkins

Phone: 604 660-8303

Director Approval: Patrick Livolsi

Date: February 7th, 2012

ADM Approval: Dave Duncan

Page 024

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**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
BRIEFING NOTE**

**Cliff #:200931
February 7, 2012**

REGION: Marine Branch – Coastal Ferries

MoT DISTRICT: n/a

ELECTORAL DISTRICT: n/a

**MUNICIPALITY /
REGIONAL DISTRICT:** n/a

I. PREPARED FOR: Information

II. ISSUE:

Meeting with Nicholas Simons, MLA for Powell River – Sunshine Coast.

III. BACKGROUND:

MLA Simons has requested a meeting with the Minister to discuss the BC Ferry Commissioner's report on the coastal ferry model, released January 24, 2012. The meeting will take place on February 16, 2012.

IV. DISCUSSION:

The BC Ferry Commission released a comprehensive report containing 31 recommendations to improve the current coastal ferry services model. See Appendix 1 for summary of recommendations. The recommendations are intended to better balance the affordability of ferry fares with the sustainability of BC Ferries.

As part of the review, the Commissioner undertook a comprehensive public consultation process including 40 meetings in 27 communities, involving approximately 2,000 people. Meetings were held with BC Ferries, Ferry Advisory Committees, First Nations, municipal councils, chambers of commerce, tourism organizations, regional districts and other stakeholders. The public was also invited to comment on nine topics on the BC Ferry Commission's website.

The Commissioner reports that the ferry system is facing challenges which are only expected to get larger in the years ahead. Declining ridership and financial losses in the current year, coupled with huge capital investment requirements for fleet renewal and terminal upgrades, is putting a strain on the financial sustainability of BC Ferries. Ferry users consider further large fare increases to be unaffordable, and are concerned that the operator is not sufficiently accountable. The Commission acknowledges that the Coastal Ferry Act, and its guiding principles, is not perceived to be giving consideration to the interests of ferry users.

The Commissioner indicates that all of the principle stakeholders will need to be part of the solution in order to achieve a ferry system which is both affordable and financially sustainable. Specifically, ferry users will need to be receptive to changes in how services and levels of service are delivered; BC Ferries needs to accept additional oversight and accountability measures, and will have to focus even more on cost control and new sources of revenue; and the Province must

define a vision for the future of ferry services and provide additional financial support to ensure the system's sustainability.

The Commissioner recommends that fare increases be capped at CPI for the next two performance terms. To keep fare increases at CPI in the upcoming performance term, the Commissioner estimates a \$58 million revenue shortfall, assuming no change in ridership and service levels.

Last year, MLA Simons met with the Minister to express his concern about ferry fare increases. He urged the Minister to suspend fare increases and increase the province's annual financial contribution. His constituents are concerned about the affordability of ferry services and the upcoming vessel replacements on the two northern sunshine coast routes. The *North Island Princess* serving Route 18 between Powell River and Texada Island is expected to be retired in 2015 at age 57. The *Queen of Burnaby* serving Route 17 between Comox and Powell River is expected to be retired in 2016 at age 51. In March 2011, Ministry staff held a meeting in Powell River with the Northern Sunshine Coast FAC and other invited community representatives. At that meeting, the community expressed their strong support for a status quo type of service in the future, i.e. no reduction to number or size of replacement vessels, and a similar schedule with the same level of service.

On February 3, 2012, the Chairs of the 12 Coastal Ferry Advisory Committees wrote to the Minister to indicate their support for the Commissioner's report, though they are advocating for a roll-back of fares by 25%. While they are also concerned about the level of service cuts that may arise in the future, they are interested in participating in future discussions about potential service adjustments which could generate savings while still meeting public transportation needs.

The Queen of Burnaby recently experienced mechanical difficulties and was taken out of service for four days (Feb 6 – 9). This caused great concerns for the community, as the replacement vessel used was the North Island Princess, which is a quarter of the size of the Burnaby.

V. CONSULTATIONS:

n/a

VI. RECOMMENDATIONS/SUMMARY:

	#	Ferry Commissioner Recommendations
Principles of the Act	1	Primary responsibility of FC to protect interests of ferry users and the taxpayer.
	2	Secondary responsibility of FC to protect ongoing financial sustainability of ferry operator by encouraging: <ul style="list-style-type: none"> • Operate efficiently, • Take a commercial approach, • Be innovative, • Minimize operating expenses,
	3	FC have authority to balance respective interests of the ferry users, taxpayers and ferry operator
	4	Single price cap should be set for all route groups and eliminate principle that routes cannot cross subsidize.
	5	Reliance on user pay system should be eliminated.
Affordability	6	Province and BCF collaborate on developing long term vision of coastal ferry service. Public consultation. Developed prior to PT4.
	7	FC has authority to approve long term capital plan and modifications thereto, provided that they are in compliance with the long-term vision and its guiding principles.
	8	FC has authority to approve all major capital investments.
	9	FC has authority to approve specific changes to services levels to improve capacity utilization which best balances the interests of ferry users, taxpayers and the sustainability of the ferry operator.
	10	FC has authority to approve additional services which have been approved by BCF board which FC considers are in the interests of ferry users, taxpayers and ferry operator.
	11	Province increase subsidies to hold price cap at rate of inflation for PT3.
	12	FC has authority to establish fuel deferral accounts and have discretion to set terms and conditions.
	13	Province to consider extending absorption of fuel surcharges and rebates for all routes for remainder of PT3.
	14	FC has authority to authorize municipal or regional government to “buy down” ferry fares on routes to/from their communities, to set conditions, to provide oversight on the arrangement and to make orders to ensure compliance.
	15	BCF should upgrade traffic forecasting capabilities including upgrades to the reservation and point of sale system.

	16	FC has authority in determining the final price cap: <ul style="list-style-type: none"> • Adjusting the price cap, • Ordering a change to service levels, • Ordering a reconsideration of upcoming capital projects, • Any combination of the above.
	17	FC has additional options to deal with extraordinary situations, such as ability to: <ul style="list-style-type: none"> • Order temporary reduction in service, • Temporarily delay capital projects, all without compromising safety or operational reliability. FC has authority to reverse or modify decisions if the circumstances change.
Financial Sustainability	18	FC has authority to set targets for equity levels and cash flows sufficient to meet debt requirements.
	19	FC has authority to establish marketing surcharge on ferry routes for municipal and regional governments.
	20	FC has authority to encourage ferry operator to generate new ancillary revenue.
Accountability	21	FC has authority to issue orders that require the ferry operator to: <ul style="list-style-type: none"> • Prepare a plan, • Review a policy, • Undertake a public consultation, • Cause information to be made public.
	22	FC has authority to approve or reject plan or a policy which has been submitted.
	23	FC has authority to conduct routine performance audits on an on-going basis.
	24	FC has authority to appoint Ferry Advisory Committees.
Administrative	25	Repeal section referencing that if a collective agreement conflicts or is inconsistent with the CFA, it is void.
	26	Officially create BC Ferry Commission.
	27	FC has authority to establish route groups for purposes of reviewing and monitoring performance of operator.
	28	Amend section to place more emphasis on thoroughly ensuring appropriate capital expenditures.
	29	Amend section to provide FC discretion to use replacement costs if FC deems it appropriate.
	30	Amend to require FC to make a report to the Lieutenant Governor within 5 months
	31	Amend to provide accommodation of Commissioner's budget change to ensure that it does not exceed for each quarter 1/20 of 1% of the previous year's tariff revenue.

Approved by ADM Kevin Richter Feb 8, 2012

**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
BRIEFING NOTE**

Cliff #: 200936
January 11, 2012

REGION: South Coast Region
MoTI DISTRICT:
ELECTORAL DISTRICT:
MUNICIPALITY /
REGIONAL DISTRICT: Metro Vancouver

I. PREPARED FOR: Information

II. ISSUE:

Members of Metro Vancouver's Board of Directors (Appendix A) requested a meeting with Minister Lekstrom and Minister Lake to discuss upgrades to secondary treatment at wastewater treatment plants at Lions Gate and Iona Island.

III. BACKGROUND:

Metro Vancouver operates five wastewater treatment plants, three of which provide secondary treatment. The remaining two – the Lions Gate and Iona Wastewater Treatment Plants – currently provide primary treatment.

On May 30, 2011, the Minister of Environment approved Metro Vancouver's Integrated Liquid Waste Resource Management Plan (LWMP). The LWMP is also consistent with impending regulations under the federal *Fisheries Act* that require secondary sewage treatment for all local government wastewater discharges. The plan includes upgrades to two existing wastewater treatment plants and incorporates resource recovery to capture heat and energy from sewage.

The new LWMP would see upgrades to secondary treatment for Lions Gate by 2020 and 2030 for Iona. To achieve this plan, construction would need to start at Lions Gate in 2016 for Iona by 2025. The cost of the two upgrades combined is currently estimated to be \$1.4 billion.

The requirement to upgrade these two treatment plants was not triggered by the forthcoming federal regulations. Metro Vancouver's 2002 LWMP included upgrades to the two treatment plants to provide secondary treatment with timelines of no later than 2030 for Lions Gate and 2020 for Iona. The 2011 LWMP reverses the order of the upgrades and places Lions Gate first based upon scientific research conducted by Metro Vancouver.

The cost recovery model proposed for the two wastewater treatment plant upgrades will place the bulk of the costs on residents in North Shore communities (for Lions Gate) and in the City of Vancouver (for Iona), with a smaller portion shared across the region. The impact on individual households can be significantly reduced with senior government cost sharing.

The project design and construction of both facilities is expected to generate over 9,700 person-years of employment.

IV. DISCUSSION:

It is anticipated that Metro Vancouver will provide a project overview at the meeting and will not make a request for funding at this time. However, Metro Vancouver is expected to request funding from the Province and the Federal Government to reduce the potential burden on its tax base prior to construction of the upgrades. Metro Vancouver would like the Minister to keep the importance of the upgrades to the treatment plants in mind when the Province and Federal Government are launching new funding programs.

In Metro Vancouver's plan, they include scenarios where the combined federal-provincial funding would cover none, 1/3 or 2/3 of the costs. While there may be future federal-provincial cost sharing agreements to fund local government infrastructure, the funding requested for this project would exceed the amount of funding typically available under these types of cost-sharing programs.

The Ministry of Community Sport and Cultural Development (MCSCD) have been in discussions with Metro Vancouver with respect to the Province's inability to commit funding to the project at this time. MCSCD has also recommended that Metro Vancouver explore alternative funding options, such as private-public partnerships.

VI. CONSULTATIONS:

- Ministry of Community, Sport and Cultural Development.
- Metro Vancouver

VII. RECOMMENDATIONS/SUMMARY:

S13

Program Area Contact: Doug Harms
A/Director Approval: Sean Nacey
ADM Approval: Kevin Richter

Phone: 250-952-0160
Date: January 11, 2012

APPENDIX A: Biographies

Potential Metro Vancouver Attendees

Greg Moore

Chair, Metro Vancouver Board of Directors
Mayor, City of Port Coquitlam



Greg Moore is currently Chair on the Metro Vancouver Board of Directors. He was elected as Port Coquitlam's 15th Mayor in November 2008 after serving as City Councillor from 2002 to 2008. He has over 10 years municipal government experience as a Port Coquitlam city employee in parks and recreation and developmental services departments. Mayor Moore has a Masters of Business Administration from Royal Roads University and a Bachelor Degree in Urban Geography/Planning from Simon Fraser University.

Darrell Mussatto

Chair, Metro Vancouver Utilities Committee
Mayor, City of North Vancouver



Darrell Mussatto is serving his third term on City Council as Mayor. Previously he served four terms as Councillor and participated actively in community advisory committees. He is also a Director of Metro Vancouver, serving as Chair of the Utilities Committee, and as a member of the Metro Vancouver Waste Management, Intergovernmental, Regional Planning, Housing and Mayors committees. Mayor Moore holds a Bachelor of Arts Degree, Professional Teaching Certificate and a Health and Fitness Certificate from Simon Fraser University

Malcolm Brodie

Chair, Metro Vancouver Zero Waste Committee
Mayor, City of Richmond



Malcolm Brodie has been a member of Council since 1996. Following a by-election, he was sworn in as Mayor on October 29, 2001. He was re-elected as Mayor on November 16, 2002, November 19, 2005, and November 15, 2008. Mayor Brodie has been appointed as First Director to the Board of Directors of Metro Vancouver and he currently is the Chair of the Finance Committee and also serves on the Regional Planning Committee, the Mayors' Committee, the Port Cities Committee, and the Intergovernmental Committee. He represents Metro Vancouver on the Municipal Finance Authority where he is a Trustee and Vice Chair. Before election to Council, Mayor Brodie was a practicing lawyer and had a long record of service to Richmond in the volunteer community.

Richard Walton

Chair, Metro Vancouver Finance Committee
Mayor, District of North Vancouver



Richard Walton was elected Mayor in November 2005 and was acclaimed Mayor again in November 2008 after completing three years (2002-2005) as a Councillor and seven years (1986-1993) as a School Trustee. Mayor Walton is currently Chair of the Translink Mayors' Council, and Chair of Metro Vancouver, elected by the 22 communities within the metropolitan region of Vancouver. He holds a Bachelor of Arts in the humanities from University of British Columbia and Masters in Education from Simon Fraser University.

Delia Laglagaron

Deputy Chief Administrative Officer, Metro Vancouver



Delia Laglagaron acts for and on behalf of the CAO on any and all matters relating to overall management of the Metro Vancouver's diverse programs, with particular emphasis on contract approvals, authorization of staffing proposals and implementation of corporate-wide management systems. She is also deputy commissioner of the Water and Sewer Districts.

Jim Rusnak

Chief Financial Officer, Metro Vancouver



Jim Rusnak leads a staff group that is responsible for the financial management of the organization. This includes, along with overall financial stewardship, providing services to Metro Vancouver departments relating to accounting, accounts payable, financial planning, analysis and reporting, internal audit, payroll, purchasing, property acquisition and management, risk management and treasury.

Pages 41 through 44 redacted for the following reasons:

S17

**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
BRIEFING NOTE**

**Cliff #: 201276
Date: January 19, 2012**

I. PREPARED FOR: Information

II. ISSUE: Clean Energy

III. BACKGROUND:

Clean Energy (Clean Energy Fuels Corporation) is a provider of compressed and liquid natural gas for transportation in North America, providing fuel to more than 21,000 vehicles daily at over 224 locations across the United States and Canada, including 23 of the largest airport complexes in the United States. Clean Energy also owns and operates two liquid natural gas production plants. The focus of the company has been on the provision of natural gas to large fuel users (transit, waste haulers, port trucking and general trucking).

The company is headquartered in California with offices in Arizona, Colorado, New Hampshire, Texas, Washington DC, and Vancouver, British Columbia. Globally, Clean Energy has manufacturing offices in Canada and China, major service centers in Bangladesh, Canada, China and Columbia and installations in 24 countries. See Appendix A for biographies.

IV. DISCUSSION:

British Columbia has undertaken three initiatives respecting the promotion of natural gas for transportation use: Pacific Coast Collaborative (2008), Clean Energy Transportation Funding (2011), and the Natural Gas Strategy (under development).

1. Pacific Coast Collaborative

In 2008, British Columbia and four other jurisdictions (Alaska, California, Oregon and Washington) signed the Pacific Coast Collaborative (PCC) agreement. The PCC provides a basis for cooperative action, leadership and information sharing. The PCC is committed to supporting and promoting innovation and the adoption of new personal and mass transportation technologies and the regional infrastructure to support them.

To accelerate adoption of new transportation technologies and stimulate private infrastructure investment, the PCC jurisdictions are working to establish a "green highway" consisting of intermittent alternative energy fuelling stations that will support electric and alternative fuel-powered vehicles along the Interstate 5/Highway 99 corridor leading from Southern California to Whistler, British Columbia through a variety of individual and joint agreements and initiatives.

2. Clean energy vehicle funding

In November 2011, British Columbia announced a \$17 million fund that will assist consumers in the purchase of clean energy vehicles and the creation of fuelling infrastructure. Vehicles eligible for this funding includes electric, fuel cell electric, hybrid electric and compressed natural gas vehicles. Funding includes:

- Point of sale incentives of between \$2500 and \$5000 on eligible clean vehicles bought or leased after December 1, 2011;
- Rebates of up to \$500 per unit for residential electric charging stations;
- \$6.5m in infrastructure funding for electric vehicle charging points and upgrading existing hydrogen fuelling stations.

3. Natural Gas Strategy

The Ministry of Jobs, Tourism and Innovation is leading the development of a Natural Gas Strategy that includes actions to increase domestic use of available natural gas, while other ministries pursue other initiatives to advance the use of natural gas technologies.

At a policy level, the ministries of Energy and Mines, Environment, Jobs, Tourism and Innovation and TRAN are collaborating toward harmonization of policies and programs to support the conversion of commercial and passenger fleets to natural gas.

V. **CONSULTATIONS:**

Ministry of Energy and Mines
Ministry of Jobs, Tourism and Innovation

VI. **SUGGESTED RESPONSE:**

S13

Program Area Contact: Alan Callander, Manager
Transportation Policy
Director Approval: Greg Gilks, A/Director
ADM Approval: Jacquie Dawes

Phone: 250-356-5563
Date: January 19, 2012

Appendix A

Biographies

Warren Mitchell, Chairman – Clean Energy

Recently retired as the Chairman of Southern California Gas Company (SoCal), as well as San Diego Gas & Electric. Mr. Mitchell's career spanned 42 years at SoCal where he served in varying capacities. Mr. Mitchell served as Chairman of the Natural Gas Vehicle Coalition as well as Chairman of the Pacific Coast Gas Association.

Todd Campbell, Vice President, Public Policy and Regulatory Affairs – Clean Energy

Mr. Campbell has an extensive background in public health, air toxicology and clean alternative fuel technologies. He serves as a member of the California Natural Gas Vehicle Partnership, the California Fuel Cell Partnership and the Southern California Association of Government's Regional Council and Goods Movement Task Force. Prior to serving as Policy Director for the Coalition for Clean Air, Mr. Campbell was a policy analyst with the Natural Resources Defense Council specializing in toxic exposure and urban public health issues.

Brad Miller, President IMW Industries, Ltd.

IMW Industries is a wholly owned subsidiary of Clean Energy based in Chilliwack. IMW is a supplier of compressed natural gas equipment for vehicle fueling and industrial applications such as bus/taxi fleets and gas-fired power generation plants.

**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
BRIEFING NOTE**

**Cliff #: 201311
January 27, 2012**

REGION:	SOUTH COAST REGION
MoT DISTRICT:	VANCOUVER ISLAND DISTRICT
ELECTORAL DISTRICT:	COWICHAN VALLEY AND JUAN DE FUCA DISTRICTS
REGIONAL DISTRICT:	SOUTH COAST

I. PREPARED FOR: Information

II. ISSUE:

Malahat Safety meeting with MLA Bill Routley, first responders, and local area representatives.

III. BACKGROUND:

The Malahat portion of the Trans Canada highway serves as the primary link between the south and central/northern regions of Vancouver Island.

Two recent fatal accidents (October 28 head-on with a motorcycle, and December 28th 2 car head-on) on the Malahat have prompted significant public interest regarding the safety of this highway, and have resulted in calls for more center median barrier. Both incidents were caused by a vehicle crossing the center line.

There have been 15 fatalities on the Malahat since 2000, including two in 2011.

Traffic crash studies have shown that the Malahat has an average collision rate as compared to other highways (similar traffic volumes) around the province. A recent review, completed in late 2011, of Malahat safety was also undertaken by the RCMP. This review concluded that the vast majority of highway accidents on the corridor were not related to highway design or engineering factors, but were the result of driver error or speed.

The ministry has commissioned several studies over the past few years reviewing the Malahat corridor safety and operational performance and identifying and recommending specific improvements that could be made to improve safety and reliability.

The ministry has invested \$9.7 million in improvements on the Malahat over the past ten years, including re-paving sections, installing improved pavement markings, median barriers, Changeable Message signs and pull-outs for RCMP enforcement (see Appendix 1 for a list of completed projects).

A preliminary technical review conducted this year estimated that the cost to construct median barrier throughout the Malahat from Goldstream Park to Bamberton would be in the range of \$70-120 million. The high costs relate to the technical challenges created

by the narrow alignment and extensive rock cliffs, and the need to widen the roadway by over 3.5 metres to accommodate a center median barrier.

Previous studies also examined the viability of constructing new alternate routes to the Malahat, such as a new alignment through the Sooke Hills Wilderness Reserve. The cost for a new alignment was estimated to be in the range of \$200-400 million.

IV. DISCUSSION:

Although placement of median barrier on the remainder of the Malahat corridor is considered to be a longer term strategy over the next 10-15 years, the ministry recognizes there are additional safety improvements that can be made in the more immediate term.

The ministry is currently undertaking a thorough assessment of potential infrastructure improvements that would enhance safety along the Malahat corridor. Potential improvements include shoulder widening, enhanced lighting and line markings, improved sight-lines, additional center and roadside barriers, intersection improvements, additional passing lanes and enhanced signage.

The assessment will be completed in March and will recommend a prioritized list of approximately \$5-8 million of short term safety projects that could be implemented within the next year.

The report will also make recommendations on priorities for longer term safety improvements on the corridor including staging of future roadway widening to accommodate additional median barrier placement.

IV. SUMMARY:

- The ministry has spent \$9.7 million over the past ten years in implementing safety improvements on the Malahat corridor
- Installing a median barrier along the entire corridor of the Malahat has been estimated at \$70-100 million
- While installing median barrier throughout the entire Malahat corridor is not practical in the short term, the ministry is committed to proceeding with safety improvements.
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S13

- Ministry staff will meet with stakeholders, including first responders, following the report's release

Program Area Contact: Kirsten Pederson

Phone: 250-751-3282

Director Approval: Patrick Livolsi

Date: January 31st, 2011

ADM Approval: Dave Duncan

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Location of recent crashes on the Malahat

Fiscal Yr.	Project Name	Scope	Expenditure
2002/03	Malahat Resurfacing	Spencer Road to New Median Barrier (Goldstream Park) (17 In km)	2,457,104
2002/03	Access management and Delineation - Okotos to McCurdy Roads, south of Duncan	with ICBC, manage access/egress, intersection improvements, construct turn around	88,941
2003/04	Malahat Resurfacing	Resurfacing of 20 In km	1,777,188
2003/04	Malahat barrier flares	Construction of Barrier Flares in conjunction with resurfacing project	130,480
2003/04	Hwy 1 at Aspen Road, Malahat	Intersection improvements	49,000
2004/05	Resurfacing Malahat area	Resurfacing four lane section at Peden Hill - 7 lane km	220,003
2005/06	Goldstream area/ Sooke Lake Road	Intersection improvements	5,000
2005/06	Malahat Safety improvements	Enhanced Delineation	123,136
2005/06	Malahat area - Whittaker Road to Bamberton	Overlay 15 lane km	2,641,702
2007/08	Malahat Barrier	Extension of barrier	5,978
2005/06	Goldstream and Bamberton	Changeable Message Sign and Camera Installation	600,000
2008/09	Sooke Lake Road Access management	Barrier Placement to restrict access	110,897
2009/10	Hwy 1 at South Shawnigan Lake Road	Upgrade to existing electrical infrastructure	30,000
2009/10	Malahat area safety improvements	Construction of Enforcement pullouts/guardrail improvements	152,998
2007/08	Malahat Safety improvements	Construct enforcement pull outs/intersection improvements/extend guardrail	445,908
2008/09	Malahat Safety improvements	Construct enforcement pull outs/intersection improvements/extend guardrail	659,567
2009/10	Hwy 1 - Malahat Area Safety Improvements	Construct enforcement pull outs/intersection improvements/extend guardrail	152,998
2009/10	Hwy 1 at South Shawnigan Lk Road	Upgrade the electrical infrastructure to maintain serviceability	30,000
			9,680,900

Summary of expenditures on the Malahat.

**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
BRIEFING NOTE**

**Cliff #: 201343
January 17, 2012**

REGION: All
MoT DISTRICT: All
ELECTORAL DISTRICT: All
MUNICIPALITY / All
REGIONAL DISTRICT:

I. PREPARED FOR: Information

II. ISSUE:

Meeting with Jack Davidson, President and CEO of the BC Road Builders and Heavy Construction Association (BC Roadbuilders)

III. BACKGROUND:

The BC Roadbuilders was formed as a non-profit society in 1966 and significantly expanded in 1989 by the addition of the maintenance sector. The association currently represents 235 member firms and over 10,000 workers.

The BC Roadbuilders is made up of 3 main sectors:

- **Construction Sector**; 2012 Chairman, Kelly Bickerton (B&B Contracting Ltd.)
 - The construction sector includes a large number of firms that conduct many different types of construction work such as general highway construction, paving, sealcoating, and bridge construction. The construction sector and sub-sector groups meet regularly with ministry representatives several times each year to discuss the program for the coming year, reviewing changes to technical construction specifications, discussing field relationships, or to review new technologies such as warm asphalt.
 - Since 2001, the Province has delivered over \$10 billion in highway expansion and rehabilitation projects across the province, much of which has been delivered by BC Roadbuilders. Over 60% of this investment is outside of the Lower Mainland.
 - The ministry delivers 300-400 highway rehabilitation and expansion projects annually ranging in size from \$10,000 up to \$2.5 billion.
- **Maintenance Sector**, 2012 Chairman, Kevin Higgins (Yellowhead Road & Bridge)
 - The Maintenance Sector is made up of 15 maintenance contracting firms that cover the 28 Highway Maintenance Service Areas. The BC Roadbuilders Maintenance Sector executive also has regular meetings with ministry executive and staff along the same lines as the Construction Sector.
 - The Maintenance sector is responsible for delivering summer and winter highway maintenance activities on the Province's 47,000 kilometres of main highway and side roads and 2,800 bridges. Maintenance activities range from plowing and sanding during the winter months to pothole patching, mowing, and brushing during the summer months.

- Since 2001, the Province has invested approximately \$3.8 billion delivering highway road and bridge maintenance services
- **Service & Supply Sector;** 2012 Chairman, Chris Clark (Nilex)
 - The primary interaction between the ministry and this sector is regarding contract insurance and bonding with the sector promoting consistent language.

IV. DISCUSSION:

The BC Roadbuilders are one of the ministry's closest partners and are integral to the successful delivery of our annual program. Both ministry staff and BC Roadbuilders members work hard at all levels to ensure the relationship remains healthy and strong.

Key BC Roadbuilders priorities include:

- Increased, consistent, and sustained investment in the provincial highway system. The BC Roadbuilders are strong supporters of the connection between a healthy economy and an effective transportation network. They feel the Province should continue to invest significant additional funding into highway and transportation expansion to keep the construction industry strong and promote job creation in BC in all sectors. They are also strong supporters of actively encouraging the Federal Government to proceed with new infrastructure stimulus and spending programs.

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S17

- To ensure that the BC Roadbuilders are able to fully utilize the summer construction season in BC, the ministry has committed that 70% of the summer construction program will be competitively tendered prior to March 31st each year. The ministry will meet this commitment again this year.

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S17

VI. SUMMARY:

MoTI has a long history of working cooperatively with the BC Roadbuilders to promote and deliver effective, safe transportation infrastructure and maintenance services to the citizens of the Province. This relationship is integral to promoting innovation, competition, and a healthy roadbuilding industry to support BC's growing economy.

Program Area Contact: Ian Pilkington

Phone: 250-387-7627

Director Approval: Ian Pilkington

Date: January 17, 2012

ADM Approval: Dave Duncan

**MINISTRY OF TRANSPORTATION
BRIEFING NOTE**

**Cliff #: 201354
Date: January 20, 2012**

S12

Pages 55 through 59 redacted for the following reasons:

S12

**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
BRIEFING NOTE**

**Cliff #: 201382
January 20, 2012**

REGION: South Coast Region
MoTI DISTRICT: Vancouver Island District
ELECTORAL DISTRICT: Victoria Beacon Hill
MUNICIPALITY / Victoria / Capital Regional District
REGIONAL DISTRICT:

I. PREPARED FOR: Information

II. ISSUE:

Minister's meeting with the management teams of Clipper Navigation and Black Ball Ferry Line regarding Bellville Terminal.

III. BACKGROUND:

On October 18, 2011, Bob Cross, Director of the Board of Black Ball Ferry Line e-mailed a request for a meeting between the Minister and the management teams of Black Ball Ferry Line and Clipper Navigation. The meeting will take place on February 2nd, and the delegation is expected to consist of Bob Cross and Ryan Burles of Black Ball Ferry Line, and Darrell Bryan of Clipper Navigation. Their bios are attached as Appendix I. The group has also recently met with Ministers Bell and Chong.

Belleville Terminal is a loose reference to the Victoria inner harbour properties along Belleville Street owned by the Provincial Capital Commission (PCC) a crown corporation reporting to Minister Chong. The properties include the Belleville Port Facility (Victoria Clipper and Star Express terminal), the Black Ball Ferry Terminal, and the former CPR terminal building.

PCC is a self-funding Crown corporation which finances its operations through commercial property revenues. PCC receives about \$500,000 annually from the Belleville Street Terminal properties. PCC pays all common operating expenses and maintenance for the facilities used by the ferry operators.

The leases for the Clipper and the Black Ball expire in 2014.

Belleville Port Facility - Clipper Navigation operates from this facility, offering a three-hour passenger-only service between Victoria and downtown Seattle, daily in winter and twice daily in summer.

S13

S21

Black Ball Ferry Terminal - Black Ball Ferry Line operates the MV Coho car ferry between Victoria and Port Angeles. The 90-minute crossing is offered twice daily in winter and three times daily in summer.

S21

IV. DISCUSSION:

s21

The timber wharf used by Black Ball Ferry is approximately 50 years old and PCC estimates that the facility will not last beyond 2018. Neither PCC nor the two ferry operators have completed any analysis of the replacement costs.

On-going maintenance will not be able to extend the life of the wharf and replacement of the structure is required. The ferry operators are expected to request government funding to replace the dock structure. Neither company is likely to significantly contribute to a replacement wharf. While this type of project might be eligible under the Transportation Partnerships Program, the program currently does not have any funding available. There are no other federal/provincial programs currently available to fund this type of project.

Both ferry service providers wish to secure long-term leases when the current leases expire in 2014. They are concerned that, without secured financing for the dock replacement, PCC will not be in a position to offer long-term agreements. PCC has confirmed that they do not have any specific plans to replace the wharf, and without replacement, they would only entertain short-term leases.

S.21

In addition, the location of Canadian Border Services Agency's (CBSA) offices at the Victoria Float Plane Terminal on the other side of the harbour hinders Clipper Navigation's access to customs and immigration services. CBSA currently processes passengers from the Black Ball Ferry before Clipper passengers because Black Ball Ferry has been operating longer in the harbour.

The Greater Victoria Harbour Authority (GVHA) has recently been awarded a long term lease from PCC to operate the former CPR terminal building. As the new operator of the terminal the GVHA will be developing a long term plan for the site that is expected to include joint border and immigration facilities that service the all international traffic in the harbour (i.e. air/marine).

S21

V. CONSULTATIONS:

In 2007, a City of Victoria task force on the future of Belleville Street Terminal recommended a \$100 million investment for a passenger ferry terminal, a hotel and commercial space. A dock for the Coho was left out of the vision, as it was believed a hotel would generate more revenue than Black Ball Ferry Line's annual lease payments. Public reaction was negative to moving the Black Ball Ferries to another location.

Ministry staff has discussed the issues with staff of the Ministry of Jobs, Tourism and Innovation, and the Ministry of Community, Sport and Cultural Development and PCC.

VI. RECOMMENDATIONS/SUMMARY:

S13

Program Area Contact: Levi Timmermans

Phone: 250 356-0738

Director Approval: Kirk Handrahan

Date: January 20, 2012

ADM Approval: Kevin Richter

Bios



Ryan Burles was appointed as the President and Chief Executive Officer of Black Ball Ferry Line in 2007. More recently he formed part of the executive management team that purchased the company from the Oregon State University Foundation. He has been with the company since 1981 when he first started working as a part-time Traffic Director while completing his Bachelor of Arts Degree in Education at the University of Victoria.

During his tenure with Black Ball Ferry Line, Ryan has helped guide the company through the successful expansion of fleet services, including enhancements to onboard amenities such as the addition of a passenger sundeck and viewing area, an expanded café and gift shop, and upgrades to the ship's propulsion system.

Ryan is also active at the community level in the company's two homeports – Victoria, BC and Port Angeles, Washington. He is Vice-President and Director of the Victoria & Esquimalt Harbour Society, a member of Tourism Victoria's Destination Marketing Committee, an active member of the Victoria and Port Angeles Chambers of Commerce, and represents the company on InterFerry, the international ferry association, and the Pacific NorthWest Economic Region, a regional U.S.-Canadian forum dedicated to encouraging global economic competitiveness and preserving our world-class natural environment.



Bob Cross has served as the Director of the Board of Black Ball Ferry Line since 2008. He is a Victoria businessman with more than 30 years of business and community experiences.

Before joining the board of Black Ball Ferry Line, Bob served two terms as Mayor of BC's capital city. He is a past-president of the Greater Victoria Chamber of Commerce and the Downtown Business Association, and president of the Victoria Tall Ships Society. He also sits on the board of the

Victoria/Esquimalt Harbour Society.

Bob has helped the company through strengthening the connection with the Victoria community. He has also helped the company plan the future growth as a main tourism and transportation link between the city and Washington State.



Darrell Bryan is the President and CEO of Clipper Navigation, Inc. (d/b/a Victoria Clipper). He was instrumental in the start up of the business in 1986, and continues to be involved in all aspects of the business. Prior to that, Darrell spent 13 years with the National Railroad Passenger Corporation (Amtrak), holding a variety of high level management positions in various cities.

Darrell received the Business Person of the Year Award in 1998 in Victoria, British Columbia. He also received the Washington State Tourism Person of the Year Award in 1995. Darrell has earned an M.B.A. from St. Mary's College in Moraga, California, and a B.A. in history and political science from Washington State University in Pullman, Washington.

**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
BRIEFING NOTE**

**Cliff #: 201434
Date: January 19, 2012**

REGION: Provincial
MoT DISTRICT: Provincial
ELECTORAL DISTRICT: Provincial
MUNICIPALITY: Provincial

I. PREPARED FOR: Information

II. ISSUE:

Meeting with Federal Minister of Transport, Infrastructure and Communities Denis Lebel

III. BACKGROUND:

The Province has been leading the Pacific Gateway Strategy since 2005. Canada has led the Asia Pacific Gateway and Corridor Initiative since 2006. The two initiatives are complementary, and have led to infrastructure, policy and legislative changes in support of Asia Pacific trade through British Columbia ports and western Canadian supply chains in conjunction with industry.

IV. DISCUSSION:

1. Coordination of Pacific Gateway 2.0 and Federal Asia Pacific Gateway and Corridor Initiative (Second Phase) Planning

- As part of the British Columbia Jobs Plan, MoTI is undertaking a refresh of its Pacific Gateway Initiative (Pacific Gateway 2.0). The Province will release the public Pacific Gateway Strategy at the end of March, and will share with Pacific Gateway partners (including Canada, other provinces and private sector delivery agencies) the detailed Action Plan. These documents will outline:
 - Significant demand for growth in containers as well as Western Canadian exports such as LNG, coal, minerals, potash, agri-food and forestry as well as opportunities in international education and tourism.
 - Transportation infrastructure requirements needed to address capacity gaps between 2011 and 2020.
 - Opportunities for development of hubs of excellence in Vancouver related to transportation (e.g. North American Aviation Hub; International Maritime Centre).
 - Provincial legislative improvements to encourage investment and new business (e.g. Ports Property Tax Act and Aviation Fuel Tax)
- Transport Canada staff have identified that Canada's plan, to go to federal Cabinet in March, will seek approval to: continue policy and legislative work; continue outreach and marketing; and seek extension of timelines for Asia Pacific Gateway and Corridor initiatives already approved. They have also identified that, while little new funding will be provided in the next few years for new infrastructure, the Transport Canada year-long consultation underway now on infrastructure with the public and private sector will drive any future investment priorities.
- Strategic areas of coordination that the Province and Canada can work on together to ensure an environment to attract new business to British Columbia and Canada include: joint prioritization of new air business development with Air Canada and other carriers

(such as recent success of new China Southern passenger and cargo services); prioritization of federal and provincial environmental assessment resources; joint research on new infrastructure; development of non-CPA ports (e.g. Kitimat and Stewart).

2. International Maritime Centre and North American Aviation Hub

There is an opportunity to establish Vancouver as an international maritime centre of excellence, building upon the efforts of the International Maritime Centre (IMC) initiative which began in 1989 and resulted in amended federal legislation and regulations to make Canada a competitive location for international shipping offices. The IMC initiative resulted in several international shipping companies establishing operations on Canada's Pacific Coast (e.g., Teekay, Oak, Valles, and Fairmont) and the expansion of BC companies into international shipping as a result of the enabling features of the IMC (e.g. Seaspan, a recent recipient of a federal shipbuilding contract).

Since 1991, the global shipping industry has changed and other countries have moved to attract shipping companies to their jurisdictions with tax and other incentives. The Canadian shipping industry has requested revisions to the *Income Tax Act* to further incent companies to locate in Canada, which amendments would have neutral or positive impacts on provincial or federal revenues.

S13

The Province is also interested in working with the federal government to further strengthen Canada's Pacific aviation hub development in Vancouver and increase international aviation access to and from British Columbia.

VI. RECOMMENDATIONS/SUMMARY:

Appendix B provides speaking points for the meeting with Minister Lebel.

Program Area Contact: Lisa Gow

Phone: 250 387-2672

COO Approval: Dave Byng

APPENDIX A: Biography

The Honourable Denis Lebel, Minister of Transport, Infrastructure and Communities and Minister of the Economic Development Agency of Canada for the Regions of Quebec



Elected to the House of Commons for the first time in 2007, Denis Lebel was re-elected to his seat in the 2008 general election, at which time he was appointed Minister of State for the Economic Development Agency of Canada for the Regions of Quebec.

Re-elected to a third term in 2011, Minister Lebel is now Minister of Transport, Infrastructure and Communities as well as Minister of the Economic Development Agency of Canada for the Regions of Quebec. While representing the citizens of the riding of Roberval–Lac-Saint-Jean, he has served on a number of parliamentary committees, as well as on the executive committees of the Canada-Europe and Canada-France parliamentary associations.

Minister Lebel has extensive experience in regional economic development. In addition to serving as Mayor of Roberval from 2000 to 2007, he was a member of the board of directors, executive board and forest committee of the *Union des municipalités du Québec*, chaired the *Caucus des municipalités voisines des Premières Nations* and sat on the board of directors of *Infrastructure Québec*.

Denis Lebel was also a member of the executive committee of the *Conférence régionale des élus du Saguenay–Lac-Saint-Jean* and chairman of *Comité de transport de la région du Saguenay–Lac-Saint-Jean*, as well as serving as a member of the natural resources and transportation committees.

He has also held positions as president of the *CLD du Domaine du Roy*, vice-president of the *Société d'aide au développement des collectivités Lac-Saint-Jean Ouest* and chairman of the *Association touristique régionale du Saguenay–Lac-Saint-Jean's* international marketing program. In addition, he served as vice-president of the *Agence régionale de santé du Saguenay–Lac-Saint-Jean* and a member of the air transport committee for the regions of Quebec.

Page 67 redacted for the following reason:

S13

**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
BRIEFING NOTE**

**Cliff #: 201505
Date: January 30, 2012**

REGION: All
MoTI DISTRICT: All
ELECTORAL DISTRICT: All
MUNICIPALITY / REGIONAL DISTRICT: All

I. PREPARED FOR: Information

II. ISSUE: Cross Border Movement and Bilateral Transportation Issues with Anne Callaghan.

III. BACKGROUND:

Canada and the U.S. share the longest undefended border in the world, and B.C.'s close cultural and economic ties with the Western U.S. have resulted in significant cooperation and mutual benefit to both countries. For example, the Pacific Coast Collaborative (PCC; lead by the leaders of BC, Alaska, California, Oregon, and Washington) has combined population of 52 million and GDP of \$2.5 trillion, and is one of the most successful inter-jurisdictional partnerships in North America. Signed by the Premier and state governors on June 30, 2008, the PCC Agreement has set a common direction in terms of clean energy, emergency management, regional transportation, green ports and green highways (e.g. the developing Hydrogen Highway network in BC), and is leading the way forward. In recognition of the importance of this relationship, the U.S. Consul General for Vancouver, Ms. Anne Callaghan (please see Appendix A for biography), has requested a courtesy call to discuss:

- BC/U.S. cross-border movement of people and goods; and
- Bilateral transportation issues.

Cross-Border Traffic/Trade

- Two-way merchandise trade crossing the border between the two totalled more than \$19 billion (USD) in 2010.
- The U.S. was the top destination for BC origin exports in 2010, with 46 per cent of BC's commodity exports shipped there. It also ranked first as a destination for Canadian goods in 2010, with 75 per cent of Canadian exports shipped there, and first as a source of imports into Canada with over 50 per cent of Canadian imports originating in the United States.
- Canada was the source of approximately 15 per cent of imports into the United States in 2010. Over 18 per cent of exports from the U.S. were destined for Canada that same year.

Tourism

- Washington is BC's largest market for American visitors. It is estimated that BC hosted more than 1 million overnight visitors from Washington in 2010, representing about 40 per cent of all U.S. overnight visitors to BC. While the number of visitors from Washington decreased by about 20,000 from 2009, estimated expenditures by those visitors rose from \$364 million in 2009, to \$384 million in 2010.
- There were about two million overnight trips to Washington by British Columbians in 2010, representing 87 per cent of all overnight trips by Canadians to Washington State (expenditure stats are currently not available).

Joint Initiatives (See Appendix B for more detail)

- The BC/WA Joint Transportation Executive Council (JTEC), which is co-chaired by BC's Minister of Transportation and Infrastructure (MoTI) and Washington State's Secretary of Transportation, was established in early 2010, to cooperate on transportation and border-related initiatives of mutual interest. The JTEC meets at minimum on a bi-annual basis.
- The two jurisdictions collaborate on a number of initiatives. These include:
 - Joint funding of infrastructure to support goods movement across the BC/Washington State Border;
 - Pacific Northwest High Speed Passenger rail corridor Eugene to Vancouver;
 - Operation of Amtrak Cascades 2nd daily train between Seattle and Vancouver;
 - Reduction in travel time to, and processing time at, the four land Cascade Gateway border crossings in Greater Vancouver and Whatcom County (e.g. NEXUS, FAST, Advanced Traveler Information Systems expansion, etc.);
 - Commercial vehicle data-sharing and commercial vehicle cross-jurisdiction by-pass privileges; and
 - New initiatives of bi-national transportation/border interest, including the recently released Canada/U.S. "Beyond the Border" Action Plan initiative. The Premier's Office, through the Intergovernmental Relations Secretariat, is the provincial lead on the Beyond the Border program, and MoTI staff are working closely with their Inter Government Relations (IGR) colleagues on this initiative
- In the 2011 Jobs Plan, the Province announced \$5 million on Border Infrastructure and Information System Projects¹.

S16

IV. RECOMMENDATIONS:

¹ Smart phone border Application, Highway 1 Border Hybrid Sign, Massey Tunnel / Alex Fraser Advanced Traveller Information System, Highway 11 Nexus Fast Lane installations, Highway 15 Nexus Fast Lane improvements, Commercial Vehicle Safety Enforcement – Border Delay Information; and Historic Advanced Traveller Information System Open Data Initiative

² The Harbor Maintenance Tax is a federal levy collected on the value of containerized goods arriving at US ports and is meant to fund maintenance dredging of federal navigational channels. The levy averages approximately \$80 per container and the federal government has been criticized for not providing needed investments in return for its collection.

- British Columbia and the Western U.S. are long-standing partners in cross-border traffic. Our joint efforts in areas such as climate change, coastal protection, and environmental stewardship is noted across North America as a model to aspire to.
- The Province is committed to continuing that work to facilitate the safe and efficient movement of goods across our borders.

Program Area Patrick Elves, Research Analyst
Contact:
Director Approval: Lisa Gow, Executive Director
COO Approval: Dave Byng

Phone: 250-356-9092

Date: January 30, 2012
 Date: January 31, 2012

Appendix A: Anne Callaghan Biography

Anne Callaghan

Consul General

U.S. Consulate General, Vancouver, British Columbia



Anne Callaghan assumed duties as the United States' Consul General in Vancouver on August 25, 2011.

Ms. Callaghan is a career senior Foreign Service officer with the U.S. State Department with the personal rank of Minister Counselor. Before her assignment as Consul General in Vancouver, she was posted in southeastern Iraq, overseeing the Maysan Provincial Reconstruction Team in its last year of operation. Ms. Callaghan has also served as Minister Counselor for Public Affairs in Rome where she directed public diplomacy for the U.S. Embassy and three Consulates General (2006-2009); and as Counselor for Public Affairs in Bogota, Colombia (2004-2006). Her last Washington tour was in the senior assignments division of the Bureau of Human Resources (2009-2010).

Ms. Callaghan joined the Foreign Service with the U.S. Information Agency in 1984. After a rotational tour in Mexico City, she opened the first public affairs office in Tijuana (1986-1990) and was responsible for public diplomacy for the six U.S.-Mexico border consulates. She then served two tours in East Asia as Public Affairs Officer in Perth (1990-1992) and as an Assistant Press Attache and Deputy Cultural Attache in Tokyo (1992-1997). Following a year of graduate study at the National War College, she worked in Washington in the Bureau of Western Hemisphere Affairs as the public diplomacy desk officer for Canada, Mexico, and Cuba (1998-2000). In 2000, Ms. Callaghan moved to Rome as Cultural Attache (2000-2004).

Prior to entering the Foreign Service, Ms. Callaghan worked at the Center for Research in International Studies at Stanford University. A native of New Jersey, she received her undergraduate degree in East Asian Studies from Colby College and graduate degrees from the University of Michigan School of Library and Information Science and the National War College. She speaks Japanese, Spanish, and Italian, and is the recipient of U.S. State Department Superior Honor and Meritorious Honor awards and the Department of the Army Superior Civilian Service award.

Appendix B: BC/Washington State Initiatives

Infrastructure Funding:

- Between 2003 and 2008 the Governments of British Columbia and Canada, with a contribution from Washington State, spent \$343 million on improvements to highway access to the four Cascade border crossings and crossing improvements.
- Between 1998 and 2008, Washington State spent \$131 million (USD) on improvements to its border infrastructure³. In the 2011 Jobs Plan, the Province announced \$5 million on Border Infrastructure and Information System Projects⁴.

Amtrak Cascades

- In 1995, the Washington State Department of Transportation (WSDOT) began operating a single daily round trip passenger train between Seattle and Vancouver. A second daily round trip between Seattle and Vancouver was added in August, 2009. Amtrak's Cascades ridership to and from Vancouver, BC now carries over 140,000 passengers per year. The operation of the Amtrak Cascades service, including the portion of the route between the Canada/U.S. border and downtown Vancouver, is funded by passenger revenues, Washington State and Amtrak/the U.S. federal government subsidies.
- As of October 2013, Amtrak/the U.S. federal government will no longer provide operations funding for Amtrak passenger rail corridors less than 750 miles in length (Amtrak Cascades from Eugene, OR to Vancouver, BC is 466). The WSDOT has estimated that this will result in an additional financial burden of approximately \$3 to \$5 million per year, and has indicated that it will work with BC and Oregon to assess options, as necessary, including fare increases, service reductions, or increases in partner contributions, to offset this loss of U.S. federal revenue.

Canada /U.S. Border Action Plans (Beyond the Border)

- Prime Minister Harper and President Obama released the Canada/U.S. *Beyond the Border Action Plans on Perimeter Security and Economic Competitiveness and on Regulatory Cooperation* in December, 2011. The Action Plan establishes a new long-term partnership between Canada and the US that is built upon a perimeter approach to security and economic competitiveness.
- BC is committed to working with the Governments of Canada, the U.S., and Washington State, to facilitate the implementation of this comprehensive cross-border initiative.
- From a transportation perspective, some of the key areas of interest to BC in the Canada/U.S. "Perimeter Security and Economic Competitiveness" Action Plan include commitments to:
 - **NEXUS** - NEXUS program enhancements (including improved enrolment options), and expand NEXUS lanes and booths at all four Cascade Gateway Lower Mainland crossings, including the introduction of NEXUS at the Aldergrove/Lynden (Hwy 13/SR 539) and Huntingdon/Sumas (Hwy 11/SR 9) crossings;

³ Source: Border Policy Research Institute, Western Washington University
http://www.wvu.edu/bpri/files/2008_Nov_Border_Brief.pdf

⁴ Smart phone border Application, Highway 1 Border Hybrid Sign, Massey Tunnel / Alex Fraser Advanced Traveller Information System, Highway 11 Nexus Fast Lane installations, Highway 15 Nexus Fast Lane improvements, Commercial Vehicle Safety Enforcement – Border Delay Information; and Historic Advanced Traveller Information System Open Data Initiative

- **Integrated Pre-Clearance and Pre-Inspection** – A comprehensive approach to pre-clearance and pre-inspection covering all modes of cross-border travel and trade, including a commitment from US Customs and Border Protection to conduct full integrated pre-clearance of travelers and accompanying goods at Vancouver BC for passenger rail (this will eliminate the current minimum 15 minute delay at the border for both southbound Amtrak trains) and cruise ship traffic by the end of 2012;
- **Joint Border Infrastructure Investment Plan** - Creation of a bi-lateral five year Border Infrastructure Investment Plan, to be renewed annually;
- **Mutual Recognition of Cargo** – A harmonized approach to screening in-bound cargo arriving from offshore that will result in increased security and the expedited movement of secure cargo across the Canada/US border, under the principle of “cleared once, accepted twice”, including the pilot project for the perimeter vetting and examination of inbound cargo at Prince Rupert destined for Chicago by rail; and,
- **Free and Secure Trade (FAST) Program**-Undertake a review of the FAST program.

**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
BRIEFING NOTE**

Cliff #: 201552
February 14, 2012

REGION: All
MoTI DISTRICT: All
ELECTORAL DISTRICT: All
MUNICIPALITY / All
REGIONAL DISTRICT: All

I. PREPARED FOR: Information

II. ISSUE:

The Canadian Construction Association (CCA) has requested a meeting with the Minister of Transportation and Infrastructure to discuss the development of a new long-term infrastructure investment plan in BC.

III. BACKGROUND:

The CCA is a national organization that represents the non-residential construction industry, with over 17,000 member companies including construction firms, manufacturers of construction products and insurance and surety companies.

The mandate of the CCA is to advocate on policy issues within federal and provincial governments that will promote growth in the construction industry. The top priorities of the association are:

- Labour supply and training
- Infrastructure investment
- Awareness of environmental issues
- Public-private partnerships and increased competition from global/foreign firms
- New technology

The CCA has partner associations with most provincial construction associations, including the BC Roadbuilders and Heavy Construction Association.

The federal government through Infrastructure Canada announced a consultation process on November 30th, 2011 as part of the development of a new long term infrastructure plan that may follow the expiry of the Building Canada Plan in 2014.

The CCA is interested in the development of long term infrastructure plans both federally and provincially. As part of the federal consultation process, Michael Atkinson, the President of the CCA, is participating on a federal committee as a key stakeholder.

Dee Miller, the Chair of the CCA, would like to discuss British Columbia's development of a provincial long term infrastructure plan.

IV. DISCUSSION:

Investment has improved many aspects of British Columbia's infrastructure including transportation, public transit, green energy infrastructure, water and waste water, sports and recreation centres and culture and tourism opportunities.

Since October 2008, \$5.5 billion has been invested in the province which has resulted in about 900 accelerated capital infrastructure projects. This has helped to stimulate the economy and has kept British Columbians working in approximately 35,000 direct jobs in the construction sector.

This investment has been leveraged through \$1.4 billion in federal contributions, from programs such as the Provincial Territorial Base Funding Initiative, Building Canada Fund, Asia-Pacific Gateway and Corridor Initiative, Infrastructure Stimulus Fund, Knowledge Infrastructure Program and Green Infrastructure Fund.

In the case of transportation improvements, federal/provincial investment of approximately \$2 billion has resulted in over 180 projects. Some examples of these projects include the South Fraser Perimeter Road, the Evergreen Line Project and improvements in highway corridors such as the Cariboo Connector, Highway 1 and the Okanagan Valley.

The federal government has begun the consultation process for the next long term infrastructure plan following the completion of the Building Canada Plan, British Columbia is an active participant in this process. Development of a long term infrastructure plan at the federal level will assist British Columbia in continuing to leverage future infrastructure investment. It will also play a key role in the development of the province's long term plan.

VI. CONSULTATIONS:

None.

VII. RECOMMENDATIONS/SUMMARY:

S13

Program Area Contact: Ian Pilkington/David Marr

Phone: 250-387-7627

Director Approval: Rodney Chapman/Renée Mounteney

Date: February 13, 2012

ADM Approval: Dave Duncan/Kevin Richter

APPENDIX A:
Potential CCA Attendees

Nadine (Dee) Miller

Chair, Board of Directors
Canadian Construction Association



Mrs. Miller assumed her position as Chair of the Board of Directors on March 11th, 2011.

Mrs. Miller joined the Board of Directors of the Canadian Construction Association in 2003, became a member of the Executive Committee in 2006 and an Elected Officer in 2008. She has served as First and Second National Vice-Chair and Honorary Secretary/Treasurer for the Board. During her time on the CCA Board, she chaired the International Business Committee and co-chaired the Membership and Promotion Committee.

Mrs. Miller is Vice President of JJM Construction Ltd, a third-generation, family-owned business involved in all aspects of construction such as heavy civil, structural, road building as well as marine construction and dredging.

Prior to joining CCA, Mrs. Miller served as a Director of the BC Road Builders and Heavy Construction Association from 1996 – 2002, and in 2001, became the organization's first woman Chair.

**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
BRIEFING NOTE**

**Cliff #: 201611
February 6, 2011**

REGION: South Coast
MoT DISTRICT: Lower Mainland
ELECTORAL DISTRICT: Delta South, Surrey-Whalley, Vancouver-Hastings, Vancouver-Mount Pleasant
MUNICIPALITY / REGIONAL DISTRICT: Metro Vancouver

I. PREPARED FOR: Information

II. ISSUE: Port Metro Vancouver's Container Capacity Improvement Program.

III. BACKGROUND:

Port Metro Vancouver's (PMV) Container Capacity Improvement Program (CCIP) represents the port's long-term strategy to meet anticipated container capacity demand to the year 2030. The CCIP is primarily composed of two projects:

- Deltaport Terminal Road and Rail Improvement Project (DTRRIP) – a near-term project (estimated completion 2014) that will increase Deltaport's annual container capacity from 1.8 million twenty-foot equivalent units (TEUs) to 2.4 million TEUs; and
- Roberts Bank Terminal 2 Project (T2) – a proposed container terminal that could provide additional capacity of 2.4 million TEUs per year by 2030.

Deltaport Terminal Road and Rail Improvement Project

Port Metro Vancouver undertook public consultation for the DTRRIP between November 21, 2011 and January 6, 2012. Communities, stakeholders and the public were provided opportunities to learn about the project and provide input through meetings, open houses and online feedback.

Roberts Bank T2

Although the scope, scale and location of the proposed project have not yet been fully defined, PMV hopes to have multiple berths equipped with ship-to-shore cranes capable of handling modern, high-capacity container ships.

The complete seven-round T2 consultation process (of which the pre-consultation process was completed July, 2011) is anticipated to continue until December, 2016.

IV. DISCUSSION:

S13

S13, 21

V. CONSULTATIONS:

Port Metro Vancouver

VI. RECOMMENDATIONS:

S13

Program Area Contact: Patrick Elves, Research Analyst
Director Approval: Lisa Gow, Executive Director
ADM Approval:

Phone: 250-356-9092
Date: February 6, 2011

Appendix A: Biographies

Robin Silvester

President and Chief Executive Officer, Port Metro Vancouver



Robin Silvester was appointed President and Chief Executive Officer of Port Metro Vancouver in 2009. Prior to joining the Port Authority, Mr. Silvester served as Chief Executive for the property and facilities management business United Group Services ANZ in Australia.

Mr. Silvester spent a significant portion of his career serving in senior roles internationally with P&O Ports. As Chief Development Officer, Mr. Silvester led the company's strategy and global acquisition program, including the businesses that became P&O Ports Canada. In 2003 Mr. Silvester was appointed President and CEO of P&O Ports Canada, based in Vancouver.

In 2004, Mr. Silvester relocated from Vancouver to London, UK, and later to Sydney, Australia, as a member of the P&O Ports global executive team. Following the acquisition of P&O by Dubai Ports World in 2006, Mr. Silvester remained in Sydney and joined United Group Limited, an ASX 100 listed Engineering and Property Services firm, as Chief Development Officer.

Mr. Silvester is a chartered engineer and a graduate of Cambridge University. He completed a Corporate Finance Program at the London Business School. Mr. Silvester is the Chair of the Association of Canadian Port Authorities (ACPA), a Director of the Vancouver Board of Trade, a Director of the Western Transportation Advisory Council (WESTAC), and a past Board member of the British Columbia Maritime Employers' Association (BCMEA).

Sheri Plewes

Vice President, Infrastructure Delivery, Port Metro Vancouver



Ms. Plewes has responsibility for the Port's major infrastructure projects, including the Container Capacity Improvement Program and Trade Areas development, and major contracts.

**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
BRIEFING NOTE**

**Cliff #: 201706
February 24, 2012**

REGION: South Coast
MoT DISTRICT: Lower Mainland
ELECTORAL DISTRICT: All Lower Mainland Districts
REGIONAL DISTRICT Greater Vancouver Regional District

I. PREPARED FOR: Information

II. ISSUE: Update on Port Metro Vancouver operations.

III. BACKGROUND:

Meeting with Robin Silvester, the President and CEO, and Duncan Wilson, Vice President of Corporate Social Responsibility of Port Metro Vancouver (PMV) (See biographies in Appendix A). The PMV representatives wish to discuss the subjects below.

IV. DISCUSSION:

Port 2050 and Land Use Plan

In November 2011, PMV completed a long-term strategic visioning process known as Port 2050. The first action resulting from Port 2050 will be a new Land Use Plan that will guide PMV's physical development over the next 15 to 20 years.

S13

S21

New Westminster Rail Bridge

The New Westminster Rail Bridge is a single-track bridge over the Fraser River. It provides rail access to port terminals along the Fraser River and on the North Shore of the Burrard Inlet.

S13

Massey Tunnel

The Massey Tunnel is a four lane highway traffic tunnel under the Fraser River. Port representatives would like to see the tunnel expanded to facilitate an increase in truck traffic. Fraser Surrey Docks has identified that clearance above the tunnel restricts the size of vessels that can dock at their port.

S13

South Fraser Perimeter Road (SFPR) is expected to redirect some commercial traffic from the Massey Tunnel. Monitoring SFPR's impact on the Tunnel will assist in determining long term changes.

S13

S13

S16

Roberts Bank Wildlife Management Area (WMA)

The Roberts Bank Wildlife Management Area is an 8,770 hectare piece of land adjacent to Deltaport. It was approved by Cabinet and officially received its designation in September 2011.

S13, 16

S16

V. SUMMARY:

S13

Program Area Contact:	Graham Young, Research Analyst	Phone: 250-356-9094
Director Approval:	Lisa Gow, Executive Director Pacific Gateway Branch	Date: February 24, 2012
COO Approval:	Dave Byng, Chief Operating Officer	February 29, 2012

Appendix A: Biographies

Robin Silvester

President and Chief Executive Officer, Port Metro Vancouver



Robin Silvester was appointed President and Chief Executive Officer of Port Metro Vancouver in 2009. Prior to joining the Port Authority, Mr. Silvester served as Chief Executive for the property and facilities management business United Group Services ANZ in Australia.

Mr. Silvester spent a significant portion of his career serving in senior roles internationally with P&O Ports. As Chief Development Officer, Mr. Silvester led the company's strategy and global acquisition program, including the businesses that became P&O Ports Canada. In 2003 Mr. Silvester was appointed President and CEO of P&O Ports Canada, based in Vancouver.

In 2004, Mr. Silvester relocated from Vancouver to London, UK, and later to Sydney, Australia, as a member of the P&O Ports global executive team. Following the acquisition of P&O by Dubai Ports World in 2006, Mr. Silvester remained in Sydney and joined United Group Limited, an ASX 100 listed Engineering and Property Services firm, as Chief Development Officer.

Mr. Silvester is a chartered engineer and a graduate of Cambridge University. He completed a Corporate Finance Program at the London Business School. Mr. Silvester is the Chair of the Association of Canadian Port Authorities (ACPA), a Director of the Vancouver Board of Trade, a Director of the Western Transportation Advisory Council (WESTAC), and a past Board member of the British Columbia Maritime Employers' Association (BCMEA).

Duncan Wilson

Vice President, Corporate Social Responsibility, Port Metro Vancouver



Effective September 1, 2011, Mr. Duncan Wilson has been appointed Vice President, Corporate Social Responsibility.

Duncan Wilson joined the Port in 2003 and was named Director, Communications and Government Affairs in 2009. In his new role, Wilson has leadership responsibility for Port Metro Vancouver's sustainability and corporate social responsibility portfolio that includes environmental activities, communications, government affairs, and community and First Nations engagement.

**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
BRIEFING NOTE**

**Cliff #: 201801
February 22, 2012**

REGION: SOUTH COAST REGION
MoT DISTRICT: LOWER MAINLAND DISTRICT
ELECTORAL DISTRICT: SURREY-WHITE ROCK
MUNICIPALITY /
REGIONAL DISTRICT: CITY OF WHITE ROCK

I. PREPARED FOR: Information

II. ISSUE:

Minister Falcon has requested a meeting with the Ministry of Transportation and Infrastructure (MoTI) to discuss the construction of an Interchange at Highway 99 and 16th Avenue in Surrey.

III. BACKGROUND:

The Semiahmoo Peninsula (South Surrey and White Rock, Figure 1) is projected to experience substantial growth over the next 30 years. By 2041, the population is estimated to increase from approximately 100,000 to 200,000 people, while employment will triple from approximately 30,000 to 90,000 jobs. The main area of development is located between King George Highway, 32nd Avenue, 184th Street and 16th Avenue.

Highway 99 is a key commuter route. Although significant increases in transit ridership have been achieved as a result of bus accommodation measures recently implemented on Highway 99, the growth in auto traffic is causing significant peak period congestion on municipal roadways connecting with Highway 99 as well as the Highway 99 interchanges.

In the South Surrey area, access to the municipality is currently only via King George Boulevard, 32nd Avenue and 8th Avenue interchanges. There are overpasses (no access to Highway 99) at 16th and 24th Avenues.

The City of Surrey has been receiving public complaints relating to truck traffic on 32nd Avenue which is currently a designated truck route. Recent residential development along 32nd Avenue has resulted in the community asking the City to proceed with a 16th Avenue interchange so that trucks can be rerouted from 32nd Avenue to 16th Avenue which is also a designated truck route.

IV. DISCUSSION:

An interchange at 16th Avenue (Figure 2) will provide relief for both the King George Boulevard and 32nd Avenue interchanges, as they are experiencing an increased amount of traffic and congestion.

The ministry is supportive of an interchange at 16th Avenue as it has been identified as the preferred cross border circulation route providing motorists an east-west route to more efficiently access the border crossings.

The City of Surrey has been developing plans for their municipal network including 16th Avenue

over the past couple of years in response to major development proposals in the vicinity.

S17

V. CONSULTATIONS:

- TransLink
- City of Surrey
- Federal Government

VI. RECOMMENDATIONS/SUMMARY:

S13

S13, 17

Program Area Contact: John Schnablegger

Phone: 604 660-8216

Director Approval: Derek Drummond/Patrick Livolsi

Date: February 17, 2012

ADM Approval: Dave Duncan

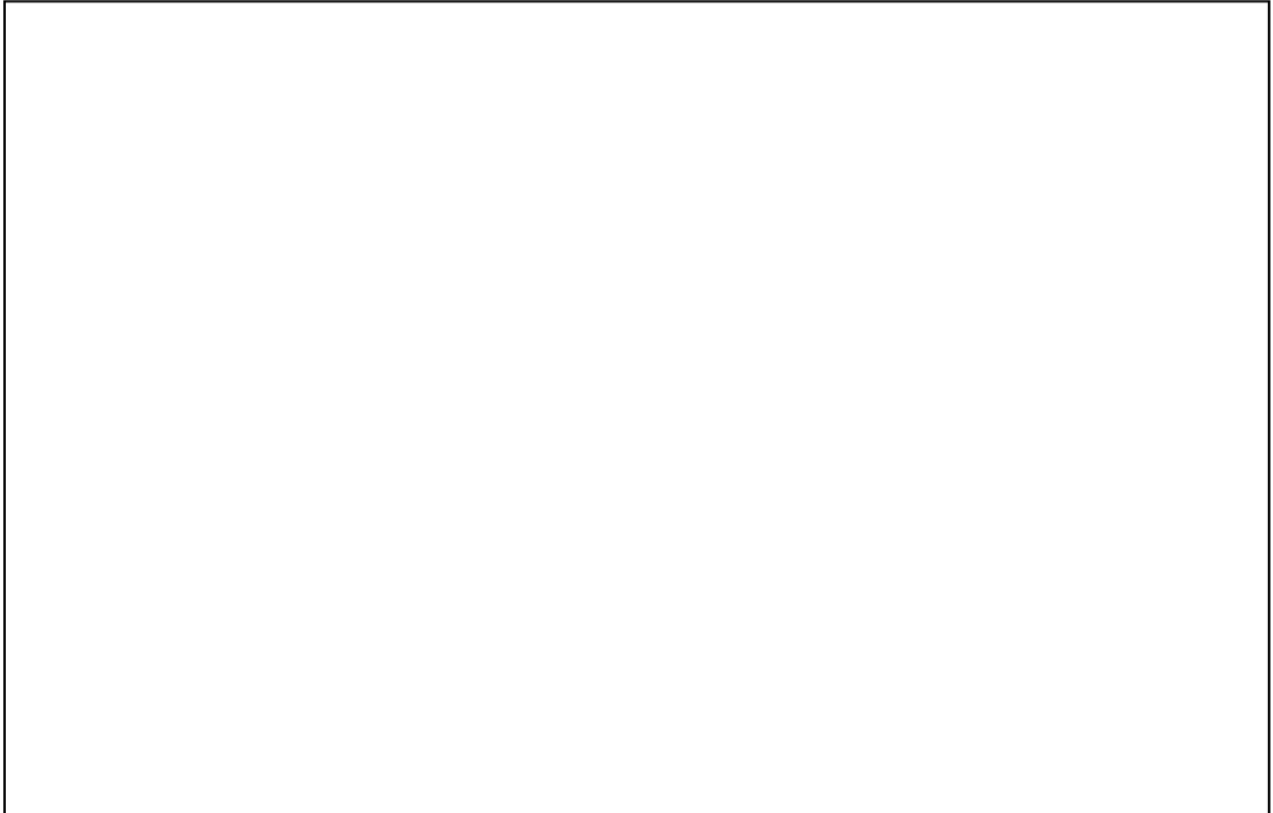


Figure 1 – South Surrey/White Rock

Figure 2 - Existing Highway 99/16th Avenue Overpass

S17

**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
BRIEFING NOTE**

**Cliff #:201842
February 9, 2012**

REGION: Marine Branch – Coastal Ferries

MoT DISTRICT: n/a

ELECTORAL DISTRICT: n/a

**MUNICIPALITY /
REGIONAL DISTRICT:** n/a

I. PREPARED FOR: Information

II. ISSUE:

Minister's meeting with Mike Corrigan, CEO of Ferries.

III. BACKGROUND:

On February 28, 2012, the Minister will be meeting with Mike Corrigan, CEO of BC Ferries to discuss the BC Ferry Commissioner's report on the coastal ferry model.

IV. DISCUSSION:

The BC Ferry Commission released a comprehensive report containing 31 recommendations to improve the current coastal ferry services model. See Appendix 1 for summary of recommendations. The recommendations are intended to better balance the affordability of ferry fares with the sustainability of BC Ferries.

As part of the review, the Commissioner undertook a comprehensive public consultation process including 40 meetings in 27 communities, involving approximately 2,000 people. Meetings were held with BC Ferries, Ferry Advisory Committees, First Nations, municipal councils, chambers of commerce, tourism organizations, regional districts and other stakeholders. The public was also invited to comment on nine topics on the BC Ferry Commission's website.

The Commissioner reports that the ferry system is facing challenges which are only expected to get larger in the years ahead. Declining ridership and financial losses in the current year, coupled with huge capital investment requirements for fleet renewal and terminal upgrades, is putting a strain on the financial sustainability of BC Ferries. Ferry users consider further large fare increases to be unaffordable, and are concerned that the operator is not sufficiently accountable. The Commission acknowledges that the Coastal Ferry Act, and its guiding principles, is not perceived to be giving consideration to the interests of ferry users.

The Commissioner indicates that all of the principle stakeholders will need to be part of the solution in order to achieve a ferry system which is both affordable and financially sustainable. Specifically, ferry users will need to be receptive to changes in how services and levels of service are delivered; BC Ferries needs to accept additional oversight and accountability measures, and will have to focus even more on cost control and new sources of revenue; and the Province must define a vision for the future of ferry services and provide additional financial support to ensure the system's sustainability.

The Commissioner recommends that fare increases be capped at CPI for the next two performance terms. To keep fare increases at CPI in the upcoming performance term, the Commissioner estimates a \$58 million revenue shortfall, assuming no change in ridership and service levels.

On February 3, 2012, the Chairs of the 12 Coastal Ferry Advisory Committees wrote to the Minister to indicate their support for the Commissioner's report, though they are advocating for a roll-back of fares by 25%. While they are also concerned about the level of service cuts that may arise in the future, they are interested in participating in future discussions about potential service adjustments which could generate savings while still meeting public transportation needs.

V. CONSULTATIONS:

n/a

VI. RECOMMENDATIONS/SUMMARY:

S13

Program Area Contact:

Phone: 250-952-0678

Director Approval: Kirk Handrahan

Date: February 14, 2012

ADM Approval: Kevin Richter

Pages 91 through 92 redacted for the following reasons:

S13

**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
BRIEFING NOTE**

**Cliff #: 201959
March 5, 2012**

REGION: South Coast
MoT DISTRICT: Lower Mainland
ELECTORAL DISTRICT: Surrey-Whalley
MUNICIPALITY Surrey

I. PREPARED FOR: Information

II. ISSUE: Water depths along the Fraser River are impeding business development at Fraser Surrey Docks.

III. BACKGROUND:

Dianne Watts won her third term as Mayor of Surrey in November 2011. In January 2012, Mayor Watts was appointed Chair of the Metro Vancouver Ports Cities Committee (See Biography in Appendix A).

As part of her duties as Mayor and Chair, Mayor Watts wishes to discuss issues pertinent to Fraser Surrey Docks (FSD). This terminal is a multi-purpose marine facility located on the Fraser River in Surrey. It handles a variety of break-bulk products as well as containers.

Fraser River Dredging

Terminals along the Fraser River such as FSD desire dredging along the river's main channel to allow for safe navigation. Without dredging of the lower Fraser River, key shipping channels would become too shallow for commercial vessels to safely access port facilities.

Port Metro Vancouver (PMV) is responsible for dredging the main channel of the Fraser River. This responsibility was delegated to the port by Canada when it created the Canadian Port Authorities. In 2011, the port signed a 10-year dredging contract effective January 1, 2012 with Fraser River Pile and Dredge of New Westminster.

Containers and Fraser Surrey Docks

In 2006, FSD completed a \$190 million investment in its container handling infrastructure. The terminal has the real estate and a majority of the infrastructure in place to provide upward of 1 million TEU's of additional container capacity.

A major issue for FSD in attracting container business is the water depths along the Fraser River and desirability of alternate terminal facilities at Roberts Bank. The terminal is located 34 km up the river and questions have arisen as to whether it can handle the largest container ships (both due to depth and ability to turn in the narrow Fraser River channel).

The terminal's container traffic has decreased in recent years. Evergreen Marine Corporation moved its container operations from FSD to Deltaport following the completion of the Third Berth in 2010 because the latter is better able to handle the larger container ships that are becoming more standard in the industry.

S21

Massey Tunnel

The Massey Tunnel is a four lane highway traffic tunnel under the Fraser River. Fraser Surrey Docks has identified that clearance above the tunnel restricts the size of vessels that can dock at the terminal. The clearance above the tunnel is currently approximately 11.9 metres.

IV. DISCUSSION:

S13

The issue of water depth along the Fraser River will continue to be an issue for FSD as the container industry moves towards larger ships. The future container expansion projects identified by PMV under its Container Capacity Improvement Program are the Deltaport Terminal Road and Rail Infrastructure Project and Roberts Bank Terminal 2.

S13

Aside from FSD, there may be other options for potential potash terminals at PMV including Lynnterm West Gate. There is also port industrial land at the Port of Prince Rupert.

Concerning the Massey Tunnel, TRAN is working with FSD to see what can be done to the Massey Tunnel in its current configuration to maximize draft above the tunnel.

V. CONSULTATIONS:

- Bill Wehnert, Vice President, Sales and Marketing, Fraser Surrey Docks
- Peter Xotta, Vice President, Planning and Operations, Port Metro Vancouver

VI. RECOMMENTATIONS/SUMMARY:

S13

Program Area Contact: Graham Young, Research/Policy Analyst
Director Approval: Lisa Gow, Executive Director
COO Approval: Dave Byng, Chief Operating Officer

Phone:250-356-9094
Date: March 5, 2012
Date: March 6, 2012

Appendix A- Bio of Dianne Watts



Dianne Watts was first elected mayor of Surrey in 2005. She was re-elected in the 2008 and 2011 elections. She previously served as a City Councilor in Surrey since 1997.

Her family has owned and operated a manufacturing plant in Surrey for over 30 years.

Mayor Watts has represented Surrey on the Greater Vancouver Transportation Authority (Translink). Currently, she represents Surrey in the Big City Mayor's Caucus of the Federation of Canadian Municipalities.

Within this group, she is a member of the National Transit Strategy Committee, Public Safety Committee and the 1% Equivalence of the GST Committee.

Mayor Watts has developed many key initiatives since taking office, including the introduction of:

- The Surrey Crime Reduction Strategy;
- The Homelessness and Housing Fund;
- The Sustainability Charter, an overarching policy document that is guiding the City's approach to social, cultural, environmental, and economic sustainability;
- The Child and Youth Friendly City Strategy, which identifies actions that the City can take to promote the healthy development of young people from early childhood, through middle childhood and adolescence and;
- The Livability Accord, an agreement signed between Surrey, Abbotsford, Coquitlam and Langley to collaborate on initiatives related to crime, transportation and growth.

**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
DECISION NOTE**

**Cliff #: 201960
February 20, 2012**

**REGION: All
MoT DISTRICT: All
ELECTORAL DISTRICT: All
MUNICIPALITY: All
REGIONAL DISTRICT: All**

I. PREPARED FOR: Information

II. ISSUE: Meeting with Jonathan Burke, Vice President, Global HD Market Development for Westport Innovations Inc. and Mr. Larry Wiebe, Chief Executive Officer and Fred Zweep, President, both of the Vedder Transportation Group.

III. BACKGROUND:

Westport Innovations Inc. is a global leader in alternative fuel, low-emissions technologies that allow engines to operate on clean-burning fuels such as compressed natural gas and liquefied natural gas (LNG) (Appendix A).

The Vedder Transportation Group is made up of two companies, Vedder Transport Ltd. and Cam-Am West Carriers Inc. The core of Vedder Transport's Ltd. services include bulk liquid food transportation and bulk dry food transportation; while Can-Am West Carriers Inc. provides the following range of services: van transportation, flat-deck transportation, step-deck transportation, super-B transportation, asset-based logistics and international freight services (Appendix A).

The BC Jobs Plan identifies natural gas as one of the natural resource sectors the government has committed to working with in order to fulfill its potential and generate opportunity across British Columbia. One of the actions identified is to grow the market for LNG as a transportation fuel, which is further supported by the Natural Gas Strategy.

Through its Natural Gas Strategy, the province of British Columbia is committed to promoting natural gas as a transportation fuel. In particular, one of the strategies is to work with stakeholders, including the business community, fuel suppliers and natural gas producers to increase the use of natural gas in the transportation sector.

IV. DISCUSSION:

In September 2011, FortisBC announced that it received interim approval from the British Columbia Utilities Commission to provide fuelling services to Vedder Transport through a LNG fuelling station in Abbotsford. This enables Vedder Transport to refuel their new fleet of LNG-powered trucks on their own premises at rates regulated by the BC Utilities Commission. By late spring of this year, Vedder Transport anticipates its

LNG fleet will include 50 trucks. The new LNG-powered trucks use technology developed by Westport Innovations Inc.

Through the use of LNG from BC, Vedder Transport and Westport Innovation are helping to create a new market for an economical transportation fuel. Vedder's LNG-powered trucks will be emitting up to 27 per cent less greenhouse gases than diesel trucks. Overall, it is estimated that this LNG natural gas fuelling station will help reduce GHGs in BC by over 3,500 tonnes a year.

Vedder Transport participated on a natural gas panel at the Pacific Northwest Economic Region conference held in Victoria in November 2011. At this conference, Vedder Transport spoke highly of the success of the program.

V. SUMMARY:

- Through its Natural Gas Strategy, the province is committed to maintaining BC's leadership on climate change and clean energy.
- The transportation sector provides an important opportunity for the increased use of natural gas.
- BC Supports cooperative projects such as the one undertaken by Vedder Transport and Westport Innovations.

Program Area Contact: Alan Callander, Manager,
Active Transport/Municipal Policy

Phone: (250) 356-5536
Date: February 20, 2012

Director Approval: Greg Gilks

Date: February 20, 2012

A/ADM Approval:
COO Approval:

Date: February 20, 2012
Date: February 21, 2012

Appendix A

Company and Representative Profiles

Westport Innovations Inc.

Westport Innovations Inc. is a global leader in alternative fuel, low-emissions technologies that allow engines to operate on clean-burning fuels such as compressed natural gas, liquefied natural gas, hydrogen and biofuels such as landfill gas. The company's unique technologies reduce nitrogen oxides, particulate matter and greenhouse gas emissions while preserving the power, torque and fuel efficiency of diesel engines.

Westport focuses on three distinct categories or target markets – light, medium- and heavy-duty – through Westport business units or joint ventures. Westport light duty focuses on light-duty automotive systems, components and engines. Cummins Westport is a joint venture with Cummins and sells a broad range of low-emissions alternative fuel engines for commercial urban vehicles such as busses, refuse trucks and vocational vehicles. The third business unit, Westport Heavy Duty is engaged in the engineering, design and marketing of natural gas-enabling technology for the heavy-duty diesel engine and truck market.

Jonathan E. Burke (Vice President):

Jonathan E. Burke is Vice President, Global HD Market Development for Westport and joined the company in 2006. Mr. Burke is responsible for Westport's sales, market development and government relations activities for the Westport heavy duty business unit. Mr. Burke has over 15 years of experience in corporate and investor communications and business development for both private and public technology companies.

Mr. Burke is a Director of the British Columbia Innovation Council, the California Natural Gas Vehicle Coalition and Board Chair of the Canadian Natural Gas Vehicle Alliance. He holds a Masters of Business Administration from Athabasca University and has completed Executive Education at Stanford University and the Wharton School at the University of Pennsylvania.

Vedder Transportation Group

The Vedder Transportation Group remains a family owned and operated company with its head office located in Abbotsford, BC. With its two trucking companies, Vedder Transport Ltd. and Can-Am West Carriers Inc., it is one of Canada's leading providers of truck transportation, logistics and warehousing throughout North America.

The company employs over 650 staff members and has been in operation since 1956. The Vedder Transportation Group operates a diverse fleet of 300 tractors and over 800 semi-trailers. Currently, the Vedder Transportation Group is ranked 46th on Canada's Top 100 For-Hire Truck Transportation Companies List.

Larry Wiebe (Owner/CEO):

Larry Wiebe is a second generation Owner / CEO of the Vedder Transportation Group. Larry has worked at the Vedder Transportation Group in several capacities before becoming CEO in 2005. Larry has a quiet passion for the industry, getting his start at the young age of 13 years old.

Fred Zweep (President):

Fred Zweep is the President of the Vedder Transportation Group. Mr. Zweep has over 20 years of senior management experience in truck transportation, warehousing and logistics both in domestic and international trade.

Mr. Zweep holds a Business Degree from the University of Manitoba along with a Transportation Management and Policy Certificate from the University of Wisconsin-Madison.

**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
BRIEFING NOTE**

**Cliff #: 201962
March 2, 2012**

REGION: NORTHERN REGION
MoT DISTRICT: FORT GEORGE DISTRICT
ELECTORAL DISTRICT: NECHAKO LAKES
MUNICIPALITY / REGIONAL DISTRICT: BULKLEY NECHAKO

I. PREPARED FOR: Information for Minister Lekstrom

II. ISSUE:

MLA John Rustad, Nechako Lakes, has requested a meeting to discuss the proposed passing lane project on Highway 16 East of Vanderhoof, near Mapes Road.

III. BACKGROUND:

S17

IV. DISCUSSION:

Highway 16 between Prince George, Vanderhoof, and Burns Lake experiences high volumes of regional, commuter, logging, and recreational traffic (5600 AADT). In effort to improve safety and mobility along the corridor, the ministry has completed three passing lane projects within the Nechako Lakes Electoral District in the past four years. These include the Holy Cross Passing Lane, Priestly Hill Passing Lane, and the Sunnyslope Passing Lane.

Over the past five years, the ministry has invested nearly \$73 million in the Nechako Lakes Electoral District

S17

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V. CONSULTATIONS:

The Fort George District office has been in contact with MLA Rustad, Industrial Stakeholder Groups and Public Stakeholder Groups.

VI. RECOMMENDATIONS/SUMMARY:

S13

Program Area Contact:	Trent Folk	Phone: 250 565-6492
Director Approval:	Mike Lorimer	Date: March 1, 2012
ADM Approval:	Dave Duncan	

Appendix A: Passing Lane Project on Hwy 16 near Mapes Road

Copyright

Appendix B: Dog Creek Passing Lane on Hwy 27

Copyright

**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
BRIEFING NOTE**

**Cliff #:202012
March 6, 2012**

REGION: Marine Branch – Coastal Ferries

MoT DISTRICT: n/a

ELECTORAL DISTRICT: n/a

**MUNICIPALITY /
REGIONAL DISTRICT:** n/a

I. PREPARED FOR: Information

II. ISSUE:

Minister's meeting on March 13, 2012 with the City of Powell River.

III. BACKGROUND:

The Mayor has requested a meeting with the Minister to discuss a variety of coastal ferry issues specifically related to Powell River and the Sunshine Coast. The Mayor, two councilors and the Chief Administrative Officer will be in attendance (see Appendix 1 for bios).

IV. DISCUSSION:

The City has requested the following items be included on the Agenda for the meeting:

Ferry service to Powell River

While the City has not conveyed any specific concerns regarding the level of service, many ferry dependent communities are concerned about service cuts given the financial pressures facing the government and BC Ferries. The City of Powell River has two ferry connections. Route 17 provides 4 round trip sailings to Comox each day and Route 18 provides 9 round trips each day to Texada Island.

Replacement vessels – schedule and size

The two vessels serving Routes 17 and 18 are scheduled for replacement. The *Queen of Burnaby* serves Route 17 between Comox and Powell River and is scheduled to be retired at age 51. The *North Island Princess* serving Route 18 between Powell River and Texada Island is scheduled to be retired at age 57. New vessels are expected to be in-service in early 2016.

In March 2011, Ministry staff held a meeting in Powell River with the Northern Sunshine Coast Ferry Advisory Committee (FAC) and other invited community representatives including Mayor Formosa and Councillor McNaughton. At that meeting, the community expressed their strong support for a status quo type of service in the future, i.e., no reduction in the size of the replacement vessels with a similar schedule.

At an October 11, 2011 meeting between BC Ferries and the FAC, this issue was raised. The community is frustrated that they have not received updates with respect to BC Ferries long-term

Ferry Resident Cards

There is currently no product called a “ferry resident card”. The City may advocate for an increased provincial subsidy to enable a “resident fare” at a reduced cost. Regardless of the many policy considerations, e.g., level of discount, eligible routes, and definition of a resident, the provincial funding required to enable this discount would be considerable. Given the current pressures to maintain existing services, it would be difficult to implement at this time. If BC Ferries were to offer a resident fare, the company would need to recuperate the lost revenues from other fares. This would mean significant fare increases for other travelers.

BC Ferries does offer discounts through Experience Cards which are electronic swipe cards that can be loaded with money to be used for ferry travel. Cardholders can elect to receive access to reduced fares on participating routes by choosing to load minimum amounts. The level of discount varies by route but is popular on commuter-type routes, including those on the Sunshine Coast. At an October 11, 2011 meeting between BC Ferries and the FAC, this issue was discussed as communities would like to explore having a common discount for all routes. BC Ferries agreed to work with the community representatives to share information on what changes could be made to allow Experience Card discounts to be consistent amongst routes.

Alternate road route connecting the lower and upper sunshine coast

The Saltery Bay and Earls Cove ferry terminals are approximately 50 minutes travel time. There is the potential to move the Earls Cove ferry terminal closer to Saltery Bay reducing the ferry travel time to approximately 20 minutes. In order to do accomplish this, a new 6-8 km roadway and 1-1.5 km bridge would need to be constructed to connect the existing Earls Cove terminus to a new terminus on Nelson Island. The estimated cost is \$250 million.

Westview ferry terminal: re-fit of ramp structure to accommodate other vessels, and pending closure of both terminals for maintenance

BC Ferries has plans to upgrade the Little River (Comox) and Westview (Powell River) terminals in late 2013 or early 2014. No plans have been made yet for alternate service while the terminals undergo maintenance. The work is expected to take approximately three weeks on each terminal. BC Ferries will be engaging with the communities prior to any final decisions regarding timing and service alternatives while the work is being complete.

Last month, the Queen of Burnaby experienced mechanical difficulties and was taken out of service for four days (Feb 6 – 9). This caused great concerns for the community, as the replacement vessels used were the Tachek and the North Island Princess, which are a quarter of the size of the Burnaby. The City may wish to express their concerns regarding backup vessels that are available when one of the primary vessels serving the routes is removed for repair.

As BC Ferries upgrades aging assets, they are moving towards improving the standardization of assets and interoperability of the fleet. This upgrade will be consistent with this goal to help ensure adequate service during vessel refits and repairs.

Home porting the ferry in Powell River

The community of Powell River strongly supports a change to home-porting i.e., where the vessel docks overnight. For many years, the City of Powell River has advocated that the vessel be docked at Powell River instead of Comox. At the March 2011 meeting with Ministry staff, the community representatives acknowledged the importance of this issue, however, they also agreed that this change should be carefully considered in terms of the potential benefits and consequences to all users. Community representatives suggested that the local government should consider developing a business case for the proposed change. Changing of the home port would likely not be supported by the Comox valley.

This issue was also raised in the October 2011 meeting between BC Ferries and the FAC. BC Ferries indicated that home-porting decisions are complex and this would mean expensive dead-head sailings each day as well as significant crewing considerations and cost. BC Ferries would likely seek compensation from the Province for a home-porting change.

Youth sport travel costs

The Sunshine Coast residents have raised the issue of the Student Discount Program on several occasions as not all routes are within the 100% discount category. Routes in the 100% discount category receive the discount for school sponsored events and Junior Association events (sports teams). On other routes, BC students receive a 50% discount for school sponsored events only. While the Sunshine Coast FACs have made several requests to include all their routes in the 100% discount category, there may be significant cost implications. S13

S13

V. CONSULTATIONS:

n/a

VI. RECOMMENDATIONS/SUMMARY:

S13

S13

Mayor Formosa



Dave Formosa was born and raised in Powell River, and has lived there all his life. He and his wife have four children, all of whom have worked or are still working in the family businesses. Dave has been an award winning entrepreneur since 1979, managing and owning more than 15 private companies. Most of his current business activity is centered on diversified retail and other interests such as transportation, real estate development and rental properties, marina's, the hospitality industry, and venture capital interests. He has been the director of public companies since 1987. In February 2008, he was appointed by the provincial government as a director of the Island Coastal Economic Trust which, with a budget of \$50,000,000, reviews projects and allocates matching funding to municipalities, cities and certain private groups where the economic impact is designed to affect entire regions.

Dave is past-president of the PR Chamber of Commerce, member-at-large and past vice-president of the PR Hospital Foundation, founding director and past-secretary/treasurer of the Bruce Denniston Bone Marrow Society, former founding director of the PR Regional Economic Development Society, served as director and president of the Sunshine Coast/Powell River BC Liberal Riding Association. He works in a volunteer capacity as director for Sliammon Development Corporation, a company incorporated to engage in and oversee economic opportunities for the Sliammon First Nation. In addition, Dave was a founding director of PRSC Land Developments Ltd, a company owned 1/3 by Sliammon Development Corporation, 1/3 by Powell River Waterfront Development Corporation (of which the City of Powell River is the sole shareholder), and 1/3 by 0606890 BC Ltd (a Catalyst Paper Corporation) He has served at various times on the executive of the Knights of Columbus, a Roman Catholic men's service organization. In November 2008, Dave was elected to serve a three year term as city councillor for the City of Powell River and in November 2011 he was elected as the Mayor of Powell River.

Councillor Debbie Dee



Councillor Debbie Dee moved to Powell River in 1973 from Calgary Alberta where she was born and raised. She has been very active in the community over the years and left Powell River in the late 1990's to complete her Bachelor of Music Therapy degree through Capilano University. She worked with the Dr. Peter AIDS Foundation for approx. 2 years before returning home to Powell River and setting up the Powell River Brain Injury Society in 2003. Ms. Dee holds a Fellowship with the Association for Music and Imagery and has a small private practice in addition to working with adults who are living with acquired brain injury. Ms. Dee is currently the President of the Model Community Project for Persons with Disabilities and is a member of the International Choral Kathaumixw organizing committee. She has sat on several boards and committees in the past and works very closely with the Powell River and District United Way. This currently her second term as City Councillor. Councillor Dee's portfolio for this term includes: Arts, Culture, Library, Corporate and community Industry Development, Airport, Small Business, Agriculture, Forests and Land (shared with Councillor McNaughton), Transit.

Bios are not available for CAO Stan Westby or Councillor McNaughton. Councillor Chris McNaughton's responsibilities at the City include:

- Finance
- Corporate and Community Industry Development, Airport, Small Business, Agriculture, Forests and Land (* Share with Councillor Dee)
- Harbours, Ferries, Waterfront Development
- Sustainability Planning

**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
BRIEFING NOTE**

**Cliff #: 202031
March 2, 2012**

REGION:	SOUTHERN INTERIOR REGION
MoT DISTRICT:	ROCKY MOUNTAIN DISTRICT
ELECTORAL DISTRICT:	COLUMBIA RIVER - REVELSTOKE
REGIONAL DISTRICT:	REGIONAL DISTRICT OF EAST KOOTENAY

I. PREPARED FOR: Information

II. ISSUE:

Mayor David Raven, City of Revelstoke, and Mayor Christina Benty, Town of Golden, have requested a meeting with the Ministry of Transportation (MoTI) and Infrastructure to discuss and request improvements to the Trans Canada Highway between Revelstoke and Golden to improve safety and reliability.

III. BACKGROUND:

Improvements to the Trans Canada Highway have long been a priority for Mayor Raven and Mayor Benty. Highway projects which will lead to improved safety and reliability for all travelers are among the top priorities for these two communities.

Mayor Raven met with ministry officials during the summer of 2011 to discuss community concerns including continued investment in the Trans Canada Highway. Mayor Benty has been a strong and vocal supporter of highway improvements which have taken place east of Golden through the Kicking Horse Canyon. In the fall of 2011, the two Mayors met with the Federal Standing Committee on Finance to solicit a 10 year, \$150 million annual investment in the Trans Canada Highway.

Since 2001, the ministry, in partnership with the Federal Government, has invested approximately \$700 million along the Trans Canada Highway corridor. More than 55 km's of additional 4-lane sections have been completed or are underway between Kamloops and the Alberta border, reducing travel times by 15 minutes. Projects include the following:

- Realigning and 4-laning 22 km of the 26 km section of the Trans Canada Highway through the Kicking Horse Canyon, some of the most challenging terrain in the province, including replacing the Yoho Bridge and constructing the new Park Bridge
- Replacing and 4-laning the Donald Bridge, near Golden and Clanwilliam Bridge, near Revelstoke
- Constructing the state-of-the-art Weigh Scale Station using 'Weigh2Go' technology, built in partnership with Alberta, to support safety and efficiency for Commercial Vehicles travelling along the corridor.

IV. DISCUSSION:

The ministry is committed to continued investment in improvements to the Trans Canada Highway. The Ministry Service Plan identifies \$141 million over the next three years.

The province is committed to several major projects in the area, including the following:

- Clanwilliam Bridge replacement project – completion in 2012
- Donald Bridge replacement project - completion in 2012
- Kicking Horse Canyon Project Phase 3 – completion in 2012

Work is underway to develop future Trans Canada Highway improvements including the following:

- Extending the 4-laning at Malakwa and replacement of the Malakwa Bridge
- 4-laning and replacement of the North Fork Bridge over the Perry River west of Revelstoke
- Four laning 10km between Monte Creek and Pritchard east of Kamloops
- Four laning 6 km through Hoffman's Bluff west of Chase

The ministry continues to engage the Federal Government to share in infrastructure projects throughout the province, including on Highway 1.

V. CONSULTATIONS:

- Ministry staff have met with both Mayor Raven and Mayor Benty on several occasions
- Rocky Mountain District personnel participate on the Revelstoke Traffic Safety Committee meetings
- Mayor Benty's office has been a regular member on the Kicking Horse Canyon Stakeholder Liaison committee.

VI. RECOMMENDATIONS/SUMMARY:

- Improvements to the Trans Canada Highway are a high priority for the ministry, with approximately \$700 million worth of improvements completed, committed or underway.
- Investments will continue into the future with \$141 million identified over the next three years.
- Work is underway to develop future projects on Highway 1 in eastern BC

Program Area Contact: Art McLean

Phone: 250-344-3831

Director Approval: Norm Parkes

Date: February 27, 2012

ADM Approval: Dave Duncan

**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
BRIEFING NOTE**

**Cliff #: 202308
March 8th, 2012**

REGION: SOUTH COAST REGION
MoT DISTRICT: VANCOUVER ISLAND DISTRICT
ELECTORAL DISTRICT: ALBERNI-PACIFIC RIM
MUNICIPALITY /
REGIONAL DISTRICT: REGIONAL DISTRICT OF NANAIMO

I. PREPARED FOR: Information

II. ISSUE:

MLA Fraser has requested a meeting with the Ministry of Transportation and Infrastructure (MoTI) to discuss a proposed joint venture for the construction of a new interchange by Corcan Meadowood Residents Association (CMRA).

III. BACKGROUND:

Corcan Road passes under Highway 19, 9 km north of the Qualicum Beach interchange and 4.5 km south of the Horne Lake traffic signal.

Several years ago, the Vancouver Island Highway Project consulted with local residents in this area to determine the best locations for accesses to the new Highway 19. At that time, area residents did not want to see Corcan Road linked to Highway 19 because of concerns with increased traffic through the neighborhood.

Following completion of the Vancouver Island Highway, the Little Qualicum River Village was developed in the late 1990s, a community of about 280 homes.

The CMRA, consisting of 300 registered members, has lobbied for the past decade for converting the Corcan Road underpass into an interchange in order to have more direct access to the highway both for safety and convenience.

A meeting between the CMRA, MLA Fraser and ministry staff occurred on January 26, 2010. At this meeting, ministry staff explained that the traffic volumes at Highway 19 and Corcan Road did not warrant an interchange at this time and that the ministry had higher priority projects throughout the province competing for the limited funding available.

IV. DISCUSSION:

Area residents continue to lobby for an interchange on Highway 19 at Corcan Road. On December 23, 2011, the CMRA forwarded a new proposal to Minister Lekstrom requesting further meetings to discuss a new tolling proposal to construct the Corcan Road interchange. The CMRA are now proposing a joint venture project to construct the interchange using private funding with a plan to toll the road and eventually return the infrastructure to the province (see attachment).

On February 14, 2012, MLA Scott Fraser wrote a letter to Minister Lekstrom advocating the new proposal from the CMRA and requesting a meeting to discuss the plan with the CMRA in attendance.

In a conversation between District staff and a representative from the CMRA, the CMRA suggested that there is a private investor who is willing to provide \$8M in funding to the project. The CMRA would like to recover this cost through a form of tolling and eventually return the infrastructure to the province.

The ministry estimate for an interchange at this location would be in the \$15M-\$20M range. The CMRA estimates that 1500-2000 people representing 738 households would directly benefit from the construction of an interchange through better access to the community, enhanced safety and an increase in residential and commercial development. The estimated cost per household to construct the interchange would be \$20K (\$15M cost over 738 households).

S13

V. CONSULTATIONS:

- Regional District of Nanaimo
- Corcan-Meadowood Residents Association
- Emergency responders – RCMP, Ambulance Service

VI. RECOMMENDATIONS:

S13

Program Area Contact: Kirsten Pedersen

Phone: 250 751-3282

Director Approval: Patrick Livolsi

Date: March 8, 2012

ADM Approval: Dave Duncan

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**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
BRIEFING NOTE**

**Cliff #: 202313
March 19, 2012**

REGION: SOUTH COAST REGION

MoT DISTRICT: LOWER MAINLAND DISTRICT

ELECTORAL DISTRICT:

MUNICIPALITY / DELTA SOUTH / DELTA / METRO VANCOUVER

REGIONAL DISTRICT:

I. PREPARED FOR: Information

II. ISSUE:

Mayor Lois E. Jackson has requested a meeting with the Ministry of Transportation and Infrastructure (MoTI) to discuss a number of transportation related issues, including the Corporation of Delta's request for ministry support on the 80th Street Interchange.

III. BACKGROUND:

The Boundary Bay Airport (BBA) is located in Delta, near the Highway 99 Corridor between the new South Fraser Perimeter Road and the Mathews Interchange. The BBA operates regional flights as well as some minor industrial warehousing.

The area to the north of the BBA is anticipating expansion of its industrial lands by approximately 1 million square feet which will accommodate a transload facility. The majority of movements to/from the industrial lands are predicted to come from the Port of Metro Vancouver off Deltaport Way.

Current access to the BBA development is via the Mathews Interchange off Highway 99 or the Delta municipal network.

IV. DISCUSSION:

Delta, along with the developer, is citing the need for better access to the industrial lands. Delta will be banning trucks travelling west on Ladner Trunk Road upon completion of the SFPR road (2013) which further restricts a key movement for this development. There are two phases to Delta's request:

- Phase 1: Right-in/Right-out off Highway 99 directly to 80th Street and the BBA development.
- Phase 2: Develop a full interchange at Highway 99 and 80th Street.

Delta has initiated a study to look at concept design for both Phase 1 and Phase 2. The concept for Phase 1 is complete and Delta, along with the developer, would like support for Phase 1 prior to moving forward with Phase 2.

The ministry has met with Delta and the developer and is actively providing feedback on this development. Delta and the developer have been asked to provide a full review of all options associated with access to the BBA industrial lands.

Once a review of all options is complete, the ministry will be better informed to recommend a preferred option to move forward.

V. CONSULTATIONS:

- Corporation of Delta
- Alpha Aviation (Operators of Boundary Bay Airport)
- S21

VII. RECOMMENDATIONS/SUMMARY:

- The ministry appreciates the economic importance of what this development brings to the local community through jobs and the development of industrial lands
- Given the size of the development and the traffic that it will generate, the ministry, along with Delta and the developer, will be assessing all options available for access to these industrial lands
- Once a review of all options for access to the Boundary Bay Airport lands is complete, the ministry will organize another meeting with Delta and the developer to recommend a preferred option and steps on moving forward

Program Area Contact: Brian Atkins

Phone: 604-660-8303

Director Approval: Patrick Livolsi

Date: March 12, 2012

ADM Approval: Shanna Mason

**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
BRIEFING NOTE**

**Cliff #: 202313
March 19, 2012**

REGION: SOUTH COAST REGION

MoT DISTRICT: LOWER MAINLAND DISTRICT

ELECTORAL DISTRICT:

MUNICIPALITY / DELTA SOUTH / DELTA / METRO VANCOUVER

REGIONAL DISTRICT:

I. PREPARED FOR: Information

II. ISSUE:

Mayor Lois E. Jackson has requested a meeting with the Ministry of Transportation and Infrastructure (MoTI) to discuss a number of transportation related issues, including discussing transportation equity across Metro Vancouver.

III. BACKGROUND:

Delta is a district municipality in British Columbia, and forms part of Metro Vancouver. Located south of Richmond, it is bordered by the Fraser River to the north, the United States to the south, and the city of Surrey to the east (see attached map). Delta is composed of three distinct communities: Ladner, Tsawwassen, and North Delta. Delta has a population of close to 100,000 people.

The Ministry operates and maintains Delta's four major highways of Highway 99, 91, 17, and 10. The Ministry also maintains Deltaport Way which connects to the Port of Metro Vancouver terminal on the Fraser River. This terminal is the second largest facility of its kind in the Lower Mainland. Delta is also a key destination for people traveling to Vancouver Island and the Gulf Islands via the BC Ferries Tsawwassen ferry terminal.

As Delta and the neighboring municipalities of Richmond and Surrey continue to grow, congestion on the highway network has continued to build. Key crossings like the George Massey Tunnel and the Alex Fraser Bridge are experiencing high volumes of traffic during the peak travel times.

The Tsawwassen First Nations (TFN) has also recently approached both the Ministry and the Corporation of Delta about a proposed multi-million dollar land development that would add a significant amount of traffic on the existing highway network once the land is fully developed.

IV. DISCUSSION:

The Ministry recognizes Delta as an important transportation hub within the Lower Mainland. Communities like Delta, Surrey, and Richmond are experiencing significant growth due to the availability of land for residential, commercial and industrial development. Developments, like the one proposed by the TFN, will receive careful consideration from the Ministry on their impact to the overall network as we continue to look at strategically addressing traffic growth along our highway corridors.

The Ministry has made significant investments in Delta to ensure that both goods movement and regular traffic movement are as safe and efficient as possible. In fact, over \$500 million has been invested in the Delta area. One of these key investments includes the new South Fraser Perimeter Road that will offer a more efficient and direct east/west truck route thereby reducing reliance on the George Massey Tunnel or Alex Fraser Bridge corridors. Another key investment is in the Roberts Bank Rail Corridor that will see three new grade separated overpasses in Delta constructed to offer free movement for rail and the local community (especially farm vehicles) previously hindered by these rail crossings.

The Ministry has considered crossings like the George Massey Tunnel for future improvement options but must also consider the impact of moving traffic delays from this point to another bottleneck on the highway corridor. The Ministry has therefore invested in options like transit and the Bus on Shoulder network where our transit partners (TransLink, Coast Mountain Bus Company) are already achieving faster travel times and more reliable schedules by driving on expanded shoulders on Highway 99.

Finally, the Ministry is looking at completing a Lower Mainland strategic network review that will identify all highway corridors including those in Delta for future projects and funding opportunities.

V. CONSULTATIONS:

- Corporation of Delta

VII. RECOMMENDATIONS/SUMMARY:

- The Ministry recognizes Delta and the surrounding road network as a key player in the movement of people and goods in the Lower Mainland.
- Investments made over the last several years have been used to focus this support to ensure that Delta remains competitive with the rest of the highway network in both safety and efficiency of traffic movements.
- The Ministry will continue to look at the entire highway network in Delta to identify key projects that ensure the safe and efficient movement of the Delta communities and the commercial economy that it supports.

Program Area Contact: Brian Atkins

Phone: 604-660-8303

Director Approval: Patrick Livolsi

Date: March 15, 2012

ADM Approval: Shanna Mason

Page 105 to/à Page 106

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**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
BRIEFING NOTE**

**Cliff #: 202313
March 19, 2012**

REGION: SOUTH COAST REGION

MoT DISTRICT: LOWER MAINLAND DISTRICT

ELECTORAL DISTRICT:

MUNICIPALITY / DELTA SOUTH / DELTA / METRO VANCOUVER

REGIONAL DISTRICT:

I. PREPARED FOR: Information

II. ISSUE:

Mayor Lois E. Jackson has requested a meeting with the Ministry of Transportation and Infrastructure (MoTI). Mayor Jackson is concerned with the risks associated with dredging overtop the George Massey Tunnel.

III. BACKGROUND:

The George Massey Tunnel (GMT) is a four lane tunnel crossing of the Fraser River between the communities of Richmond and Delta on Highway 99 (please see attached map).

The Fraser Surrey Docks Limited Partnership (FSD) is a multi-purpose marine terminal located on the Fraser River off River Road near the Alex Fraser Bridge. In October 2011, the FSD requested an investigation of the possibility of increasing the depth of the 120 m wide central part of the Navigational Channel above the GMT. This increase in depth would allow larger deep-sea vessels to safely cross the channel at the GMT, promoting economic growth for FSD and its stakeholders.

The issue of water depth along the Fraser River will continue to be an issue for FSD as the container industry moves towards larger ships. Port Metro Vancouver is responsible for dredging the main channel of the Fraser River. Without dredging of the lower Fraser River, key shipping channels would become too shallow for commercial vessels to safely access port facilities.

A preliminary study concluded in February 2012 suggested it was possible to accommodate the required depths through a number of different options with associated risks.

IV. DISCUSSION:

From the preliminary study, FSD concluded that it was possible to accommodate the required depths of the 120 m wide channel at the GMT location. Options considered included:

1. Removing sand deposits;
2. Removing sand deposits and partial removal of the existing rock ballast (rocks acting as weights to keep the floating tunnel grounded); and
3. Removing sand deposits and full removal of existing rock ballast and installing scrap steel plates (so as to still achieve the minimum depths desired).

S13

V. CONSULTATIONS:

- **Fraser Surrey Docks Limited Partnership**
- **The Corporation of Delta**

VII. RECOMMENDATIONS/SUMMARY:

S13

Program Area Contact: Brian Atkins

Phone: 604-660-8303

Director Approval: Patrick Livolsi

Date: March 15, 2012

ADM Approval: Shanna Mason

Page 109

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**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
BRIEFING NOTE**

**Cliff #: 202313
March 19, 2012**

REGION: SOUTH COAST REGION

MoT DISTRICT: LOWER MAINLAND DISTRICT

ELECTORAL DISTRICT:

MUNICIPALITY / DELTA SOUTH / DELTA / METRO VANCOUVER

REGIONAL DISTRICT:

I. PREPARED FOR: Information

II. ISSUE:

Mayor Lois E. Jackson has requested a meeting with the Ministry of Transportation and Infrastructure (MoTI) to discuss a number of transportation related issues, including congestion at the George Massey Tunnel.

III. BACKGROUND:

The George Massey Tunnel (GMT) is a four lane crossing of the Fraser River between the communities of Richmond and Delta and connects Highway 99 from the US/Canada border to Vancouver at the Oak Street Bridge (see attached map).

Richmond and Surrey are rapidly growing communities and development is creating congestion at the tunnel during peak hour travel times. To ease congestion, the tunnel operates a counter-flow system by changing the direction to three lanes in favour of the heaviest movements during the AM and PM peak hours. The locations of two key interchanges immediately on either end of the tunnel also contribute to congestion as they support access to the communities of Richmond and Delta.

IV. DISCUSSION:

The GMT was constructed in the 1950's and was recently structurally seismically upgraded. The Ministry has recently invested in upgrading the power distribution, lighting, fire detection/response, drainage pumps, earthquake monitoring and lane control systems to ensure the long term safety and reliability of the tunnel operations. There is no major rehabilitation work required to the tunnel for at least the next 10 to 15 years and the ministry has no current plans to expand or replace the tunnel in the immediate term.

To address the current congestion at the tunnel, the ministry is undertaking several major initiatives in the area:

The construction of the new 40km South Fraser Perimeter Road (SFPR) connecting Deltaport Way to Highway 15 will offer the largest impact to addressing congestion at

GMT. The SFPR is anticipated to reduce the amount of traffic (including truck traffic) that would normally travel through the GMT. The SFPR will divert some traffic originating from Deltaport and Tsawwassen area to alternative Fraser River crossings such as the Alex Fraser, Patullo or Port Mann Bridge depending on the final destination.

The Ministry is also continuing to invest in transit facilities such as the shoulder bus lane on Highway 99 from King George Boulevard in South Surrey to Bridgeport Road in Richmond, in order to move more commuters with transit. Our transit partners (TransLink, Coast Mountain Bus Company) have already indicated that transit travel times between Surrey and downtown Vancouver (via the Canada Line) is competitive if not faster than commuting by passenger vehicle over the same corridor.

The Ministry is also implementing an Advanced Traveler Information System for the GMT and Alex Fraser Bridges as part of the Border Thinning project. The system will provide travelers with real-time travel information for deciding on the most optimal route to travel between Vancouver and Surrey/Delta (GMT or Alex Fraser Bridge).

Finally, the Ministry is undertaking a review of the entire Lower Mainland provincial highway network in an effort to develop a long term integrated and prioritized plan for roadway transportation improvements. The GMT will be one of the elements of this review. The review should be completed by Spring 2013.

V. CONSULTATIONS:

- Corporation of Delta

VII. RECOMMENDATIONS/SUMMARY:

- The Ministry will continue to ensure that the George Massey Tunnel and the Highway 99 corridor remain safe and reliable for the travelling public.

S13

Program Area Contact: Brian Atkins
Director Approval: Patrick Livolsi
ADM Approval: Shanna Mason

Phone: 604-660-8303
Date: March 12, 2012

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**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
BRIEFING NOTE**

**Cliff #: 202473
March 9, 2012**

REGION: South Coast Region
MoT DISTRICT: Lower Mainland
ELECTORAL DISTRICT: Various
MUNICIPALITY / Various / Metro Vancouver and Fraser Valley Regional Districts
REGIONAL DISTRICT:

I. PREPARED FOR: Information

II. ISSUE:

West Coast Express (WCE) commuter rail

III. BACKGROUND:

The West Coast Express (WCE) is a commuter rail service operated by TransLink through an infrastructure usage agreement with Canadian Pacific Railway (CPR) between Mission and downtown Vancouver. CPR owns the track, while TransLink owns the cars and operates the service. The service connects the municipalities of Mission, Maple Ridge, Pitt Meadows, Port Coquitlam, Coquitlam, Port Moody and Vancouver. WCE operates peak period service westbound in the morning and eastbound in the afternoon.

A one-way trip the length of the line takes 73 minutes. From an initial ridership of approximately 2,500 people per day, West Coast Express now has an average daily ridership of 11,000 and serves over 2.8 million customers a year. Over 50% of WCE demand originates within the GVRD.

In 2010, the Province and federal government contributed to the procurement of seven additional rail cars to provide increased capacity. WCE currently operates 36 of its 37 train cars in peak service, with the 37th car used as a spare.

Complementing the WCE is the "TrainBus", with two westbound trips to Vancouver in the morning (after the trains depart) and five eastbound trips from Vancouver in the afternoon and evening (two before and three after the trains leave). TrainBus service stops at all WCE stations.

Following a review of TrainBus service by TransLink and the District of Mission to address operating costs and service efficiency, weekend service was discontinued in mid-2011, as were one of the two westbound and two of the five eastbound trips between Mission and Port Haney.

IV. DISCUSSION:

Off-peak demand on the West Coast Express is at a level where rail services cannot be provided cost-effectively. During the Olympics there was sufficient demand to provide mid-day service on the train. Once the Olympics ended, mid-day demand dropped to levels that are financially unsustainable.

TransLink is planning to develop a longer term WCE service and infrastructure strategy that will confirm the need for future investment in West Coast Express services. This will include a study

on the overall potential market, station locations, park and ride and will allow for more informed negotiations for future use of the rail line.

S17

V. SUMMARY:

West Coast Express is a service provided by TransLink. The introduction of additional service would need to be an outcome of TransLink's long term planning process.

Program Area Contact: Jim Hester

Phone:

Director Approval: Jim Hester

Date: March 9, 2012

ADM Approval: Doug Caul

**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
BRIEFING NOTE**

**Cliff #: 202523
Date: March 13, 2012**

REGION:	All
MoTI DISTRICT:	All
ELECTORAL DISTRICT:	All
MUNICIPALITY / REGIONAL DISTRICT:	All

I. PREPARED FOR: Information

II. ISSUE: Meeting with Ms. LIU Fei, Chinese Consul General, Vancouver (see Appendix A for biography).

III. BACKGROUND:

British Columbia and China's close economic, historical and cultural ties have resulted in significant cooperation and mutual benefit to both regions. For example:

- China is British Columbia's second largest trading partner, with bilateral trade totaling \$12.8 billion in 2010. British Columbia exports more goods and commodities to China than any other Canadian province – approximately 30% of the national total.
- Chinese investment in Canada increased by 9.3 percent in 2010 to \$14 billion, with B.C. being one of the growing destinations for that investment.
- British Columbia's cultural ties to China are deep. Today, over 11% of British Columbia's population can trace their family roots to China, and Mandarin and Cantonese are the second most spoken languages in this province after English. More than 1.3 million Canadian residents are of Chinese origin.

The above-noted relations have been strengthened by Premier Clark's November 2011 trade mission to China, frequent visits to China by B.C. ministers, ongoing cooperation in fields such as education, commerce and earthquake assistance, and the recent meeting between Premier Clark and WANG Qishan, Vice Premier of the State Council of China (see Appendix B for additional information regarding B.C./China relations).

Premier Clark's Mission to China (November 6-10, 2011)

- Premier Clark's mission included the largest number of delegates to travel from B.C. to Asia, and included key sectors such as mining, liquefied natural gas, forestry, education, seafood, transportation and technology.
- On November 6, 2011 Premier Clark witnessed the signing of a letter of intent to commence three-times-weekly air service between Chengdu and Vancouver via Shenyang in 2012. This new service will represent Sichuan Airlines' entry into the North American market.
- Other mission highlights involved numerous education agreements that support the *BC Jobs Plan* objective to increase the number of international students in B.C. by 50 percent within four years, and a cooperation arrangement for bilateral

trade and investment in mining and minerals with China's National Development and Reform Commission – a first for a Canadian province.

Prime Minister Harper's Mission to China (February 8-11, 2012)

- The Prime Minister recently concluded a trade mission to China. The most important achievement was an announcement marking the completion of negotiations on a Foreign Investment Promotion and Protection Agreement – an agreement that Canada has been pursuing for almost 20 years. When implemented, the Agreement will provide greater predictability and protection for Canadians seeking to do business in China.
- Canada and China also signed agreements dealing with agriculture, double taxation, air transportation, energy and science and technology.

IV. RECOMMENDATIONS:

S13

Program Area Contact: Patrick Elves, Research Analyst
Director Approval: Lisa Gow, Executive Director
COO Approval:

Phone: 250-356-9092
Date: March 13, 2012

Appendix A: LIU Fei Biography

LIU Fei

Consul General

People's Republic of China, Vancouver, British Columbia



LIU Fei is a former Chinese ambassador to the Pacific nation of Micronesia and was China's first consul general to Brisbane. She began her new posting in December, 2011 following LIANG Shugen, who served as China's Consul General in Vancouver for three years.

Appendix B: British Columbia – China Relations

Recent meetings

On November 19, 2011, Minister Lekstrom met with Captain Wei, Chairman of COSCO, about continuing a strong relationship and growing COSCO's service to Prince Rupert. Captain Wei noted the U.S. Federal Maritime Commission review, and stated that COSCO's position was purely economic (they chose their ports of call based on efficiency/cost of service). Captain Wei also noted that COSCO is planning to commence liquefied natural gas (LNG) ship building.

Tourism

Air China was awarded Transit Without Visa (TWOV) and China Transit Trial (CTT) status from the Government of Canada, effective February 1, 2012. As a result, citizens of certain Asian countries and China who are in direct transit through Vancouver International Airport on their way to or from the United States will not be required to obtain a Canadian transit visa.

The Chinese Government granted Canada Approved Destination Status (ADS) in 2010, allowing Chinese tour operators and travel agents to organize tours and advertise Canadian destinations. This also allowed B.C.'s tourism industry to advertise directly to Chinese tour operators, and in 2010 almost 200,000 visitors from China came to British Columbia.

On June 15, 2011, China Southern Airlines commenced three times-per-week direct passenger service between Guangzhou and Vancouver. This is Canada's first and only non-stop service to Guangzhou – a prosperous region of over 330 million people.

Investment

In July of 2009, a \$1.7 billion investment was made by China Investment Corporation (CIC) to purchase a 17% share in Teck Resources. In October of that same year, CIC made a \$500 million investment in Vancouver-based SouthGobi Resources.

Wenchuan Earthquake

In 2008, the Government of British Columbia contributed \$5 million towards reconstruction efforts following the devastating Wenchuan earthquake in Sichuan Province. The Province's Forestry Innovation Investment (FII) is managing three major institutional demonstration projects with funding under the Canada – B.C. Wenchuan Earthquake Reconstruction Project.

**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
BRIEFING NOTE**

**Cliff #: 202635
May 4, 2012**

REGION:	SOUTHERN INTERIOR REGION
MoT DISTRICT:	OKANAGAN – SHUSWAP DISTRICT
ELECTORAL DISTRICT:	PENTICTON
MUNICIPALITY /	PENTICTON / PENTICTON INDIAN BAND
REGIONAL DISTRICT:	

I. PREPARED FOR: Information

II. ISSUE:

The Penticton Indian Band (PIB) has requested funding for a new bridge across the Okanagan River Channel in Penticton to access isolated reserve lands on the west side of the Channel.

III. BACKGROUND:

In 1992, the PIB made a claim against the province stating an access road was promised in 1950 when the Okanagan River Channel was constructed. The province agreed and in 1994 entered into a grant agreement to fund construction of a road which would connect the isolated lands to Green Mtn Road. The band was unable to acquire the necessary right of way and the road was never built. Monies held in trust to fund the road have accrued interest and are now worth approximately \$3M

In 2008, the band approached the Ministry with a proposal to construct a bridge across the Okanagan River Channel and connect to Highway 97 at Green Avenue. The new crossing would replace the access road agreed to in 1994 and support the bands land development plans. The Ministry asked the band to prove the crossing was feasible and develop a cost estimate. This work was finished in the fall of 2011 and concluded that the crossing was feasible. The total estimated cost for the new four lane bridge, including construction of the

IV. DISCUSSION:

Development of the lands on the west side of the Okanagan River Channel is important to bands economic development plans. The first phase of development will encompass 250,000 sq ft of commercial space and is estimated to create 1,000 to 1,500 jobs.

S16, 17

V. SUMMARY:

The Ministry and Penticton Indian Band have agreed on a concept for a new crossing of the Okanagan River Channel at Green Avenue to provide access to isolated band lands and support economic development.

S16, 17

Program Area Contact: Shawn Grant/Murray Tekano

Phone: 250-828-4843

Director Approval: Norm Parkes

Date: May 3, 2012

ADM Approval: Dave Duncan

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**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
BRIEFING NOTE**

**Cliff #: 203200
Date: April 12, 2012**

I. PREPARED FOR: Information

II. ISSUE: Canadian Natural Gas Initiative

III. BACKGROUND:

The Canadian Natural Gas Initiative (CNGI), is a national communications, education and policy advocacy initiative dedicated to improving the understanding of the importance of natural gas in Canada's energy system and to encouraging supportive public policy in that regard.

CNGI is led by industry associations representing the natural gas value chain in Canada: the Canadian Association of Petroleum Producers, the Canadian Energy Pipeline Association, the Canadian Gas Association, with support from the Canadian Society for Unconventional Gas, and the Canadian Natural Gas Vehicle Alliance.

IV. DISCUSSION:

British Columbia has undertaken three initiatives respecting the promotion of natural gas for transportation use: Pacific Coast Collaborative, Clean Energy Transportation Funding, and the Natural Gas Strategy.

1. Pacific Coast Collaborative

In 2008, British Columbia and four other jurisdictions (Alaska, California, Oregon and Washington) signed the Pacific Coast Collaborative (PCC) agreement. The PCC provides a basis for cooperative action, leadership and information sharing. The PCC is committed to supporting and promoting innovation and the adoption of new personal and mass transportation technologies and the regional infrastructure to support them.

To accelerate adoption of new transportation technologies and stimulate private infrastructure investment, the PCC jurisdictions are working to establish a "green highway" consisting of intermittent alternative energy fuelling stations that will support electric and alternative fuel-powered vehicles along the Interstate 5/Highway 99 corridor leading from Southern California to Whistler, British Columbia through a variety of individual and joint agreements and initiatives.

2. Clean energy vehicle funding

In November 2011, British Columbia announced a \$17 million fund that will assist consumers in the purchase of clean energy vehicles and the creation of fuelling infrastructure. Vehicles eligible for this funding includes electric, fuel cell electric, hybrid electric and compressed natural gas vehicles. Funding includes:

- Point of sale incentives of between \$2500 and \$5000 on eligible clean vehicles bought or leased after December 1, 2011;
- Rebates of up to \$500 per unit for residential electric charging stations;
- \$6.5m in infrastructure funding for electric vehicle charging points and upgrading existing hydrogen fuelling stations.

3. Natural Gas Strategy

The Province released its Natural Gas Strategy and complementary Liquid Natural Gas Strategy on February 3, 2012.

The four priorities of these strategies are:

- Greater emphasis on market diversification to increase the value of BC's natural gas;
- Support job creation together with industry, educators and communities;
- Continued strong leadership on clean energy and climate change moving forward; and
- A redefinition of the Province's self-sufficiency policy to ensure BC is well positioned to power expansion.

At a policy level, the ministries of Energy and Mines, Environment, Jobs, Tourism and Innovation and TRAN are collaborating toward harmonization of policies and programs to support the conversion of commercial and passenger fleets to natural gas.

V. **CONSULTATIONS:**

Ministry of Energy and Mines
Ministry of Jobs, Tourism and Innovation

VI. **RECOMMENDATIONS/SUMMARY:**

- The Province is a strong supporter of natural gas, and supporting technologies, for the transportation sector.
- The transportation sector provides an important opportunity in the development and commercialization of natural gas.
- Recent government announcements indicate the importance of the promotion and use of natural gas for transportation use in British Columbia.

Program Area Contact:	Alan Callander Manager Active Transportation and Climate Action Policy	Phone: 250-356-5563
Director Approval:	Greg Gilks, A/Director	Date: April 12, 2012
ADM Approval:	Jacquie Dawes	

Biographies

Dave Collyer, President, Canadian Association of Petroleum Producers

Business History (Shell Canada Limited):

- 2008 President and Canada Country Chair
- 2007 Vice President HSSE&SD, Oil Sands
- 2001 Vice President Frontier
- 2000 Vice President Marketing and Transportation
- 1997 Vice President Commercial Business

Academic Background (University of Alberta):

- 1977 B.Sc. Mineral Engineering (Petroleum)
- 1978 MBA

Professional Affiliations:

- Association of Professional Engineers, Geologists, and Geophysicists of Alberta (APEGGA)
- Society of Petroleum Engineers (SPE)
- Canadian Institute of Mining, Metallurgy and Petroleum (CIM)



Tim Egan, President, Canadian Gas Association

Tim Egan is President and Chief Executive Office of the Canadian Gas Association.

Mr. Egan was most recently President of High Park Group, a public affairs consulting firm with offices in Toronto and Ottawa. Incorporated in 2001, the firm's principal specialty areas include regulatory and policy matters affecting Canadian industry particularly in the natural resource and transportation sectors.

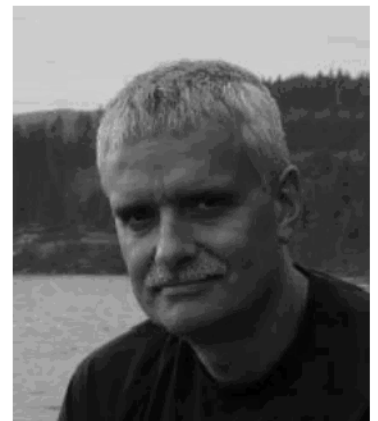
Mr. Egan has an undergraduate degree in history from the University of Ottawa, and common and civil law degrees from McGill University. He was called to the Ontario bar in 1995.



Philippe Reicher, Vice President of Communications and Stakeholder Relations of the Canadian Energy Pipeline Association (CEPA)

Philippe Reicher has 20 years of experience in the field of natural-resource development, primarily in the pipeline industry. One of Philippe's primary responsibilities at CEPA is to find new ways to engage stakeholders on issues pertaining to the pipeline industry.

Before joining CEPA, Philippe focused on developing and implementing communications and stakeholder-engagement programs in support of project development in North America.



**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
BRIEFING NOTE**

**Cliff #: 203258
April 25, 2010**

REGION: Provincial

MoT DISTRICT: Provincial

ELECTORAL DISTRICT: Provincial

**MUNICIPALITY /
REGIONAL DISTRICT:** Provincial

I. PREPARED FOR: Information

II. ISSUE:

Air Canada's BC-Australia service and ski industry concerns

III. BACKGROUND:

Market Characteristics

The 2011 BC-Australia origin-destination market (i.e. all passengers originating in either BC or Australia and destined to either BC or Australia) is 157,000. Market growth in 2011 was 2% over the 11% growth of Olympic year 2010. Industry market performance is strong with about 80% average load factor and strong average fares (yield). Average fares appear to have significantly increased over the past year (double digit). Capacity is tight and therefore placing upward pressure on fares. Once air carriers start to take delivery of B787 aircraft in late 2013/2014, it is anticipated that additional seat capacity will be freed up to serve this market.

For the winter period (Dec 2011-Feb 2012) the market demonstrated 4.5% growth, despite the fare increase.

Air New Zealand is steadily growing the market, increasing capacity between Vancouver and Auckland, providing an attractive connection to other major markets in Australia such as Melbourne and Brisbane. Air New Zealand has announced plans to increase its 3x per week service to 5x per week (Dec 15/2012 -Feb 15/2013) and 4x per week (Feb 15/2013 –Mar 30/2013).

Australia is an important market for the BC ski industry, ranking third in international ski visitors after the US and the UK. As well, Australia is a valued source of seasonal employees for the industry. High air fares are seen to impact visitor volumes. Air Canada “common rates” its fares out of Australia so that the same fare is charged to Vancouver or the interior of BC (e.g. Kelowna/Kamloops). Air Canada has removed “common rates” from other markets (out of the UK and Germany) and interior ski area operators feel they would lose considerable market share if the “common rate” fare were eliminated.

On a micro level, at times there are issues concerning the lack of sufficient baggage carrying capacity on flights connecting to the interior, where some customers arrive without their luggage. This usually happens if Air Canada Jazz/Express deploys the smaller Dash 8 on the route. This is an annual issue for the industry where they must negotiate to secure jet service on some routes.

IV. DISCUSSION:

V. CONSULTATIONS:

David Lynn, President and CEO, Canada West Ski Areas Association.
YVR staff, JTI staff.

VI. RECOMMENDATIONS/SUMMARY:

S13

Prepared By:	Dave Bachynski	Phone: 250-356-9802
Drafter's Title:	Senior Manager, Air and Marine	Date Prepared: April 15, 2012
Reviewed By:	Lisa Gow	
Reviewer's Title:	Executive Director, Pacific Gateway Branch	
Revised By:	Jacquie Dawes	Date Revised:
Reviser's Title:	ADM, TPP	April 24, 2012

**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
BRIEFING NOTE**

**Cliff #: 203280
April 16, 2012**

REGION: South Coast
TRAN DISTRICT: Lower Mainland
ELECTORAL DISTRICT: Various (41)
MUNICIPALITY /
REGIONAL DISTRICT: Various (22) /Metro Vancouver

I. PREPARED FOR: Information

II. ISSUE:

Request by University of British Columbia (UBC) President and Vice-Chancellor, Professor Stephen J. Toope to discuss UBC Line Rapid Transit Study. Also in attendance from UBC will be Nancy Knight, Vice President, Planning and Stephen Owen, External, Legal and Community Relations.

III. BACKGROUND:

The Provincial Transit Plan calls for an investment in rapid transit from the Broadway Station to UBC.

TransLink, in partnership with the Ministry, is undertaking a UBC Line Rapid Transit Study to identify preferred options to extend rapid transit to the UBC Campus along the Broadway Avenue corridor. The UBC participates in the study at both a technical level (Mr. Joe Stott, Director of Planning) and a steering committee level (Ms. Nancy Knight, Associate Vice-President Campus & Community Planning).

In addition, TransLink interacts with UBC in the following ways:

- TransLink provides bus service to/from the UBC Campus on over a dozen routes including the heavily used #99 B-Line service along Broadway and West 10th. Almost 50 per cent of trips to/from UBC are by transit (63,000 trips per weekday in fall 2010).
- TransLink is in discussions with UBC about relocating the on-campus bus terminus to support the university's land use objectives. Both surface and more costly underground options are being considered.
- The UBC students participate in the UPASS Program, under which all students are required to purchase a regional transit pass for \$30 per month (versus \$81 for a 1-zone pass and \$151 for a 3-zone pass).
- The UBC and the University Endowment Lands are in Electoral Area "A", which helps fund TransLink through taxes, but is not represented on the Mayors' Council on Regional Transportation. Both the Mayors' Council and the Director of Electoral Area "A" have requested that TransLink's legislation be amended to provide this representation.

TransLink is an independent authority responsible for providing transportation services in Metro Vancouver, including to/from UBC. The Province has long-term objectives to achieve reduced GHG emissions and healthier sustainable communities through transit improvements, but does not oversee TransLink's operation of the transit system. Similarly, the Province is not involved in TransLink's discussions with UBC about development of the UBC bus terminus.

IV. DISCUSSION:

The UBC Line Rapid Transit Study is nearing completion and UBC representatives have been involved in all steps of the process. After technical evaluation and extensive consultation, an initial long-list of route and technology combinations was reduced to seven alternatives.

S17

The UBC representatives have expressed concerns about any alternative that does not take rapid transit all the way to the campus. In particular, they feel a phased implementation of any rapid transit extension that relies on bus service to complete the trip cannot meet medium and longer term demand to UBC. TransLink is trying to address this concern, which is rooted in differences about current transit demand, by updating transit counts to determine if transportation models used in the study understate demand. Depending on the outcome of this work, findings of the study about phasing options might be adjusted.

V. SUMMARY:

- The UBC Line Rapid Transit Study is nearing completion. The UBC representatives have participated in all technical work and are members of the Steering Committee.
- Translink plans to publicly release the results of the Study this Spring or Summer and initiate a public process to communicate the findings..
- TransLink's Regional Transport Strategy (30 year plan) will consider the three alternatives for rapid transit to UBC. The 30 year plan is required by legislation to be completed by the Summer 2013, and will require an assessment of all transit priorities and consideration of regional affordability.

Program Area Contact: Ed Storm, Manager TransLink Initiatives

Phone: (250) 356-1566

Director Approval: Jim Hester

Date: Jan 19, 2012

ADM Approval: Doug Caul

**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
BRIEFING NOTE**

**Cliff #: 203465
April 27, 2012**

REGION: South Coast
TRAN DISTRICT: Lower Mainland
ELECTORAL DISTRICT: Various (41)
MUNICIPALITY /
REGIONAL DISTRICT: Various (22) /Metro Vancouver

I. PREPARED FOR: Information

II. ISSUE:

May 3 meeting with Greater Langley Chamber of Commerce to discuss transit service improvements south of the Fraser River.

III. BACKGROUND:

On April 10, 2012, the Minister of Transportation and Infrastructure wrote to the Chair of the Mayors' Council on Regional Transportation informing that the Province would undertake an efficiency audit of TransLink before considering new funding tools to replace the \$30 million time-limited property tax in TransLink's 2012 *Moving Forward* Supplemental Plan.

Also on April 10, the Mayors' Council, by resolution, advised TransLink that the \$30 million in temporary property tax is no longer available to fund the *Moving Forward* plan.

On April 11, the Regional Transportation Commissioner announced that TransLink's requested fare increases, which would have raised \$48 million in 2013, had been rejected. This reduces TransLink's expected revenue by about \$28 million in 2013, which the Commissioner says can be covered by efficiency savings. TransLink may still increase cash fares and DayPasses by 2% per year from 2008, when these fares were last increased.

TransLink responded to the above by stating that a number of projects and service expansion included in the 2012 Supplemental Plan would be postponed while it reviews the decisions to determine what impacts it might have on TransLink's plans. Some of the initiatives on hold are:

- Some SkyTrain station upgrades;
- Port Mann / Highway 1 RapidBus BC service;
- Incremental capital funding for the Major Road Network and cycling investments; and
- Transit service hour increases including the King George Boulevard B-Line bus service.

Projects that TransLink has indicated will still go ahead are:

- The Evergreen Line and Broadway-Commercial station upgrades (funded by fuel tax);
- White Rock to Langley local bus service;
- Service hour increases to address overcrowding, reliability, and growth on key routes including many south of the Fraser River.

IV. DISCUSSION:

A number of mayors, as well as the public, have called for an audit of TransLink to ensure that existing funds are used efficiently before new sources are provided. The Commissioner found that TransLink is well run and manages its costs, but also indicated opportunities for savings. The provincial government will audit TransLink – building on analysis done by the TransLink Commissioner – to determine if further efficiencies can be found to save taxpayers money.

S13, 17

V. SUMMARY:

S13

Program Area Contact: Ed Storm, Manager TransLink Initiatives

Phone: (250) 356-1566

Director Approval: Jim Hester

Date: Apr 24, 2012

ADM Approval: Doug Caul

**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
DECISION NOTE**

**Cliff #: 203658
Date: May 2, 2012**

I. PREPARED FOR: Decision

II. ISSUE:

Order in Council –

S13

S12

S12 There are 28 incumbent road and bridge maintenance contracts across the province with a total annual contract value of approximately \$375 million in 2012.

S12

Pages 148 through 152 redacted for the following reasons:

S12

**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
BRIEFING NOTE**

**Cliff #: 203710
May 7, 2012**

REGION: NORTHERN REGION

MoT DISTRICT: FORT GEORGE DISTRICT

ELECTORAL DISTRICT: PRINCE GEORGE VALEMOUNT
PRINCE GEORGE MCBRIDE

MUNICIPALITY / REGIONAL DISTRICT: FRASER-FORT GEORGE

I. PREPARED FOR: Information

II. ISSUE:

Minister Bell has requested a meeting to discuss concerns raised by the Beverly Community Association regarding the location of the recently constructed Beverly Brake Check on Highway 16 west of Prince George.

III. BACKGROUND:

In December 2011, the Ministry of Transportation and Infrastructure (MoTI) constructed a mandatory brake check on Highway 16 approximately 9km west of Prince George prior to reaching Peden Hill on the Prince George Arterial. Intersections along this hill are utilized by nearly 40,000 vehicles per day. In December 2010, a loaded chip truck was unable to stop at the bottom of Peden Hill and went through the intersection and nearly hit the nearby Boston Pizza restaurant.

Once construction of the gravel surface brake check was completed, the ministry received complaints from two local Beverly residents who live near the brake check on the opposite side of the highway. These two residents are also representatives of the community association. They expressed concerns related to noise, dust and the operational safety of the brake check.

In response to these concerns, ministry staff have monitored the operation of the brake check, reviewed the engineering, met with the Beverly Community Association, consulted with industry, met with Minister Bell, and recently committed to a public meeting (date still being determined). Based on the review, the ministry has confirmed that the brake check was constructed to meet the ministry's standards for design and safety. The ministry is however planning to undertake further work at the brake check to complete the project by constructing a deceleration lane, an acceleration lane, and paving the brake check.

IV. DISCUSSION:

Peden Hill has grades ranging between 8% and 9% and many signalized intersections with high traffic volumes. There is also significant pedestrian use along the corridor. The construction of a brake check provides a location for trucks to confirm the safe operation of their brakes and informs them about the grade and intersections along the way so they can descend the grade as safely as possible.

Ideally the brake check would have been constructed much closer to Peden Hill; however, it was not feasible due to the significant adjacent land development along the highway leaving Prince George. The ministry sought a location as close to Peden Hill as possible while considering factors such as right of way availability, utility conflicts, proximity to residences and functionality for commercial traffic. A site was selected approximately 9km from the Peden Hill. This is the only eastbound brake check on Highway 16 between Prince Rupert and Prince George. The ministry has expended approximately \$400,000 to date constructing the brake check.

The ministry consulted with industry representatives (Central Interior Logging Association, Lomak Bulk Carriers, and Excel Transportation Inc) prior to constructing the brake check, but did not consult directly with neighboring Beverly residents as the homes are on large parcels, efforts were made to select a location as far away from nearby homes as possible, and it was not anticipated that the brake check location would cause community concerns given the safety benefits of the project.

The Beverly Community Association identified their primary safety concerns as safe access and egress of the trucks. The ministry is planning further works to complete the project that should address these concerns including acceleration and deceleration lanes, and paving of the brake check. The estimated cost to complete these further works is in the range of \$500,000.

Acting District Manager, Trent Folk, met with Minister Bell on April 27th to review the consultation and proposed safety enhancements at the Beverly Brake Check. Minister Bell supported the need for a brake check, and the planned additional works. The Minister has, however, been receiving complaints about the location and operation of the brake check from community residents.

V. CONSULTATIONS:

Minister Bell and Minister Bond (Constituency Assistant)
Beverly Community Association
Central Interior Logging Association
Lomak Bulk Carriers Corp.
Excel Transportation Inc.

VI. SUMMARY:

The location selected for the Beverly Brake Check is the most appropriate location available, and it currently meets the ministry's standards for safety and design. The ministry is planning further works at the Beverly Brake check to complete the project and address the concerns raised. Ministry staff are planning a community meeting in the next few weeks to discuss community concerns and options to address, and will work closely with Minister Bells office to see what can be done to resolve the issues identified.

Program Area Contact: Trent Folk

Phone: 250-565-6492

Director Approval: Mike Lorimer

Date: May 7, 2012

ADM Approval: Dave Duncan

Appendix A

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