A	Federal Infrastructure Summary
В	Minister Sohi Letter with Project List
С	Federal Priorities Spreadsheet
D	3 Year Service Plan
E	Transportation Investment Plan
F	BC on the Move Update and BCOTM Publication
G	Mayors' Council Letter to Prime Minister
Н	Climate List (public version)

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J	Local Government/Proponent "Asks" Spreadsheet
J	Residual 2007 BCF Funds
K	Approved BCF PTIC NRP Projects - Project Summaries
L	Next Round BCF PTIC NRP and NIC Priorities - Project Summaries
M	Other Priorities - Project Summaries

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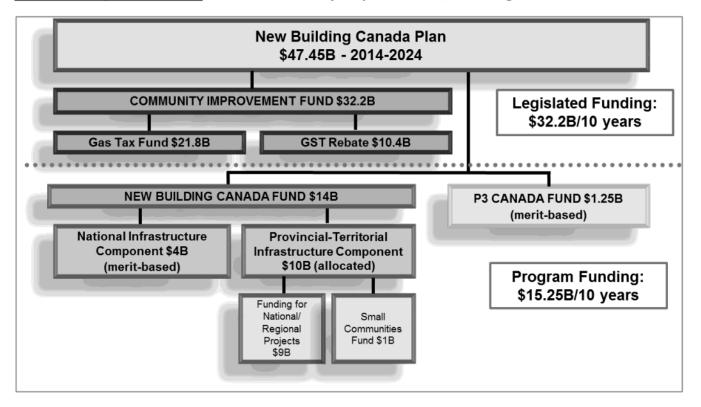
	K - Approved Projects		
#	Name		
1	TFN Water Main		
2	Hwy 77 Ft Nelson Br / Hwy 97 58 Mile P/L		
3	Hwy 16 CNR 28 Mile Grade Separation		
4	Northwest Regional (Terrace-Kitimat) Airport		
5	Hoffman's Bluff to Chase Creek Road		
6	Illecillewaet Four Laning		
7	Hwy 1 Lower Lynn Interchanges Phases 2 & 3		
8	Hwy 1 202nd-216th widening & 216 St I/C		
9	Hwy 1 Admirals /McKenzie Interchange		

19 Hwy 1 216th to Hwy 11 (6 lanes; 3 O/Ps; 2 I/Cs)

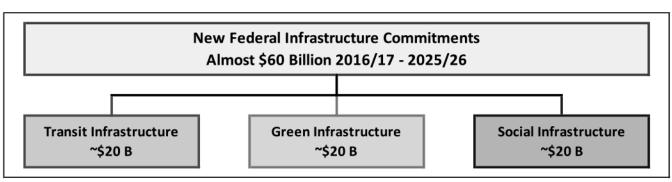
s 16

Federal Infrastructure Programs

New Building Canada Plan - \$47.45 B over 10 year period 2014/15 through 2023/24



New Federal Infrastructure Commitments - \$60 B over 10 year period 2016/17 through 2025/26



Gas Tax Fund (GTF) Eligible Almost all local government infrastructure Lead: UBCM categories eligible under CWF and SPF. Only \$1.317 B over first five years, ~2.76 B over ten year program road and transit projects eligible under GVRF Communities Works Fund (CWF) - \$518.3 M 1st 5 years for 1st five years. 5% of funds available for MV and 75% for outside MV o Funds allocated annually directly to local government Strategic Priorities Fund (SPF) - \$145.2 M 1st 5 years) 25% of the funds available for communities outside MV Merit based application program \$73.3 M for 59 projects announced to-date under 1st Intake Greater Vancouver Regional Fund (GVRF) - \$652.4 M 1st 5 years 95% of the funds available for Metro Vancouver TransLink priorities endorsed by Mayor's Council

Small Communities Fund (SCF)	
http://www2.gov.bc.ca/gov/content/transportation/funding-engagement-	Eligible
permits/funding-grants/small-communities-fund	Highways & Major Roads, Transit, Local &
Lead: Community, Sports & Cultural Development S100 million in fodoral funds over 10 years.	Regional Airports, Water, Wastewater, Solid
\$109 million in federal funds over 10 year Communities with resolutions of 100,000.	Waste management, Short-sea shipping,
Communities with populations < 100,000 Matching associated for the	Short-line rail, Disaster mitigation,
Matching provincial funds 1st leading \$64.00 arms would for \$55 projects (links)	Brownfield redevelopment, Green energy,
 1st Intake: \$64 M announced for 55 projects (July) 2nd Intake: \$45 M to be allocated (closes April 28th) 	Innovation and Connectivity & Broadband
	,
National and Regional Projects (NRP) http://www.infrastructure.gc.ca/plan/nrp-pnr-prog-eng.html	Eligible
Lead: Transportation and Infrastructure	Highways & Major Roads, Public Transit,
• \$981 million in federal funds over 10 years	Local & Regional Airports, Drinking Water,
National/Regional significant projects: \$35 M soft threshold	Wastewater, Solid Waste management,
Projects prioritized by the Province	Short-sea shipping, Short-line rail, Disaster
Andreas de la companya del companya de la companya del companya de la companya de	mitigation, Brownfield redevelopment,
	Green energy, Innovation and Connectivity &
 Focus is on transportation corridors, ports and border gateways given new funding for transit, green and social infrastructure 	Broadband
National Infrastructure Component (NIC)	
http://www.infrastructure.gc.ca/plan/nic-vin-prog-eng.html	Eligible
Lead: Transportation and Infrastructure	Highway & Major Roads, Public Transit, Rail
\$4 Billion available nationally	Infrastructure, Local & Regional airports,
Supports projects of national significance; \$100 M soft threshold	Marine Port infrastructure, Intelligent
Merit based - Open call for applications	Transportation Systems and Disaster
Proponents submit directly to Infrastructure Canada	Mitigation
P3 Canada Fund	
	Eligible:
http://www.p3canada.ca	
http://www.p3canada.ca • Lead: Transportation and Infrastructure	Transport (public transit, highways,
 http://www.p3canada.ca Lead: Transportation and Infrastructure \$1.25 B available nationally 	
 http://www.p3canada.ca Lead: Transportation and Infrastructure \$1.25 B available nationally Supports Public-Private-Partnership (P3) projects 	Transport (public transit, highways, brownfield re-development, local roads and
 http://www.p3canada.ca Lead: Transportation and Infrastructure \$1.25 B available nationally Supports Public-Private-Partnership (P3) projects Priority on Design-Build-Finance-Maintain-Operate procurement 	Transport (public transit, highways, brownfield re-development, local roads and short line rail), Water, Energy (green
 http://www.p3canada.ca Lead: Transportation and Infrastructure \$1.25 B available nationally Supports Public-Private-Partnership (P3) projects Priority on Design-Build-Finance-Maintain-Operate procurement Merit based - Annual call for applications (April-June) 	Transport (public transit, highways, brownfield re-development, local roads and short line rail), Water, Energy (green projects), Security (disaster mitigation), Solid
 http://www.p3canada.ca Lead: Transportation and Infrastructure \$1.25 B available nationally Supports Public-Private-Partnership (P3) projects Priority on Design-Build-Finance-Maintain-Operate procurement 	Transport (public transit, highways, brownfield re-development, local roads and short line rail), Water, Energy (green projects), Security (disaster mitigation), Solid Waste, Culture, Connectivity & Broadband,
 http://www.p3canada.ca Lead: Transportation and Infrastructure \$1.25 B available nationally Supports Public-Private-Partnership (P3) projects Priority on Design-Build-Finance-Maintain-Operate procurement Merit based - Annual call for applications (April-June) Proponents submit directly to PPP Canada Projects approved by PPP Canada Board 	Transport (public transit, highways, brownfield re-development, local roads and short line rail), Water, Energy (green projects), Security (disaster mitigation), Solid Waste, Culture, Connectivity & Broadband, Maritime (short sea shipping), Aerospace (regional and local airport) and Tourism.
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 http://www.p3canada.ca Lead: Transportation and Infrastructure \$1.25 B available nationally Supports Public-Private-Partnership (P3) projects Priority on Design-Build-Finance-Maintain-Operate procurement Merit based - Annual call for applications (April-June) Proponents submit directly to PPP Canada Projects approved by PPP Canada Board Transit Infrastructure ~\$20 B available nationally 	Transport (public transit, highways, brownfield re-development, local roads and short line rail), Water, Energy (green projects), Security (disaster mitigation), Solid Waste, Culture, Connectivity & Broadband, Maritime (short sea shipping), Aerospace (regional and local airport) and Tourism. Eligible New construction and the rehabilitation of
 http://www.p3canada.ca Lead: Transportation and Infrastructure \$1.25 B available nationally Supports Public-Private-Partnership (P3) projects Priority on Design-Build-Finance-Maintain-Operate procurement Merit based - Annual call for applications (April-June) Proponents submit directly to PPP Canada Projects approved by PPP Canada Board Transit Infrastructure ~\$20 B available nationally BC could expect in order of \$2.6 B on a per capita basis 	Transport (public transit, highways, brownfield re-development, local roads and short line rail), Water, Energy (green projects), Security (disaster mitigation), Solid Waste, Culture, Connectivity & Broadband, Maritime (short sea shipping), Aerospace (regional and local airport) and Tourism. Eligible
 http://www.p3canada.ca Lead: Transportation and Infrastructure \$1.25 B available nationally Supports Public-Private-Partnership (P3) projects Priority on Design-Build-Finance-Maintain-Operate procurement Merit based - Annual call for applications (April-June) Proponents submit directly to PPP Canada Projects approved by PPP Canada Board Transit Infrastructure ~\$20 B available nationally BC could expect in order of \$2.6 B on a per capita basis Canada will pay share of capital, interest & other charges 	Transport (public transit, highways, brownfield re-development, local roads and short line rail), Water, Energy (green projects), Security (disaster mitigation), Solid Waste, Culture, Connectivity & Broadband, Maritime (short sea shipping), Aerospace (regional and local airport) and Tourism. Eligible New construction and the rehabilitation of
 http://www.p3canada.ca Lead: Transportation and Infrastructure \$1.25 B available nationally Supports Public-Private-Partnership (P3) projects Priority on Design-Build-Finance-Maintain-Operate procurement Merit based - Annual call for applications (April-June) Proponents submit directly to PPP Canada Projects approved by PPP Canada Board Transit Infrastructure ~\$20 B available nationally BC could expect in order of \$2.6 B on a per capita basis Canada will pay share of capital, interest & other charges Flexible funding arrangements 	Transport (public transit, highways, brownfield re-development, local roads and short line rail), Water, Energy (green projects), Security (disaster mitigation), Solid Waste, Culture, Connectivity & Broadband, Maritime (short sea shipping), Aerospace (regional and local airport) and Tourism. Eligible New construction and the rehabilitation of
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 http://www.p3canada.ca Lead: Transportation and Infrastructure \$1.25 B available nationally Supports Public-Private-Partnership (P3) projects Priority on Design-Build-Finance-Maintain-Operate procurement Merit based - Annual call for applications (April-June) Proponents submit directly to PPP Canada Projects approved by PPP Canada Board Transit Infrastructure ~\$20 B available nationally BC could expect in order of \$2.6 B on a per capita basis Canada will pay share of capital, interest & other charges Flexible funding arrangements Further details to be released post Budget 2016 Green Infrastructure 	Transport (public transit, highways, brownfield re-development, local roads and short line rail), Water, Energy (green projects), Security (disaster mitigation), Solid Waste, Culture, Connectivity & Broadband, Maritime (short sea shipping), Aerospace (regional and local airport) and Tourism. Eligible New construction and the rehabilitation of existing infrastructure Eligible
 http://www.p3canada.ca Lead: Transportation and Infrastructure \$1.25 B available nationally Supports Public-Private-Partnership (P3) projects Priority on Design-Build-Finance-Maintain-Operate procurement Merit based - Annual call for applications (April-June) Proponents submit directly to PPP Canada Projects approved by PPP Canada Board Transit Infrastructure ~\$20 B available nationally BC could expect in order of \$2.6 B on a per capita basis Canada will pay share of capital, interest & other charges Flexible funding arrangements Further details to be released post Budget 2016 Green Infrastructure ~\$20 B available nationally 	Transport (public transit, highways, brownfield re-development, local roads and short line rail), Water, Energy (green projects), Security (disaster mitigation), Solid Waste, Culture, Connectivity & Broadband, Maritime (short sea shipping), Aerospace (regional and local airport) and Tourism. Eligible New construction and the rehabilitation of existing infrastructure Eligible Water/wastewater, climate resilient
 http://www.p3canada.ca Lead: Transportation and Infrastructure \$1.25 B available nationally Supports Public-Private-Partnership (P3) projects Priority on Design-Build-Finance-Maintain-Operate procurement Merit based - Annual call for applications (April-June) Proponents submit directly to PPP Canada Projects approved by PPP Canada Board Transit Infrastructure ~\$20 B available nationally BC could expect in order of \$2.6 B on a per capita basis Canada will pay share of capital, interest & other charges Flexible funding arrangements Further details to be released post Budget 2016 Green Infrastructure ~\$20 B available nationally BC could expect in order of \$2.6 B on a per capita basis 	Transport (public transit, highways, brownfield re-development, local roads and short line rail), Water, Energy (green projects), Security (disaster mitigation), Solid Waste, Culture, Connectivity & Broadband, Maritime (short sea shipping), Aerospace (regional and local airport) and Tourism. Eligible New construction and the rehabilitation of existing infrastructure Eligible Water/wastewater, climate resilient infrastructure, clean energy, clean-up of
 Lead: Transportation and Infrastructure \$1.25 B available nationally Supports Public-Private-Partnership (P3) projects Priority on Design-Build-Finance-Maintain-Operate procurement Merit based - Annual call for applications (April-June) Proponents submit directly to PPP Canada Projects approved by PPP Canada Board Transit Infrastructure ~\$20 B available nationally BC could expect in order of \$2.6 B on a per capita basis Canada will pay share of capital, interest & other charges Flexible funding arrangements Further details to be released post Budget 2016 Green Infrastructure ~\$20 B available nationally BC could expect in order of \$2.6 B on a per capita basis Further details to be released post Budget 2016 	Transport (public transit, highways, brownfield re-development, local roads and short line rail), Water, Energy (green projects), Security (disaster mitigation), Solid Waste, Culture, Connectivity & Broadband, Maritime (short sea shipping), Aerospace (regional and local airport) and Tourism. Eligible New construction and the rehabilitation of existing infrastructure Eligible Water/wastewater, climate resilient infrastructure, clean energy, clean-up of contaminated sites and preparing for
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 Lead: Transportation and Infrastructure \$1.25 B available nationally Supports Public-Private-Partnership (P3) projects Priority on Design-Build-Finance-Maintain-Operate procurement Merit based - Annual call for applications (April-June) Proponents submit directly to PPP Canada Projects approved by PPP Canada Board Transit Infrastructure ~\$20 B available nationally BC could expect in order of \$2.6 B on a per capita basis Canada will pay share of capital, interest & other charges Flexible funding arrangements Further details to be released post Budget 2016 Green Infrastructure ~\$20 B available nationally BC could expect in order of \$2.6 B on a per capita basis Further details to be released post Budget 2016 	Transport (public transit, highways, brownfield re-development, local roads and short line rail), Water, Energy (green projects), Security (disaster mitigation), Solid Waste, Culture, Connectivity & Broadband, Maritime (short sea shipping), Aerospace (regional and local airport) and Tourism. Eligible New construction and the rehabilitation of existing infrastructure Eligible Water/wastewater, climate resilient infrastructure, clean energy, clean-up of contaminated sites and preparing for changing weather patterns: protection against wildfires, improved storm waste
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 Lead: Transportation and Infrastructure \$1.25 B available nationally Supports Public-Private-Partnership (P3) projects Priority on Design-Build-Finance-Maintain-Operate procurement Merit based - Annual call for applications (April-June) Proponents submit directly to PPP Canada Projects approved by PPP Canada Board Transit Infrastructure ~\$20 B available nationally BC could expect in order of \$2.6 B on a per capita basis Canada will pay share of capital, interest & other charges Flexible funding arrangements Further details to be released post Budget 2016 Green Infrastructure ~\$20 B available nationally BC could expect in order of \$2.6 B on a per capita basis Further details to be released post Budget 2016 Short term focus on repair/rehabilitation Social Infrastructure ~\$20 B available nationally 	Transport (public transit, highways, brownfield re-development, local roads and short line rail), Water, Energy (green projects), Security (disaster mitigation), Solid Waste, Culture, Connectivity & Broadband, Maritime (short sea shipping), Aerospace (regional and local airport) and Tourism. Eligible New construction and the rehabilitation of existing infrastructure Eligible Water/wastewater, climate resilient infrastructure, clean energy, clean-up of contaminated sites and preparing for changing weather patterns: protection against wildfires, improved storm waste systems and dams/dikes. Eligible Affordable housing, senior facilities, early

Table 1: Building Canada Fund: British Columbia Priorities

Projects	Total	ВС	3rd Party	Canada
Rehabilitation and Replacement				
Hwy 1 Lower Lynn Interchanges Ph. 2 & 3	78.0	33.2	10.7	34.1
s.13.s.16.s.17	•			•

Goods Movement and Market Access				
A) Major Trade Corridors				
Hwy 1 Hoffmans Bluff to Chase Creek Road	47.5	29.1		18.4
Hwy 1 Illecillewaet Four Laning	35.0	19.5		15.5
Hwy 1 Admirals /McKenzie Interchange	85.0	52.4		32.6
Hwy 1 202nd-216th widening and 216 Street Interchange	59.0	22.3	14.3	22.3
Hwy 77 Fort Nelson Bridge & Hwy 97 58 Mile Passing Lane	39.5	22.0		17.5
Hwy 16 CNR 28 Mile Crossing Grade Separation	37.0	19.5		17.5
s.13,s.16,s.17				
				,
				,
				,
				,
				,
				,

s.13,s.16,s.17

B) Ports and Gateways

Coastal and Inland Ferry Systems

s.13,s.16,s.17

★ Candidate under National Infrastructure Component (NIC)

Northwest Regional (Terrace - Kitimat) Airport

O Cost information is preliminary

Previously Approved Projects	397.4	202.4	32.6	162.4
s.13,s.16,s.17				



February 5, 2016

The Honourable Amarjeet Sohi, P.C., M.P. Minister of Infrastructure and Communities Government of Canada House of Commons Ottawa ON K1A 0A6 Reference: 253520

Dear Minister Sohi:

Re: Federal Infrastructure Cost Sharing Programs

The Province of British Columbia is pleased to see Canada's continued commitment to the current Building Canada Fund program and new long-term funding programs for transit, green and social infrastructure. We fully support these initiatives and feel they will greatly enhance the ability of provinces and communities to advance the delivery of key infrastructure priorities.

Through our 10-year Transportation Plan, B.C. on the Move, the provincial government has profiled our key transportation investment priorities for the coming decade. We are currently in our second year of implementing our transportation vision in which we will be investing \$2.8 billion over the next three years. With many shovel-ready projects, the Province is well positioned to partner with Canada to move immediately in delivering on key transportation and infrastructure priorities.

It was a pleasure to meet with you again in Ottawa last week at the Council of Ministers Responsible for Transportation and Highway Safety.

.../2

As outlined in our discussions, B.C.'s top infrastructure priorities continue to be:

- Replacing the George Massey Tunnel— this \$3.5 billion bridge is a key crossing in the Lower Mainland, connecting to critical trade gateways such as Deltaport, the Peace Arch and Pacific Canada-U.S. border crossings, Fraser River industrial and trade centres, Vancouver International Airport (YVR), BC Ferries' Tsawwassen terminal and the Boundary Bay Airport. It is a vital goods movement route that fuels our local, regional, provincial and national economies, and a key access point for businesses in Delta, Surrey, Richmond, and the Tsawwassen First Nation. Over 80,000 people rely on the crossing each day and an estimated \$25 billion worth of goods pass through the tunnel every year. The Province is seeking a total of \$1.7 billion of federal cost sharing under P3Canada (application submitted for \$800 million) and through the new transit fund programs, when established. The planned new bridge also has significant climate benefits with reduced traffic congestion and accommodating cycling and transit.
- Investing in Transit investing and supporting major transit projects in Metro Vancouver, including Surrey Rapid Transit and Broadway SkyTrain extension, and renewal of transit infrastructure assets across the province, including buses, a new SeaBus and transit maintenance facilities upgrades. (These investments would fall under the Transit Fund.)
- Supporting Economic Development, Goods Movement and Market Access across the
 province to ensure the competitiveness of Canada's Pacific Gateway and access to Asian
 markets through our key ports and railways; major transportation corridor improvements,
 such as the Kicking Horse Canyon phase 4, Highway 1 Kamloops to Alberta border fourlaning, Highway 16 four-laning; and key corridor improvements in the Lower Mainland,
 supporting Deltaport Terminal 2 expansion.
- Investing in green infrastructure such as water and waste water treatment facilities, flood
 protection, compressed natural gas bus conversion, hydro projects and partnering with
 Alberta on joint transmission line projects to support green energy and Climate Action
 goals. (These investments would fall under the Green Fund.)
- Renewing the coastal and inland marine transportation systems the Province
 continues to support the upgrade and renewal of our ferry systems to ensure continued
 reliable service for communities dependent on the services and the important role they play
 in the provincial and national economies. As discussed, the Province strongly supports
 including ferry infrastructure as eligible projects for federal infrastructure funding.

.../3

Though B.C. will be seeking cost sharing under the new transit, social and green programs for a number of the key priorities noted above, as I mentioned at the meeting, B.C. is well prepared to move forward with Canada to confirm cost sharing on the remaining B.C. allocation of \$980 million under the Building Canada Fund. To that end, the funding priorities for the next round of candidate projects for the current Building Canada Fund are outlined in the attached Table 1. These priorities are focused on rehabilitating the current transportation network, supporting and improving provincial goods movement along key trade corridors, enhancing market access, and renewing our marine transportation network.

B.C. is committed to working with Canada to move quickly on these priorities in support of essential infrastructure improvements that create jobs, facilitate economic prosperity and provide for a high quality of life in communities throughout British Columbia.

We look forward to hearing more details on the new transit, green and social programs in the near future. I also look forward to our meeting on February 11 in Vancouver to discuss this next round of priorities and to set a process and timeline to approve and implement the priorities as expeditiously as possible.

Sincerely,

Todd G. Stone

Minister

Attachment

Page 011 to/à Page 012

Withheld pursuant to/removed as

s.12;s.16;s.13;s.17

Page 013 to/à Page 028

Withheld pursuant to/removed as

s.13;s.17

PRIORITIES & ACCOUNTABILITIES

B.C. on the Move







March 2016

Province of British Columbia

PRIORITIES & ACCOUNTABILITIES

1. REHABILITATING HIGHWAYS, BRIDGES AND SIDE ROADS

	COMMITMENT	STATUS
	COMMITMENT	s.13,s.17
1A	Invest \$380 million over the next three years to resurface provincial highways	
1B	Increase investment to \$180 million over the next three years to repair and replace provincial bridges	Sande Overpass bridge deck resurfacing, tender 2016
		s.13,s.17
1 C	Increase investment to \$270 million over the next three years to improve the condition of provincial side roads	 Sayward Rd Widening - <u>complete</u>, Oct 2015 Silver Star Rd resurfacing – <u>complete</u>, Jul 2015 Fording Mine Rd resurfacing - <u>complete</u>, Sept 2015
		s.13,s.17
1D	Invest \$60 million over the next three years to upgrade roads in northeastern B.C. in support of the natural gas industry	Hwy 97 and Pine Ave traffic signal installed in Taylor, <u>complete</u> , Oct 2015
1 E	Explore opportunities to maintain public access to resource and back-country roads	.13

1F	Invest \$9 million over the next three years for new and upgraded rest areas throughout B.C.	s.17		
		_	Kalamalka Lake Lookout, Hwy 97 – <u>complete, Sept 2015</u>	

2. IMPROVING HIGHWAY SAFETY

	COMMITMENT	STATUS
2A	Invest \$75 million over the next three years in a new Road Safety Improvement Program	s.13,s.17
2B	Invest \$30 million over the next three years in intersection safety improvements in communities throughout B.C.	 Left turn signal Daimler Rd and Hwy 9 - complete, Jul 2015 Hwy 16 Sande Overpass and Keith Intersection Improvement - complete, Nov 2015 Hwy 97 and Birnie Road Intersection improvements – planning underway.
2C	Work with provincial policing agencies and other incident-response partners to reduce the duration of highway closures	s.13,s.17

	COMMITMENT	STATUS
		s.13
2D	Undertake a review of the traffic management and safety aspects associated with pulling drivers over in traffic	
2E	Enhance and improve Driver Information Systems	
2F	Continue to develop and implement strategies to improve roadside worker safety	
2G	Implement strategies for drivers to stay out of the left lane and not impede other traffic	 New legislation implemented – <u>complete</u>, <u>Jun 2015</u> ICBC has included the new law in the Learn to Drive Smart manual Question on Left lane in ICBC licencing practice test has been included
2H	Enable municipalities to allow motorcycle parking near intersections	New legislation implemented – <u>complete</u> , <u>Jun 2015</u>
21	Introduce new regulations to clarify the definition of winter tires and traction devices	 New regulations implemented - complete, June 2015 Sign overlay - complete, Dec 2015 The Ministry and Shift into Winter campaign have actively been communicating regulation changes to the public
2.J	Work with ICBC to explore opportunities to allow drivers more choices to use slow-moving vehicles and other mobility devices in smaller communities	s.13

	COMMITMENT	STATUS	
		s.13	
2K	Improve public safety in B.C.'s "party bus" and limousine industry Improve public safety in B.C.'s "party bus" and limousine industry	Decal and letter from MTS sent out to all limousine operators in the Province. Letter reminds licensees of obligation to adhere to liquor control and licence act. Deca intended to help limo operators educate public s.13,s.15	al

3. IMPROVING HIGHWAY CAPACITY AND RELIABILITY

	COMMITMENT	STATUS
3A Hwy 1 – Kamploops to the Alberta Border`	Continue to advance four-laning projects between Kamloops and Golden	 2 projects complete: Monte Creek to Pritchard Phase 2, Pritchard to Hoffmans Bluff Phase 1 2 projects are under construction: Pritchard to Hoffman's Bluff Phase 2 Malakwa Bridge s.13,s.17
		Revelstoke commitments: 1. Street Signal timing— Hwy 1 Victoria Road, Revelstoke— complete, Jun 2015 2. Truck Pullout— Hwy 95 south of Golden constructed CVSE inspection pullout for mobile enforcement—
		complete, Oct 2015 3. Avalanche Infrastructure - mitigation system in 3 Valley Gap — planning underway 4. First Responders — Highway reliability meeting and

	COMMITMENT	STATUS
		table top exercise with communities of Revelstoke and Golden - <u>complete, Sept 2015</u>
	Pursue federal partnership funding to enable completion of the final four kilometre of the Kicking Horse Canyon Project	s.13,s.16
	Deliver projects to improve highway reliability, with a specific focus on improving avalanche infrastructure	s.13
	Continue project planning and initiate community engagement for a future second crossing of Okanagan Lake, including assessment of the Highway 97 corridor through the communities of Kelowna, West Kelowna and Peachland	 Met with the City of West Kelowna Mayor and Council on Nov 4, 2015 Hwy 97, Peachland 4-laning study – announced Dec 2015; engagement beginning in spring 2016 Central Okanagan Planning – 2nd round of public engagement open houses, Nov 30/Dec 1, 2015
3B	Construct new passing lanes and four-laning on highways throughout the Okanagan Valley, including six-laning through Kelowna	 Hwy 97, 6-laning in Kelowna between Hwy 33 and Edwards Road - property acquisition phase – tender award, Feb 2016 Construction planned March 2016
Okanagan Valley Highways	Construct intersection improvements, new interchanges, and safety improvements on highways and roads throughout the Okanagan Valley	Westside Road safety improvements and resurfacing construction is underway, year 2 of the 5 year commitment is complete
3C Hwy 3 - Crowsnest	Construct realignments and new passing lanes on section of Highway 3 between Hope and Princeton and from Cranbrook to the Alberta Border	 2 projects under construction: Sunday Creek – highway widening and realignment - construction underway Saturday Creek – highway widening and realignment - construction underway s.13

	COMMITMENT	STATUS
	Work with communities along the corridor to improve safety through their downtown cores	 Intersection improvements at Pine and Railway in Creston – complete, June 2015
3D Hwy 5 – Yellowhead – Kamloops to Tete Jaune Cache	Construct additional passing lanes between Kamloops and Tete Jaune Cache to promote safety and efficiency	2 projects complete:
3E Hwy 97 – Cariboo Connector	Complete the final four projects announced under Phase 2, including four-laning south of Williams Lake, and initiate planning for future priority projects	 Completed: 74 to 76 Mile South Two projects are under construction: Stone Creek Bridge to Williams Road including realignment at the CN Rail Overhead, south of Prince George, construction underway, completion Aug 2017 Dragon Lake to Quartz Road, south of Quesnel, construction underway, completion Sept 2017 S.17
3F Northwest B.C./ Hwy 16 - Yellowhead	Construct passing lanes on Highways 16 and 37 in the northwest and around Prince George, and take action to reduce rail/road conflicts	 Complete: Hwy 16 Telachick passing lane – complete, Oct 2015 2 projects under construction: Hwy 16 Degal – construction underway, completion summer 2016 \$.13,\$.17 Hwy 16 Tyhee Open House – Sept 2015 \$.13,\$.17

	COMMITMENT	STATUS
		s.13,s.17
3G Northeast B.C./ Hwy 97N and Hwy 2	Continue to four-lane highways 97 and 2 from the Alberta border to Fort. St. John, and construct new passing lanes north of Fort St. John	 Complete: Hwy 97N Mile 63 north of Fort St. John – Oct. 2015 4 projects under construction: Hwy 2 8th Street to Rolla Road – summer 2016 Hwy 97 Tower Lake Four Lanning South Taylor Hill Btm Section Four Lanning – summer 2016 Hwy 77 Fort Nelson River Bridge Replacement s.13,s.17
3H Vancouver Island Highways	Deliver upgrades to reduce congestion and improve commuter mobility along Highway 1 between Langford and Victoria	Complete: Leigh Road interchange SB off ramp and SB acceleration lane from Westshore Parkway – complete, Dec 2015 s.13,s.17 s.13,s.17
	Work in partnership with local communities to deliver projects to improve access to and from provincial highways and traffic flow through communities	Complete: Hwy 14 Resurfacing including shoulder widening and Roundabout partnership with District of Sooke and East Sooke Rd. Substantially complete in Nov 2015, full completion, March 2016 s.13,s.17

COMMITMENT	STATUS
	s.13,s.17
Plan and deliver key highway safety improvements in locations such as Highway 4 west of Port Alberni and the Malahat corrido of Highway 1	Wemniy Rd Shollider Wildening and Rijs Bays

	COMMITMENT	STATUS
	Advance development of the George Massey Tunnel Replacement Project	s.13,s.17
	Initiate design for the construction of six- laning on Highway 1 from Langley to Abbotsford	 Preliminary engineering and business case for the expansion of Hwy 1 from 216 St to Hwy 11 - completion, Spring 2016 Widening of Hwy 1 from 202nd St to 216th St - s.13 (combined with 216 interchange)
3I Lower Mainland Highways	Work with communities to plan and deliver highway interchange and overpass projects throughout the Lower Mainland	
	Construct highway widening, capacity, safety and operational improvements on provincial highways throughout the Lower Mainland	

COMMITMENT	STATUS
	s.13,s.17

▶ 4. DELIVERING A PROVINCIAL TRUCKING STRATEGY

	COMMITMENT	STATUS
4A	Upgrade and replace structures such as bridges and overpasses, so they can accommodate the increasing heavy and large loads that industry needs to transport	s.13,s.17
4B	Work with industry to expand the number of provincial highway corridors pre-approved for the transport of 85-to 125-metric-tonne loads	Met with industry in Feb 2016 to provide status update and discuss next steps s.13,s.17
4 C	Streamline permitting and reduce the number of truck permits required while ensuring commercial vehicle safety	New online truck permitting system, contract awarded Oct 2015 s.13,s.17 s.13,s.17

	COMMITMENT	STATUS
	Work with industry to identify priority	 Deltaport Truck Staging facility at Hwy 17A/ Deltaport Way Design RFP posted, contract award Feb 2016. Deltaport Truck Staging facility at Hwy 17A/ Deltaport Way contribution agreement signed Dec 2015 s.13,s.17 Construct 10 new truck-inspection pullouts through B.C Hwy 91 northbound, north of Hwy 10 –
4D	Work with industry to identify priority locations for new and expanded parking, staging, inspection pullouts and chain-up/off areas for trucks on key corridors throughout B.C.	 Hwy 10 at 232 St on-ramp to Hwy 1 eastbound complete, Oct 2015 264th Street on-ramp to Hwy 1 westbound –

	COMMITMENT	STATUS
4 E	Undertake a review of B.C.'s pilot-car requirements	s.13
4F	Support the Office of the Independent Container Trucking Commissioner	Container Trucking Act and associated regulations in place. s.13

5. INVESTING IN TRANSIT

	COMMITMENT	STATUS
5A	Maintain the highest level of operating support for transit in Canada, with the Province providing BC Transit with \$312 million in operating contributions over the next three years	BC Transit Regulation was amended in Oct 2015 to allow BC Transit to create a reserve of unused funding that could then be used to fund a future years' service s.13,s.17
5B	Partner with local communities throughout the province to replace half of BC Transit's fleet (about 500 buses) over the next five years	25 heavy duty replacement vehicles have been introduced so far this fiscal year s.13,s.17
5C	Partner with local communities to build transit infrastructure to provide more efficient operations and improved transit services	

	COMMITMENT	s.17
5D	Continue to seek opportunities to deploy CNG buses in communities throughout the province	25 CNG buses deployed in Kamloops s.13
5 E	Fund one-third of the cost of new rapid transit projects, and the Pattullo Bridge, provided they can be accommodated within the provincial fiscal plan and the investments are supported by a business case	s.13,s.16
5F	Work with the region to secure federal funding for rapid transit projects	s.13

6. INVESTING IN CYCLING

	COMMITMENT	STATUS
6 A	Invest \$18 million over the next three years to partner with communities to build new bike lanes and trails throughout B.C.	 26 projects approved in 25 municipalities across the province for total BikeBC contribution of \$6M for 2015/16. Applications for BikeBC funding for 2016/2017 are now being accepted. Application intake will close April 8, 2016.
6B	Widen shoulders, double the frequency or sweeping and implement safety improvements on provincial highways in areas with a high volume of cyclists	s.13,s.17 s.13 • Hwy 14 east of Sooke, widening shoulders – complete, Nov 2015

	COMMITMENT	STATUS
		South Okanagan Cycling Network Signage complete, fall 2015
6C	Develop and implement a cycling tourism signage and marketing strategy	 31 cycling routes identified and over 100 signs installed Locations included Summerland, Penticton, OK Falls, Keremeos and Oliver

7. INVESTING IN AIRPORTS

	COMMITMENT	STATUS
7A	Invest \$24 million over the next three years in the new B.C. Air Access Program	 12 projects approved at 10 airports for total \$6M from the 2015/16 program Applications for BC Air Access Program funding for 2016/17 are now being accepted. Application intake will close April 8, 2016.
7B	Support development of the aviation industry near B.C. airports	s.13
7 C	Engage the federal government to enhance B.C.'s aviation sector	

8. ENABLING EFFICIENT PORTS AND RAIL

	COMMITMENT	STATUS
8A		s.13 s.13,s.17

	COMMITMENT	STATUS
8B	Facilitate Port of Kitimat development with port structure and governance models that support economic activity	s.13
8C	Invest in infrastructure that enhances access to ports and increases port bulk, breakbulk and container capacity	
8D	Invest in infrastructure that enhances efficiency of goods movements by rail	 Philip Avenue Road/Rail overpass, north shore of Burrard Inlet, under construction, s.13 s.13,s.16 s.13,s.17 f

	COMMITMENT	STATUS
8E	Explore options for the revitalization of the Belleville Terminal in Victoria	s.13,s.16,s.17

9. SUSTAINING AND RENEWING FERRIES

	COMMITMENT	STATUS
9A	Continue to pursue strategies to achieve the vision of an affordable, sustainable and efficient coastal ferry service	s.13,s.17 s.17
98	Continue to engage the federal government to secure additional federal funding support for B.C.'s coastal ferry service	s.13
90	Continue to renew inland ferry assets	Contract award Feb 2016 to Waterbridge Steel s.13,s.17

▶ 10. BUILDING PARTNERSHIPS WITH FIRST NATIONS

	COMMITMENT	STATUS
10A	Partner with First Nations on projects that support economic development on their lands	s.16,s.17
10B	Facilitate more employment and training opportunities for First Nations through the ministry's major projects	s.13

	COMMITMENT	STATUS
		s.17
		s.13,s.17
		s.13,s.17
10C	Reconcile outstanding highway tenure issues	s.13,s.16,s.17
		s.13,s.16

▶ 11. IMPROVING ACCESSIBILITY

	COMMITMENT	STATUS
11A	Upgrade rest areas throughout B/C/ to improve accessibility for persons with limited mobility, such as curb letdowns, accessible washrooms and other improvements	 80% of rest area washrooms currently have mobility access. s.13 s.13,s.17 2015/16 projects to improve accessibility include- Baynes Sound, Hwy 19A – complete, Oct 2015 Kalamalka Lake Lookout, Hwy 97 – complete, Oct 2015 Kennedy River, Hwy 4 – complete, Dec 2015
11B	Increase the number of wheelchair accessible taxis in communities throughout B.C.	Board policy requires accessible taxis in communities with 8 or more approved cabs. Annual reporting on the number of accessible taxis is provided every Aug.
11C	Partner with TransLink to make additional accessibility upgrades to SkyTrain stations, including adding new and improved elevators and escalators, and removing any barriers to movement	s.13,s.17

	COMMITMENT	STATUS s.13.s.17
		Main Street Station upgrades <u>complete</u> , <u>summer</u> 2015
11D	Continue to work with BC Transit to improve transit service accessibility for people with disabilities	Automatic stop announcement system is operating in all 281 buses in the Victoria fleet - complete, Dec 2015
11E	Encourage BC Ferries to continue to improve accessibility at terminals and on vessels for people with disabilities	s.13

■ 12. PROTECTING THE ENVIRONMENT

	COMMITMENT	STATUS
12A	Continue to invest in transit and cycling programs	See Investing in Transit and Cycling for additional information.
12B	Invest \$6 million over the next three years to conserve habitat and improve fish and wildlife protection	 s.13.s.17 In 15/16, two culverts were replaced on Highway 4 in the Kennedy Lake area to improve fish passage and habitat, which was a partnership project with a local environmental group (Central West Coast Forest Society)
12C	Invest \$3.9 million over the next three years to deliver invasive plant management programs	34 agreements in place with either non-profit Invasive Species Councils, or with Regional Districts. s.13
12D	Deliver 1.8 million square metres of hot-in- place recycle paving every year	

	COMMITMENT	STATUS s.13,s.17
		s.13,s.17
		s.13,s.17
12E	Promote the use of cleaner fuel alternatives, such as natural gas for heavy-duty commercial vehicles, CNG for buses and LNG for ferries	
		s.13

B.C. on the Move

A 10-Year **Transportation Plan**



















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PREMIER'S MESSAGE



Honourable Christy Clark
Premier of British Columbia

British Columbians have built a strong, diverse economy, with people in every part of the province working to build a prosperous and sustainable future.

While British Columbia has many competitive advantages – including a strategic position as Canada's Pacific Gateway and abundant natural resources, such as natural gas – we need to work to maximize our potential.

In September 2011, I introduced the *BC Jobs Plan* to help strengthen the economy. Since then, more than 70,000 jobs have been created through our focus on eight key sectors, including Transportation. I also launched *The Pacific Gateway Transportation Strategy 2012–2020*, and we've made a lot of progress since then.

The growth of our economy relies on a safe, reliable and efficient multi-modal transportation network. With *B.C. on the Move: A 10-Year Transportation Plan*, we have identified priorities for improvements to

the transportation network that will grow the economy, meet the needs of our growing population, and support expanding resource sectors. This includes investing \$2.5 billion over the next three years in transportation infrastructure.

While *B.C.* on the Move lays out clear actions for the Province to take, strong partnerships are key to success. Provincial investment in the transportation system can be enhanced by fully leveraging funding available under federal infrastructure programs and by developing cost-sharing partnerships with other levels of government and the private sector.

The New West Partnership – a collaborative effort between the provinces of British Columbia, Alberta and Saskatchewan – represents an opportunity for British Columbia to continue to work to develop a renewed cost-sharing partnership with Canada and the private sector to maximize Canada's export capacity, expand and diversify trade relationships, and improve transportation infrastructure.

Through these partnerships – and with investments as part of *B.C. on the Move* – we will continue to ensure that we grow our economy, create jobs for British Columbians and maintain our high quality of life.

Honourable Christy Clark

Premier of British Columbia

MINISTER'S MESSAGE



Honourable Todd Stone, Minister of Transportation and Infrastructure

British Columbians rely on our transportation network every day – to get to work or school, to access services, and to stay connected to each other and to the world. Along with getting us to where we need to go, transportation generates employment and underpins job creation and economic development. Recognizing that the world wants what we have, and consistent with the *BC Jobs Plan*, transportation is a critical part of our effort to expand and open new international markets for key B.C. sectors such as natural resources, tourism, manufactured goods, agri-food and international education.

We recognize the importance of transportation for the economic health of our province and the well-being of our citizens. I am very pleased to present *B.C. on the Move: A 10-Year Transportation Plan.* This plan sets out a series of priorities, including almost \$2.5 billion in provincial investment over the next three years, focused on moving people and goods safely, growing the economy, and strengthening communities.

Our government has worked hard to develop *B.C.* on the Move – making sure it reflects the needs and priorities of British Columbians. From Oct. 14 to Dec. 12, 2014, we asked British Columbians to provide their feedback on B.C.'s transportation priorities over the next 10 years with the *B.C.* on the Move engagement. During the engagement, the *B.C.* on the Move website was visited over 44,000 times and we received over 12,500 survey responses from citizens all over the province. Over 100 meetings were held with over 550 representatives of First Nations, local governments, chambers of commerce, port and airport authorities, and other interested stakeholders. I also hosted a Twitter Town Hall. In addition, my Parliamentary Secretary, MLA Jordan Sturdy, met with over 70 groups on Vancouver Island in early September, hearing first-hand the transportation needs of Island communities.

I want to thank all British Columbians who took the time to participate in the engagement. This was an unprecedented opportunity for citizens to join in the conversation and let government know about their most pressing transportation needs. As we implement the plan, we will continue to engage with British Columbians, and ensure that we make the best use of every dollar we invest along the way. After all, a safe, efficient and cost-effective transportation network is the backbone of our strong economy and our high quality of life.

Honourable Todd Stone

Minister of Transportation and Infrastructure

The priority actions in this plan will be key to our transportation investments and strategic policy actions over the next 10 years. This plan will enhance our safety, mobility and connectivity, allowing us to keep pace with our many expanding sectors and ensuring that our transportation improvements remain affordable.

1) Rehabilitating Highways, Bridges and Side Roads

page 12

- Invest \$380 million over the next three years to resurface provincial highways
- Increase investment to \$180 million over the next three years to repair and replace provincial bridges
- Increase investment to \$270 million over the next three years to improve the condition of provincial side roads
- Invest \$60 million over the next three years to upgrade roads in northeastern
 B.C. in support of the natural gas industry
- Explore opportunities to maintain public access to resource and back-country roads
- Invest \$9 million over the next three years for new and upgraded rest areas throughout B.C.

2) Improving Highway Safety

- Invest \$75 million over the next three years in a new Road Safety Improvement Program
- Invest \$30 million over the next three years in intersection safety improvements in communities throughout B.C.
- Work with provincial policing agencies and other incident-response partners to reduce the duration of highway closures
- Undertake a review of the traffic management and safety aspects associated with pulling drivers over in traffic
- · Enhance and improve Driver Information Systems
- Continue to develop and implement strategies to improve roadside worker safety
- Implement strategies for drivers to stay out of the left lane and not impede other traffic
- · Enable municipalities to allow motorcycle parking near intersections
- Introduce new regulations to clarify the definition of winter tires and traction devices
- Work with ICBC to explore opportunities to allow drivers more choices to use slow-moving vehicles and other mobility devices in smaller communities
- · Improve public safety in B.C.'s "party bus" and limousine industry

3) Improving Highway Capacity and Reliability

- Invest approximately \$1 billion over the next three years to ensure our network has the capacity and reliability to meet transport and trade needs, with maximum safety and minimal delays and uncertainties
- Highway 1 Kamloops to the Alberta Border
 - ▶ Continue to advance four-laning projects between Kamloops and Golden
 - ► Pursue federal partnership funding to enable completion of the final four kilometres of the Kicking Horse Canyon Project
 - ▶ Deliver projects to improve highway reliability, with a specific focus on improving avalanche infrastructure
- · Okanagan Valley Highways
 - ► Continue project planning and initiate community engagement for a future second crossing of Okanagan Lake, including assessment of the Highway 97 corridor through the communities of Kelowna, West Kelowna and Peachland
 - ► Construct new passing lanes and four-laning on highways throughout the Okanagan Valley, including six-laning through Kelowna
 - ► Construct intersection improvements, new interchanges, and safety improvements on highways and roads throughout the Okanagan Valley
- Highway 3 Crowsnest
 - ► Construct realignments and new passing lanes on sections of Highway 3 between Hope and Princeton and from Cranbrook to the Alberta border
 - ► Work with communities along the corridor to improve safety through their downtown cores
- Highway 5 Yellowhead Kamloops to Tête Jaune Cache
 - Construct additional passing lanes between Kamloops and Tête Jaune Cache to promote safety and efficiency
- Highway 97 Cariboo Connector
 - ► Complete the final four projects announced under Phase 2, including four-laning south of Williams Lake, and initiate planning for future priority projects
- Northwest B.C./Highway 16 Yellowhead
 - ► Construct passing lanes on highways 16 and 37 in the northwest and around Prince George, and take action to reduce rail/road conflicts
- Northeast B.C./Highways 97 North and 2
 - ▶ Continue to four-lane highways 97 and 2 from the Alberta border to Fort St. John, and construct new passing lanes north of Fort St. John
- Vancouver Island Highways
 - ▶ Deliver upgrades to reduce congestion and improve commuter mobility along Highway 1 between Langford and Victoria
 - Work in partnership with local communities to deliver projects to improve access to and from provincial highways and traffic flow through communities
 - Plan and deliver key highway safety improvements in locations such as Highway 4 west of Port Alberni and the Malahat corridor of Highway 1

3) Improving Highway Capacity and Reliability

continued

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- · Lower Mainland Highways
 - ▶ Advance development of the George Massey Tunnel Replacement Project
 - Initiate design for future construction of six-laning on Highway 1 from Langley to Abbotsford
 - ▶ Work with communities to plan and deliver highway interchange and overpass projects throughout the Lower Mainland
 - ► Construct highway widening, capacity, safety and operational improvements on provincial highways throughout the Lower Mainland

4) Delivering a Provincial Trucking Strategy

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- Upgrade and replace structures such as bridges and overpasses, so they can accommodate the increasingly heavy and large loads that industry needs to transport
- Work with industry to expand the number of provincial highway corridors pre-approved for the transport of 85- to 125-metric-tonne loads
- Streamline permitting and reduce the number of truck permits required while ensuring commercial vehicle safety
- Work with industry to identify priority locations for new and expanded parking, staging, inspection pullouts and chain-up/off areas for trucks on key corridors throughout B.C.
- Undertake a review of B.C.'s pilot-car requirements
- Support the Office of the Independent Container Trucking Commissioner

5) Investing in Transit

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Provincial Transit Services

- Maintain the highest level of operating support for transit in Canada, with the Province providing BC Transit with \$312 million in operating contributions over the next three years
- Partner with local communities throughout the province to replace half of BC
 Transit's fleet (about 500 buses) over the next five years
- Partner with local communities to build transit infrastructure to provide more efficient operations and improved transit services
- Continue to seek opportunities to deploy compressed natural gas (CNG) buses in communities throughout the province

Metro Vancouver Transit Services

- Fund one-third of the cost of new rapid transit projects, and the Pattullo
 Bridge, provided they can be accommodated within the provincial fiscal plan
 and the investments are supported by a business case
- Work with the region to secure federal funding for rapid transit projects

6) Investing in Cycling

- Invest \$18 million over the next three years to partner with communities to build new bike lanes and trails throughout B.C.
- Widen shoulders, double the frequency of sweeping and implement safety improvements on provincial highways in areas with a high volume of cyclists
- · Develop and implement a cycling tourism signage and marketing strategy

7) Investing in Airports

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- Invest \$24 million over the next three years in the new B.C. Air Access Program
- · Support development of the aviation industry near B.C. airports
- · Engage the federal government to enhance B.C.'s aviation sector

8) Enabling Efficient Ports and Rail

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- Determine potential infrastructure upgrades needed to support Liquefied Natural Gas (LNG)
- Facilitate Port of Kitimat development with port structure and governance models that support economic activity
- Invest in infrastructure that enhances access to ports and increases port bulk, breakbulk and container capacity
- · Invest in infrastructure that enhances efficiency of goods movement by rail
- Explore options for the revitalization of the Belleville Terminal in Victoria

9) Sustaining and Renewing Ferries

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- Continue to pursue strategies to achieve the vision of an affordable, sustainable and efficient coastal ferry service
- Continue to engage the federal government to secure additional federal funding support for B.C.'s coastal ferry service
- · Continue to renew inland ferry assets

10) Building Partnerships with First Nations

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- Partner with First Nations on projects that support economic development on their lands
- Facilitate more employment and training opportunities for First Nations through the ministry's major projects
- Reconcile outstanding highway tenure issues

11) Improving Accessibility

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- Upgrade rest areas throughout B.C. to improve accessibility for persons with limited mobility, such as curb letdowns, accessible washrooms and other improvements
- Increase the number of wheelchair-accessible taxis in communities throughout B.C.
- Partner with TransLink to make additional accessibility upgrades to SkyTrain stations, including adding new and improved elevators and escalators, and removing any barriers to movement
- Continue to work with BC Transit to improve transit service accessibility for people with disabilities
- Encourage BC Ferries to continue to improve accessibility at terminals and on vessels for people with disabilities

12) Protecting the Environment

- Continue to invest in transit and cycling programs
- Invest \$6 million over the next three years to conserve habitat and improve fish and wildlife protection
- Invest \$3.9 million over the next three years to deliver invasive plant management programs
- Deliver 1.8 million square metres of hot-in-place recycle paving every year
- Promote the use of cleaner fuel alternatives, such as natural gas for heavy-duty commercial vehicles, CNG for buses and LNG for ferries

INTRODUCTION









British Columbians are linked to each other and to the world by an integrated transportation network that moves people and goods by road, rail, air and sea. Transportation is key to B.C.'s success – in 2013, it contributed \$10.8 billion in gross domestic product (GDP) and directly employed more than 121,000 people.

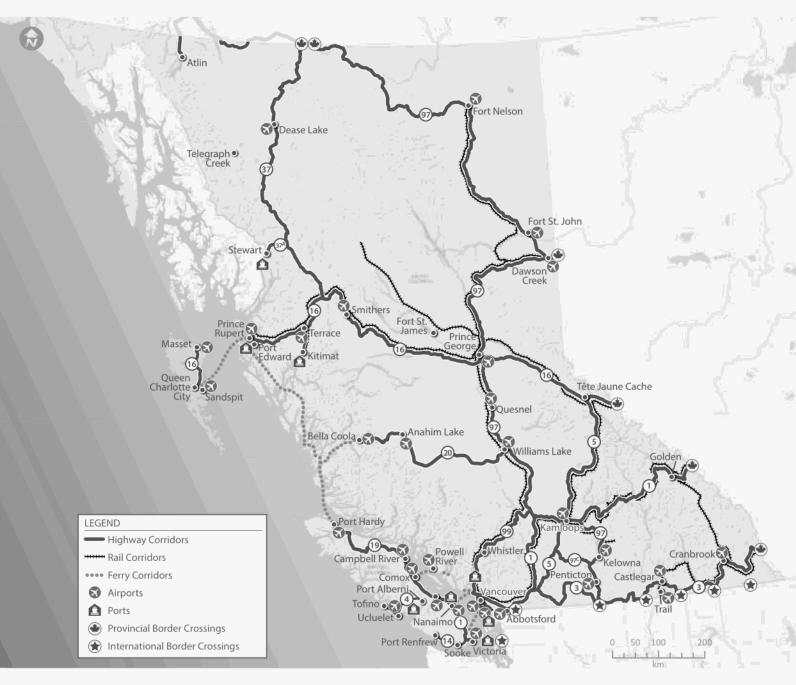
In response to evolving transportation needs, we are moving forward with a new 10-year plan, B.C. on the Move.

This plan provides a comprehensive road map for transportation investments and strategic policy actions over the next 10 years. The plan presents a series of priorities for action to improve the provincial transportation network and showcases several short- to medium-term investments. Over the next three years, the Ministry of Transportation and Infrastructure will invest almost \$2.5 billion to improve British Columbia's transportation network. This plan will build on the success of our government's 2003 transportation plan, Opening Up B.C., which resulted in new infrastructure investment throughout the province, improving safety and reliability and growing the economy.

B.C. on the Move reinforces government's commitment to invest in transportation infrastructure in every corner of the province. This plan will enhance our safety, mobility and connectivity, allowing us to keep pace with our rapidly expanding resource sectors and ensuring that transportation improvements remain affordable.

BRITISH COLUMBIA'S TRANSPORTATION NETWORK

B.C. on the Move focuses primarily on the provincial transportation network, which includes highways, ferries, rail, airports, ports, regional transit, and cycling infrastructure.



Transportation Network Highlights

- Approximately 47,000 kilometres (km) of provincial highways and rural side roads
- Over 2,800 bridges
- Over 2,900 transit buses
- 133 km of SkyTrain and commuter rail

- 3 Class 1 railways
- · 300+ airports, heliports and other air facilities
- 19 international border crossings
- 3 international ports, 4 regional ports and 40 local ports
- 40+ ferry routes

WHY INVESTMENTS ARE NEEDED: CHALLENGES AND OPPORTUNITIES

To keep our economy growing and to protect our high quality of life, we must continue to enhance connectivity, safety and mobility across our transportation networks. Investing in British Columbia's transportation infrastructure – highways and side roads, cycling, transit, airports, ports, rail and ferries – will help us to:

Improve the Safe and Reliable Movement of People and Goods

Safety is a priority for all modes of travel, and the safe movement of people and goods depends on access to a reliable transportation network. Reliability means having a network available in good condition to meet the transport and trade needs of the province, with minimal delays and uncertainties that can lengthen travel times.

Grow the Economy

Transportation investments generate employment, underpin job creation and promote economic development throughout B.C. When we make affordable transportation investments, we are investing in tourism, in increased trading capacity, and in all of B.C.'s industries, including forestry, mining, energy, oil and gas, agri-food, green economy, education and tourism.

Maintain and Replace Aging Infrastructure

Our transportation infrastructure is aging. This underscores the need for ongoing maintenance and rehabilitation to protect our transportation assets, valued at more than \$100 billion.

Meet the Needs of a Growing and Aging Population

Our population is growing. It is estimated that an additional one million people will be living in British Columbia by 2030, adding to existing demands on our roads, bridges, ferries and transit systems. Our population is also aging, with seniors representing a growing proportion of the total population. Seniors – and those with mobility challenges – need to be able to rely on an accessible transportation network.

Support Expanding Resource Sectors

Our resource sectors are expanding. This is putting additional pressure on rural British Columbia, especially in the north, where the energy sector is attracting billions of dollars in new private sector investment. The development of these resources affects the whole supply chain, especially since many of our products are for export.

Provide More Travel Choices

In urban areas, more people are choosing to walk, cycle or take public transit. Infrastructure development needs to factor in these choices.

Reduce Environmental Impacts

Transportation contributes to greenhouse gas emissions. But every step we take to improve efficiency and reduce congestion helps minimize the impact. Expanding pedestrian, cycling and transit infrastructure, along with new approaches such as powering trucks, buses and ferries with cleaner alternative fuels such as natural gas, and utilizing hot-in-place recycle paving, will help reduce environmental impacts.

PUBLIC ENGAGEMENT ON B.C. ON THE MOVE: A 10-YEAR TRANSPORTATION PLAN

This plan has been shaped by the input of British Columbians. Between Oct. 14 and Dec. 12, 2014, British Columbians had an opportunity to provide input on their transportation-related priorities.

The engagement included **over 100 meetings** throughout the province with First Nations, local governments, transportation authorities and other interested stakeholders, along with a Twitter Town Hall, several hundred individual submissions and a survey that drew **over 12,500 responses** from throughout B.C. In addition, MLA Jordan Sturdy, Parliamentary Secretary to the Minister of Transportation and Infrastructure, met with over 70 groups on Vancouver Island in Sept. 2014 to hear about the transportation needs of Island communities.

The survey responses revealed the top transportation-related priorities for British Columbians:

- **95%** said keeping **highways**, **bridges** and **side roads** in good condition was top priority
- **87%** said expanding and increasing transit services was important
- 73% said we should expand highway capacity and upgrade key highways and bridges to facilitate heavy hauling
- **72%** said enhancing **cycling infrastructure** and improving **transportation choices** were important
- **70%** said we should support **regional** and **small community airports**

A full report on the results of the public engagement process can be found in *B.C. on the Move: A 10-Year Transportation Plan – Public Engagement Summary Report.*



DELIVERY OF THE TRANSPORTATION PLAN

Building on what British Columbians told us during the public engagement, and to meet the challenges and opportunities facing our transportation network, the Province has developed a comprehensive transportation plan, consisting of 12 key areas of focus, setting out our priorities over the next 10 years.

12 Key Priorities for the Next 10 Years:

- 1) Rehabilitating Highways, Bridges and Side Roads
- 2) Improving Highway Safety
- 3) Improving Highway Capacity and Reliability
- 4) Delivering a Provincial Trucking Strategy
- 5) Investing in Transit
- 6) Investing in Cycling
- 7) Investing in Airports
- 8) Enabling Efficient Ports and Rail
- 9) Sustaining and Renewing Ferries
- 10) Building Partnerships with First Nations
- 11) Improving Accessibility
- 12) Protecting the Environment

Main highways connect communities and move people and goods within B.C and to destinations beyond our borders. Side roads connect rural residents to communities, provide industry with access to resource roads and enable tourists to visit destinations throughout the province.

WHAT WE HEARD

95% AGREED that keeping existing highways, bridges and side roads in good condition was important.

A safe and reliable provincial highway and side-road network is essential to the continued growth and development of B.C.'s communities, supporting provincial and regional economies, and continuing to provide for competitive and cost-effective national and international travel.

The network costs less when regular investments are made in rehabilitation. Putting off a needed paving project by four years can double the cost of repairs – delaying by eight years can drive up costs by 400%.

Priorities for Action

Invest \$380 million over the next three years to resurface provincial highways

Highway resurfacing includes conventional paving, hot-in-place recycle paving (an environmentally-friendly, made-in-B.C. technology), and sealcoating for lower volume rural highways. This investment program is the main component of our strategy to **resurface**1,000 kilometres of provincial highway annually.

DID YOU KNOW...

■ **OVER 40** resurfacing projects are delivered throughout the province annually every summer.



Hot-in-place recycle paving produces **50% fewer greenhouse gas emissions** than conventional paving, as it reuses and recycles existing material, right at the project site.

✓ Increase investment to \$180 million over the next three years to repair and replace provincial bridges

Bridge projects range from full replacements, bridge deck resurfacing, seismic upgrades to painting and railing repairs.

Bridges and structures are the most costly part of the highway system, and keeping them in good condition is critical to highway safety. The ministry carefully inspects every bridge under its jurisdiction each year. To avoid bridge condition problems, this investment represents a 50% increase in bridge rehab funding over previous years.

LET'S GET MOVING



Sande Overpass bridge deck in Terrace will be resurfaced.

Increase investment to \$270 million over the next three years to improve the condition of provincial side roads

Up to 30 projects will be delivered annually under this program throughout B.C., with the goal of improving over 500 kilometres of side roads every year.

Improvements to side roads will include hard surfacing, gravelling base construction, dust control, shoulder widening, and other safety improvements. This investment represents a **33% increase** over previous years.

LET'S GET MOVING

Projects delivered in 2015 will include:

- Sayward Road widening on Vancouver Island
- Silver Star Road resurfacing near Vernon
- Fording Mine Road resurfacing in Elkford



Gravel side road between fields of canola in the Peace River region



Side road paving near Lillooet

✓ Invest \$60 million over the next three years to upgrade roads in northeastern B.C. in support of the natural gas industry

This investment will support growing industrial traffic, and ensure that highways and side roads can safely and reliably serve both industry users and residents in northeastern B.C.

Up to 20 projects a year will be delivered, including side-road gravelling and dust control, side-road hard surfacing, and highway safety and capacity improvements such as signals, turning slots and passing lanes.

LET'S GET MOVING

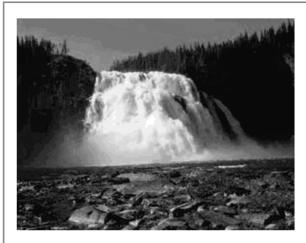


A new traffic signal in Taylor will be installed on the Alaska Highway at Pine Avenue in 2015.

Explore opportunities to maintain public access to resource and back-country roads

Many back-country roads are built by resource industry companies, and are often maintained only when resource activity is ongoing. Additionally, companies have an obligation to decommission these roads when their work is done.

However, many of these roads provide important access to B.C.'s back-country for other business uses and recreation. Government ministries will work together with the resource industry and other stakeholders to identify priority back-country roads and explore opportunities to maintain access to ensure they can be secured for future use and enjoyment.



Kinuseo Falls at Monkman Provincial Park in the Peace Region

✓ Invest \$9 million over the next three years for new and upgraded rest areas throughout B.C.

Throughout British Columbia there are more than 170 rest areas that enhance the safety, comfort and convenience of highway travel by providing a place to rest, access to washrooms, picnic tables, litter containers, and information about nearby attractions and services.

Rest areas are critical to the commercial trucking sector, enabling drivers to rest on a regular basis and ensuring the safe movement of goods throughout the province. They are also a key part of ensuring that British Columbia delivers competitive, world-class travel experiences to visitors.

DID YOU KNOW...

 Approximately 81% of B.C.'s 177 rest areas are wheelchair accessible, 72% are open year-round and 74% are suitable for large commercial traffic



Kamloops Lake Rest Area on Highway 1

LET'S GET MOVING

Up to 30 rest-area improvement projects will be delivered throughout B.C. every year, including:

- · New rest areas at priority locations
- Widened pullouts and expanded rest-area parking for truckers
- Upgraded amenities like washrooms, picnic tables, Wi-Fi, and play areas
- Curb letdowns and other accessibility improvements for people with limited mobility



The **Kalamalka Lake rest area** near Coldstream will be upgraded with washrooms and other facilities.

Safety on British Columbia's highways and side roads is the ministry's number-one priority. The number of serious crashes on provincial highways has decreased 27% since 2003. This decrease has been the result of investing in transportation infrastructure improvements and focusing on driver education, improved technology, and policy and legislative changes, such as those aimed at eliminating distracted driving.

The Province's new Road Safety Program will complement ICBC's investment of \$44 million per year on safety initiative measures such as enhanced policing, road improvements and CounterAttack programs.

Although previous actions have made a difference, more investments and strategic policy actions need to be undertaken. The Province remains committed to improving safety and will work with its partners on the following key actions.

Priorities for Action

✓ Invest \$75 million over the next three years in a new Road Safety Improvement Program

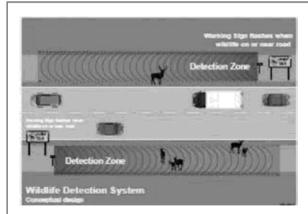
This is a **doubling in funding** over previous years.

This program includes:

- Snow avalanche infrastructure
- Community safety improvements, which consist
 of 20 to 25 annual projects focusing on crosswalks,
 signals, intersection improvements and signs
- Road-marking strategies to test and install new lane-marking technologies tailored to local climate conditions
- Guardrail program
- Dedicated annual funding for livestock fencing
- Installation of variable-speed-limit signs
- Installation of wildlife-detection systems

LET'S GET MOVING

The Province will install variable speed limit systems on Highway 99 - north of Squamish, Highway 5 - Coquihalla, between Hope and Merritt, and Highway 1, between Sicamous and Revelstoke.



A wildlife-detection system will be installed in the East Kootenays.

✓ Invest \$30 million over the next three years in intersection safety improvements in communities throughout B.C.

Dedicating funds to improve existing intersections is important in reducing the number and severity of vehicle crashes, and collisions between vehicles, cyclists and pedestrians.



Highway 97 and Birnie Road intersection

LET'S GET MOVING

Priority intersection-safety improvements

- Installation of advanced left-turn signal at Daimler Road and Highway 97 in West Kelowna
- Design of Sande Overpass and Keith Avenue intersection improvements on Highway 16 in Terrace
- Design of Highway 97 and Birnie Road intersection improvements near Vernon

✓ Work with provincial policing agencies and other incident-response partners to reduce the duration of highway closures

The Province will work with its road-safety partners to increase highway reliability by reducing the duration of highway closures when crashes and other incidents occur.

✓ Undertake a review of the traffic management and safety aspects associated with pulling drivers over in traffic

The Ministry of Transportation and Infrastructure will work with its road safety partners to explore a protocol for traffic management when drivers are pulled over, to help reduce the risk of crashes, to improve safety and to limit impacts on the flow of traffic.

Intelligent Transportation Technologies

B.C.'s Regional Transportation Management Centre (RTMC) is a state-of-the-art multi-agency facility, serving as a focal point for transportation management in B.C. The RTMC is a 24-hour/7-days-per-week centre that provides real-time monitoring of road and traffic conditions, promotes regional data sharing and provides a co-ordinated traffic-management response during emergencies.

As we implement *B.C. on the Move*, we will explore increased use of intelligent transportation technologies to monitor and manage traffic flow, increase efficiencies for commercial vehicles, detect and clear traffic incidents, and provide travellers with timely information.

√ Enhance and improve Driver Information Systems

With 14 million annual visitors, DriveBC is the Ministry of Transportation and Infrastructure's most popular online communications tool.

Opportunities to improve this and other systems include:

- Enhancing the DriveBC website so it provides a better user experience
- Exploring ways to enable the public to provide real-time incident information
- Developing a national traveller information network to help governments and organizations communicate about road closures, hazards and roadworks
- Upgrading and increasing the number of changeable message signs
- Continuing to enhance the webcam system



DriveBC website



Highway 1 – Victoria

Continue to develop and implement strategies to improve roadside worker safety

The ministry has enhanced legislation that requires vehicles to move over when approaching roadside work vehicles, similar to the requirement to move over when approaching emergency vehicles. We will continue to work with our partners and the public to explore additional strategies to improve roadside worker safety.



DID YOU KNOW...

■ The Ministry of Transportation and Infrastructure participates in the **Cone Zone Campaign** (http://tranbc. ca/2014/05/28/cone-zone-campaign) to improve the safety of roadside workers, along with promoting road safety through initiatives such as **"Shift into Winter"** (http://shiftintowinter.ca/).

✓ Implement strategies for drivers to stay out of the left lane and not impede other traffic

"Left lane hogs" represent a serious threat to themselves and others, and more must be done to get these drivers out of the left lane. Changing driver behaviour will require a strategy comprising of multiple components, including legislative changes, signage, driver training and education, awareness campaigns, and enforcement.



✓ Enable municipalities to allow motorcycle parking near intersections

Parking motorcycles in municipalities is challenging. A motorcycle occupying a single vehicle stall is not efficient and can be unsafe. We have heard that the unused spaces near intersections could be used by motorcyclists to park, though municipalities need the means to enable this.

Introduce new regulations to clarify the definition of winter tires and traction devices

New regulations will allow the Province to be more responsive and keep pace with the rapidly changing technology of winter tires and traction devices.

✓ Work with ICBC to explore opportunities to allow drivers more choices to use slow-moving vehicles and other mobility devices in smaller communities

As our population ages, there is still the expectation that people can move about freely. In smaller communities, people are interested in utilizing new vehicle technologies to make short trips on low-volume roads while not being constrained to driving an automobile.

✓ Improve public safety in B.C.'s "party bus" and limousine industry

The Province recognizes the need to strengthen the regulation of limousines, including specialty vehicles such as "party buses" to ensure public safety. All operators of stretch SUVs and limo buses will be required to obtain special authorization licences approved by the Passenger Transportation Board. This requirement will increase the accountability of operators and improve the ability to enforce public safety requirements.

DID YOU KNOW...

The Province is continuing to work with community partners on practical, affordable and sustainable transportation initiatives to increase the safety of citizens living in remote, rural northern communities along the **Highway 16 corridor**, including:

- Highway 16 community access website www.gov.bc.ca/Highway16Corridor
- Northern Health Connections and BC Transit transportation services
- Increased cell coverage in northern B.C.
- Additional DriveBC webcams installed at locations on northern highways
- Pursuing partnerships with community organizations to increase safe-driver education and licensing, information sharing and inter-community transportation services

3) IMPROVING HIGHWAY CAPACITY AND RELIABILITY

Expanding the capacity of our transportation network is critical to improving safety, attracting new investment and supporting economic growth.

The Province will invest approximately **\$1 billion over the next three years** to ensure our network has the capacity and reliability to meet transport and trade needs, with maximum safety and minimal delays and uncertainties.

The Province will work with Canada to secure federal funding for highway-expansion priorities, as provincial investment can be enhanced by fully leveraging federal funding available under federal infrastructure programs, as well as by developing partnerships with other levels of government and the private sector.

Priority action areas include:

- √ Highway 1 Kamloops to the Alberta Border
- √ Highway 97 Okanagan Valley Highways
- √ Highway 3 Crowsnest
- √ Highway 5 Yellowhead
- √ Highway 97 Cariboo Connector
- √ Northwest B.C./Highway 16 Yellowhead
- √ Northeast B.C./Highways 97 North and 2
- \checkmark Vancouver Island Highways
- √ Lower Mainland Highways

WHAT WE HEARD

73% AGREED that expanding and improving highway, bridge and side road capacity was important, with stakeholders particularly focused on Highways 1, 3,5, 16 and 97.

Continued investment in the rehabilitation and expansion of highways, bridges and side roads was the top theme in meetings held throughout the province with First Nations, local governments, and other key stakeholders.

HIGHWAY 1 – KAMLOOPS TO THE ALBERTA BORDER



The Trans-Canada Highway is B.C.'s primary southern east-west corridor and is essential for trade and travel. The section between Kamloops and the Alberta border is over 400 km through some of the most challenging terrain in Canada, and is used by up to 12,000 vehicles each day.

Building on the provincial commitment to invest \$650 million over the next 10 years towards four-laning Highway 1 from Kamloops to the Alberta border, the Province will work with Canada to leverage federal funding for priority projects. It is the Province's goal to increase investment on this corridor to **over \$1 billion with partners over the next 10 years**.

Priorities for Action:

√ Continue to advance four-laning projects between Kamloops and Golden

The Trans-Canada Highway has more than two lanes almost everywhere else in the country except for between Kamloops and Golden. Priority projects will be advanced throughout the corridor to improve safety and capacity.

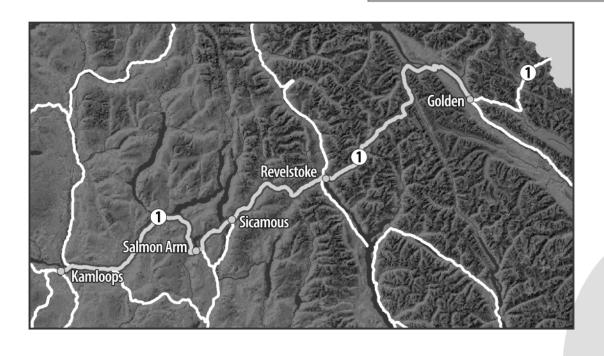
LET'S GET MOVING

Construction is currently underway on three four-laning projects, including:

- · Malakwa Bridge
- · Monte Creek to Pritchard
- Pritchard to Hoffman's Bluff

Planning and design is also underway for additional four-laning projects, including:

- · Hoffman's Bluff to Jade Mountain
- Donald East
- Illecillewaet
- · Salmon Arm West



HIGHWAY 1 – KAMLOOPS TO THE ALBERTA BORDER

Pursue federal partnership funding to enable completion of the final four kilometres of the Kicking Horse **Canyon Project**

Working in partnership with Canada, construction has been completed on 22 km of the 26 km of four-laning through the Kicking Horse Canyon section east of Golden.

The final four-kilometre project to complete the Kicking Horse Canyon is the most challenging section, and is estimated to need an investment of between \$440 and \$650 million to complete.

Federal partnership funding under the National Infrastructure component or the P3 Canada component of the Building Canada Plan to enable completion of this project.

Kicking Horse Canyon Project



Deliver projects to improve highway reliability, with a specific focus on improving avalanche infrastructure

The Province is going to pursue new technologies and other improvements to reduce the number and duration of highway closures resulting from weather events such as avalanche risk and other incidents.

DID YOU KNOW...



■ The Trans-Canada Highway travels through some of the most challenging avalanche terrain in the country. In an average year, the highway can be closed for nearly 200 hours. During high snow years, this can increase to nearly 400 hours.

OKANAGAN VALLEY HIGHWAYS

Highway 97 is British Columbia's most important north-south connection, running from the Canada-U.S. border at Osoyoos to the B.C.-Yukon border. The Okanagan Valley Corridor runs from Osoyoos to Highway 1.

With a growing population and a thriving tourist industry, the Okanagan Valley Corridor is an important link through the Okanagan. It is also the busiest route in the Interior.

Projects in the Okanagan Valley will be consistent with the objectives identified by communities as part of the Okanagan Valley Traffic Symposium, held by the Province in 2011.

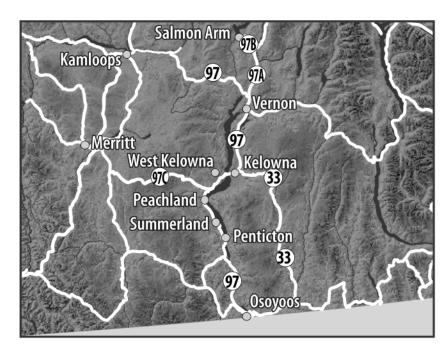
Priorities for Action:

Continue project planning and initiate community engagement for a future second crossing of Okanagan Lake, including assessment of the Highway 97 corridor through the communities of Kelowna, West Kelowna and Peachland

Initiating planning for a future second crossing now will ensure that the Province is ready when extra capacity is needed. It will also allow us to work with Kelowna, West Kelowna and Peachland to assess the existing Highway 97 corridor and identify longer-term needs.



The five-lane **William R. Bennett Bridge** on Highway 97, completed in 2008, is the only crossing of Okanagan Lake. It serves the entire valley and directly connects Kelowna with West Kelowna.



OKANAGAN VALLEY HIGHWAYS

✓ Construct new passing lanes and four-laning on highways throughout the Okanagan Valley, including six-laning through Kelowna

With tourist, business and industry traffic growing every year in the Okanagan, continuing to build new passing lanes and four-laning near urban areas is a key transportation priority.

LET'S GET MOVING

Construction will begin in 2015 on a new **six-laning project on Highway 97** in Kelowna, between Highway 33 and Edwards Road.

✓ Construct intersection improvements, new interchanges, and safety improvements on highways and roads throughout the Okanagan Valley

This priority will help ensure that residents of, and visitors to, the Okanagan can safely get on and off provincial highways. It will also focus safety upgrades on important regional side roads like Westside Road.



Campbell Road and Highway 97 in Kelowna

LET'S GET MOVING



Westside Road in the Okanagan Valley

The Province will be investing **\$45 million** to make safety improvements and resurface Westside Road.

HIGHWAY 3 – CROWSNEST



Highway 3 travels 850 km east-west from Hope through the Okanagan and Kootenays to the Alberta Border, serving the industrial region of the East Kootenays and other communities along the route. Over \$200 million has been invested in the Highway 3 ince 2001. The Province has been working closely with the Highway 3 Mayors' and

corridor since 2001. The Province has been working closely with the Highway 3 Mayors' and Chairs' Coalition to deliver on their priorities for the route.

Priorities for Action:

 Construct realignments and new passing lanes on sections of Highway 3 between Hope and Princeton and from Cranbook to the Alberta Border

Upgrades to the Hope to Princeton section of Highway 3 is the Mayors' and Chairs' Coalitions highest priority. The Province is working closely with the coalition to advance priority upgrades.

More passing lanes from Cranbrook to Fernie and through the Elk Valley are important for industry and communities in the southeast.

DID YOU KNOW...

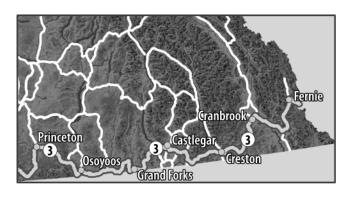


■ Currently underway, the \$16-million Saturday Creek Highway Improvement Project includes almost two km of highway realignment and the construction of a new passing lane.

Work with communities along the corridor to improve safety through their downtown cores

Highways are also Main Streets

In Creston, and in many other towns on provincial highways, the highway is not only a key regional transportation corridor – it is also Main Street. The Province is committed to working with communities to improve safety on these routes.



LET'S GET MOVING

In Creston, work will get underway in 2015 to construct improvements to the intersection of Pine and Railway as a key priority.

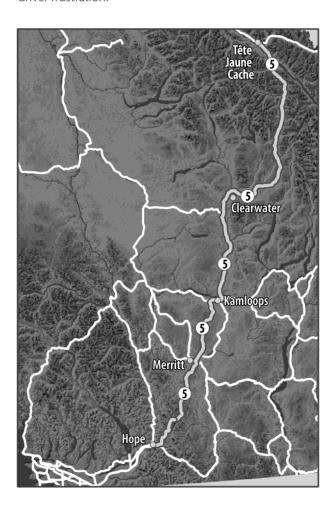
HIGHWAY 5 - YELLOWHEAD - KAMLOOPS TO TÊTE JAUNE CACHE

The Yellowhead Highway is the major north-south corridor through the Interior, connecting Vancouver with Edmonton. It is key to supporting the provincial economy, by facilitating goods movement to and from northern Alberta, and for access to renowned tourist attractions, including Wells Gray Provincial Park and heli-skiing operations in the Cariboo and Monashee Mountains.

Priorities for Action:

✓ Construct additional passing lanes between Kamloops and Tête Jaune Cache to promote safety and efficiency

With more than 1,000 trucks on this corridor every day, more passing lanes are needed for safety and to reduce driver frustration.



LET'S GET MOVING

Construction will begin this summer on a new southbound passing lane at Camp Creek.

B.C.'s first roundabout on a major numbered route



Within the community of Clearwater, the Province recently completed the first-ever roundabout on a major numbered route.

This roundabout ensures safe community access to the highway and is the gateway entrance to the iconic Wells Gray Provincial Park.

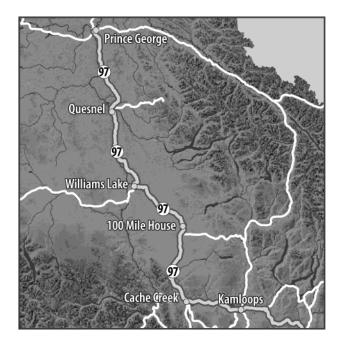
HIGHWAY 97 – CARIBOO CONNECTOR

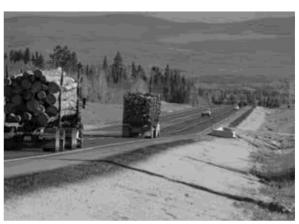
Highway 97 from Cache Creek to Prince George is a critical link between the Southern Interior and the rich natural resources of northern British Columbia. Since 2005, upgrades to this important route have been a priority for the Province, with over \$240 million invested in Phase 1 of the Cariboo Connector Upgrade Project. Phase 2 was announced in 2011, with a further commitment of \$200 million.

At the completion of Phase 2, nearly 50% of the corridor will be either three or four lanes wide, resulting in shorter travel times, less driver frustration and a safer highway.

Priorities for Action:

✓ Complete the final four projects announced under Phase 2, including four-laning south of Williams Lake, and initiate planning for future priority projects





Cariboo Connector

The Province will work with local governments, including Cache Creek and Quesnel, to identify future project priorities to improve safety and reduce traffic congestion through their communities.

LET'S GET MOVING

Construction will begin this summer on the **Stone Creek to Williams Road four-laning project**between Prince George and Quesnel.

NORTHWEST B.C./HIGHWAY 16 - YELLOWHEAD



The northwest region of B.C. has a population of about 90,000, with the largest population centres at Prince Rupert, Terrace, Kitimat and Smithers, which are also the economic hubs of the area.

The growing industrial development activity in the area associated with Liquefied Natural Gas (LNG), combined with the expansion of the Port of Prince Rupert, has led to increased truck and rail traffic, creating a need for continued investment in transportation infrastructure priorities.

Provincial highways, bridges and side roads will be upgraded to support these growing industries and communities.

Priorities for Action:

✓ Construct passing lanes on highways 16 and 37 in the northwest and around Prince George, and take action to reduce rail/road conflicts

Along with upgrading bridges and making intersection safety improvements, increasing passing opportunities to ease driver frustration and reducing conflicts to improve rail and road efficiency are keys to ensuring the northwest transportation system is ready for the economic opportunities ahead.



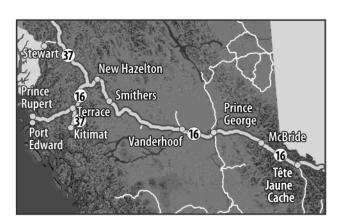
Ridley Island Road, Rail and Utlility Corridor Project near Prince Rupert

DID YOU KNOW...

Since 2001, 10 passing lanes have been constructed on Highway 16.

LET'S GET MOVING

In the next three years alone, work will begin on seven new passing lanes on Highways 16 and 37.



NORTHEAST B.C./HIGHWAYS 97 NORTH AND 2





The northeast has a population of about 70,000 people and covers a vast expanse of northern B.C. As the primary area in the province where natural gas is extracted, the northeast is key to building B.C.'s LNG industry.

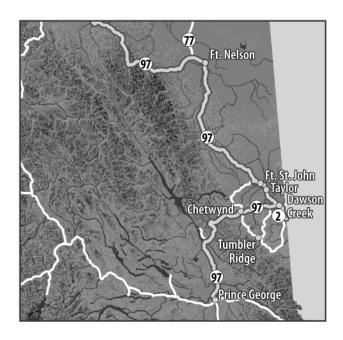
With the recent announcement of BC Hydro's Site C Clean Energy Project and the expected development of multiple LNG processing facilities in the province, the region's population could double in the next decade.

A large network of numbered highways and side roads – including many designated heavy-haul routes – is necessary for providing access to the natural gas, agricultural, mining and forestry industries, and supporting other economic development and recreational opportunities.

Since 2001, over \$900 million has been invested to strengthen and hard-surface side roads and to improve the capacity and safety of our main highways throughout the northeast.

Priorities for Action:

 Continue to four-lane highways 97 and 2 from the Alberta border to Fort St.
 John, and construct new passing lanes north of Fort St. John



LET'S GET MOVING

Construction is well underway on two four-laning projects, one on the South Taylor Hill and one in Dawson Creek.

Construction will begin this summer on a new passing lane near Mile 63, north of Fort St. John, with design work underway for another passing lane.

VANCOUVER ISLAND HIGHWAYS

Vancouver Island has a population of over 700,000 people, with about 355,000 people in Greater Victoria. The Island supports a diverse geography and economy, ranging from resource-based communities to urban centres. Long distances can separate communities, emphasizing the need for a safe and reliable highway network.

Priorities for Action:

 Deliver upgrades to reduce congestion and improve commuter mobility along Highway 1 between Langford and Victoria

The "Colwood Crawl" is B.C.'s most congested highway outside of the Lower Mainland. Upgrades are needed now, in partnership with the federal and local governments to ease congestion and improve safety.

LET'S GET MOVING

Design work is underway to extend the **Douglas Street bus lanes from Tolmie Avenue to the Uptown area**, and preliminary engineering is underway to assess the potential for a **future interchange on Highway 1 at McKenzie Avenue**.



Traffic congestion on Highway 1 approaching McKenzie Avenue near Victoria

✓ Work in partnership with local communities to deliver projects to improve access to and from provincial highways and traffic flow through communities

Projects to improve access to and from provincial highways will support economic development and support access to community services. Improvements will include intersection enhancements, new access roads and potential interchanges.

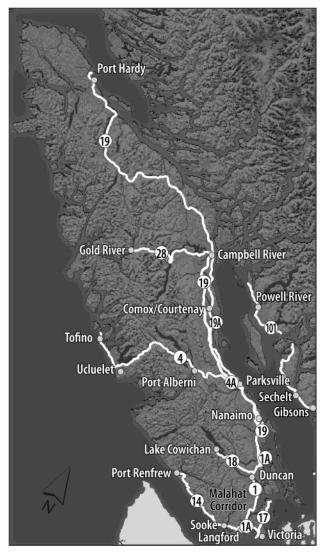
LET'S GET MOVING

A business case review is underway to assess the costs and benefits of an alternate connection between the Island Highway and Port Alberni.

VANCOUVER ISLAND HIGHWAYS

✓ Plan and deliver key highway safety improvements in locations such as Highway 4 west of Port Alberni and the Malahat corridor of Highway 1





LET'S GET MOVING

Improvements to the Malahat



Over the last three years, **over \$33 million** has been invested in the Malahat corridor, with **over half of this highway now protected by a median barrier**.



Planning and design is underway for the median barrier and safety improvements on Highway 1 in the Malahat Village area, as well as alignment improvements and widening on Highway 4 near Kennedy Lake.

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LOWER MAINLAND HIGHWAYS

The Lower Mainland region has approximately 2.8 million people, or 60% of B.C.'s population. Approximately one million more people are expected in the region over the next 30 years. The region's dense urban environment defines the transportation network.

A robust and reliable highway network is needed to serve the needs of a growing population and diverse economy, and each area has different needs that must be considered in the planning, design and expansion of these highways.

Priorities for Action:

Advance development of the George Massey Tunnel Replacement Project

The George Massey Tunnel Replacement Project will improve safety and relieve congestion along the Highway 99 corridor, supporting growth in trade and commerce. Project development will continue to advance for construction to start in 2017.



DID YOU KNOW...



Conceptual rendering of the George Massey Tunnel Bridge Replacement on Highway 99 in the Lower Mainland

■ The George Massey Tunnel opened to traffic in May 1959 at a cost of \$25 million. During the busy summer season, peak-period delays can average up to 45 minutes, and in the event of a traffic incident, delays can be up to an hour or more. The new bridge is estimated to save the average peak-hour commuter 30 minutes per day or more, with travel time and reliability benefits forecast to be more than \$80 million in the first full year of operation.

LOWER MAINLAND HIGHWAYS

✓ Initiate design for the construction of six-laning on Highway 1 from Langley to Abbotsford

Building on recent improvements to Highway 1 through Surrey and into Langley, it is critical for safety and congestion relief that six-laning and associated interchange improvements continue though Langley and out to Abbotsford.



South Fraser Perimeter Road

Work with communities to plan and deliver highway interchange and overpass projects throughout the Lower Mainland

Planning and delivery of up to 20 new interchange improvement projects is needed over the next 10 years on highways throughout the Lower Mainland.

LET'S GET MOVING

Design is underway for a new interchange on Highway 1 at Mountain Highway in North Vancouver, with construction set to begin in 2016.

Construct highway widening, capacity, safety and operational improvements on provincial highways throughout the Lower Mainland

LET'S GET MOVING

Design is underway for future upgrades to Mt. Lehman Road, connecting Highway 1 to the Abbotsford Airport.

DID YOU KNOW...

■ The Port Mann/Highway 1 Improvement Project is the largest transportation improvement project in B.C. history. It includes doubling the capacity of the bridge and widening the highway from Vancouver to Langley, a distance of 37 kilometres. The improvements have resulted in travel time savings of up to one hour per day for commuters.



Port Mann Bridge

4) DELIVERING A PROVINCIAL TRUCKING STRATEGY

From semi-trucks and trailers hauling freight, to logging and industrial trucks serving the resource industries, to smaller trucks serving local businesses, trucking supports our economy and helps to maintain a high quality of life for all British Columbians.

There are about 23,000 trucking companies in British Columbia, with fleets totalling almost 40,000 trucks and employing around 33,500 people. Each year, more than \$3 billion in goods are trucked between our gateway ports and the rest of Canada, and over one million trucks cross to/from the U.S. via the three Lower Mainland border crossings.

For many communities and transportation stakeholders, increasing the economic efficiency and safety of the commercial trucking industry is critically important.

WHAT WE HEARD

73% AGREED that upgrading highways and bridges to facilitate heavy hauling was important; support increased to 91% in the northeast.

Priorities for Action:

Upgrade and replace structures such as bridges and overpasses, so they can accommodate the increasingly heavy and large loads that industry needs to transport

The transport of very large and heavy loads throughout B.C. is becoming increasingly important to the economy as emerging resource sectors such as LNG continue to develop and industry works to remain competitive. It is a provincial priority that these loads are transported safely and efficiently. Upgrading and replacing bridges along key northern industrial corridors is necessary to support the vital commercial transportation sector and growing industrial activity.

Plan and deliver **upgrades to 10 major bridges** throughout the Interior and northern British Columbia.

LET'S GET MOVING



Complete the design of the **Nass River Bridge replacement** project on Highway 37, to better serve northern communities.



Parsnip Bridge, Highway 97

Undertake **design for the replacement** of the **Salmon River and Parsnip Bridges** on Highway 97.

4) DELIVERING A PROVINCIAL TRUCKING STRATEGY

✓ Work with industry to expand the number of provincial highway corridors pre-approved for the transport of 85- to 125-metric-tonne loads

Out of the approximately 47,000 km of provincial highways and side roads, over 5,000 km are currently pre-approved for the transport of 85-tonne loads. Pre-approved corridors for heavy-haul loads enable truckers to get the permits they need faster and more easily.



Upper North Thompson Bridge – Highway 5

Streamline permitting and reduce the number of truck permits required while ensuring commercial vehicle safety

Approximately 120,000 truck permits are issued every year in B.C. to regulate the safe transport of heavy and large loads. Some of these permits can be incorporated into regulations, thus streamlining the system while maintaining safety.

Obtaining a truck permit takes time. The introduction of a new automated online permitting system will provide truckers the ability to obtain permits 24 hours a day, seven days a week, with no wait times.

DID YOU KNOW...

■ The collaborative **New West Partnership** between B.C., Alberta and Saskatchewan has significantly contributed to harmonizing trucking regulations between the three provinces.

LET'S GET MOVING

- Introduce new truck safety regulations to reduce the number of truck permits required
- Establish a new **online truck permitting system** that will make it easier and faster to purchase permits 24 hours a day, seven days a week with no wait times

DID YOU KNOW...

■ Every year in B.C., Commercial Vehicle Safety and Enforcement (CVSE) staff conduct more than 30,000 vehicle inspections. Some take place at permanent weigh-scale locations, while mobile inspections are conducted at established pullouts.



4) DELIVERING A PROVINCIAL TRUCKING STRATEGY

✓ Work with industry to identify priority locations for new and expanded parking, staging, inspection pullouts and chain-up/off areas for trucks on key corridors throughout B.C.

Operating commercial vehicles is demanding. The Province recognizes the value in providing convenient and accessible areas to enable commercial vehicles to park, access appropriate amenities and install/remove chains safely along our highway corridors, including within the Lower Mainland. Staging areas will help reduce congestion and idling by allowing truckers to safely park and turn off their engines.

LET'S GET MOVING

- Construct at least **two new truck parking areas** in the Lower Mainland.
- Construct 10 new truck-inspection pullouts throughout B.C.
- Explore partnership opportunities with the private sector to identify locations that would suit development of commercial truck stops and facilities.

Undertake a review of B.C.'s pilot-car requirements

Trucks carrying oversize loads on B.C.'s highways and side roads have to be escorted by pilot cars. Specific requirements vary, depending on the type of load, highway or time of day, creating a complex system compared to other jurisdictions. Without compromising safety, there is an opportunity to review B.C.'s pilot-car requirements to make them more efficient and consistent with other jurisdictions.



Large load travelling with pilot car

√ Support the Office of the Independent Container Trucking Commissioner

In partnership with the federal government, the Province implemented the 2014 Joint Action Plan, securing fair compensation for truckers, and ensuring port trucking labour stability at Port Metro Vancouver. The Province then created the Office of the Independent Container Trucking Commissioner to ensure fair compensation for truckers and ensure Canada's busiest port remains open.



Container truck on B.C. highway

5) INVESTING IN TRANSIT

Public transit is an essential component of British Columbia's integrated transportation network. Many British Columbians rely on public transit to commute to work or school, to access services and leisure opportunities, and to connect with friends and family.

Access to public transit is a key priority of government, which is why we partner with communities to ensure that 90% of British Columbians have access to this important service. This fabric of transit services supports community livability, and contributes to provincial and regional environmental sustainability objectives, helping to reduce greenhouse gas emissions and other pollutants.

Building on the achievements of the 2008 Provincial Transit Plan, the Province is committed to working with its partners to increase transit ridership, and to continue to support the increased adoption of cleaner-energy transit vehicles, such as the new compressed natural gas (CNG) fleets recently introduced in Nanaimo and Kamloops.

Over 285 million transit trips were taken throughout B.C. in 2013. This is expected to increase over the coming years, particularly in urban areas as new generations shift to a lower reliance on personal vehicles.

Transit contributes to prosperous communities and a strong provincial economy by:

- Providing a transportation alternative that connects people to jobs, education, health care and recreation
- Making transportation more affordable for families and individuals
- Reducing congestion, allowing for the efficient movement of people and goods
- Supporting efficient land use and compact communities
- Contributing to reductions in greenhouse gas emissions and other pollutants

WHAT WE HEARD

- Rapid transit and commuter passenger rail service are especially important in Metro Vancouver, where congestion continues to be a concern with a growing population
- Communities and transportation stakeholders throughout the province noted the importance of matching transit service with community needs

DID YOU KNOW...

Fully accessible handyDART provides service to2.5 million passengers each year.



A CNG fuelling station with CNG buses in Nanaimo (photo courtesy Regional District of Nanaimo)

PROVINCIAL TRANSIT SERVICES

BC Transit serves over 130 communities of all sizes outside of Metro Vancouver. With costs shared between local governments and the Province, BC Transit operates about 1,000 buses and carries more than 50 million passengers each year. BC Transit provides conventional, custom (handyDART) and paratransit services. BC Transit also partners with health authorities to ensure that people throughout the province are able to access health services.

Priorities for Action:

✓ Maintain the highest level of operating support for transit in Canada, with the Province providing BC Transit with \$312 million in operating contributions over the next three years

DID YOU KNOW...

■ Since 2008, transit ridership has increased by 31% throughout B.C., thanks to projects such as Rapid Bus Service linking West Kelowna and Kelowna, and the addition of 330 new buses.

✓ Partner with local communities throughout the province to replace half of BC Transit's fleet (about 500 buses) over the next five years

DID YOU KNOW...

■ Provincial operating contributions to BC Transit are the highest in Canada. Since 2001, the Province has contributed about \$840 million in funding to BC Transit operations, including \$95 million in 2013-2014.

✓ Partner with local communities to build transit infrastructure to provide more efficient operations and improved transit services

LET'S GET MOVING

The Province will work with BC Transit and local governments on initiating design to **extend the Douglas Street bus lanes** from Tolmie Avenue to the Uptown area in Victoria.

√ Continue to seek opportunities to deploy CNG buses in communities throughout the province

DID YOU KNOW...

■ CNG buses have fewer emissions, lower fuel costs and a longer life cycle than conventional buses.

METRO VANCOUVER TRANSIT SERVICES

TransLink provides transit services within Metro Vancouver – one of the largest transportation service areas in Canada. In 2013, TransLink carried 234 million passengers.

The Mayors' Council on Regional Transportation has identified that expansion of the Metro Vancouver transit network is vital to economic development in the region, and will be a critical component of ensuring that the area's transportation network is able to accommodate the one million additional people expected over the next 30 years. To help ensure that transit services and infrastructure keep pace with current and forecasted demand, in June 2014 the mayors formally communicated their priorities in a plan entitled: *Regional Transportation Investments* – a Vision for Metro Vancouver. The mayors believe that realizing this vision is a critical component of meeting demand for service today and into the future.

Key highlights of the Vision include new rapid transit in Surrey and to Langley and along the Broadway corridor in Vancouver; improvements to the existing SkyTrain, SeaBus and West Coast Express systems; and adding 400 new buses. Details of the Vision can be found at **mayorscouncil.ca**

Funding the Mayors' Council Vision will require partnerships between all levels of government. The Province will work closely with the region and the federal government to secure funding for Metro Vancouver rapid transit projects.

Priorities for Action:

- √ Fund one-third of the cost of new rapid transit projects, and the Pattullo Bridge, provided they can be accommodated within the provincial fiscal plan and the investments are supported by a business case
- √ Work with the region to secure federal funding for rapid transit projects

DID YOU KNOW...

■ The opening of the **Evergreen Line in 2016** will provide even more transit choices in the Lower Mainland.



Since 2001, the Province has provided over \$2 billion to TransLink to support its operations and key project priorities including the Canada Line, investments in buses and SkyTrain cars, and the UPASS BC program.

The region's transit system includes **the SkyTrain network**, a driverless three-line fully separated advanced light rapid transit system. The Evergreen Line is a new SkyTrain line under construction that will provide fast, frequent and convenient rapid transit from Coguitlam to Vancouver via Port Moody and Burnaby.

6) INVESTING IN CYCLING

Cycling promotes health and fitness, and helps reduce greenhouse-gas emissions and traffic congestion. Promoting cycling also supports economic growth through tourism and recreation.

For more people to cycle instead of drive, they must feel safe and comfortable. Investments in cycling and pedestrian infrastructure – including separated bike paths and wider shoulders, bicycle/pedestrian overpasses, crosswalks and intersection lighting – help to promote safety and comfort for those travelling by bike.

WHAT WE HEARD

72% AGREED that enhancing cycling infrastructure and improving transportation choices were important.

To achieve these goals, the ministry's cycling infrastructure program, **Bike BC**, has created partnerships with local governments. These projects enable more people to cycle safely to and from work and school and for recreational purposes. Since 2001, 55 communities have partnered in the program and provided 180 cycling projects, including new bike lanes, separated paths and shared roadways.

Priorities for Action:

✓ Invest \$18 million over the next three years to partner with communities to build new bike lanes and trails throughout B.C.

The Province will provide \$18 million to the Bike BC costsharing program to fund municipal and regional cycling projects, and to help encourage cycling and walking for commuting, recreation and tourism. When combined with investments from partners, this investment increases to \$36 million.



The \$18 million represents a 50% increase in funding for **Bike BC** over the last three years.

Summerland to Penticton Bike Trail



The Province is working with communities to advance completion of the Summerland to Penticton bike trail.

6) INVESTING IN CYCLING

√ Widen shoulders, double the frequency of sweeping and implement safety improvements on provincial highways in areas with a high volume of cyclists

Widening the shoulder on corridors that are used by many cyclists will improve safety and comfort by adding space between them and passing motorists. Priority locations will be determined in consultation with communities and stakeholders.

Sweeping reduces gravel and other debris, making corridors safer for cyclists.

Safety for cyclists will be further enhanced at priority locations with measures like improved pavement markings and signage.

LET'S GET MOVING

Widening the shoulders on **Highway 14 east of Sooke** on Vancouver Island is a provincial priority.

Providing more choices for cyclists on Vancouver Island



Cyclists on Lochside Regional Trail in Central Saanich on Vancouver Island

✓ Develop and implement a cycling tourism signage and marketing strategy

The Ministry of Transportation and Infrastructure will work with Destination British Columbia, local governments and stakeholders to promote cycling tourism in B.C. The strategy will provide cyclists with a variety of different riding experiences – from a leisurely day ride through wine country to a challenging multi-day ride of several hundred kilometres.

This unique tourism signage and marketing strategy will be piloted within **the Okanagan Valley**.

DID YOU KNOW...

■ The Province will continue to **streamline permitting**, **and working with cycling groups**, such as the **Whistler Grand Fondo**, **the Ironman and the Cops for Cancer charity ride**, to ensure these events remain successful.



7) INVESTING IN AIRPORTS

Aviation is critical to growing the B.C. economy – it supports jobs, enables investment and facilitates travel, tourism and trade within the province, Canada and internationally.

Connecting With the World: An Aviation Strategy for British Columbia was released in 2012 as part of the BC Jobs Plan. Its vision is for British Columbia to have an aviation sector that is viable and competitive in the global marketplace, enabling passengers and goods to connect with destinations around the world through B.C. airports.¹

Investments in aviation are needed to connect citizens to jobs, their communities and destinations around the world. Aviation is key to industry, including oil and gas, mining and forestry. The aviation industry itself is an economic driver, creating opportunities for aerospace companies to develop manufacturing, training and other aviation-related services.

Priorities for Action:

✓ Invest \$24 million over the next three years in the new B.C. Air Access Program

Starting in 2015, the Province will establish a new program to provide community airports with access to \$24 million in new funding over the next three years to invest in infrastructure improvements, such as runway extensions, terminal-building expansions, lighting and navigational system upgrades. These improvements will allow airports to accommodate larger aircraft and more frequent flights, supporting the continued growth of local and provincial economies.

The program will encourage funding partnerships with the federal government, local and regional governments and agencies, and the private sector.

WHAT WE HEARD

70% AGREED that it is important to support the improvement of infrastructure – such as runways and terminals – at regional and small community airports.

■ Many local government stakeholders emphasized the importance of funding for these infrastructure improvements.



Abbotsford International Airport

The Province's new **B.C. Air Access Program** will provide community airports with access to \$24 million in new funding over the next three years to invest in infrastructure improvements.

Growth in the Northwest

As of December 2013, the Northwest Regional Airport in Kitimat-Terrace welcomed almost 60% of all aircrafts and passengers arriving in northwest B.C. These numbers are continuing to grow rapidly.

¹ For more information on Connecting With the World, please see th.gov.bc.ca/airports/documents/2012_AviationStrategy.pdf.

7) INVESTING IN AIRPORTS

Support development of the aviation industry near B.C. airports

The Province will work with airports, various government ministries and other partners to facilitate aerospace development near B.C. airports, as part of the Province's renewed focus on manufacturing.

DID YOU KNOW...

■ B.C.'s aviation sector is operated by federal, local and private sector organizations that include more than 300 airports, heliports and other air facilities that provide travel opportunities, passenger and cargo charter services, and medevac services.

√ Engage the federal government to enhance B.C.'s aviation sector

The federal government is responsible for regulating the aviation industry in Canada. This includes regulating airports, aircraft, airlines, air navigation and pilots, as well as international access and border security.

While federal jurisdiction limits the provincial role in aviation, there are opportunities for British Columbia to work with the federal government to help make the province's aviation sector stronger and more competitive, as described in *Connecting With the World*.

In February 2015, the Province of British Columbia submitted numerous recommendations designed to enhance B.C.'s position as a major world trading partner over the next 20 to 30 years to the **Canada Transportation Act Review Panel**. These recommendations support the goals of enhancing access to B.C. to create jobs and stimulate economic growth, to promote a sustainable transportation system and ensure the system, supports accessibility and community livability now and in the future.

Opportunities to enhance our provincial aviation sector include:



- Further enabling international air travel by encouraging Canada to streamline sections in Canada's international bilateral air transport agreements (ATAs) – the agreements that regulate international commercial air services – to improve access to British Columbia.
- Pursuing improvements to travel for international visitors by improving Canada's visa processing system and Transit Without Visa (TWOV) program, a top priority for Vancouver International Airport. Improvements to federal airport screening procedures and support for duty-free on arrival are also recommended.
- Pursuing opportunities to expand international air cargo and passenger services to B.C.
- Request a federal review of the regulatory cost structure for aviation, guided by lessons learned from B.C.'s removal of the aviation fuel tax and Vancouver International Airport's introduction of the Gateway Incentive Program.

B.C. is Canada's Pacific Gateway – the preferred gateway for Asian trade between North America and the world. Along with the road and aviation networks, port and rail infrastructure play a key role in maintaining B.C.'s competitive advantage, which supports job creation and economic growth.

Though the U.S. remains our largest single trading partner, our trade relationships with Asian nations are now as important to provincial and Canadian economies, and continue to offer exciting opportunities for further growth, supporting a thriving economy for all British Columbians.

Provincial investments, which leverage private-sector commitments to port and rail infrastructure improvements, are key to continuing to expand our trading relationships and capacity in the global marketplace. Between 2005 and 2012, the Province and partners committed to \$22 billion in road, rail, port and air infrastructure in support of the Pacific Gateway – at the end of 2014, \$19.5 billion of this infrastructure had been completed.

Moving forward, future investment is identified in *The Pacific Gateway Transportation Strategy 2012–2020*, where an additional \$25 billion in new investments have been targeted, with \$15 billion now committed by funding partners, including more than \$9 billion in new private-sector projects since the Strategy was released. These investments will help British Columbia capitalize on its location as a gateway to the Asia-Pacific region.

Priorities for Action:

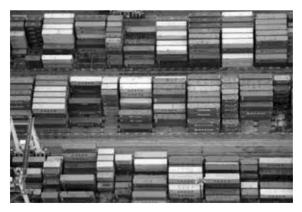
Determine potential infrastructure upgrades needed to support LNG

New LNG terminals are proposed for Prince Rupert, Kitimat, Squamish and Vancouver Island.

The Province will continue to work with First Nations, local and federal governments, ports and industry on land use planning, access and infrastructure needs for proposed LNG facilities throughout the province.

The Province will be ready to upgrade provincial infrastructure as needed to support LNG.

DID YOU KNOW...



Since 2005, the number of containers handled by Port Metro Vancouver and the Prince Rupert Port Authority has increased by 57%.

With the **demand in China and India for resources** – such as potash for fertilizer, grain for food, LNG for fuel, coal for manufacturing steel, and wood for building – **B.C.'s ports are busier than ever**.

² The Pacific Gateway Transportation Strategy 2012–2020 is available at pacificgateway.gov.bc.ca/documents/120402_Gateway_Strategy.pdf.

√ Facilitate Port of Kitimat development with port structure and governance models that support economic activity

The Province will continue to lead a working group with representatives from industry, First Nations, local government and Transport Canada to determine the best management structure for the Port of Kitimat, enabling the Port to become the safest, most efficient and most sustainable industrial port possible.



Port of Kitimat

Invest in infrastructure that enhances access to ports and increases port bulk, breakbulk and container capacity

The Province is committed to investing in transportation infrastructure that supports British Columbia's economy, by maximizing access to ports.

In response to increased container traffic, British
Columbia's ports are planning investments to expand
container handling capacity. To meet forecasted demand,
Port Metro Vancouver is proposing a new container
terminal at Roberts Bank, and the Prince Rupert Port
Authority is planning an expansion to its Fairview Terminal.

Similarly, strong demand for Canadian raw materials and intermediate products is driving operational and infrastructure improvements at B.C. bulk and breakbulk terminals. Over \$250 million has been committed to expand Port Metro Vancouver's grain handling terminals and over \$650 million has been committed for expansion of the coal handling terminal capacity at Westshore and Ridley Terminals. B.C. ports are also considering investments to expand other bulk and breakbulk handling capacity, including a coal terminal at Fraser Surrey Docks and potash terminals in both Vancouver and Prince Rupert.

WORKING WITH OUR PARTNERS

Since 2007, the **Pacific Gateway Alliance** – which includes Canada, British Columbia, Alberta, Saskatchewan, CN Rail, Canadian Pacific Railway, Port Metro Vancouver, Prince Rupert Port Authority and Vancouver Airport Authority – has been working collaboratively to promote our strategic location at the crossroads of the North American marketplace and the booming economies of Asia. The Alliance has enabled co-ordinated investments and policy actions to improve the reliability, capacity and efficiency of the supply chain.

The **New West Partnership** – a collaborative effort between the provinces of British Columbia, Alberta and Saskatchewan – represents an opportunity for British Columbia to continue to develop strategic partnerships with its colleague provinces, Canada and the private sector, to maximize Canada's export capacity, expand and diversify trade relationships, and improve transportation infrastructure.

Invest in infrastructure that enhances efficiency of goods movement by rail

As part of *B.C.* on the Move, the Province will continue to work with its private sector partners to explore road/rail grade separations on key trade corridors to support the efficient movement of goods by rail and enhance safety and community connectivity.

LET'S GET MOVING

The Province, together with Canada, the District of North Vancouver and the private sector, is funding the \$37-million rail overpass under construction at Phillip Road in the Lower Mainland to enhance rail capacity and provide access to the Seaspan shipbuilding facility.

LET'S GET MOVING

Road and rail utility trade corridors increase access to industrial lands, ports and other facilities that support trade



A new overpass on Roberts Bank causeway, separating road and rail traffic, opened in October 2014

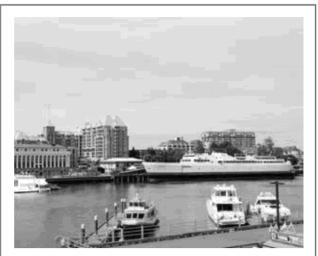
- Continue to support the completion of the Deltaport Terminal, Road and Rail improvement Project to increase capacity at Roberts Bank
- Continue to collaborate with port and private sector partners to identify and support road and rail access requirements as projects are implemented
- Carry out multi-modal corridor analysis of infrastructure, so growing trade from resource sectors can move efficiently through the Pacific Gateway

√ Explore options for the revitalization of the Belleville Terminal in Victoria

The Belleville Terminal is a key "Pacific Gateway" entry point to British Columbia for vehicles, freight and passengers arriving from Port Angeles and Seattle.

DID YOU KNOW...

■ The Province continues to support port expansion through the *Ports Property Tax Act*, which was made permanent in 2014 and has resulted in \$1.3 billion in investment since 2004 and commitments of a further \$1.5 billion.



Belleville Terminal in Victoria Harbour on Vancouver Island

DID YOU KNOW...

Created in the 1800s, the E&N rail line runs 225 kilometres from Victoria to Courtenay, with a further subdivision line between Parkville and Port Alberni. The E&N Railway has historically provided passenger and freight service on the east coast of Vancouver Island; however, passenger rail service has been suspended due to the poor condition of the line. The long-term rail and bridge infrastructure rehabilitation costs remain very significant.

The Province remains committed to its contribution of \$7.5 million towards the E&N Rail Corridor.

The Province understands the importance of this corridor to communities across Vancouver Island and appreciates the need to protect the corridor over the long-term.



9) SUSTAINING AND RENEWING FERRIES

British Columbia's coastal and inland ferry systems are an important part of the province's integrated transportation system. They transport goods; connect B.C.'s citizens with friends and family, with school and work opportunities, and with needed services; and allow visitors to explore the province.

Priorities for Action:

✓ Continue to pursue strategies to achieve the vision of an affordable, sustainable and efficient coastal ferry service

The Province is committed to working with the BC Ferry Commissioner, BC Ferries, coastal communities, and other stakeholders to implement its vision of a coastal ferry system that is affordable, sustainable and efficient, while protecting basic services.

This includes:

- Work with BC Ferries, the BC Ferry Commissioner and coastal communities to achieve the objective of having annual price cap increases be in line with inflation.
- Continue to provide a record level of provincial taxpayer support to BC Ferries, including the additional \$86.6 million to 2016.
- Encourage BC Ferries to pursue strategies that minimize the pressure on fares, by:
 - Standardizing vessels and using more "no-frills" vessels on smaller routes
 - Moving to LNG fuel propulsion
 - Considering alternative ferry technologies (including Denman Island cable ferry)
 - Exploring the feasibility of fixed links (e.g., Gabriola Island)
 - Seeking additional operational efficiencies, such as a new reservation and point of sale system
 - Seeking additional capital investment from federal infrastructure programs
 - Achieving additional savings and efficiencies when significant capital investments are being planned

WHAT WE HEARD

■ In 2012 and 2013, the Province engaged coastal communities and ferry users from throughout B.C. about strategies to ensure the long-term sustainability of the coastal ferry network. This followed an extensive public engagement in 2011 by the BC Ferry Commissioner.

For more on the BC Coastal Ferries 2013 Community Engagement, please visit coastalferriesengagement.ca

LET'S GET MOVING



Spirit of British Columbia – potential conversion to duel diesel/LNG propulsion

■ BC Ferries is building three new ferries with LNG fuel propulsion capability, and intends to retrofit its two largest Spirit Class ferries to use LNG fuel. The estimated annual fuel savings combined for those five vessels is \$12 million a year for 27 years, in addition to the significant reduction in GHG emissions.

9) SUSTAINING AND RENEWING FERRIES

✓ Continue to engage the federal government to secure additional federal funding support for B.C.'s coastal ferry service:

- Duty relief: waive federal duty required on the three new intermediate-class ferry vessels being built in Poland
- Crewing levels: review level of crews required on vessels to ensure that ferries can operate safely while improving efficiencies
- Building Canada funding: ensure eligibility for vessel and terminal projects
- Federal subsidy: increase federal ferry subsidy to be more comparable with subsidies provided to ferry systems in eastern Canadian provinces



B.C. coastal ferry Queen of Capilano

✓ Continue to renew inland ferry assets

The 14 inland ferry routes provide important connections between communities throughout British Columbia's interior. In 2013/14, inland ferries carried more than 1.3 million vehicles.

The challenge ahead is that inland ferry vessels and terminals are aging. The average age of the cable ferries exceeds 50 years. With the need to refit or replace, the opportunity now exists to find efficiencies and to use new technologies to improve the system.



LET'S GET MOVING



Glade cable ferry – design work is underway for replacement of the vessel

- Undertake designs to replace four cable ferries
- Explore opportunities to improve service through reviewing terminal locations



10) BUILDING PARTNERSHIPS WITH FIRST NATIONS

The Ministry of Transportation and Infrastructure builds positive relationships with First Nations by working together to identify ways for First Nations to benefit from related economic and employment opportunities, and to resolve issues and impacts from projects.

The ministry also engages with First Nations in a number of other areas, including:

- Resolving the tenure of highways through First Nation lands
- Improving access to First Nations communities
- Employment and training opportunities on major construction projects
- Joint management, supervision and delivery of transportation projects and archeological work
- Addressing impact on fish habitats, restoration work and ongoing enhancement opportunities
- Archeological investigations and protection of burial sites

Priorities for Action:

- ✓ Partner with First Nations on projects that support economic development on their lands
- Facilitate more employment and training opportunities for First Nations through the ministry's major projects
- Reconcile outstanding highway tenure issues

There are examples throughout B.C. where First Nations have approached the ministry with proposed infrastructure improvement projects that would support economic development on their lands. The Province is committed to exploring these opportunites.

DID YOU KNOW...



The area near Kamloops from Monte Creek to Hoffman's Bluff runs through some of the most archeologically rich valleys in the province.

The local First Nations undertook the archeological fieldwork, the construction site monitoring and managing the preservation of artifacts. The involvement of the First Nation members has been instrumental to the protection of the First Nations' interests and to the success of the transportation project.



Highway 99 Squamish Pedestrian Overpass

11) IMPROVING ACCESSIBLITY

Meeting the Goals of B.C.'s Accessibility 2024 Strategy

Our government has set a vision for B.C. to be the most progressive jurisdiction in Canada for people with disabilities, where disabilities are not a barrier to living full lives and contributing to communities, and where no British Columbian is ever told that their goals and dreams aren't realistic because of their disability.

Planning and designing transportation infrastructure that all British Columbians can access without impediment is essential to fulfilling this vision.

Priorities for Action:

✓ Upgrade rest areas throughout B.C. to improve accessibility for persons with limited mobility, such as curb letdowns, accessible washrooms and other improvements

LET'S GET MOVING



The Kiskatinaw rest area on Highway 97, 40 km north of Dawson Creek, is an example of an upgraded rest area.

 Increase the number of wheelchairaccessible taxis in communities thoughout B.C.

For applications to the Passenger Transportation Board for new service or additional vehicles, the Board has required applicants serving communities with eight or more taxis to have wheelchair-accessible vehicles since 2008. For applications for new service or additional vehicles, the Board will require wheelchair-accessible taxis for applicants serving communities with eight or more taxis. There are almost 300 accessible taxis providing service to B.C. communities today, out of a total of over 2,400 taxis across the province.

Consistent with **ACCESSIBILITY 2024**, all transit vehicles in the province are accessible to persons using wheelchairs or other mobility aids. Most major transit facilities such as SkyTrain and SeaBus stations are also accessible.

- ✓ Partner with TransLink to make additional accessibility upgrades to SkyTrain stations, including adding new and improved elevators and escalators, and removing any barriers to movement
- Continue to work with BC Transit to improve transit service accessibility for people with disabilities
- Encourage BC Ferries to continue to improve accessibility at terminals and on vessels for people with disabilities

12) PROTECTING THE ENVIRONMENT

British Columbia is committed to taking action on environmental protection in the transportation sector. Safeguarding the environment and taking measures to reduce environmental impacts is a key priority in all of the projects and programs we deliver to improve transportation.

Some of the many areas of focus in environmental stewardship include:

- Supporting greenhouse gas (GHG) emission reductions by increasing travel choices, funding transit service and expansion, and building cycling trails and paths
- Supporting alternative and more fuel-efficient vehicle technologies, such as full and partially electric vehicles and neighbourhood zero-emission vehicles
- Working with the trucking industry to reduce emissions, for example, reducing the number of trucks on highways by allowing larger loads to be hauled when safe to do so
- · Building park-and-ride facilities to encourage transit use
- Introducing new technologies, signage and infrastructure to reduce wildlife collisions
- Partnering with local conservation groups to improve fish passage under highways and side roads
- Undertaking comprehensive project environmental studies to understand fish, wildlife and other environmental considerations associated with construction projects
- Delivering environmental enhancements to mitigate any impacts from highway construction projects

- Implementing thorough environmental monitoring programs during construction and after construction where needed
- Improving air quality by implementing sweeping and dust control programs and introducing anti-idling initiatives
- Implementing noise mitigation measures to reduce the impacts from new highway projects
- Investigating and addressing environmentally contaminated sites owned by the ministry
- Investing in programs to prevent the spread of invasive plant species
- Working with the road-building industry to reduce
 GHGs and other emissions from road construction

Building on our record of environmental stewardship, we will continue through *B.C. on the Move* to ensure all our projects and practices build a strong culture of environmental protection.

DID YOU KNOW...

■ In the construction of the **South Fraser Perimeter Road** (SFPR), over \$60 million was invested in environmental measures such as the creation of fish, bird and amphibian habitat, along with stream enhancements, wildlife underpasses, and the planting of more than 50,000 trees and plants.

In addition, the ministry worked with local farmers and the municipality to develop a \$55-million agricultural enhancement program that included

farm vehicle safety measures and a \$22-million improvement to the Delta irrigation system.

DID YOU KNOW...

■ Commercial Vehicle Safety and Enforcement (CVSE) has two mobile enforcement units for measuring particulate matter and emissions from commercial vehicles. Most trucks operating on B.C. highways today have clean-running engines.

12) PROTECTING THE ENVIRONMENT

Priorities for Action:

√ Continue to invest in transit and cycling programs

As outlined in earlier sections, the Province is committed to expanding travel choices and options for British Columbians to reduce our GHG footprint.



Cycling path in Golden, B.C.

✓ Invest \$6 million over the next three years to conserve habitat and improve fish and wildlife protection

Over and above the environmental monitoring and enhancements delivered through construction projects, this additional investment is dedicated to enhancing habitat and improving the environment adjacent to our provincial highways.

LET'S GET MOVING



Wildlife crossing

Working in partnership with local environmental groups, two culverts will be replaced on Highway 4 in the Kennedy Lake area in 2015 to improve fish passage and habitat.

✓ Invest \$3.9 million over the next three years to deliver invasive plant management programs

Working with local governments throughout B.C. and other provincial agencies, this investment is dedicated to partnerships and programs to control the spread of invasive plant specieson highways and roads, and on adjacent lands.

12) PROTECTING THE ENVIRONMENT

Deliver 1.8 million square metres of hot-in-place recycle paving every year

As part of our commitment to rehabilitate highways and side roads, the Province uses hot-in-place recycle paving on many projects. This made-in-B.C. technology reduces GHG emissions by up to 50% and results in a smooth and safe ride.

LET'S GET MOVING



Hot-in-place recycle paving will be used in 2015 to resurface Highway 27 between Vanderhoof and Fort St. James.

✓ Promote the use of cleaner fuel alternatives, such as natural gas for heavy-duty commercial vehicles, CNG for buses and LNG for ferries

DID YOU KNOW...

■ FortisBC has invested \$400 million in its Tilbury LNG Facility in 2014, which will significantly increase natural gas liquefaction and storage capacity to support growing demand for B.C. LNG.



CNG bus (image provided by the Regional District of Nanaimo)

FUNDING THE PLAN



To make this plan a reality, the Province has committed almost \$2.5 billion over the next three years and will continue to invest similarly over the 10-year period. To fully maximize the provincial investment in the transportation network, partnerships with First Nations, the private sector, and local and federal governments will be essential to effectively implement the priorities and commitments presented in *B.C. on the Move*. Where partners are committed to cost-sharing and providing resources to mutual priorities, the Province will actively pursue and invest in projects.

The Province has a history of being successful in collaborating and cost-sharing with partners. With significant resources available to B.C. through the New Building Canada Fund over the next 10 years, the Province will continue to actively pursue federal government cost-sharing on projects around the province.

CONCLUSION

British Columbia has one of the most resilient economies in Canada and the world, and transportation investments have been vital contributors to British Columbia's success.

The transportation network is critical to a healthy, vibrant and prosperous British Columbia. *B.C. on the Move* provides a clear plan to address our transportation challenges and to take advantage of the opportunities in the years ahead.

B.C. on the Move is built on a foundation of real priorities for action:

- 1) Rehabilitating Highways, Bridges and Side Roads
- 2) Improving Highway Safety
- 3) Improving Highway Capacity and Reliability
- 4) Delivering a Provincial Trucking Strategy
- 5) Investing in Transit
- 6) Investing in Cycling
- 7) Investing in Airports
- 8) Enabling Efficient Ports and Rail
- 9) Sustaining and Renewing Ferries
- 10) Building Partnerships with First Nations
- 11) Improving Accessibility
- 12) Protecting the Environment

With integrated transportation investments within each of these priorities, combined with strategic policy actions focused on safety and efficiency, and a commitment to building relationships and partnerships throughout the province, *B.C. on the Move* sets us on a path of continued economic growth and prosperity over the next decade.

Photo Credits

PAGE 7: Bottom left Ken Wong Photography, Bottom right courtesy of Canadian Pacific Railway

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PAGE 46: Courtesy of Port Metro Vancouver

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B.C. on the Move

A 10-Year **Transportation Plan**











March 9, 2016

The Right Honourable Justin Trudeau, PC, MP Prime Minister of Canada 80 Wellington Street Ottawa, ON K1A 0A2

Dear Prime Minister,

Metro Vancouver will welcome one million new residents and 600,000 new jobs over the next 25 years, a testament to its enviable quality of life and economic potential. But alongside the positive contributions that these new residents and businesses will make to the region, the province and the country, will come new challenges – from housing affordability to climate change to public safety to congestion – many of which will fall to the region's local governments to manage. This is a big challenge.

To help us meet this challenge, we want to thank you for appointing Minister Sohi to lead your government's infrastructure agenda. In our meetings with him, we were impressed by his readiness to engage with local leaders and his commitment to rebuild Canada for the 21st Century.

Minister Sohi understands well our vision for sustainable transit and transportation in Metro Vancouver. Today, we are writing to share this vision with you, so that you may take stock of its value and benefits for Metro Vancouver, the province of British Columbia and Canada.

We are convinced that this vision aligns well with your government's priorities of jobs and sustainable economic growth as well as the goal of making Canada a leader in combating climate change. As your government prepares to table its first Budget, we are hopeful that you will agree, and support a strong federal partnership in making this vision a reality.

A 10-year region-wide plan for sustainable transit and transportation

The need for a strategy to keep the region moving was behind the development in 2014 by the TransLink Mayors' Council of a common vision for the future of our transportation system. This plan reflects the consensus of more than 20 local governments in Metro Vancouver, and is supported by the Province of B.C. and the largest coalition of community, environmental and business stakeholders in B.C.'s history. Appendix A summarizes the plan, and attached is a copy of our *Regional Transportation Investments: A Vision for Metro Vancouver*.

KEY BENEFITS OF OUR 10-YEAR PLAN

- Over \$1.5 billion in "shovel-ready" projects that will generate 11,000 immediate jobs to boost the economy.
- More than **60,000** person years of employment and **\$20** billion added to GDP over ten years .
- Cut average commute by 20-30 mins.
- Reduce Metro Vancouver's transportationrelated GHG emissions by 13%, or 600Kt of C02e/year.
- Transit ridership has doubled since 2000; this plan will support this trend as 1 million more people come to Metro Vancouver over the next 25 years.
- Metro Vancouver local governments collect 11 cents of every tax dollar paid, but will pay for 45% of life-cycle costs of this plan.

This transit and mobility plan is unique in Canada. It weaves a region-wide, multimodal web – from active transportation to light rail to bus to roads and bridges – that supports our long-term Regional Growth Strategy, facilitates the movement of trade goods through the Pacific Gateway, incorporates life-cycle operating costs, and commits to road pricing and transportation demand management to ensure long-term sustainability.

When compared on a per-capita basis to the transit and transportation plans of other major cities in Canada, our plan is the most affordable – the result of a long-term, integrated, region-wide planning approach for a system that delivers 13% of the nation's rapid-transit ridership.

Development of this ten-year transportation vision, with \$9.7 billion in capital projects and \$3.9 billion in life-cycle operating costs, followed a rigorous priority-setting exercise that addressed the region's most pressing transit and transportation needs while ensuring it was affordable and delivered strategic benefits to the region, the province and country. Appendix B below summarizes the plan's 34 capital projects, with updated project cost estimates reflecting added pressures from the weakening dollar and soaring land acquisition costs.

Long-term social, economic and environmental benefits

Metro Vancouver is uniquely positioned as Canada's economic gateway to the Asia Pacific region. Our region generates \$21 billion in economic output, supports over 1 million jobs, and generates \$2.8 billion in federal tax revenue, supporting health care, education, immigrant settlement, housing and social services for families across Canada. The long-term economic benefits for the region, the province and the country would be still greater, as implementation of the plan would send a powerful signal to local, national and global investors that the region and the Gateway are open for business.

In addition to immediate and long-term economic benefits, implementation of this integrated transit and mobility plan also brings with it significant environmental and quality of life outcomes.

For example, the plan is estimated to reduce congestion and travel times by 20-30 minutes per commute. This is time that residents can spend with their families rather than at the wheel of their car. And by reducing congestion and reliance on the private automobile, this plan will also contribute to maintaining air quality in the Lower Mainland in addition to cutting greenhouse gas emissions from road vehicles by 13% or 655Kt CO2e per year.

"Shovel-ready / Shovel-worthy" to create jobs and boost the economy

Many services and investments in our Plan are "shovel ready." Speedy implementation of this plan would serve to spark a sluggish economy and create 11,000 immediate jobs across Canada and \$19 billion of GDP transactions as economic stimulus.

Funding certainty will enable the region to move forward with significant early works for many of the capital projects in the plan. Each of these projects has been in development for several

years, including alternatives analysis, preliminary design, and extensive consultations. Because of this early planning, geotechnical and environmental assessments, completion of detailed design and procurement, and initiation of construction can be fast-tracked. Appendix C outlines a list of shovel-ready projects within our plan.

We understand that the 2016 Budget will seek to boost near-term economic growth. TransLink is ready to respond by accelerating our plan wherever possible. Providing shovel-ready funding to projects that can start quickly is a good strategy for getting larger projects and plans started and jobs created without delay. However, TransLink is unable to begin a project unless funding for the entire project is secured first. In order to deliver shovel-ready projects responsibly from our 10-year vision, TransLink requires an assurance of federal interest in supporting the entire plan. We hope that we can work intensively with your government in the months following the budget to start shovel-ready projects right away, and to finalize a partnership on advancing the 10-year vision as a whole.

A plan that is ready to go

This is a plan that has been years in the making. It is a plan that enjoys broad political and popular support and breaks new ground in Canada by showcasing the value of integrated urban planning in a large scale, transformative transit and mobility plan. It is also a plan whose time has come. We hope the Government of Canada will join us to make this vision a reality. We are ready to start now.

Sincerely,

Gregor Robertson

Chair, Mayors' Council

Mayor, City of Vancouver

Linda Hepner

Vice-Chair, Mayors' Council

Linda Hepner

Mayor, City of Surrey

Enclosure: Regional Transportation Investments: A Vision for Metro Vancouver

Appendix A: Summary of 10-Year Plan for Transit & Transportation

Appendix B: Project List – Federal Submission;

Appendix C: Shovel-Ready Projects;

Minister of Infrastructure and Communities, Honourable Amarjeet Sohi Minister of Finance, Honourable Bill Morneau BC Minister Responsible for TransLink, Honourable Peter Fassbender BC Minister of Transportation and Infrastructure, Honourable Todd Stone Members of the TransLink Mayors' Council

Members of the TransLink Board of Directors



APPENDIX 'A': Summary of Metro Vancouver's 10-Year Transit & Transportation Plan

This 10 year transit and transportation plan was developed in 2014 to address pressing issues that are challenging the quality of life, economy and environment in Metro Vancouver. It is a blueprint to cut congestion, reduce GHGs, and keep a fast-growing gateway economy moving.

Integrated transport planning in Metro Vancouver is a success story, with **transit ridership nearly doubling since 2000**. In the next 25 years, however, **one million more residents** are expected to arrive to the region. Renewed investment in our transportation network is needed to maintain and modernize existing assets, and expand the system to meet growing demands from population growth and a continued shift towards transit, walking and cycling.

Region-wide benefits to roads, bridges, transit, cycling, walking: Upgrades to Existing Rapid Transit New Rapid Transit NORTH VANCOUVER NORTH VANCOUVER WEST VANCOUVER New or Upgraded B-Line Upgrades to Existing Bus Network BOWEN BELCARRA Improved West Coast Express Major Road Network Investments New Pattullo Bridge COQUITEAM New Bus Service Areas Facility Upgrades PITT LANGLEY TSAWWASSEN FIRST NATION

Integrated planning to maximize benefits

This plan coordinates transportation investments with local and regional land use to support vibrant communities, spur economic development, and protect the environment as the population grows. Although there are 34 capital projects in the plan, these projects support one another; for example, increased bus service drives ridership to new rapid transit. Projects cannot be cherry-picked for implementation without comprising the plan's benefits.



This 10-year plan will:

- build new rapid transit in Vancouver, Surrey and Langley.
- ✓ add 400 new, low- or zero-emission buses to our fleet to expand bus service by 25%.
- ✓ by 2045, enable 70% of residents to walk to high-quality transit, and reduce congestion by 1/3.
- ✓ invest over \$200 million in walking & cycling, adding 2700km of new bike lanes to our already extensive region-wide network;
- invest \$1.7 billion in new road and bridges, including in rehabilitation and seismic upgrading;

About Metro Vancouver and TransLink

Metro Vancouver's transportation network is managed jointly by municipalities, the regional district, TransLink and the Province of B.C., with Port Metro Vancouver, federally regulated railways, the YVR Airport Authority and BC Ferries as important stakeholders. TransLink is the regional transportation authority, with a service area close to 3 times larger than the City of Toronto.



TransLink is responsible for regional transit, cycling and commuting options, key regional bridges, and shares responsibility for the Major Road Network (MRN) and regional cycling with municipalities.

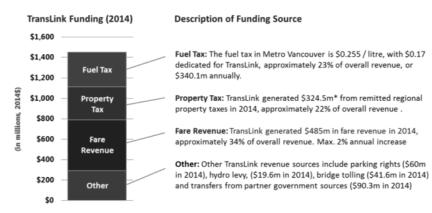
TransLink is the first North American transportation authority to be responsible for the planning, financing and managing of all public transit in addition to major regional roads and bridges. TransLink is governed by an appointed Board of Directors, and the Mayors' Council on Regional Transportation representing the 21 local-area municipalities, the Tsawwassen First Nation and Electoral Area 'A'.

Canada's most diverse transit financing framework

TransLink's revenues and taxation authorities are the most robust and diverse in Canada, with a \$0.17 per litre regional fuel tax, fare revenues with the second-highest fare box recovery in

Canada, the property tax and other smaller revenue sources including a parking levy and bridge tolling.

New revenue sources including development charges and mobility pricing are being explored.





APPENDIX 'B': PROJECT LIST — FEDERAL SUBMISSION Metro Vancouver's 10-Year Transit & Transportation Plan

Metro Vancouver's long-term, region-wide, integrated, multi-modal transportation plan will fight congestion, reduce GHGs, and keep a fast-growing gateway economy of almost 2.5 million residents moving. It will create 11,000 immediate jobs as economic stimulus. The "Mayors' Plan" reflects the consensus of more than 20 local governments in Metro Vancouver.

Capital Projects:

	Investment		Jobs (person-yrs over 10 yrs.)	GDP boost (over 10 yrs)	10-Year Capital Cost	Federal Investment
À	Surrey/Langley Light Rapid Transit	27KM of LRT to modernize transit service and reduce crowding in rapidly growing communities south of Fraser	15,000	\$5,300M	\$2,900M	\$1,450M
具	Broadway Subway	Extension of Millennium Line in Vancouver, serving current and future demand	17,300	\$5,350M	\$2,950M	\$1,470M
	Modernize and improve existing rapid transit services:					
A	1. SkyTrain & Canada Line	135 new rail cars to expand & modernize rail fleets, stations and maintenance facilities on Canada Line, and Millennium, Expo & Evergreen Lines.	7,100	\$2,175M	\$1,010M	\$500M
	West Coast Express	10 new rail cars to increase service and reduce crowding	450	\$125M	\$40M	\$20M
Modernize and improve existing bus services (partially funded from Gas Tax Fund):						
	1. New Rapid Bus Routes	140 new buses to modernize fleet and add 11 new "B-line" or better rapid bus routes	2,800	\$950M	\$180M	-
	2. SeaBus	Add a new SeaBus vessel to maintain state of good repair and improve service	500	\$150M	\$35M	-
	3. Bus service Expansion	370 low- or zero-carbon buses to modernize & expand fleet	6,150	\$2,225M	\$450M	\$120M
	4. Transit Priority Technology	Investment in transit priority technology and TDM to improve speed and reliability on busy bus corridors	1,900	\$550M	\$250M	\$120M
H	Upgrades to Transit Exchanges	Modernize 13 multimodal transit exchanges to address state of good repair and improve operations	500	\$150M	\$70M	\$40M
	Transit capital pro	ojects – New Public Transit Fund:	51,700	\$16,975M	\$7,880M	\$3,730M



	Investment		Jobs (person-yrs over 10 yrs.)	GDP boost (over 10 yrs)	10-Year Capital Cost	Federal Investment
	Pattullo Bridge Replacement	Replacement of the Pattullo bridge with tolled facility, to replace seismically-vulnerable structure and improve safety	7,550	\$2,150M	\$1,280M	\$370M
=	Investment in Major Roads and Bus Corridors	Region-wide investment in road infrastructure to address state of good repair, seismic upgrades and safety	2,350	\$700M	\$328M	\$100M
Roc	nd & Goods Moven	nent capital projects – New BCF:	9,900	\$2,850M	\$1,610M	\$470M
	Regional Cycling Infrastructure	Region-wide investment to make cycling safer and more convenient	850	\$250M	\$130M	\$70M
70	Infrastructure for Walking Access to Transit	Region-wide investment in pedestrian infrastructure to ensure safe and convenient access to transit facilities	250	\$80M	\$40M	\$20M
Walking/Cy	vcling capital proje	cts – Green Infrastructure Fund:	1,110	\$330M	\$172M	\$90M
Tota	al Capital Investme	nt (all projects in 10-Year Plan):	62,700	\$20,150M	\$9,660M	\$4,280M

Life-cycle Costs:

	Regional	Provincial*	Federal	Federal Gas Tax
Total Capital Cost (YoE)	\$1,930M	\$3,060M	\$4,280M	\$390M
Total Capital Cost (2016\$)	\$1,730M	\$2,740M	\$3,830M	\$350M
Total Operations Cost (2016\$)	\$3,930M	\$0	\$0	\$0
Total Life-Cycle Cost (2016\$)	\$5,660M	\$2,740M	\$3,830M	\$350M
% share of total:	45%	22%	30%	3%

^{*} **Note:** provincial share estimated based on public commitment to fund 1/3 of capital costs; timing and level of actual investment to be confirmed.



APPENDIX 'C': "SHOVEL-READY" PROJECTS Metro Vancouver's 10-Year Transit & Transportation Plan

Advanced planning is well underway for major capital projects. With federal and provincial funding secured, the region will work closely with all partners to accelerate investments as quickly as possible in order to maximize short-term (2016-19) economic benefits, at the same time as efficiently and responsibly advancing the plan as a whole.

	Projects delivere	d by 2019	2016-19 Jobs (person-yrs)	Capital Cost, 2016-19	Federal Investment	
À	Surrey/Langley Light Rapid Transit	Accelerated completion of property acquisition, EAs, engineering; construction underway by 2019	2,300	\$340M	\$170M*	
員	Broadway Subway	Accelerated completion of property acquisition, EAs, engineering; construction underway by 2019	2,950	\$445M	\$220M*	
	Modernize and improve existing rapid transit services:					
	1. SkyTrain & Canada Line	32 new rail cars and supporting investments in modernized stations, systems & facilities	1,650	\$275M	\$140M	
	2. West Coast Express	6 new rail cars to modernize fleet and increase service to reduce crowding	150	\$25M	\$10M	
	Modernize and in	mprove existing bus services (partially fo	unded from Ga	s Tax Fund):		
	 New Rapid Bus Routes 	26 new buses to modernize fleet and expand service on 2 rapid bus routes	300	\$35M	-	
	2. SeaBus	1 new SeaBus vessel to maintain fleet state of good repair, increase service	300	\$35M	-	
	3. Bus service Expansion	75 new buses to modernize fleet and increase service	475	\$40M	-	
	4. Transit Priority Technology	Early investment in transit priority technology and TDM projects.	400	\$45M	\$20M	
H	Upgrades to Transit Exchanges	Modernize 2-3 multimodal transit exchanges to address state of good repair and improve operations	175	\$25M	\$10M	
	Pattullo Bridge Replacement	Accelerated completion of property acquisition, EAs, engineering; construction underway by 2019	1,700	\$370M	\$110M*	
=	Investment in Major Roads and Bus Corridors	Seismic upgrades, rehabilitation and expansion to improve state of good repair, transit operations, goods movement, and safety	450	\$55M	\$20M	
50 j	Regional Cycling and Walking Infrastructure	Region-wide investment to make cycling and walking safer and more convenient, and to ensure safe and convenient access to transit facilities	150	\$20M	\$10M	
	Shov	vel-ready Capital Investments, 2016-19:	11,000	\$1,710M	\$710M	
	All Capital In	vestments, 2016-2025 (see Appendix B):	62,700	\$9,660M	\$4,280M	

^{*} **Note:** Initiating shovel-ready work on these projects requires confirmed funding for full project; without full funding, only \$39M for Surrey LRT and \$32M for Broadway Subway in shovel-ready project costs can proceed.

Regional Transportation Investments

a Vision for Metro Vancouver































Mayors' Council on Regional Transportation

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Wayne Wright, Vice Chair

Mayor, City of New Westminster

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Mayor, Bowen Island Municipality

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Purpose

In February 2014, the Minister of Transportation and Infrastructure asked the Metro Vancouver Mayors' Council on Regional Transportation to confirm its transportation vision and to clarify the costs, priorities and phasing for investments and actions. In response, the Mayors' Council established a Subcommittee on Transportation Investment, which has been working with support from TransLink, from Metro Vancouver and from staff from municipalities around the region to define this Vision, to establish spending priorities, and recommend new funding mechanisms capable of supporting those priorities.

This document flows from those deliberations and is offered as a solution for our region moving forward.

A message from the Mayors' Council

As residents and leaders of Metro Vancouver, we have an opportunity and a responsibility to make one of the world's most beautiful, livable and sustainable regions even better — economically, socially and environmentally. We also face a risk that if we do not address the growth-related congestion and transportation challenges before us, things could soon get much worse.

Metro Vancouver boasts an integrated transportation network, and through our regional transportation authority, TransLink, we have consistently expanded service to meet growing demand. We have added a new rapid transit line every decade since the 1980s and have continued to invest in bus services that link all parts of the region. Recent bridge and highway projects have also created major capacity increases, especially for goods movement in and out of the increasingly busy Port Metro Vancouver.

But time does not stand still. Metro Vancouver is expected to welcome one million new residents and 600,000 new jobs by 2040, adding a potential three million automobile trips per day. Imagine the impact on congestion, on economic capacity and on environmental quality if we fail to meet that new demand with adequate new service and infrastructure. Even at current population and traffic levels, we lack funding to meet regional needs and desires for new transportation infrastructure — from road upgrades to transit investments.

In the face of this challenge, the Mayors' Council on Regional Transportation has created an ambitious but practical Vision for the next 30 years — and an urgent, equitable and affordable investment and management plan for the

next decade. Firmly founded on years of planning by Metro Vancouver and TransLink, this Vision clearly identifies the new services we will need and the mechanisms by which we will pay for their construction. It also commits to demandmanagement policies, like mobility pricing, and to transit-supportive land-use changes that are necessary to ensure we get the most value out of every dollar we spend on transportation infrastructure.

The Mayors' Council is calling on the Provincial Government, once again, to make additional amendments to the TransLink governance structure. The changes made to the South Coast British Columbia Transportation Authority do not go far enough to instil public confidence in the operation of TransLink. It has always been, and continues to be, the Mayors' Council request that the Provincial Government amend the legislation to provide our Council with oversight of TransLink's operating budget. If this does not occur, we are not at all confident that our Vision or Investment Plan will be realized.

We hope that you will take the time to read this Vision document. We have worked hard to identify an investment package that is both necessary and affordable, and to identify the fairest and most efficient options to pay for these improvements. The result is a path forward that can work to everyone's advantage — safeguarding our economy, invigorating our quality of life and protecting our health and environment. We look forward to hearing your feedback and hope that this Vision will earn your support.

Highlights

Metro Vancouver is known for its livability, including a highly functional, integrated transportation network. But our region faces challenges, including 1 million more Metro Vancouver residents expected over the next 30 years.

To meet the challenges of growth and congestion in a way that is affordable and fair, the Mayors' Council on Regional Transportation, representing 23 local elected governments has developed a common Vision for our transportation system and proposed funding to pay for them.

The outcome, whether you choose to travel by car, train, bus, bike, or by foot, will be to get you to your destinations quickly, safely, and affordably with much improved transportation choices that support a competitive economy, a clean environment and a high quality of life.

The Mayors' Council proposes **3 key strategies** to achieve the necessary improvements to our transportation system:

1. Invest

This Vision includes the highest priority transportation improvements. These are neither everything we want nor all that we ultimately need, but as the elected oversight, the Mayors must consider what we can achieve — prioritizing the most urgent and effective investments.

2. Manage

The Mayors also recognize that we cannot solve congestion by investment alone: we need new tools to manage the system more effectively. Of these, the most effective tool is the same one we use to allocate scarce resources everywhere else in the economy: pricing. A more consistent approach to pricing transit and roads is the single most cost-effective way to reduce congestion and overcrowding.

3. Partner

Successfully delivering this Vision also requires closer coordination between all partners in order to ensure that the supportive conditions are in place for these investments to succeed—especially ensuring that land-use plans and transportation investments are well aligned.

TRANSPORTATION PRIORITIES

A list of transportation investments, upgrades and services that are required to keep Metro Vancouver moving:

ROADS

- A new 4-lane Pattullo Bridge to replace this aging but vital connection
- Maintaining and upgrading the 2,300 lane kilometres of Major Road Network to keep people and goods moving, enhance safety, and connect our communities

RAIL TRANSIT

- Expand capacity of existing rail lines: more train cars and expanded stations and systems to meet the growing needs on the Expo, Millennium and Canada Lines and the West Coast Express
- Light rail transit (LRT) in Surrey and the Langleys to meet the needs of these rapidly growing communities. LRT service connecting Guildford, Surrey City Centre and Newton. And LRT service connecting Surrey City Centre and Langley Centre along Fraser Highway

 A Millennium Line extension from VCC-Clark to Arbutus Street along the Broadway corridor to serve current and future demand along the region's busiest bus corridor

BUS & SEABUS SERVICE

- 25% increase in bus service across the region. This increase adds 400 more buses to the existing fleet of 1830
- 200 more kilometres of B-Line or Better routes: 11 new fast, frequent, reliable limited stop services across the region
- More frequent all-day service: significant expansion of the network of high frequency services with service every 15 minutes or better, all day, 7 days a week
- More frequent peak-hour service: so that commuters spend less time waiting in the morning and afternoon rushes

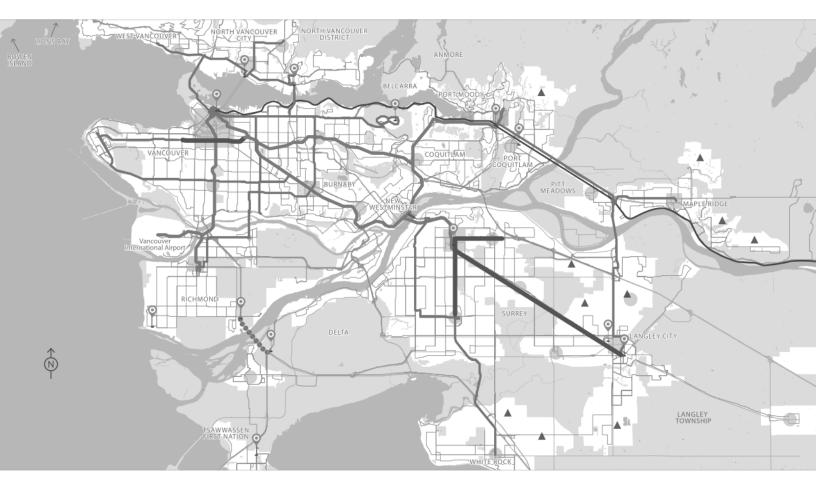
- 50% more SeaBus service: every 15 minutes all day and every day, increasing to 10 minutes during the morning and afternoon rushes
- Service to new and growing lowerdensity neighbourhoods across the region
- 80% more NightBus: Increased service for those who need to get around late at night
- 30% more HandyDART service: Improved service for those who cannot use transit without assistance and to meet the growing needs of our aging population
- 13 new or expanded transit exchanges across the region to serve growing demand, support new transit service, and make the system easier to use

CYCLING AND WALKING

- 2,700 kilometres of bikeways, including 300 km of fully trafficseparated routes: Making cycling a safer choice for both cyclists and motorists
- Better connections to transit through improved walking and waiting facilities at or near transit stops and stations

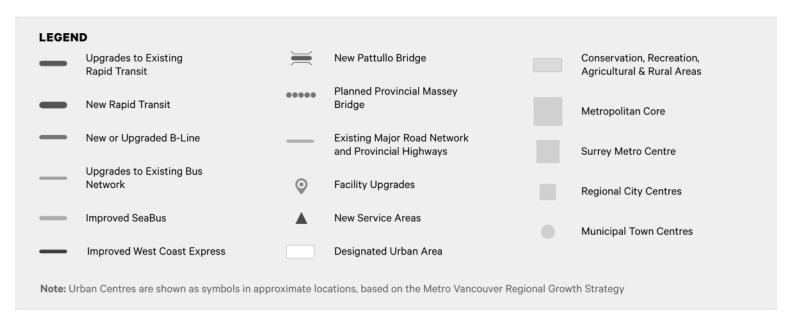
SYSTEM MANAGEMENT

- Expanded customer service programs (e.g. information, incentives, and integrated payment systems) to make the system easier to use and more efficient
- Investment in transit priority to move more people, faster along busy corridors



MAP OF 10-YEAR INVESTMENTS

Specific investments identified for implementation in the first decade of this Vision



Current revenue sources are not keeping up with a growing population and even faster growing demand for transit service.

HOW MUCH WILL IT COST?

This Vision includes plans for \$7.5 billion in new capital spending. Total annual operating and financing costs would increase TransLink's annual budget from \$1.4 to \$2.2 billion.

HOW DO WE PAY?

The following funding sources are required to deliver this Vision:

1. Senior Government Contributions

- Federal and Provincial partners to contribute one-third each to the eligible costs of major infrastructure projects
- On-going application of the federal gas tax funds, in-line with historical levels of \$122 million per year
- Total Federal, Provincial and partner government contributions would be \$3.95 billion

2. Increased Ridership Revenue

 \$500 million in new transit fare revenue as a result of increased ridership

3. Pattullo Bridge Toll

- · Toll to cover cost of new bridge over time
- Toll to be reduced or replaced upon introduction to the more consistent region-wide approach to pricing road usage called for in this Vision

4. Proposed New Funding Sources

 Approximately \$110 million per year initially, eventually increasing to approximately \$390 million per year (in 2015 dollars)

The following are proposed new funding sources in the near term and longer term, to fund the transportation priorities in the Vision.

NEAR TERM: Use BC Carbon Tax revenues collected in Metro Vancouver to reallocate towards transportation in this region

The BC Carbon Tax is recognized as an effective way to reduce carbon emissions and improve economic efficiency. The benefits of this tax would be greatly increased by directing the revenues towards regional transportation improvements that reduce greenhouse gas emissions. The Vision calls for \$250 million of the BC Carbon Tax currently paid by Metro

Vancouver residents and businesses to be reallocated to transportation investment in this region.

If the Government of British Columbia chooses not to pursue this approach, another option is to increase the existing BC Carbon Tax rate for the Metro Vancouver region to support transportation investment.

LONGER TERM: Staged introduction of mobility pricing on the road network

The Mayors' Council is committed to implementing a more consistent region-wide approach to pricing road usage as the most fair and effective way to reduce congestion. This approach will:

- Fund the remainder of this Vision and also allow us to reduce the fuel sales tax by \$0.06 per litre
- Require careful study and consultation and take 5 to 8 years to implement in a way that is cost-effective and fair

This Vision holds the greatest promise to keep Metro Vancouver moving, getting people to work and goods to market. It will preserve a high quality of life for some and improve it for many, many others, reducing the time and money we all spend travelling and creating choice for those who want to shift to transit, cycling or walking.

EVERYONE BENEFITS

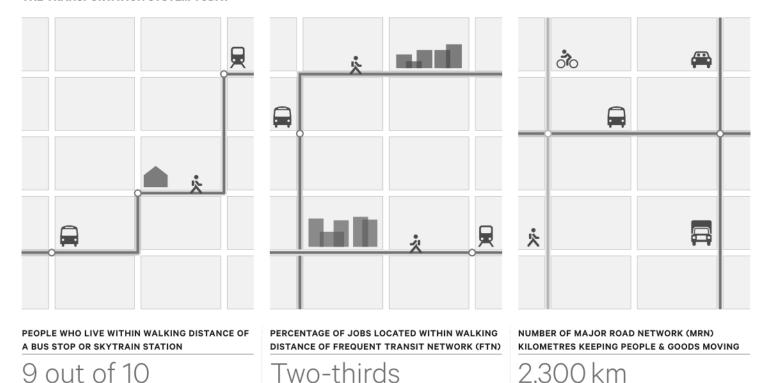
The Vision will:

- Provide 70% of Metro Vancouver residents, or 1.5 million more people, with transit service so frequent throughout the day a schedule is not needed. This makes giving up one car a more realistic option for many, with savings over \$10,000 a year
- Reduce traffic congestion, allowing drivers and transit users to save 20–30 minutes per day on many of the region's most congested corridors
- Save about 200 lives and prevent about 4000 serious injuries every year`
- Keep our economy competitive with faster and more reliable travel and better access to more jobs, workers and markets
- Maintain our current carbon footprint even as we grow by more than 1 million people

REGIONAL TRANSPORTATION INVESTMENTS

WHERE WE ARE TODAY

THE TRANSPORTATION SYSTEM TODAY



Where we are today

Transportation is one of the prime obstacles, or best vehicles, to achieving a high quality of life. Everyone needs access to work, to home, to shopping and to places for rest and recreation. No one wants to spend precious time stuck in traffic. And the economy depends upon the efficient movement of goods and services, around the region and through the critically important Port Metro Vancouver.

To date — and with some obvious exceptions — we have done very well. The Canada Line, the Expo Line, the Millennium Line and, soon, the Evergreen Line to Coquitlam provide the fast, efficient core service in a transit system that moved 234 million passengers around the region in 2013. An extensive bus network moves people to and from destinations throughout the region. More than half of all dwellings and two-thirds of jobs are located within walking distance of the Frequent Transit Network (FTN), a network of buses and trains that run at least every 15 minutes, seven days a week. Newly completed road and bridge projects can now whisk you more quickly than ever from the Fraser Valley to downtown Vancouver or to Deltaport, to the Tsawwassen ferry terminal or the Peace Arch Crossing into the United States.

The news is not as good for those idling on the approach to the aging Pattullo Bridge; waiting on Broadway in Vancouver as overcrowded buses drive by without stopping; or standing in newly developed neighbourhoods and communities where no bus is expected to pass by at all. Metro Vancouver is also in a global competition for business and for the talent that businesses require to succeed. People need to get to their jobs; employers need to connect with workers; and producers need to get raw materials or deliver their goods to market, affordably and reliably. But as our population increases and our roads become more congested, we also risk our time with family, our links with community, and the safety and environmental health of our region. Socially, environmentally and economically, this issue demands our attention.

Metro Vancouver long ago set a goal to make this region one of the best places in the world to live. The Metro Vancouver Mayors' Council on Regional Transportation is committed to taking action in the next decade to support that objective. In preparing this Vision, the Council has taken a hard look at the transportation challenges and a close look at the region's finances and has come up with a Vision, a short list of projects

REGIONAL TRANSPORTATION INVESTMENTS

WHERE WE ARE TODAY

Vision

As a region, we maintain our global position as one of the best places in the world to live because we meet our transportation needs in a way that simultaneously enhances the health of our people and communities, economy and environment.

Goals

Make transportation decisions that:

CHOICE	PEOPLE
Provide sustainable transportation choices	Foster safe, healthy and complete communities
Support a compact urban area	
ECONOMY	ENVIRONMENT
Enable a sustainable economy	Protect the environment

Headline Targets

As a region, we can best achieve these goals by designing our communities and transportation in a way that:

- Makes it possible to reduce the distances people drive by one-third.
- Makes it possible to make half of all trips by walking, cycling and transit.

Strategy Areas

There are three key transportation levers the region can use to achieve our overarching goal of getting people and goods where they need to go as reliably, safely, efficiently and cleanly as possible. We can:

INVEST strategically to maintain and expand the transportation system.

MANAGE the transportation system to be more efficient and user focused.

PARTNER to make it happen.

Figure 1: MAJOR FEATURES OF THE REGIONAL TRANSPORTATION STRATEGY STRATEGIC FRAMEWORK

The building blocks for this Vision.

and a set of funding options designed to achieve the greatest result in the most affordable way.

PLANNING FRAMEWORK

For more than 20 years, Metro Vancouver has been regarded as a continental leader in planning for regional growth and transportation efficiency — from the 1996 Livable Region Strategic Plan to the creation of TransLink as an integrated regional transportation planning and management authority. This document builds on that foundation and especially on the following two documents:

Regional Growth Strategy: An Overarching Direction

The 2011 Metro Vancouver Regional Growth Strategy (RGS) focuses on land-use policies to guide development and to support the efficient provision of transportation, regional infrastructure and community services, as well as to protect air quality and reduce greenhouse gas emissions.

Regional Transportation Strategy

As the regional authority for transportation planning and service delivery, TransLink is required to prepare a Regional

Transportation Strategy (RTS) that outlines the region's 30-year long-term vision for transportation in support of the Regional Growth Strategy and provincial and regional economic and environmental objectives. The Metro Vancouver Board of Directors and the Mayors' Council received the most recent RTS in 2013. The Mayors' Council has adopted the RTS as a framework to guide development of our Vision for investments and actions to pursue over the first 10 years of the longer-term RTS 30-year timeline. Figure 1 provides an overview of the major features of the RTS.

Headline Targets: The RTS includes two headline targets that are designed to measure performance. The first headline target is a challenge to arrange homes, roads, workplaces and transit options in such a way as to make it possible for drivers to reduce their total driving distances by one-third, saving time personally and relieving congestion regionally. The second headline target calls for an increase in transportation efficiency and choice, such that it will become easy and convenient to make half of all trips by walking, cycling and transit. If we are making progress on these two targets, then

REGIONAL TRANSPORTATION INVESTMENTS

WHERE WE ARE TODAY

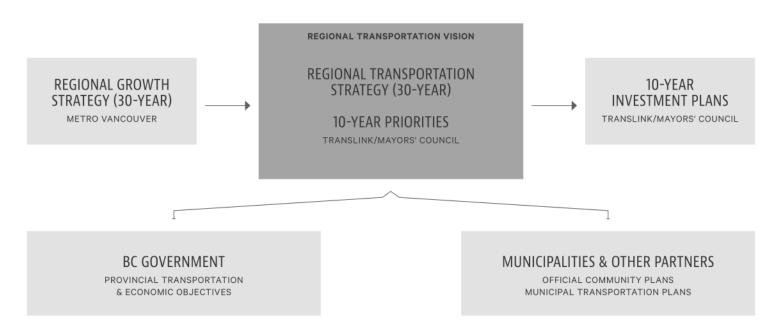


Figure 2: THE REGIONAL TRANSPORTATION VISION IN CONTEXT

Relationship of this Vision to other plans, consistent with proposed changes to TransLink's governing legislation.

we are most likely also making progress on fostering safe and healthy communities, enabling a sustainable economy and protecting the environment.

Additional Context

In addition to the RGS and RTS, this Mayors' Council Vision is shaped by provincial objectives and municipal plans. In turn, this Vision will influence and inform future updates to municipal plans.

A primary purpose of this Vision is to inform future 10-Year Investment Plans developed by TransLink and approved by the Mayors' Council, as required by legislation. Any new 10-Year Investment Plans need to identify sufficient funding to support implementation.

Value for Money

All of the investment and actions in this document have been weighed on the basis of their performance towards achieving the headline targets — how much they:

- · Reduce the distances people need to drive
- · Increase the convenience of walking, cycling and transit

The investments and actions in this document were also assessed on how much they:

- · Improve access to jobs and to markets
- Reduce congestion and improve travel time reliability on roads and transit

- · Improve public health and safety
- Reduce greenhouse gas emissions

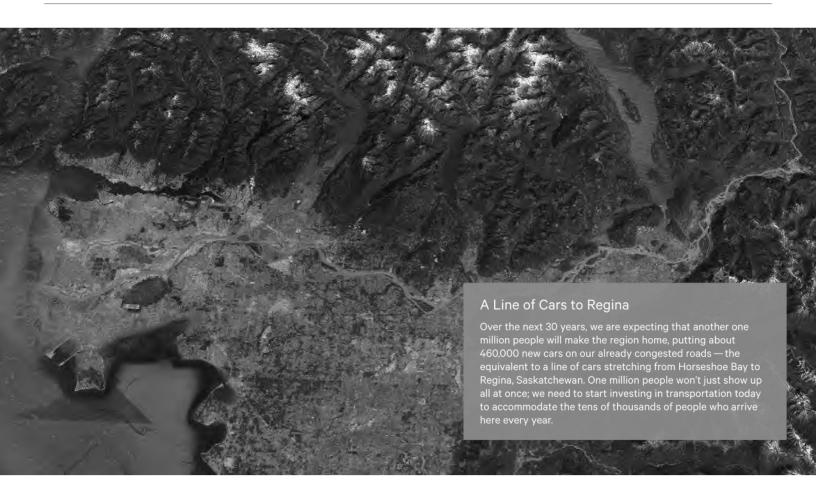
A wide range of candidate investments were considered for inclusion in this Vision. The aim, in every instance, has been to identify the most cost-effective approach to achieve our shared vision of a transportation network that moves people and goods in a way that enhances the health of our people and communities, the economy and the environment. The result is a vetted package of investments and other actions that represent what's needed to move us forward in a cost-effective and affordable way.

Health Matters

This Vision has also been shaped by the increasing recognition that transportation decisions impact our personal health.

Collaboration between TransLink, Vancouver Coastal Health, and Fraser Health has identified impacts such as air pollution, noise, road accidents, physical activity, and personal wellbeing. Reducing car dependency by providing travel choices can have a positive impact on many of these health outcomes. The active transportation and transit investments considered in this Vision offer the possibility of prevention and even treatment through increased physical activity and reduced exposure to health risks. We know that health matters and health care costs matter. We accept our responsibility to make decisions on neighbourhood design and transportation choice that can improve public health.

REGIONAL TRANSPORTATION INVESTMENTS WHAT PATH ARE WE GOING TO TAKE?



What path are we going to take?

ACT NOW, OR FALL BEHIND

The region is growing rapidly, but our transportation system is not. The Regional Growth Strategy sets out a framework for the region to grow in a compact and sustainable manner that supports less driving and more walking, cycling and transit trips. However, there is currently no funding to provide the concurrent investments needed to realize this potential increase in walking, cycling and transit that will come from more compact land use. For the time being, transit investment is limited to committed projects (e.g. Evergreen Line) and to maintaining existing services. Current funding allows for no significant new investment in the Major Road Network — the over 2,300 lane kilometres of regionally significant roads for people and goods that TransLink manages jointly with municipalities. At this funding level, we will fall behind and:

- The number of cars on the road will continue to increase, leading to more traffic fatalities, more air pollution, more greenhouse gas emissions and more congestion
- As congestion worsens, trips will be longer and less predictable for both people and goods

- Transit overcrowding will worsen and additional routes will reach capacity limits
- There will be more transit passengers being passed up by overcrowded buses and trains
- There will be no new or expanded transit service for growing communities
- There will be much slower progress in growing the region's network of safe, traffic-protected bikeways that make cycling a viable option for people of all ages and abilities
- There will be no new regionally supported investments in pedestrian connectivity, safety, or community access to transit stops/stations

We are keen to implement better demand management measures to make best use of the investments we have already made; however, we are reluctant to do so without being able to introduce, at the same time, new transit capacity to provide people with viable alternatives. Ultimately, as discussed in the final section of this document, new revenue

REGIONAL TRANSPORTATION INVESTMENTS WHAT PATH ARE WE GOING TO TAKE?

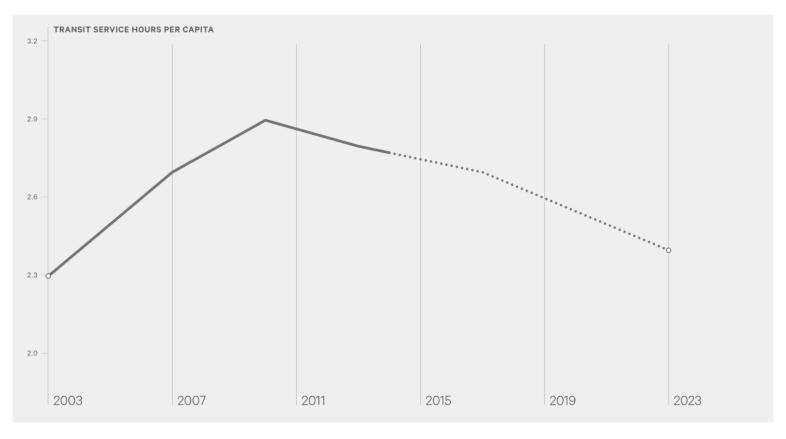


Figure 3: WITHOUT NEW INVESTMENT, WE WILL FALL BEHIND

Transit service levels per capita will continue to decline so that by 2015 we'd be at 2008 levels, leading to more crowding, more pass-ups and a worsening of the overall transit experience.

tools are required for us to realize this Vision and avoid falling further behind.

MAINTAINING WHAT WE HAVE

Our first priority is to maintain the current transportation system. We took this objective to be our starting point for building the Vision — a reference point by which we can understand what is needed just to keep the existing system running smoothly. Within 10 years we will need an additional \$140 million (2015 \$) per year just to maintain the quality of service and infrastructure as our population grows, and ensure that our assets remain in safe working condition. This level of investment would add 6% more bus service, 10% more rail service, and restore historical cost-sharing funding for road and bikeway infrastructure. Even with this level of investment:

- Only limited new transit service could be added in growing areas of the region
- Bus overcrowding and pass-up conditions would stay about the same
- Rail overcrowding and pass-up conditions would likely still worsen

- Road investment would be limited to basic safety upgrades
- Expansion of the bikeway network would continue at a slow pace
- Significant crowding and pass-up problems would remain in areas that have transit capacity needs that can't be resolved by adding more buses, such as the Broadway corridor

WE CAN AND MUST DO MORE

Simply maintaining what we have today is not good enough. With strategic new investment and targeted policies and actions, we can continue to provide a regional transportation network that will sustain our economy, support our quality of life and protect our environment.



Building the region we will want to live in over the next 30 years will require meeting our transportation needs in a way that simultaneously enhances the health of our residents and communities, our economy and our environment.

Defining the Vision

THE 30-YEAR VISION

We have a vision for the future in which we firm up our position as one of the best places in the world to live because we meet our transportation needs in a way that simultaneously enhances the health of our residents and communities, our economy, and our environment. This long-term vision is based on the Regional Transportation Strategy, which we have adopted as the foundation upon which to build a plan for near-term investment. Achieving this long-term vision requires action to:

- · Maintain what is needed in a state of good repair
- Invest in the road network to improve safety, local access and goods movement
- Expand our transit system to increase ridership in highdemand areas and provide basic coverage in low-demand neighbourhoods
- Develop safe and convenient walking connections to transit and pursue early investments to complete the bikeway network, making it possible for more people to travel by these healthy, low-cost, and emission-free modes
- Manage our transportation system more effectively: with safety and passenger comfort improvements, new personalized incentive programs, advanced technology

- and infrastructure management solutions, efficient and fair mobility pricing, and better parking management
- Partner to make it happen: with explicit implementation agreements and processes that support concurrent decisions on land-use and transportation investments, stable and sufficient long-term funding solutions, and better monitoring of progress

THE FIRST 10 YEARS

Together, the Regional Growth Strategy and the Regional Transportation Strategy define the region's agreed-upon 30-year vision for land use and transportation. This document defines the first 10 years of transportation investments and actions that we need to make that longer-term vision possible. Accordingly, this document includes:

- Investments and actions to be pursued over the next 10
 years, in response to both their urgency and their capacity to
 provide an appropriate foundation for future growth
- Information on how these investments and actions will make progress toward our regional goals
- Costs and potential funding sources that are fair and affordable

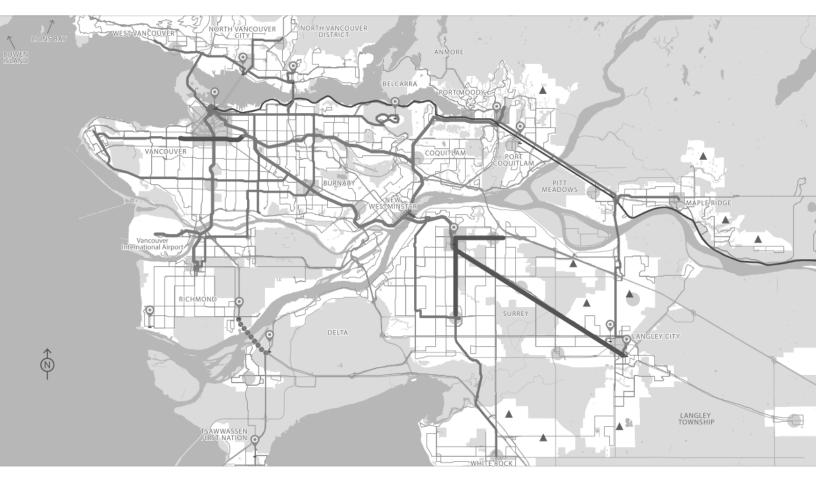
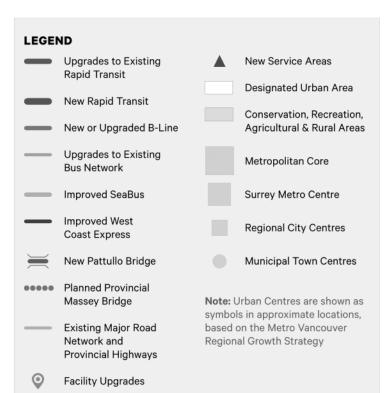


Figure 4: MAP OF 10-YEAR INVESTMENTS

Specific investments identified for implementation in the first decade of this Vision.



TRANSIT

B-LINE OR BETTER

1 upgraded B-Line and 11 new B-Lines plus transit priority on some corridors.

OTHER BUS TRANSIT

25% service hour increase over today, including frequent bus and SeaBus service, new coverage areas and additional HandyDART and NightBus service.

BUS FACILITY UPGRADES

13 new/expanded bus facilities to support expanded transit service.

UPGRADE EXISTING RAPID TRANSIT

Fleet, station and system upgrades for Expo, Millennium, and Canada Lines and West Coast Express.

SURREY RAPID TRANSIT

LRT on 104 Avenue, King George Boulevard and Fraser Highway.

BROADWAY RAPID TRANSIT

Rapid transit along Vancouver's Broadway corridor to Arbutus.

ROADS

PATTULLO BRIDGE

Replacement of the Pattullo Bridge.

MRN UPGRADES

Capital for minor MRN upgrades. Allowance for MRN additions. Increased funding for MRN operations, maintenance and rehabilitation.

CYCLING

Program funding to build cycling routes and bicycle parking.

WALKING ACCESS

Funding to support access to transit in Urban Centres and areas with high frequency transit.

SYSTEM MANAGEMENT

Expanded demand management programs (e.g. information, incentives, and integrated payments)

INVEST, MANAGE & PARTNER ACTIONS

We will pursue the 30-year Vision by focusing on the following Invest, Manage, and Partner actions in the first 10 years. We recognize that Investment alone cannot solve Metro Vancouver's transportation challenge. Additional steps are needed to Manage the system more effectively and to establish stronger Partnerships to ensure that supportive policies and land uses are in place to get the most value out of our substantial transportation investments.

Invest strategically to maintain & grow the transportation system

As elected custodians of taxpayer dollars, members of the Mayors' Council are committed to making sure that we get the most value from every dollar we invest. This means taking a more performance-based planning approach where all initiatives are evaluated equally against a common set of goals and then giving priority to the most effective combination of solutions.

The result is more efficient use of taxpayer dollars; improved transparency and accountability; and investment choices that are most likely to help the region achieve its goals. Figure 4 provides a snapshot of the proposed investments over the first 10 years of the Vision.



This Vision increases the frequency of transit service in communities across the region, and provides new transit coverage for developing areas.

INVEST: TRANSIT

An attractive and robust transit network will provide Metro Vancouver residents with a range of convenient and accessible mobility options, and is an essential element of any competitive, 21st-century regional economy. This Vision increases the frequency of transit service in most communities, adds regional transit connections, and provides new transit coverage for developing areas. This Vision also recognizes that supportive measures — such as transit-oriented land use, transit priority measures, better parking management, and walking and cycling investments — will be critical to the business case for major new transit investments and ensure appropriate demand exists or will develop to match improved transit service levels.

This Vision will add new transit services and increase service hours throughout the region — adding a total of over 400 conventional buses and mini-buses to our existing fleet of 1,830 buses, and adding a total of 1.45 million annual bus service hours by the end of the first decade of the Vision — a 25% increase over today's bus levels. Expansion of rail services will be even greater. In total transit hours, bus and rail service will expand by more than one-third over the first 10 years

of the Vision. As a result, many more people will be able to rely on transit as a convenient and competitive travel option, whether they live in higher-density, transit-oriented centres and can now count on transit for most of their trips, or whether they live in lower-density neighbourhoods and can now more reliably count on transit for their commute. This increase will provide better service to respond to existing and growing demand, building ridership and reducing overcrowding and pass-ups. It will also support long-term growth in transit usage by introducing service in newly developing areas.

The type of bus service increase will vary depending on the nature of demand, ranging from frequent all day service, which provides users with dependable service throughout the day in areas with major destinations, higher density and a diversity of land uses, to coverage service which provides a basic level of service and access to the system in lower density areas. Figure 5 describes the spectrum of service types.

Upgrades to transit service hours will include:

Introduce 11 new B-line or Better routes: Like other bus routes on the Frequent Transit Network (FTN), B-Lines

INVEST: TRANSIT

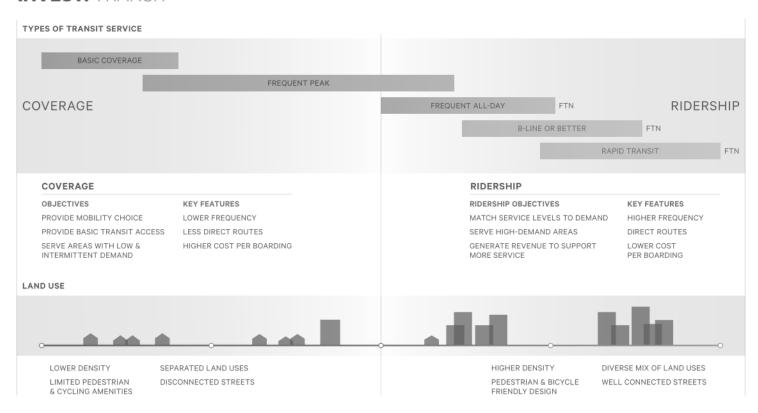


Figure 5: SPECTRUM OF TRANSIT SERVICE IN THE REGION

Transit service changes as land use changes, with transit in lower-density areas focused on providing basic coverage and transit in higher density areas with diverse land uses and many destinations focused on increasing ridership through frequent service.

provide frequent and reliable service throughout the day and across the week. Because they are limited-stop services, they have the added bonus of being fast — which can be faster than the same trip by automobile. This Vision would add more than 450,000 annual service hours and 200 kilometres of B-Line services, creating a grid network of fast, frequent and reliable B-Lines connecting regional centres across Metro Vancouver. The sequence of the B-Line introduction will be based on demand and may change based on zoned land use, rates of growth, commitment to transit priority measures and designated green space. Additionally, as rapid transit is implemented on the Broadway corridor, upgrades to existing B-Line service will be pursued on segments not included in the first phase of rapid transit expansion (e.g. Arbutus Street to UBC).

Transit priority measures on B-Line corridors will also be explored to further improve speed and reliability. Measures may include priority traffic signals, and queue jumper lanes and/or bus lanes. On some corridors or sections, B-Line services may be upgraded to levels similar to bus rapid transit (BRT) through the construction of fully separated rights-of-

way and enhanced passenger amenities — making travel even faster, more comfortable, and more reliable.

Improve and expand all-day frequent transit service (Frequent Transit Network): Providing all-day frequent service allows people to rely on transit for most of their trips. In addition to the B-Lines described above, this Vision would add 425,000 annual service hours to other FTN corridors, thereby: 1) increasing frequency in some existing all-day frequent corridors, and 2) expanding the all-day frequent network to new corridors.

Improve and expand peak frequent transit service: In some parts of the region that are primarily residential and don't need frequent service all day, frequent service will be expanded during rush hours to help more people use transit to get to school or work. This Vision would add 290,000 annual service hours to peak frequent service, thereby: 1) increasing frequency on existing peak frequent corridors, and 2) expanding the peak frequent network along new corridors.

Increase frequencies on the SeaBus: The SeaBus is one of three critical transportation links between the North Shore and the rest of the region. This Vision would add 5,200 annual SeaBus service

INVEST: TRANSIT

hours (about a 50% increase), increasing SeaBus frequency to FTN levels (every 15 minutes, all day, 7 days a week) and establishing 10-minute frequency during weekday a.m. and p.m. peak periods. A third SeaBus vessel would be put into operation during peak periods to achieve 10-minute frequency. This increase would attract riders and reduce pressure on crowded buses and traffic on the Lions Gate and Ironworkers Memorial bridges.

Expand coverage network: People need access to a basic level of transit service. In neighbourhoods with lower densities, where frequent service is not feasible, some basic level of service is still required to provide people with access to the rest of the transit system — in particular those people with few mobility options. This service requires higher levels of subsidy but serves an important social function, ensuring that no one is left behind. This Vision would add 60,000 annual coverage service hours in lower-density areas across the region where there is a need for basic service coverage and where the area meets minimum service guidelines. Examples of expansion areas include: Burke Mountain/Paddington Creek in Coquitlam; Clayton, Morgan Creek and Anniedale in Surrey; Willoughby and Brookswood in Langley; and Silver Valley and Albion/Thornhill in Maple Ridge.

Increase Custom Transit service and resources: Our population is aging and we need to ensure that travel options continue to be accessible to all residents of the region. Custom Transit (branded as HandyDART) is the region's door-to-door shared ride service for people who are unable to use public transit without assistance. This Vision would add 190,000 annual Custom Transit service hours, a service increase of approximately 30%. Given the proportion of HandyDART trips that are focused on health care and social services, we feel that this type of service should be delivered in a 50/50 cost-sharing partnership with the provincial government. This partnership approach will be pursued as part of this Vision.

Increase frequency and span of service on the NightBus network: Not everyone's mobility needs stop at 1 a.m. To ensure that night-shift workers, late-night entertainment goers, and other night owls can get home safely and affordably, this Vision would increase service frequency and extend the span of service on high-demand NightBus routes such as the N9, N17, N19, and N20 by adding 20,000 annual service hours (about an 80% increase).

Upgrade capacity and customer amenities at key transit facilities: New transit service requires upgraded and new supporting infrastructure. The service increases outlined in this Vision depend upon new and expanded transit facilities across the region. These upgrades will meet capacity needs, improve accessibility and enhance comfort, safety and community integration through enhanced wayfinding and

The Frequent Transit Network

The Frequent Transit Network (FTN) includes bus and rapid transit corridors that provide users with reliable service at least every 15 minutes and as often as every 5 minutes throughout the day and over the entire week — so frequent that you don't need to rely on a schedule and can really start to count on transit for most of your trips. It provides a network of routes around which municipalities can focus population and job growth.

About 54% of the region's dwellings and 65% of jobs are currently within walking distance of the FTN. This Vision would put FTN service at the front doors of 60% of the region's residents by 2030.

amenities, including lighting, weather protection, furniture, and landscaping. The 13 proposed bus and SeaBus facility upgrades are shown on the map at the beginning of this section. These include exchanges and/or layover facilities at Phibbs, Surrey Central, SFU, Langley, Willowbrook, Coquitlam Central, Port Coquitlam Station, South Delta, Steveston and downtown Vancouver as well as new rapid bus stations on Highway 99 at Steveston Highway and Highway 17A. An upgrade to the Lonsdale Quay floating SeaBus terminal and associated bus exchange is also included.

This program would allow for facility improvements like a new downtown Langley Exchange, where a larger transit exchange will support future transit expansion in the South of Fraser area. The new exchange, adjacent to a mixed-use, transit-oriented development, will include a transit plaza to provide waiting space and amenities for passengers including weather protection, seating, and bicycle storage.

Upgrade capacity and customer amenities on existing rail transit: The existing rapid transit lines are critical network arteries — especially the Expo Line that runs through the geographic centre of the region and that will continue to carry the most riders of any line. As population and demand grows on both bus and rail, significant upgrades to existing rapid transit lines are needed. This Vision calls for new rail fleet, upgraded stations, and upgraded facilities to meet capacity needs and improve the customer experience on all lines: the Expo Line, the Millennium Line and the Canada Line. In recent years, TransLink has been making station upgrades to improve capacity, accessibility, and customer amenities, and to install fare gates. Seven Expo Line stations are already being upgraded, including Main Street-Science World, Scott Road, New Westminster, Commercial-Broadway, Metrotown, Joyce-Collingwood and Surrey Central. This Vision would see similar improvements at additional Expo, Millennium and Canada Line stations, for example, Burrard, Edmonds and Waterfront. Specific scopes of individual station upgrade projects would

INVEST: TRANSIT

be confirmed through additional planning and coordination with project partners.

Upgrades to West Coast Express have also been identified to meet future demand. These upgrade needs will be reviewed once the Evergreen Line opens in 2016 and there is a better understanding of the relationship between demand on these two services.

Implement Surrey LRT lines: The City of Surrey and surrounding communities are among the fastest growing parts of the region, forecast to attract more than 25% of new residents and jobs over the next 30 years. This Vision would introduce light rail transit (LRT) on three corridors: 104 Avenue, King George Boulevard and Fraser Highway. While detailed design work is needed to determine optimal alignments and station locations and funding approach, the objective is to build and bring into service the first two lines—104 Avenue and King George Boulevard—in the first 7 years of the Vision. Design and construction on the Fraser Highway line will commence within the first 8 years and go into service within the first 12 years.

The objectives of these lines are to shape land use; shape travel demand; increase ridership; and reduce emissions. As a result, the business case depends upon the concurrent implementation of land-use policies, and other supporting actions such as transit priority measures, parking management and walking and cycling investments that optimize the potential for the lines' success. Achieving these objectives requires partnerships. The Partner section that follows later in this Vision document outlines the basis by which the region and municipalities will formalize Partnership Agreements. The Mayors' Council is committed to work with municipalities to have Partnership Agreements on land-use assumptions and actions, investment in connecting municipal infrastructure, and direct financial contributions in place as these projects are approved and rolled out in future 10-Year Investment Plans.

Implement Broadway corridor rail extension to Arbutus:

Broadway is one of the region's busiest transit corridors and features major population, job and institutional centres. Rapid transit will help to support this regional economic centre, and improve capacity and transportation reliability both along this corridor and on the connecting regional network. It will give all users more choices and will clear road space for more efficient use by automobiles and cyclists.

This Vision calls for rapid transit between Commercial Drive and the University of British Columbia. The first 10 years of the Vision targets implementing the first phase: extending the Millennium Line westward from its current terminus at VCC-Clark to Arbutus, with frequent B-Line bus connections continuing to UBC from Arbutus. This project will also result

Major Studies

TransLink has undertaken a significant amount of technical work to assess options for potential major investments, including:

- UBC Line Rapid Transit
- · Surrey Rapid Transit
- · High capacity rapid transit to Burnaby Mountain
- · Pattullo Bridge Review

This technical work is available for further review on TransLink's website: translink.ca/rts

in greater frequency on the Millennium and Evergreen Line (2016), which will benefit riders from across the region. During the design process for the first phase, all stakeholders will work together to conclude how and when to complete the next phase of rail to the Point Grey campus.

This line will bring provincial, regional and local value. The region is committed to constructing and operating the extension as a tunnelled alignment along Broadway, contingent upon a Partnership Agreement being established with the City of Vancouver. The City of Vancouver will be responsible for the incremental cost associated with any additional tunnelling beyond technical or functional requirements consistent with operational capacity for other rapid transit systems within TransLink. The Partnership section of this Vision outlines the basis by which the region and municipalities will formalize these partnerships. This Agreement will outline the reciprocal commitments by TransLink and the City of Vancouver in respect to land-use assumptions and actions, investment in connecting municipal infrastructure, and direct financial contributions.

This project also depends upon funding partnerships from other governments and the private sector. This funding will also be pursued as a matter of priority to ensure early implementation can occur.

Burnaby Mountain connection: There are currently 25,000 daily bus trips to and from Burnaby Mountain, and demand is expected to grow by 60% in the next 20 years. This may require a high-capacity connection from the mountain to the nearest SkyTrain station. This initiative requires further investigation and consultation, and could be advanced subject to the business case, funding, partner contributions and achievement of other initiatives contained in this Vision.



The Golden Ears Bridge is an example where mobility pricing, in the form of a bridge toll, has been implemented to finance the cost of new infrastructure.

INVEST: ROADS

The region's roads play a central role in the region's transportation system — carrying people, goods and services by foot, bicycle, bus, car and truck. The road network is also the most mature part of our transportation system, having benefited from many decades of high and consistent investment. While no major road capacity increases are needed, we still require ongoing maintenance and new investment in streets, roads, and bridges to improve safety, increase local and regional connectivity, and improve goods movement. Primarily, the approach for roads will be to use the existing network that we have today to meet regional objectives.

Pattullo Bridge replacement

The Pattullo Bridge provides a critical connection between Surrey and New Westminster, as well as to neighbouring municipalities. Yet the 76-year-old structure is in considerably worse condition than was known when it was transferred from the Province of BC to TransLink in 1999. Subsequent investigations have revealed that it is at risk in the event of a moderate earthquake or ship collision, the piers are being undermined by river scour and many components have surpassed their useful lives. On the strength of two years of careful study and consideration by TransLink, the Province and the cities of Surrey and New Westminster, this Vision proposes to replace the Pattullo as soon as possible with

a new four-lane bridge. Road usage charges will fund the majority of its cost. These charges can take several forms from bridge specific point tolls to broader time-and-distance based road tolls; see the "Price the Transportation System" section later in this document for more detail.

A new bridge, with modern lane widths, better connections, a centre barrier and high-quality cycling and pedestrian facilities, would improve traffic flow, enhance safety and satisfy demand (for drivers and goods movers) for the foreseeable future. A resilient four-lane option would minimize the immediate cost (freeing up resources for other urgent transportation investments). We will design the new bridge to not foreclose the possibility of future expansion to six lanes. This possible expansion may be considered if need arises, for example if demand increases beyond forecasts and/or the surrounding network changes. Future consideration of expansion would require all-party agreement and Mayors' Council approval.

The replacement of the Pattullo Bridge will also deliver value to users and taxpayers. As with mobility pricing on the transit system (i.e. fares), mobility pricing on the road network (i.e. bridge or road tolls) will ensure that those who benefit most directly pay for its use and use it when they need to. And because the replacement bridge is sized for the needs of the foreseeable future, and not more, less money is tied up in capacity that is not needed, saving money for bridge users.



This Vision calls for the replacement of the aging Pattullo Bridge with a new 4-lane bridge that will be funded by usage charges and contributions from the provincial and federal governments.

INVEST: ROADS

This approach, coupled with substantial investments in rail and bus services, sets us on the a course to achieve the transit-oriented future that the Cities of New Westminster, Surrey and the region as a whole are committed to building.

The Provincial government has pledged a contribution towards the replacement of the Pattullo Bridge and to seek Federal support on behalf of the region. As a priced facility, this Vision contemplates a modest contribution to the costs of a new facility, as well as participation in funding of the costly work to keep the existing structure in a state of good repair until a new bridge is completed. This full bridge replacement will significantly reduce the need for much of the costly rehabilitation work underway on the existing bridge. To ensure that public dollars are not wasted, we will move to implement a new bridge funded by usage charges at the earliest possible date.

Most of our residents feel that the current tolling reality in the region is not fair. It is essential that the Province of BC addresses this issue by bringing in a consistent approach to tolling across the region that is fair and efficient. The Province of BC has indicated an openness to revisiting its tolling policy. We are asking them to complete this work immediately as it will be an essential step in developing a rational and fair system for paying for infrastructure and managing the network. This work is particularly important as we work

together on implementing region-wide mobility pricing on the road network which would reduce or replace the existing bridge tolls in the region and support demand management on the Pattullo Bridge and other parts of the regional road network.

Major Road Network

Given the fundamental importance of the road network, especially to goods movement, this Vision includes increased funding for operations, maintenance and rehabilitation, including seismic safety and rehabilitation for pavement and structures (e.g. bridges, culverts). In addition, funding will be available for cost-sharing of potential minor capital upgrades to the Major Road Network, as well as an allocation for expanding the amount of roadway that is within this network. Ongoing review of candidate projects will prioritize upgrades for safety, connectivity in newly growing areas, and goods movement enhancements such as grade-separated rail crossings. In addition, a long-term solution to goods movement on the north shore of the Fraser River is still required.



This Vision calls for funding for high quality bikeways — 2,700km of bikeways, including 300km of traffic-separated routes — to help make cycling a real transportation option for people of all ages and abilities

INVEST: WALKING & CYCLING

Walking and cycling are the investment areas where the region can make the greatest progress toward its goals — reducing congestion and improving public and environmental health — at the lowest net cost. Walking and cycling are inexpensive, time-competitive options for short journeys. They are healthy, emissions-free, energy-efficient, space-efficient, and are the least expensive ways to accommodate trips, deferring or avoiding expensive investment in roads and transit. Every person who chooses to make a trip on foot or by bicycle also opens up transit or road space for those who have no option but to take transit or drive. As well, every transit trip and most car trips start and end with a short walk, so good pedestrian access enhances the efficiency of the whole system.

The region's climate and setting make it ideal for walking and cycling. Our own experience, and that of regions around the world, finds that the key to unlocking cycling's potential is to invest in traffic-protected bikeways that provide the safety and comfort needed to support cycling by people of all ages and abilities. And improved sidewalks, street crossings and other walking infrastructure are needed to remove barriers

and expand walking access to transit, in order to make better use of the transit system we have and ensure we get full value from any new investments. Regions that have delivered on these kinds of initiatives are reaping the benefits, and we are seeing real successes with these approaches in Metro Vancouver.

Cycling

Many of the region's municipalities are working to develop a network of high-quality bikeways. TransLink has a role to play in helping to: catalyze and accelerate further investment; coordinate network development across municipal boundaries; coordinate integration with transit; and leverage additional funding not available to municipalities. This Vision calls for cost-sharing to support the region's bikeway network and fully funding a program to develop secure bicycle parking at TransLink-owned facilities region-wide, as envisioned in the Regional Cycling Strategy.

Walking access to transit

In many places in the region, poor walking connectivity to the Frequent Transit Network and rapid transit stations



This Vision improves access to transit through cost-share funding for pedestrian upgrades near frequent transit stops and stations.

INVEST: WALKING & CYCLING

is deterring ridership and making those investments less productive than they could otherwise be. To make the most of this region's substantial transit investment, the Vision calls for TransLink to play a catalyst role in a cost-sharing program for pedestrian facility upgrades within walking distance of frequent transit stops, stations and exchanges, making possible the ridership and fare revenues on which this Vision depends. In partnership with municipalities, the program will promote the seamless integration of cycling and walking with transit in the areas adjacent to transit stops, stations and exchanges through both minor improvements and more comprehensive land-use and station/exchange area plans. Walking is also an important mode in its own right, accounting for 11% of trips in the region in 2011. This program has the additional benefit of supporting trips made entirely by walking in centres and around transit.

Longer-term candidates within the 30-year vision

There are limits to how much new investment we can advance in the first 10 years, and we know that as the region grows, new needs will emerge. We have already identified major outstanding needs: new B-Line corridors; finishing construction of the third Surrey LRT line; and the second phase of rapid transit to UBC. We're committed to completing the bikeway network over the next 25 years, and to improving goods movement on the north side of the Fraser River and to maintain and possibly expand our low- and zero-emissions transit fleet. We will also take steps to preserve future transit corridors and rights-of-way needed for implementation of this Vision in the near-term as well as to protect these rights-of-way for expansion in future generations.

MANAGE

Manage the transportation system to be more efficient & user-focused

This region has already made and will continue to make substantial investments in transportation infrastructure. To ensure that we are getting the most value out of our investments, we need to better manage what we have — by using everything from information and incentives programs to mobility pricing to encourage drivers and transit users to choose the route, time and mode that works best for them and is most efficient for the system.

Supply-management initiatives can make use of infrastructure changes and technology, like signal timing, to make the system more space and energy efficient. We also want to manage for safety, security, and improving the customer experience — using enforcement, education and design to protect transportation users from collisions and crime and to make travel easy and attractive for people of all ages and abilities.

Specific actions to pursue over the next 10 years include:

Price the transportation system more effectively: Whether you are being passed up by an overcrowded bus or train or stuck in a traffic jam, congestion is a costly, frustrating and growing problem in this region. Building more roads will only make the problem worse. True, at first the extra lanes or new highway does reduce congestion and shorten travel times. But reducing the "price" of driving in this way only stimulates demand and, very soon, more people are making more trips and travelling further — leading again to clogged up roads. Even substantial new investment in transit can't solve the congestion problem on its own. To tackle congestion and to

make sure that the significant new road capacity we have added in this region doesn't soon get swallowed up in traffic jams, there is only one tool that has a proven track record. It's the tool that we use to allocate scarce resources everywhere else in the economy: pricing.

By pricing roads and transit so that users pay less to travel on less busy routes and during less busy times of day, drivers and transit riders who have more flexibility can change when or where they decide to travel and free up valuable space for those who have no option but to travel at that time or on that route. A basic level of mobility pricing is already in place in Metro Vancouver in the form of transit fares, parking fees and bridge tolls. More refined time- and distance-based mobility pricing for both transit and roads would greatly enhance system efficiency and fairness. Revenue generated can be used to reinvest back in the transportation system.

A more comprehensive approach to mobility pricing on the region's road system has long been supported by local governments in Metro Vancouver — having been a central plank of the region's transportation strategy in 1993 (Transport

MANAGE

Goods Movement Management

Regional economic prosperity depends on the efficient movement of goods within the region — an objective which TransLink has a clear mandate to support. However, to date the region has lacked a cohesive goods movement strategy — largely because of the complexities and shared responsibilities of freight-related planning and governance. TransLink is currently working with its partners and stakeholders to develop and adopt that long-overdue strategy.

It should be noted that this region also plays an important role in national and international goods movement as a gateway between Canada and Asia-Pacific where goods are loaded and unloaded between ships, planes, trains and trucks. This trans-shipment of goods between the Port and intermodal facilities, accounting for approximately 36% of heavy truck movements in the region, is the responsibility of the Provincial and

Federal governments and should occur primarily on Provincial highways to minimize negative impacts on local communities. TransLink and local governments will continue to coordinate under senior government leadership on these issues.

Even within the domain of goods movement serving local markets, TransLink has limited authority; and so, to make progress, increased collaboration with partners is required. To support goods movement, this Vision commits TransLink and its partners to further investments in safety improvements for rail and trucks, work towards streamlining and harmonizing goods movement regulations, introduce mobility pricing on the road network to reduce congestion and make room for high-value commercial trips, and further coordination on regional data collection, analysis and planning.

2021). At that time, the strategy was to introduce more comprehensive road usage charges only after significantly better alternatives to solo driving were made available. Twenty years later, this region has made recognized progress in expanding walking, cycling, and transit options. More investment is yet needed to avoid falling behind and to make walking, cycling and transit viable options in more parts of the region — as outlined in this Vision. However, instead of putting it off to yet another day, we are now firmly committed to staging the introduction of more comprehensive mobility pricing on the road network in tandem with these investments. In this way, we'll see more immediate benefits in terms of reducing congestion, improving fairness by asking people to pay for what they actually use, and generating revenue to support needed investments across the transportation system.

For roads, this Vision proposes to implement more comprehensive mobility pricing within the first 5 to 10 years. An important early step before launching such a complex program is to undertake a major field study and consultation, beginning immediately, and undertake the necessary technical, implementation, and alternatives analysis together with our

partners to understand how best to make this transition. For transit, we will be leveraging Compass Card technology to work towards a more refined time-and-distance based transit fare system.

Improve parking management: Parking is a functional and economic necessity, but providing plentiful and free parking is an invitation to drive for even the shortest trip. This Vision will engage municipalities, parking providers, carsharing providers, and other partners to collaborate on automobile parking strategies that both support regional land-use and transportation goals and improve convenience and reliability for motorists.

Expand personal travel planning & incentives program:

To make travel choices that work best for both themselves and for the system, sometimes people and businesses just need better information about their options and have the right incentives to use them. This Vision will broaden the reach of the existing TravelSmart program with in-person travel planning consultations at the workplace, school and neighbourhood levels, and will develop technology-based



This Vision calls for managing the transportation system to be more efficient, fair and user-focused, including implementing time- and distance-based mobility pricing over the longer term for roads and transit, to keep people and goods moving.

solutions, such as Compass Card add-ons, smartphone apps, and online portals that will both improve the customer experience and promote behaviour that maximizes the productivity and cost-effectiveness of our system.

Implement integrated information & payment system: This Vision includes development of a single online and in-person hub that provides on-demand travel and goods movement information within the region, irrespective of mode or operating agency. The Vision will also work towards a single integrated payment platform — based on Compass Card — that works across all modes of transportation, including services not delivered by TransLink such as car-sharing, bicyclesharing, taxis, ferries, neighbouring transit services, auto and bicycle parking, and road user charges.

Implement transit priority measures: This Vision provides for investment in transit priority as a highly efficient way to move passengers along the region's busiest routes. Some key transit investments, especially Frequent Transit and B-Line service, will require municipal collaboration on signal priority, dedicated transit lanes, queue jumpers and other measures

that will result in a faster, more efficient, more reliable and more cost-effective transit service.

Improve road system management: Partnerships will be sought to deliver traffic management projects including system monitoring, adaptive signal control, traffic signal pre-emption, rapid incident response, roadwork permit and scheduling, and jurisdictional coordination to improve the performance of the road network and mitigate the impact of incidents on travel time reliability for people and goods. Expanded road user information through web-based channels and dynamic information signs will allow system users to make informed route choices.

Streamline and harmonize goods movement regulations:

In addition to all of the other goods movement supportive investment and management actions already described above (e.g. road and transit investment, ITS, mobility pricing), this Vision commits TransLink to working with its partners to streamline and harmonize freight-related regulations and policies across the region, including truck route designation, truck permitting, and truck size/weight/noise regulations.

PARTNER

Partner to make it happen

We firmly believe in the need for the investments and initiatives contained in this Vision and also recognize that strong partnerships will be necessary to achieve the intended objectives of these investments and management actions. In particular, the location of jobs and housing affects where and how much people, goods and services need to travel.

TransLink, which is responsible for providing the regional transportation system that moves people and goods, along with Metro Vancouver and the municipalities, which are responsible for developing land-use plans, must Partner to ensure that land-use plans and transportation investments are well aligned. There are two key issues here: one is to arrange homes and workplaces and industrial land in such a way that people and goods don't have to travel so far — no matter which mode they choose. The other is to provide road and transit investments appropriate to the land-use context — investing in transit along corridors where the conditions are in place to make it cost-effective and investing in goods movement-related road improvements to connect industrial land that is protected.

Support the region's land use vision: A primary objective of this Vision is to deliver the transportation initiatives necessary to realize Metro Vancouver's Regional Growth Strategy, which emphasizes the importance of creating a compact urban area that places affordable housing, industrial land, jobs, and major destinations in the right locations, so that walking, cycling,

and transit are convenient transportation choices and goods movement trips are efficient.

Land-use planning and transportation investment decisions need to be brought forward in tandem. An efficient transportation system that gets the most value out of the investments outlined in this Vision will leverage relationships to:

- Ensure that planned land use supports regional transportation investments, including through the introduction of a more formal process for TransLink to review major development proposals, as required in its legislation
- Facilitate municipal infrastructure projects that support efficient transit service, including walking and cycling connections to transit
- Establish partnership agreements and plans in advance or concurrent with transportation investment decisions to provide more certainty around the scope and timing of agreed-upon land-use changes, policy changes (e.g. parking management) and new transportation investments

PARTNER

Ensure effective regional coordination through strong partnerships: The complexities and shared responsibilities of regional transportation require a coordinated effort from many partners including municipalities, Metro Vancouver, TransLink, provincial and federal agencies, Port Metro Vancouver, the Vancouver International Airport, private sector businesses, and community organizations. Through this Vision, the Mayors' Council charges TransLink to take a more direct role as a convener of multi-partner dialogue and transportation planning.

Establish funding that is stable, sufficient, appropriate and influences travel choices: The investments in this Vision require stable, sufficient, and appropriate funding that is both affordable and equitable for the people of the region. Finding the right mix of funding sources in both the short and long term requires partnerships — including contributions from federal, provincial and local levels of government.

Monitor progress towards our desired outcomes:

Performance-based decisions require good information and rigorous monitoring of what is happening on the system and tracking the initiatives contained in this Vision. This Vision commits to coordinating with all partners to develop and continuously improve a regionally consistent system of monitoring, evaluation, and transparent reporting that also enables third-party analysis and facilitates the appropriate updating of strategies in future investment plans.

Partnerships are essential for major capital projects: Major capital initiatives, including rapid transit and the Pattullo Bridge, are essential for connecting the region, supporting the economy and creating sustainable communities. These are generational projects that produce local, regional, provincial and national benefits. And their significant costs also mean that all levels of government need to contribute financially in order to make them a reality.

As a region, we believe these are critical initiatives to advance immediately and, through this Vision, we are committing the region to fund up to one-third of the capital costs and to assume the long-term responsibility for operating and maintaining these services. We are counting on senior governments to match our commitment to capital and provide at least two-thirds of capital funding, reflecting the national and provincial significance of this infrastructure and their contribution to achieving provincial and national goals. We recognize current programs will need to be expanded and we will continue the dialogue with senior governments to advocate for near-term funding to realize this Vision.

As a region, we recognize host municipalities carry a substantial responsibility to integrate regional transportation infrastructure into local streets and communities. This can be a challenge in established communities, and can sometimes stretch the capacity of existing programs. To address this, TransLink will partner financially with host municipalities and large institutions to ensure this support infrastructure is put in place concurrent with the delivery of major capital projects.

PARTNER AGREEMENTS

Local communities also benefit tremendously from major capital investment, which generates higher land values, brings incremental tax revenue and supports city building objectives. We recognize that the business case for these investments depends upon host communities putting into place the conditions for success and are committed to ensuring formal partnerships are in place. As a demonstration of this commitment, and to provide surety that the full benefits will be realized, the Mayors' Council, TransLink and host municipalities will develop Partnership Agreements. These Agreements will be brought forward for approval by the Mayors' Council before or with project approval and funding by the Mayors' Council in a 10-Year Investment Plan.

PARTNER

Local Contributions

Major investments will require financial contributions from all levels of government. Through more detailed work, TransLink will work with host municipalities to design these projects to meet regional needs and fit local community visions. We recognize the role that host municipalities play in bringing these investments to life through financial contributions that reflect the local benefits and also in meeting community objectives. These project contributions will be established concurrent with project funding agreements and approvals.

1. Financial contributions:

- A. Any municipal financial contribution is intended to cost-share for a specific project providing both regional and local impact. These may be one-time, ongoing or property contributions towards direct construction costs. These contributions may also be sourced from developer or development-related mechanisms.
- B. Local financial contributions may take the form of in-kind contributions such as:
 - · The infrastructure
 - Additional or future stations, or station exchange upgrades or relocations
 - Required roadway infrastructure, for transit infrastructure or connections to new bridges
 - Contributions from developers and development activity towards stations (new or major upgrades)
 - Lump sums or ongoing contributions towards funding the construction of the project
 - Transit priority measures and municipally provided transit infrastructure (e.g. bus shelters)

2. Land use and densities around stations and corridors:

- A. Ensuring that the appropriate regulatory, zoning, development and parking policies are brought forward concurrent with project approvals to create certainty around development intentions and financial performance of the investment.
- B. Commitments to supportive plans and policies to be developed for neighbourhood, station area, corridor or other land-use designations to facilitate the conditions for successful implementation.

3. Investment and supportive actions in station areas:

- A. Constructing the connecting infrastructure and establishing management policies necessary to deliver transportation performance.
- **B.** Support frameworks for developer contributions for stations and corridor upgrades.
- c. Collaborate on potential transit-priority measures.

TRANSLINK CONTRIBUTIONS

Municipalities require reciprocal certainty on the commitments and actions that will be undertaken by TransLink. The Partner Agreements will define TransLink's:

- Planning and process commitments including ensuring direct municipal involvement
- Project investment commitments: capital, operating and phasing
- Related investment commitments: transportation service and system integration
- Policies and actions: service level expectations and thresholds
- Funding

Similar models have been used successfully in other regions, and their use in Metro Vancouver will help fully realize the benefits of these facilities and provide value to residents and taxpayers.





Some expansion can proceed quickly given existing fleet and project readiness. Timing of major service and infrastructure advancement will require procurement and design and will take longer to implement.

TIMING AND COST

The investments and actions that we pursue in the first 10 years will lay the foundation for the full 30-year Vision. In the following pages, we outline the projects and program areas that will be delivered in those first 10 years, including detailed information on cost and indications of potential timing. Actual timing will depend upon the approvals of funding, availability of existing or new fleet, facilities and supporting infrastructure.

The timing of investments will be influenced by factors such as readiness, availability and cost of labour and construction materials, the ability to secure fleet, funding certainty and financing considerations. Some expansion can proceed quickly given existing fleet and project readiness. Timing of major service and infrastructure advancement will require procurement and design and will take longer to implement. Near-term investment opportunities and priorities include accommodating expansion within existing fleet and early investment in walking access to transit and cycling followed by new fleet transit expansion in high-demand corridors.

In bringing this Vision to the region, we have assumed that the necessary funding will be approved at the earliest possible time. Funding delays will likely result in timeline changes. If full funding does not become available, projects will be prioritized based on their performance towards achieving the goals and targets outlined in the Regional Transportation Strategy.

Table 1: TIMING AND COST

AREA	PROJECT	TOTAL CAPITAL COST (2015 \$)	ANNUAL OPERATING COST (2015 \$)	TIMING YRS 0-5	TIMING YRS 6-10	
TRANSIT						
Burnaby	New B-Line: Metrotown to Capilano University via Willingdon Avenue	\$11.2 million	\$5.8 million		•	
North Shore	New B-Line: Dundarave to Phibbs Exchange via Marine Drive/3rd Street	\$9.4 million	\$4.6 million	•		
North Shore	New B-Line: Lynn Valley Centre to Downtown Vancouver via 29th Street, Lonsdale Avenue and Marine Drive	\$12.5 million	\$6.3 million		•	
Northeast Sector	New B-Line: Maple Ridge to Coquitlam Centre via Dewdney Truck Road and Lougheed Highway	\$8.1 million	\$4.1 million	•		
Langleys/ Northeast Sector	New B-Line: Langley to Pitt Meadows via 200th Street, with connections to Coquitlam via Lougheed	\$8.1 million	\$4.1 million		•	
Richmond/ Burnaby	New B-Line: Richmond-Brighouse Station to Metrotown via Knight Street, Bridgeport Road and Garden City	\$3.1 million	\$1.7 million	•		
South of Fraser	Extend 96 B-Line to White Rock Centre via King George Boulevard and 152 Street	\$3.7 million	\$1.9 million		•	
South of Fraser	New B-Line: Scott Road Station to Newton Exchange via Scott Road and 72 Avenue	\$8.7 million	\$4.4 million	•		
South of Fraser	New B-Line: Surrey Centre to Langley via Fraser Highway	\$11.9 million	\$6.1 million	•		
Vancouver	New B-Line: Downtown Vancouver to SE Marine Drive via Victoria Drive/Commercial Drive	\$7.5 million	\$3.9 million		•	
Vancouver/ Burnaby	New B-Line: Downtown Vancouver to SFU Burnaby via Hastings Street	\$4.4 million	\$2.1 million	•		
Vancouver/UEL	New B-Line: Joyce-Collingwood to UBC via 41st Avenue	\$10.0 million	\$5.1 million	•		
Region-wide	Improve and expand Frequent All-Day Service	\$84.9 million	\$43.6 million	•	•	
Region-wide	Improve and expand Frequent Peak Service	\$44.7 million	\$23.6 million	•	•	
North Shore	Increase peak frequency of SeaBus to every 10 minutes	\$31.2 million	\$4.7 million	•		
Region-wide	Improve and expand Basic Coverage Network	\$7.2 million	\$4.4 million	•	•	
Region-wide	Increase HandyDART service and resources	\$19.9 million	\$14.7 million	•	•	
Region-wide	Increase NightBus service	no capital cost	\$2.1 million	•	•	
Region-wide	New bus depot to accommodate service growth	\$150 million	\$15.9 million		•	
Region-wide	Transit facilities upgrade/expansion and new facilities programs (\$5.2M capital per annum for 10 years)	\$52 million	\$2.2 million	•	•	
North Shore	Lonsdale Quay facility improvements	\$10.4 million	\$0.2 million	•		
Region-wide	Expo Line and Millennium Line upgrades	\$765 million	\$53.5 million	•	•	
Region-wide	Canada Line upgrades	\$52.4 million	\$16.2 million	•	•	

Table 1: TIMING AND COST CONTINUED

AREA	PROJECT		TOTAL CAPITAL COST (2015 \$)	ANNUAL OPERATING COST (2015 \$)	TIMING YRS 0-5	TIMING YRS 6-10
TRANSIT						
Region-wide	West Coast Express u	pgrades	\$36.4 million	\$5.0 million	•	•
Surrey	Rapid transit in Surre	у	\$2,140 million	\$23.2 million		•
Vancouver	Rapid transit along Vancouver's Broadway corridor to Arbutus		\$1,980 million	\$22.3 million		•
ROADS						
New Westminster/ Surrey	Replacement of Pattullo Bridge (4-Lane expandable option)		\$980 million	no net new operating costs		•
	Program: Allowance	Additional operations & maintenance	_	\$4.7 million	•	•
Region-wide	for MRN additions	Additional pavement rehabilitation (\$3.6M per annum by Year 10)	\$26.3 million	_	•	•
Region-wide	Program: Capital for minor MRN upgrades (\$20M capital per annum for 10 years)		\$200 million	_	•	•
Region-wide	Program: Capital for seismic investments on MRN (\$13M capital per annum for 10 years)		\$130 million	_	•	•
CYCLING						
Region-wide	Investments in cycling network/routes and secure bicycle parking (\$16.5M capital per annum by Year 6)		\$131 million	\$1.5 million	•	•
WALKING						
Region-wide	Pedestrian improvements: access to transit (\$5M capital per annum by Year 6)		\$35.0 million	_	•	•
SYSTEM MANAGEM	MENT					
Region-wide	Expanded demand management programs (e.g. information, incentives, and integrated payments)		\$28.6 million	\$8.7 million	•	•
Region-wide	Investments in transit priority		\$193 million	no net new operating costs	•	•

Notes:

^{1.} Capital costs do not reflect impact of partner government contributions. Capital costs are 10-year totals, with the exception of rapid transit in Surrey, which reflects capital costs through Year 12. B-Line capital costs reflect savings associated with replacement of some existing services with new B-Line or Better service.

^{2.} Operating costs are per-annum figures following full project implementation. B-Line operating costs reflect savings associated with replacement of some existing services with new B-Line or Better service. Operating costs do not reflect impact of incremental fare or toll revenues.

Table 2: SUMMARY OF INVESTMENTS AND ANNUALIZED NET COST

INVESTMENT AREA	DESCRIPTION	ESTIMATED ANNUALIZED NET COST TO THE REGION (2015 \$)		
TRANSIT				
B-Line or Better Investment	11 B-Lines	\$28 million		
Other Bus Transit Service	Approx. 25% service hour increase over today, including more frequent bus and SeaBus service, new coverage areas, and additional HandyDART and NightBus service; new depot to serve bus fleet growth (including B-Lines)	\$59 million		
Transit Facilities	13 new facilities to support expanded transit service	\$4 million		
Upgrades to Existing Rapid Transit	Fleet, station, and system upgrades for Expo, Millennium, and Canada Lines and West Coast Express	\$75 million		
Surrey Rapid Transit	LRT: 104 Avenue and King George Boulevard	\$83 million		
	LRT: Fraser Highway	VOO HAMON		
Broadway Rapid Transit	Rapid transit along Vancouver's Broadway corridor to Arbutus	\$43 million		
ROAD INVESTMENT				
Pattullo Bridge	Replacement of Pattullo Bridge	Cost of Pattullo replacement is offset by user fees and provincial contribution to debt service cost		
Major Road Network (MRN)	Capital for minor MRN upgrades, allowance for MRN additions, increased funding for operations, maintenance and rehabilitation	\$36 million		
CYCLING	Program funding for cycling routes and bicycle parking	\$13 million		
WALKING ACCESS TO TRANSIT	Funding to support pedestrian access to transit	\$3 million		
SYSTEM MANAGEMENT	Expanded demand management programs (e.g. information, incentives, and integrated payments)	\$11 million		
	Investment in transit priority (e.g. B-Line or Better)	\$7 million		

Note: New regional funding would respond to the net costs of operating and financing new investments — after accounting for partner government contributions and user revenues (fares, tolls). Estimated annualized net cost to the region is the approximate amount of additional annual revenue ultimately required to deliver, operate, and maintain each project or category of investment. The figure reflects annual costs following full implementation of each project/program. Total revenue requirements include other costs associated with an expanding and aging system, for example additional costs associated with maintaining the system in a state of good repair.

Table 3: INVESTMENTS BY SUB AREA

	Regionally significant infrastructure	Burnaby, New Westminster	Langleys	North Shore	Northeast Sector	Richmond	South of Fraser	Vancouver, UBC, Electoral Area A
TRANSIT								
B-Line or Better		•	•	•	•	•	•	•
More frequent bus service		•	•	•	•	•	•	•
New bus coverage areas			•		•		•	
SeaBus: Increase peak frequency to every 10 minutes				•				•
Increase NightBus service		•	•	•	•	•	•	•
Increase HandyDART service and resources		•	•	•	•	•	•	•
Transit facilities		•	•	•	•	•	•	•
Upgrades to existing rapid transit	•	•			•	•	•	•
Surrey Rapid Transit	•		•				•	
Rapid transit along Vancouver's Broadway corridor	•	•			•			•
ROADS								
New Pattullo Bridge	•	•				•	•	
Capital for minor MRN upgrades, allowance for MRN additions, increased funding for operations, maintenance and rehabilitation		•	•	•	•	•	•	•
CYCLING								
Build the bike network over 20 years, fund cycle routes, and expand bike parking		•	•	•	•	•	•	•
WALKING ACCESS TO TRANSIT								
Funding to support access to transit		•	•	•	•	•	•	•
SYSTEM MANAGEMENT								
Expanded demand management programs (e.g. information, incentives, and integrated payments)		•	•	•	٠	٠	•	•

Langleys: City of Langley, Township of Langley

North Shore: Bowen Island, City of North Vancouver, District of North Vancouver, District of West Vancouver, Lions Bay

Northeast Sector: Anmore, Belcarra, Coquitlam, Maple Ridge, Pitt Meadows, Port Coquitlam, Port Moody

South of Fraser: Surrey, White Rock, Delta, Tsawwassen First Nation

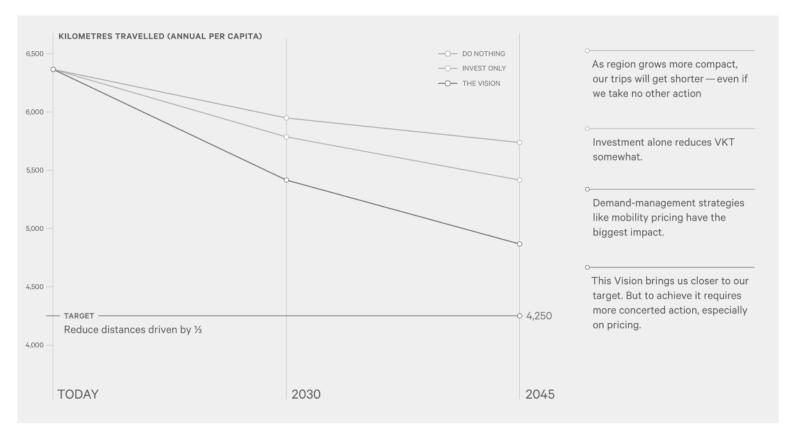


Figure 6: STEADY PROGRESS TOWARDS REDUCING PER CAPITA VEHICLE KILOMETRES TRAVELLED (VKT)

This Vision will make significant progress towards our 2045 target of making it possible to reduce the distance we drive by one-third.

OUTCOMES

The Metro Vancouver Regional Growth Strategy and the Regional Transportation Strategy set out clear goals for the region including: a sustainable economy; healthy people and communities; and a clean environment. This Vision sets out key investments and actions that will help to achieve those goals and ensure that people and goods spend less time stuck in traffic and more time doing what they really set out to do. To evaluate our progress, we have identified two headline targets that are key to our success:

- Make it possible to reduce the distances people drive by onethird
- Make it possible to make half of all trips by walking, cycling and transit

Because these metrics do a good job of capturing all of the region's goals and aspirations, the Mayors' Council evaluated each of the projects and program areas in this Vision against their ability to help reach those targets. We also weighed the entire package for its impact on:

- Access to jobs
- · Roadway congestion

- · Transit overcrowding
- Travel time reliability for people and goods
- The need to own a car (and access to jobs and services for people without a car)
- Public health and safety, including air pollution, traffic collisions and physical activity
- · Greenhouse gas emissions
- Land consumption

By 2045, the actions in this Vision will reduce the distances that people drive by 24% — about three-quarters of the way to our target of 33% (Figure 6). This progress comes partly through the investment in alternatives to driving, but fully three-quarters of that progress is from the introduction of time- and distance-based road tolls. Clearly, to make further progress on this target, pricing will need to play a pivotal role. We should note that, although the amount driven per person is going down, we're still adding more than a million people to the region over the next 30 years. As a result, the total amount of driving will still increase somewhat, but not by nearly as much as it would have if we had taken no action.

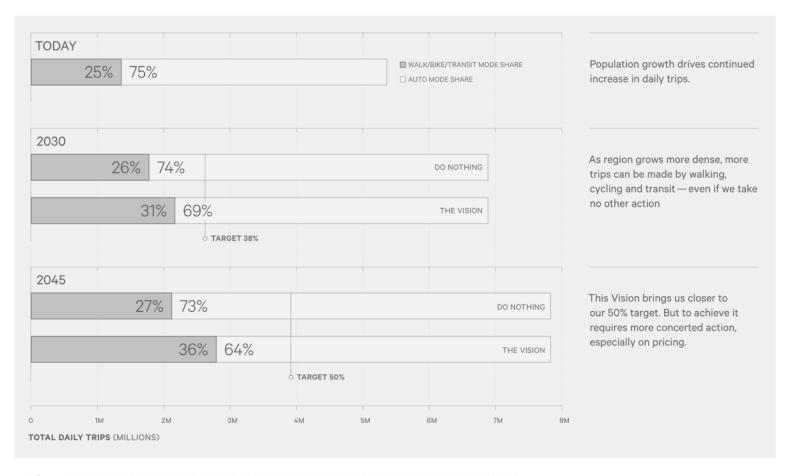


Figure 7: STEADY PROGRESS TOWARDS OUR WALK, BIKE AND TRANSIT MODE SHARE TARGET

This Vision will make significant progress towards our 2045 target of making half of all trips by walking, cycling or transit.

The actions in this Vision will bring the walking, cycling and transit mode share from 25% today to 36% by 2045 — representing more than 1 million new trips by these modes and about half of the way to our target of 50% (Figure 7). Again, while we are making good progress towards this target, we need to redouble our efforts if we hope to achieve it by 2045.

With fewer cars, less driving, and more walking, cycling and transit, this Vision will generate a host of other benefits. With more affordable travel choices, we'll save money — on average, about \$500 per household every year. Households who are able to give up one car because of much improved transportation choices will save almost \$10,000 every year. We'll also save time — reducing congestion on the roads by 10%, reducing commute times by 20 to 30 minutes in some of the region's most congested corridors, and coming close to eliminating the problem of leaving people behind on the curb by buses that are too full to pick up any more passengers. These transportation improvements provide strong support for the economy, as people gain new access to tens of thousands of jobs, and businesses gain new access to tens of thousands of new workers. We'll make progress on

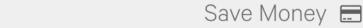
provincial and regional climate protection targets — keeping transportation emissions at today's levels even as we grow by more than a million people. And we'll see major health gains with about 200 lives saved every year due to the health benefits of more walking and cycling and fewer traffic fatalities as a result of less driving. These substantial public health, safety and wellness benefits have been recognized by the two regional health authorities — Vancouver Coastal Health and Fraser Health — both of which indicate strong support for transportation investment.

Thus, this Vision constitutes a significant advance toward our collectively held regional goals, resulting in positive outcomes that we can continue to build upon later by completing projects we cannot afford in the first 10 years and, critically, by continuing to manage and price the system for efficiency and fairness, and working closely with our partners to support the creation of compact, transit-oriented communities that support efficient and sustainable travel choices.

EVERYONE BENEFITS

Once the region implements this 10-Year Vision, we will...

Save Time @



SPEND LESS TIME STUCK IN TRAFFIC

This Vision will almost eliminate transit pass-ups and reduce traffic congestion by 10% allowing you to save 20-30 min per day in travel time on some of the region's most congested corridors.

EXAMPLE TRANSIT TRAVEL TIME SAVINGS (RETURN TRIPS)

 $30min \rightarrow$

- Surrey Centre to Coquitlam
- Ladner to Langley

20min →

- Lynn Valley to New Westminster
- Central Broadway to North Surrey

EXAMPLE AUTO TRAVEL TIME SAVINGS (RETURN TRIPS)

20min →

- Steveston to North Surrey
- Metrotown to the Langleys

15min \rightarrow

- Surrey Centre to Vancouver
- North Shore to Tsawwassen

SPEND LESS MONEY GETTING AROUND

If your family drives to work most days, this Vision will put more than \$500 back in your hands every year.

Save \$200 \rightarrow on things like gas and maintenance by spending less time idling in traffic

Save $$300 \rightarrow$ in wasted time by moving faster

If your family takes transit to work most days, this Vision will save you \$1000 every year by cutting the cost of wasted time.

Families can save more than \$10,000 per year by giving up one car and taking transit. By building the Vision, this will be a realistic option for 70% of the population — or 1.5 million more residents - who can now walk to frequent transit.

% OF RESIDENTS WITHIN WALKING DISTANCE OF FREQUENT TRANSIT

TODAY	2045
50%	70%
5%	25%
15%	30%
	50%

Be Safer & Healthier •

SAVE LIVES AND PREVENT INJURIES

With less traffic, fewer serious collisions and more opportunities for active travel, this Vision will save about 200 lives and prevent about 4000 serious injuries every year.

A Sustainable Environment

REDUCE CLIMATE CHANGING EMISSIONS

Protect our most valuable asset with a transportation system that maintains our current carbon footprint even as we grow by more than 1 million people.

Enable a Sustainable Economy \$

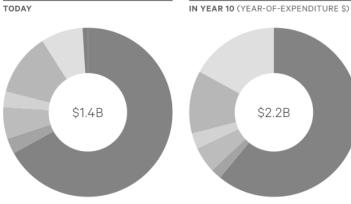
IMPROVE ACCESS TO JOBS AND MARKETS

Keep our businesses competitive by moving goods and delivering services faster and more reliably and providing access to 10% more potential workers, more jobs, and more markets.

REGIONAL TRANSPORTATION INVESTMENTS

DEFINING THE VISION: FINANCIAL IMPACT

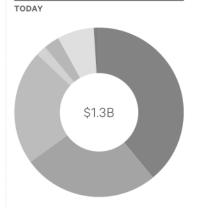
EXPENSES

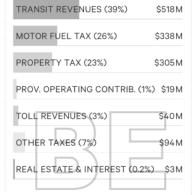


TRANSIT OPERATIONS (66%)	\$896M
SECURITY (2%)	\$32M
ADMIN (6%)	\$87M
ROAD, BRIDGE, CYCLE (3%)	\$47M
CAPITAL REPAYMENTS (12%)	\$169M
INTEREST EXPENSE (8%)	\$111M
CONTINGENCY (1%)	\$15 M



REVENUE SOURCES







TRANSIT REVENUES (37%)	\$800 M
MOTOR FUEL TAX (15%)	\$328 M
PROPERTY TAX (19%)	\$410 M
PROV. OPERATING CONTRIB. (35	%) \$55M
TOLL REVENUES (5%)	\$103M
OTHER TAXES (5%)	\$106 M
REAL ESTATE & INTEREST (1%)	\$20 M
NEW REVENUE SOURCES (15%)	\$329 M

Figure 9: FINANCIAL IMPACTS

Implementation of this Vision over the next 10 years will increase expenditures and will require the use of new revenue sources. New revenue of \$329M in Year 10 is shown in year-of-expenditure dollars; this figure is equivalent to the 2015 \$ amount of \$275M, as shown in Figure 10.

Note: Total revenues and total expenses are not equal in some years, reflecting modest deficits or surpluses (depending on the year) within allowable limits.

FINANCIAL IMPACT

This Vision includes plans for \$7.5 billion in new capital spending, the financing and operation of which would increase TransLink's annual budget from \$1.4 billion (2014) to \$2.2 billion — representing an average annual increase of approximately 5% (including inflation).

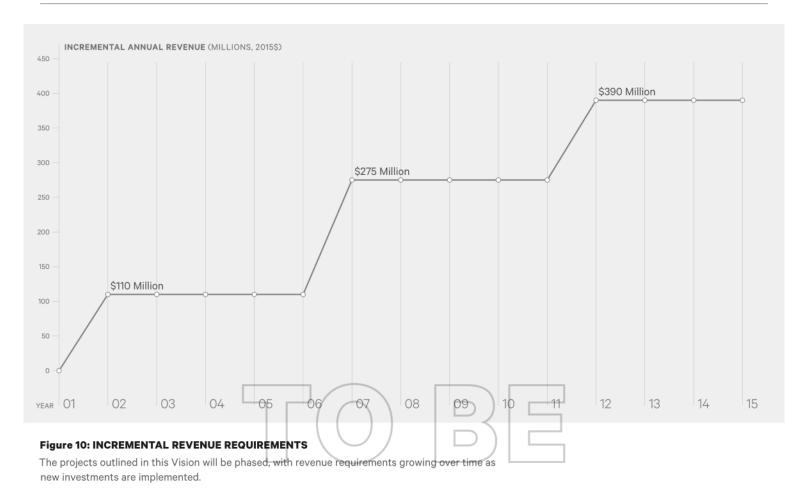
The gap between TransLink's current revenues and what is necessary to pay for this program is estimated at \$1.9 billion (in inflated, year-of-expenditure dollars) over the 10-year period — after counting anticipated revenue from new transit services and from tolls on a new Pattullo Bridge. This gap must be filled with operational savings, with revenue from new sources, and/or with increases in existing sources. Given project phasing, revenue requirements (in 2015 dollars) would step up in three stages (see Figure 10): starting at \$110 million per year by Year 2; rising to \$275 million per year by Year 7; and to \$390 million per year by Year 12. The new revenue amounts presented here would be sufficient to fund all investments and programs in this Vision. Further expansion would depend upon the availability of additional funding.

Success of this program rests on the following assumptions:

- New funding sources are approved in time to permit new revenue to flow by the start of 2016. (Funding delays might also delay implementation, which could increase costs.)
- Partner governments provide a total of \$3.5 billion (year-of-expenditure dollars) in capital contributions to new rapid transit investments and upgrades to existing rapid transit, including contributions of one-third of eligible expenditures from both the provincial and federal governments. (Any shortfall could reduce the scope or delay the completion of this Vision.)
- Federal gas tax funds continue to support regional transit capital investments, in line with historical levels of \$122 million per year, increasing annually with inflation.
- Tolls (i.e. bridge tolls or region-wide road tolls) are available
 to finance the Pattullo Bridge replacement, with the Province
 offsetting (during initial years of operation) any debt service
 costs in excess of toll revenues.

REGIONAL TRANSPORTATION INVESTMENTS

DEFINING THE VISION: FINANCIAL IMPACT



A range of factors could affect the 10-year implementation schedule for this Vision, including labour and material costs, timing of other major investments in the region, and financing considerations. In particular, we must continue to manage our fiscal affairs in a way that ensures ongoing and affordable access to capital from financial markets. By policy (consistent with governing legislation), TransLink maintains a cumulative funded surplus of at least 10% (12% in Years 1 through 3) of its operating budget to protect against unanticipated financial challenges. Failure to honour this policy or maintain TransLink's credit rating could also drive up costs and affect project timing. With these considerations in mind, the Mayors' Council is committed to this Vision; the 10-year timeline, while ambitious, is achievable and practical.

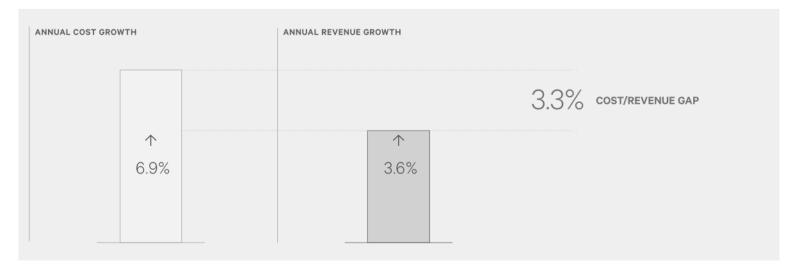


Figure 11: RECENT TRENDS IN COSTS AND REVENUES: OUR MOUNTING CHALLENGE

Rapid population growth and inflation mean that costs are growing every year. And, while we're seeing some growth in transit fare revenue, fuel sales tax revenue is declining every year because of less driving and more fuel efficient vehicles. Ultimately, the growth in current revenue sources is not keeping up with the growing need, meaning that the cost/revenue gap continues to grow every year.



How do we pay?

In 2010, the Province and Mayors' Council signed a Memorandum of Understanding to work together on solutions to fund needed transportation investments over the long term. In the time since, the Mayors' Council has been unwavering in its efforts to resolve this difficult and complex challenge. Of the options available, we have laid out our preferred approach below.

WHY NEW FUNDING SOURCES ARE NEEDED

Three factors contribute to the regional need for new transportation funding sources. First, current funding sources are capped at their maximum legislated rate or, in the case of the gas tax, the revenue levels are in decline, so TransLink is losing ground against inflation. Second, more people are choosing to take transit, creating additional demand on transit service and infrastructure. And third, the regional population is expanding. Figure 11 demonstrates the current relationships between revenues, costs and demand.

Transit users in Metro Vancouver currently pay for about 52% of transit operating costs (not including capital costs), which is a high cost-recovery ratio by industry standards.

Fare increases are generally limited by legislation to 2% per year. These annual increases are already assumed in the base revenue projections. Routine increases beyond 2% per year may be feasible if legislation is amended, but increased fares have the effect of reducing ridership.

Fuel taxes provide TransLink's second-largest revenue source after fares. But as fuel prices have gone up, people have driven less, bought more fuel-efficient vehicles, and/or taken advantage of improved transit service. As a result, fuel tax revenues are declining, a trend that is forecast to continue.

Property taxes are TransLink's third-largest revenue source. By legislation, the total amount of TransLink property tax collected region-wide can regularly increase by a maximum of 3% per year. This, however, does not mean that property taxes increase by 3% for every property. For example, for property tax from residential properties, the growth in dwellings over the past decade averaged about 2% per year, while the property tax rate increase per household for regional transportation has been about 1%. In real terms, the purchasing power of property tax contributions per capita are decreasing

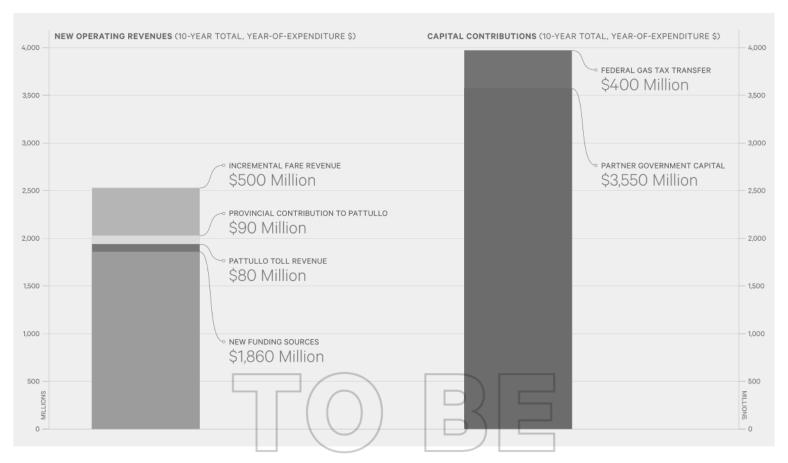


Figure 12: SOURCES OF OPERATING REVENUE AND CAPITAL CONTRIBUTIONS

This Vision depends on significant partner government contributions, increased revenues from fares and tolls, and new funding sources. New funding sources would support both operating expenses and debt service for capital investments.

as the combination of population growth and inflation exceed the 3% annual growth rate.

THE WAY FORWARD ON FUNDING

This Vision counts on significant capital contributions from senior government, additional ridership revenue from new services. After taking these revenues into account, the region will have to raise additional funding, as presented in Figure 10. As discussed in the Financial Impact section, required additional funding would grow over time to \$390 million per year (in 2015 dollars) by Year 12. These incremental increases in funding are a substantial increase, but are not out of line with historic population growth rates and continuing growth in our rapidly growing region.

Members of the Mayors' Council are committed to exhausting all available options before asking households and businesses to increase the amount that they pay in fees or taxes. The first step is always to seek savings within our current funding envelope, and we are pleased that TransLink has succeeded this year in generating a \$47.9 million funded surplus in 2013. Multiple audits, including one in 2012, confirm that TransLink

is an efficient and well-run organization and that further costcutting measures would have a more substantial impact on customer service. In addition, TransLink continues its effort to reduce fare evasion on the transit system by stepping up enforcement.

While a good start, cost-cutting measures alone can't begin to cover the needs of this rapidly growing region over the coming decades.

In 2011 and 2012, the Mayors' Council, in conjunction with the Province and TransLink, oversaw the development of a list of potential funding sources for regional transportation, a set of objectives for evaluating them, and an assessment of their potential effectiveness for our region. In early 2013, the Mayors' Council identified five new revenue tools that we believe are the best candidates for generating necessary new revenues: a regional carbon tax, a vehicle registration fee, a regional sales tax, land value capture and mobility pricing on the road system. Appendix F provides more detail on these five sources as well as the proposed funding framework outlined below.

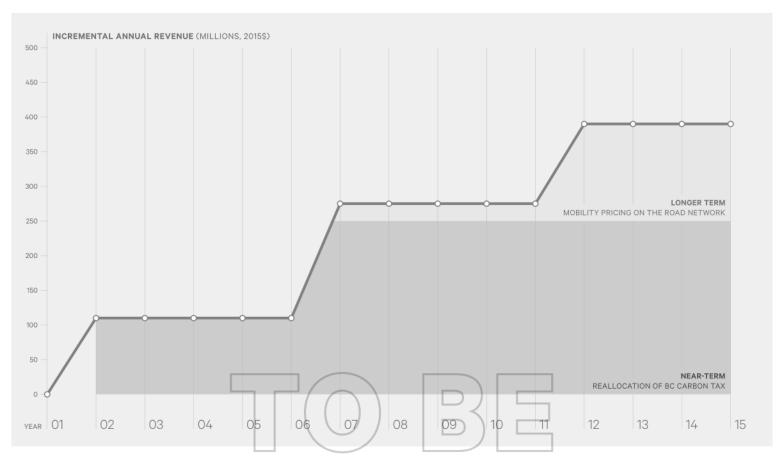


Figure 13: ILLUSTRATIVE PHASING OF INCREMENTAL REVENUE

The near-term period will be funded through BC Carbon Tax and supplementary sources, including land value capture. By Year 7 a more consistent, region-wide approach to pricing road usage will be implemented to provide the further revenues required to deliver the Vision, as well as to provide additional replacement revenues to allow a \$0.06 per litre reduction in the fuel sales tax.

In recent months we have examined how best to draw from this short list to fund the first 10 years of this Vision. We expect that the Vision will rely heavily on one or two of these revenue tools, although other smaller funding sources may also be needed. We also expect that sources will shift over time; some sources may be readily available while others, like mobility pricing on the road system, require much more time to implement. All of these considerations are described in more detail in the draft funding framework in Appendix F.

From an assessment of multiple funding options, we have developed a preferred approach that:

- Performs well against sets of criteria established by both the Mayors' Council and the Province (described in the Funding Framework in the Appendix)
- Is balanced between different sectors of the economy/ society
- · Grows in size over time to keep pace with growth
- · Is relatively stable and resilient over time

The Government of British Columbia is the ultimate decision-maker for major new or expanded funding sources for regional transportation in Metro Vancouver. In the section below, the Mayors' Council has identified our preferred approach to funding for consideration by the Province and we look forward to further discussion on this important subject.

NEAR TERM: Reallocate carbon tax revenues from the region to transportation

In the near term, our preferred approach is to generate approximately \$250 million per year by redirecting to regional transportation a portion of the BC Carbon Tax paid to the Province by Metro Vancouver residents and businesses. This funding source could be implemented all at once or phased in by the end of the decade to correspond with the regional funding need. The BC Carbon Tax is lauded by experts and governments around the world as an effective way to reduce carbon emissions. The positive greenhouse gas reduction benefits of this tax would be greatly increased if the revenues were directed to investments in transit, cycling and walking that provide residents with more alternatives to the private automobile. This approach would better support the original

Mayors' Council Guiding Principles for Funding Regional Transportation

- System expansion should not occur at the expense of maintaining existing or future system performance and the ongoing state of good repair of infrastructure.
- Transportation projects will undergo a rigorous alternatives review including full life cycle cost analysis prior to approval.
- Capital projects expanding or improving the network will be evaluated on impact to the overall network's ability to move goods and people and support land use objectives.
- Revenue sources should provide pricing signals to link desired user behaviour to overall transportation objectives.
- Funding should be generated from the goods movement sector to
 offset costs attributed to the transportation of goods throughout
 Metro Vancouver, recognizing its role as a gateway to the Province
 and the nation.
- Collectively, funding sources should be reliable and predictable, but adjustable against each other as revenue levels change over time.
- Funding options should be economically efficient in their administration and collection.

- 8. Transit fare rates should be sensitive to public affordability.
- Historically, property taxes have been a foundational funding source that reflect the broad benefits of the transportation system but should not increase.
- 10. As newer more effective revenue sources are introduced, reductions should be considered for funding sources that make the funding mix inconsistent with the principles stated herein.
- 11. As the Metro Vancouver Region is a key conduit within the provincial and national goods movement strategy, senior levels of government should provide continuing funding to support the transportation needs of the region and the country.
- 12. Collaboration should exist between TransLink, the Province and Metro Vancouver to ensure alignment with the Regional Growth Strategy and the stated outcomes of regional transportation funding and investment.
- Funding sources chosen should support sound environmental policy, including legislated reduction of greenhouse gases, and manage demand efficiently.

Approved by resolution of the Mayors' Council on Regional Transportation on May 3rd, 2011

intent of the BC Carbon Tax which is to contribute to the Province's target of reducing greenhouse gas emissions in BC by one-third by 2020 (over 2007 levels).

If the Government of British Columbia chooses not to pursue a reallocation of the existing BC Carbon Tax, another option is to increase the existing BC Carbon Tax rate (currently at \$30/ tonne since 2012), for the Metro Vancouver Region specifically to support regional transportation investment. If the Government of British Columbia chooses to increase the BC Carbon Tax for the Metro Vancouver region, it should consider a province-wide increase to also deliver funds to other regions for greenhouse gas reduction initiatives as identified by each region.

LONGER TERM: Staged introduction of mobility pricing on the road network

Over the longer term, the Mayors' Council is committed to implementing time-and-distance based mobility pricing on the road network as an efficient, fair and sustainable method of helping to pay for the transportation system. There are many real-world examples of this approach: numerous highways

across Europe and North America, including Ontario's Hwy 407; variably priced toll lanes in the United States, including Minneapolis and Los Angeles, and more comprehensive city-wide time-and-distance-based road tolls in Singapore. These places have implemented pricing on their roads to manage congestion, support strong economies and fund the transportation alternatives that residents and businesses desire. Developing and implementing a system that meets the needs of this region and province will likely take five to eight years, a schedule that aligns with the roll-out of the majority of the transit expansion in this Vision. Mobility pricing on the road network would help generate funding to implement the remainder of this Vision and shift taxation away from the fuel sales tax — which is a declining revenue source due to increased vehicle efficiency and leakage to areas outside of the region. By generating \$250 million per year from a fair, region-wide approach to mobility pricing on the road network, we will be able to fund the remainder of this Vision and at the same time reduce the price paid at the pump by about \$0.06 per litre.

REGIONAL TRANSPORTATION INVESTMENTS

HOW DO WE PAY?

We are committed to undertaking the necessary technical, implementation, and consultation work with the Province and our partner agencies to understand how best to make this transition to a more effective, fair and consistent approach to mobility pricing on the road network. An important early step is for TransLink to launch a mobility pricing field study in the next year that will help us identify the most promising approaches for implementation that will maximize the benefits for road users and help to minimize any negative impacts.

This Vision calls for usage charges to help pay for the capital cost of the new Pattullo Bridge and to manage demand. A regional introduction of comprehensive time-and-distance based road tolls would lead to a significant reduction or replacement of the existing bridge tolls on the region's currently tolled crossings, including the Pattullo. In this regard, we are particularly pleased that the Province has indicated a willingness to revise its current tolling policy. We look forward to working together on a new policy that will protect the Province's own income expectations while also providing a fair and effective system for funding new investments and managing transportation demand in a rapidly growing and congested urban region.

SUPPORTING SOURCES: Land Value Capture

Land Value Capture mechanisms can also help offset the costs of major transit infrastructure. These could be used as a source of funding for local financial contributions as discussed in the Partner section. These mechanisms function by capturing a portion of the increased land value derived from improved accessibility to new, high-value transit infrastructure. Although it doesn't have the revenue potential of other sources, it could allow municipalities or TransLink to recapture some of the benefit that accrues to land developers and/or property owners and to use that revenue to support new regional transportation infrastructure. Legislative changes

may be needed to apply these mechanisms, but it is at the discretion of municipalities on how best to generate agreed-upon local financial contributions.

THE BIG PICTURE

Investment of this duration and scale will require contributions from all levels of government, as well as from businesses, users and residents. Figure 12 demonstrates this reality. Senior governments, who reap significant tax revenue from our successful region, are best able to muster the resources to finance these necessary capital investments. Transit users will also contribute substantially, paying fares on new transit services. Municipalities and developers will contribute more for transit investment through local financial contributions specified in partnership agreements. The remaining funding needs rest upon the region's residents, through a combination of user fees and taxes. This final piece is often the most difficult but we are confident that the proposed funding solution presented here will successfully deliver the transportation investments needed over the long term while adhering to the funding principles established by the Mayors' Council and the Government of British Columbia.

REGIONAL TRANSPORTATION INVESTMENTS

MAKING IT HAPPEN

Making it happen

The investments and management strategies identified in this document constitute a practical, affordable and necessary workplan for the next 10 years and a Vision for the next 30. Perhaps even more critically, this Vision presents a resolution to more than a decade of struggle over regional transportation financing. The measures proposed here will be sufficient, finally, to put the integrated transportation system on firm financial footing, for the next decade and beyond. With this Vision, Metro Vancouver residents can be confident that they will get the transportation choices they need for a price they can afford, and that the wrangling over money will be ended. This Vision also results in a more fair and equitable transportation system, ensuring that there is a better match between how much drivers and transit users pay and how much they use the road and transit networks.

In building this Vision, we as members of the Mayors' Council on Regional Transportation have worked hard to identify the most urgent and necessary improvements. We are sharply aware of the high cost of living in this region and deeply reticent to propose any increase to those costs. But with a growing congestion problem already apparent — and with a million new residents expected over the next 30 years — we recognize that failing to act would exact a much higher cost. Without these investments, congestion will worsen. Buses and SkyTrains will overfill. Commerce will slow. New transportation investments — when they are made at all — will go exclusively to resolving the worst choke points, leaving little or nothing for the necessary and transformative infrastructure to provide many more residents with sustainable transportation choices and to support the livability of the region.

We can do better. Our economy, our quality of life and our region's health and its economic and environmental security depend upon it. We cannot afford to miss this opportunity: to protect *and* build on the successes we already enjoy in this bountiful and beautiful region.

Within the region, we are committed to raising the revenue to support the Vision; we will also work together to ensure that regional transportation investments roll out in lockstep with land-use management decisions that will give those investments the best chance of success. This cooperation is key to building the compact, walkable, livable and healthy network of communities that we want and need. We now must reach out to our federal and provincial governing partners. We have identified an important role for all levels of government to make this Vision a reality. We trust that provincial and federal leaders will recognize the vital role that efficient transportation must continue to play in Canada's most important Pacific port and most popular tourist destination. And we ask that they allocate resources and enable the region to leverage our own resources in support of the Vision.

We must also reach out to the public to understand whether this is a Vision that has broad support, and if not, we must adapt it, quickly, in the coming months.

Beyond public support, a number of factors need to align in order for this Vision to be delivered at once, including funding, labour availability for construction and operation, and others. As we move ahead, we may discover it is not possible to achieve the entire Vision at once. If this is so, we will scale the Vision to the resources available, prioritizing those actions that most effectively contribute to the region's goals. The established prioritization framework used to build this Vision will be a good starting point for those decisions.

With this document, we envision a region that is even more efficient, more livable, more beautiful and more prosperous than the one we all enjoy today. We now must come together with the federal and provincial governments and the public to make sure that we've got this right. Our future, together, depends upon it.

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British Columbia Green Infrastructure Proposals March 2016

Transit

Surrey and Broadway

- Major transit projects in Metro Vancouver Surrey (L line) and Broadway corridor rapid transit.
- Additional SkyTrain cars to meet demand growth over next decade and to support expansion of rapid transit.

Evergreen Line

 The Evergreen Line SkyTrain extension (11 kms from Burnaby to Coquitlam via Port Moody including six new stations) plus expansion to the Lougheed Station, and 28 new advanced light rapid transit vehicles.

Province Wide

 The Province is also investing in transit infra-structure, including CNG buses, capacity and service quality upgrades.

Pacific Gateway

George Massey Tunnel Replacement Project:

• It is a vital goods movement route that fuels our local, regional, provincial and national economies.

Pacific Gateway Corridor Improvements:

 Supporting congestion reduction at key interchanges, economic development, goods movement and market access across the province.

Port of Vancouver

- Improvements to support the movement of goods through the Port of Vancouver. Projects include:
 - Deltaport Truck Staging
 - Railway Crossing Information System
 - Philips Overpass
 - Electrification Opportunity

Vancouver International Airport Electrification Opportunity

 Potential opportunities include terminal infrastructure upgrade to LEED standards, electrification of ground fleet, new and clean backup generation, geoexchange and rainwater collection.

World-leading marine rescue tug capability

Intertie

 Second 500 kV intertie between BC and Alberta - Expanded intertie capacity would increase the ability for BC to provide flexible, dependable clean electricity and capacity to Alberta which would also support the development of wind generation in Alberta and the phase out of coal. There are two alternatives: Southern intertie (488km constructed in parallel with the existing line) and Northern iIntertie (628km from Fort St. John in BC to Edmonton)

Clean Vehicles & Transportation

Public charging stations

 Electric Vehicles – Funding for Public DC Fast Charging Station deployment

Pilots of Commercial Fleets (i.e. taxis and buses) Home Charging Stations

 3,200 electric vehicles in BC today forecasted to grow to 66,000 electric vehicles by the end of 2024.

Fuelling Infrastructure – Hydrogen Fuel Cell Vehicles Natural Gas Vehicle Purchase Incentive (CNG/LNG) Fuelling Infrastructure - Natural Gas

Funding and Tax credit (CNG/LNG)

Alternative Fuels and Green Power:

- BC Ferries will convert two vessels to dual fuel (diesel or LNG)
- 50 CNG buses in operation in Kamloops and Nanaimo
- Federal support for CNG fueling stations is critical

Highway Maintenance:

 B.C. uses technology that re-uses existing asphalt surface for over 450 lane kilometres/yr

Homes and Buildings

Existing Home Envelope Upgrades Incentive Program

insulation, air-sealing, windows

Space and Water Heating – Incentive Program

high efficiency equipment for homes and buildings

Net Zero Energy Ready Design - Incentive Program

- Buildings super-efficient new building construction and deep retrofits
- Homes super-efficient new home construction

Enhance forestry sector markets and products

- Building codes for light industrial buildings to be built with wood
- Co-fund projects with the Federal Government under the Investments in Forest Industry Transformation (IFIT) program with atmospheric benefit over conventional products.
- Continue to promote use of wood in buildings

Carbon Neutral Capital Programs

Children's and Women's Hospital

Biomass energy centre to replace current 1950s-era plant boilers

Royal Columbian Hospital (RCH)

Energy Centre to replace outdated mechanical systems

Simon Fraser University (SFU) Burnaby Campus

 Biomass Energy Project - replace the existing heating plant, and convert waste and waste energy into heat and hot water for the campus and surrounding neighbourhood

Existing Program – Hospitals, Schools and Universities Program

Upgrades to HVAC

Remote Communities

Reduction of diesel use in off-grid communities

- Renewable energy projects, demand side management and LNG
- Partnerships with Clean Energy BC

Upstream Electrification of Natural Gas

The Peace River Electricity Project

Electrify natural gas production in the Peace region

Transmission Line North of GMS

Electrify natural gas production in the Peace region

Midstream Natural Gas

Midstream Clean Infrastructure Program

New credit program to reduce GHGs in the pipeline sector

Bicycles

Bike Lanes

 B.C. increased BikeBC funding to \$18M over the next three years to assist communities build cycling infrastructure and multi-use paths - an increase of 50% over the last three years.

Enhanced Forestry

Growing More Value - Silviculture

Enhance future timber supply

Increased Reforestation

 Government directed program to restore carbon in public forests that have no legislated reforestation obligations.

Risk Adaptation

Meteorological observation and warning systems

 Partner with Canada to modernize and expand meteorological observation and warning systems in B.C.

Wildfire and Flood Prevention and Mitigation

• \$150M for wildfire and flood prevention and mitigation initiatives.

Agricultural Water Infrastructure

- Partner with Canada to invest in agricultural water infrastructure development to secure agricultural water for food security and economic growth in the Agrifoods sector.
- Examples of infrastructure needs include:
 - Dams
 - Large-scale reservoirs
 - Ground water wells
 - New and improved irrigation systems
 - Upgrades for greater efficiency
 - Expansion of irrigation to bring more land into production
 - Soil moisture readers (promotes water conservation)
 - Water treatment (food safety)

Structural and Non-Structural Measures

 Cost-shared funding to communities for structural and nonstructural risk mitigation measures to address current and emerging risks for agrifoods and seafood from flooding, sea level rise, and wildland/ agriculture interface forest fires. Page 184 to/à Page 194

Withheld pursuant to/removed as

s.16;s.17

Page 195 to/à Page 196

Withheld pursuant to/removed as

s.13;s.17

Project:	Highway 77, Fort Nelson River Bridge &	Cost:	\$39.5 M
	Highway 97: Mile 58 Passing Lane		
Proponent:	Ministry of Transportation and Infrastructure	Program:	BCF-PTIC-NRP
Location:	North of Fort Nelson / North of Ft St John		

Project Description(s)

Fort Nelson River Bridge Replacements and Approaches

The new superstructure will be designed to accommodate:

- 2 x 3.6m driving lanes
- 2 x 1.0m shoulders
- Standard concrete bridge parapets

The bridge approaches will be designed to accommodate:

- 80 km/h design speed
- 2 x 3.6m lanes
- 2 x 1.5m paved shoulders
- Gravel rounding

Highway 97 Passing Lanes At Mile 58

• Southbound passing lane (3.6m lane) with 1.5m paved shoulder

Project Benefits:

- The potential \$152 billion GDP and 944,500 person-years employment benefits associated
 with the HRB natural gas development cannot be overlooked. The new bridge is an
 important investment as it provides transportation network efficiency and market access to
 the extensive natural resources. The existing single-lane bridge will become a major
 bottleneck and severely hinder the expansion of the resource industry.
- The Multiple Account Evaluation results show that the new bridge will yield a positive net present value of \$17.87 million and a benefit cost ratio of 1.66, primarily from Time-savings.
- Similarly, the proposed Mile 58 passing lanes on the Highway 97 corridor, which is part of
 the national highway system and is the main overland connection for Northern BC, Yukon,
 NWT, Alaska, and to the rest of the country, will enhance the level of service, increase
 mobility by reducing congestion, and improve safety along the corridor.

Project Total Cost and by Funding partners:

	Past	2015/16	2016/17	2017/18	Total
TOTAL	\$1,903,000	\$5,520,302	\$27,706,484	\$4,370,214	\$39,500,000
Federal		\$2,091,651	\$13,560,742	\$1,892,607.	\$17,545,000
Provincial	\$1,903,000	\$3,428,651	\$14,145,742	\$2,477,607	\$21,955,000

Project Schedule:

Fort Nelson River Bridge:

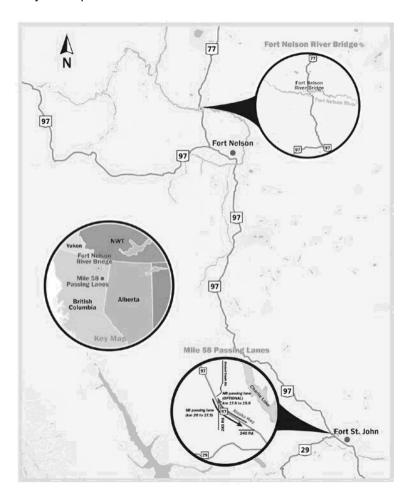
Detailed Design February 2015 Tender Construction Contract September 2015 Start Construction November 2015 Project Completion June 2017

Hwy 97 SB Passing Lane at Mile 58

Preliminary Engineering August 2015
Detailed Design February 2016
Property Acquisition March 2016
Tender Construction Contract April 2016
Start Construction Summer 2016
Project Completion Fall 2016

Next Milestone for Federal Cost Sharing: Announced

Project Map



Project:	Highway 16 CNR 28 Mile Grade Separation	Cost:	\$37 M
Proponent:	Ministry of Transportation and Infrastructure	Program:	BCF-PTIC-NRP
Location:	40 km East of Terrace		

Project Description:

The CNR Mile 28 Level Crossing located on Highway 16, approximately 40 km west of Terrace and 104 km east of Prince Rupert. The crossing is on the westernmost leg of Canada's transcontinental railway system and is the last remaining level crossing on Highway 16 between Prince Rupert and the Alberta Border. The railway and highway share a narrow right of way constrained by the Skeena River on the south side and mountains of the Coast Range on the north. The highway transitions from a 90 km/hr design to a 40 km/hr reverse curve across the tracks in order to stay within the available CNR and Provincial Crown ROW.

Project Benefits:

Benefits include safety, time and vehicle operating cost savings driven by four effects of the grade separation:

- eliminates the stopped delay due to train traffic
- eliminates the speed change cycle due to the 40 km/hr curve
- reduces the travelled distance
- reduces the collision rate by realigning the highway

Project Total Cost and by Funding Partners:

	Past	2015/16	2016/17	2017/18	2018/19	Total
s.16,s.17						

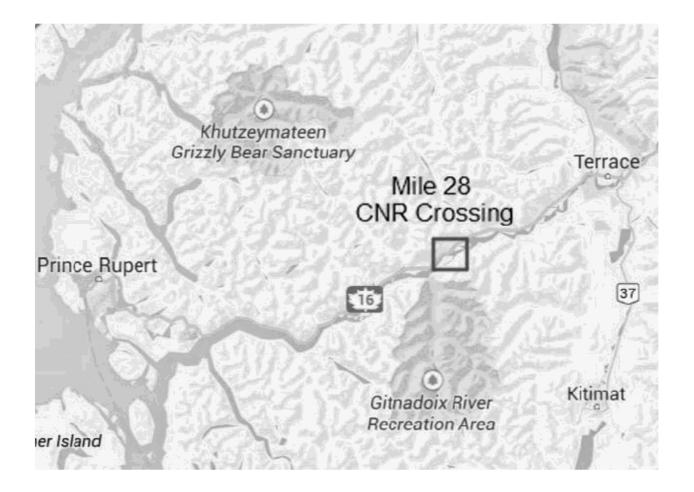
^{**} Federal Contribution amounts are based on signed copy of "Canada-BC Highways Agreement on the NBCF-PTIC-NRP

Project Schedule:

ember 2014 Febr	2015
	ruary 2015
arch 2015 s.13,s	.17
TBD	TBD
]	181011 2013

Next Milestone for Federal Cost Sharing Confirmation: Announced

Project map



Project:	Northwest Regional Airport (Terrace-Kitimat) Facility	Cost:	\$16.3 M
	Expansion		
Proponent:	Northwest Regional Airport YXT	Program:	BCF-PTIC-NRP
Location:	Terrace BC		

Project Scope:

The project includes 1,573 square meters of new building to house check-in counters, baggage security system, baggage make-up area, airline offices, cargo facility and security screening. There will also be renovation of 1,110 square meters of existing building, joining the existing airline offices and counters and the existing security boarding area to create one larger security boarding area. Non-aeronautical work mainly relates to improved parking facilities. The project is the first of four phases of planned terminal upgrading.

Project Benefits:

An increase in capacity of the air terminal building will allow continued unrestricted growth of the NWRA. The airport will be able to accommodate larger passenger volumes and establish a first class facility for northern British Columbia. In terms of the NBCF program objectives, the project is of both national and regional significance, supporting economic growth and stronger communities. The communities served by the NWRA include Terrace, Kitimat, Prince Rupert, Port Edward, Masset, Skidegate, Queen Charlotte City, Port Clements, Gitiga't Nation, Gitxaala Nation, Haisla, Moricetown, Smithers, New Hazelton, Gitanmaax, Hagwilget, Sik-e-dakh, Kispiox, Gitanyow, Gitlaxt'aamiks, Stewart, Iskut, Tahltan, Dease Lake, Good Hope, Kitsumkalum, Kitselas, Gingolx, and Laxgalt'sap.

Project Costs and Funding Partners:

	Total
Provincial Contribution	4.4
Federal Contribution	4.4
Northwest Regional Airport*	7.5
Total Costs	16.3

^{*\$250,000} Northern Development Initiative Trust grant is included in NWRA share

Project Schedule:

Project is tendered and under construction. Completion expected by end of 2016.





Project:	Hwy 1, Hoffman's Bluff to Chase Road	Cost:	\$47.51 M
Proponent:	Ministry of Transportation and Infrastructure	Program:	BCF-PTIC-NRP
Location:	West of Chase BC		

Project Description:

Four-laning Highway 1 starting at the east end of the Pritchard to Hoffman's Phase 2, extending approximately 5km through Neskonlith IR #2 to the east boundary of IR#2. In addition to 4-laning, the project includes a large Section 35 *Indian Act* land transfer, including Certificate of possession lands, completion of a Neskonlith Indian Band Land Use Study, and multiple access improvements

Project Benefits:

- s.13,s.17
- •
- Provides assured passing opportunities that will reduce driver frustration
- Provides safer access to Neskonlith IR and modern geometrics that improve safety and provide consistency with adjacent upgrade

Project Schedule:

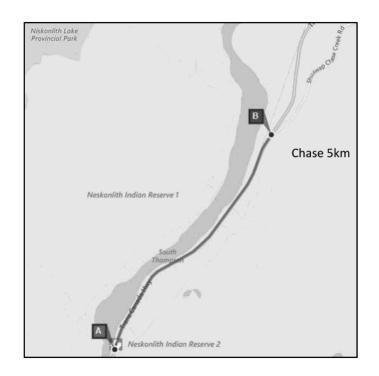
- Preliminary design underway, completion spring 2016
- s.13

Project Costs and Funding Partners:

\$M	Past	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
s.13,s.16,s.17								

Cost estimate is preliminary and under review. Further engineering and risk assessments are underway to confirm scope and refine the cost estimate.

Next Milestone for Federal Cost Sharing: s.13



Page 205 to/à Page 206

Withheld pursuant to/removed as

s.13;s.17

Project:	Highway 1 Lower Lynn Interchanges Phase 2 & 3	Cost:	\$78 M
Proponent:	Ministry of Transportation and Infrastructure	Program:	BCF-PTIC-NRP
Location:	North Vancouver B.C.		

Project Description:

The overall project scope includes three phases;

Phase 1 Mountain Highway Interchange (see separate Project Brief)

Phase 2 involves construction of a new Fern St. Interchange; re-configuration of Mount Seymour Parkway /Lillooet Rd. Intersection; construction of new Mount Seymour Parkway to Highway 1 northbound on-ramp; and completion of Keith Road Widening and Re-alignment.

Phase 3 involves re-configuration of the northbound to westbound loop ramp at **Dollarton Interchange**; extension of the westbound to southbound ramp at Dollarton Highway; construction of: a new Seymour Boulevard connector; a northbound to westbound off-ramp connection to Seymour Boulevard connector and on-ramp; installation of a new signalized intersection at Dollarton Highway and Seymour Boulevard; new pedestrian/cyclist/emergency vehicle structure over Highway 1 (Crown Overpass); and construction of a "North Side Connector" roadway between Old Lillooet Rd. and Mountain Highway.

Project Benefits:

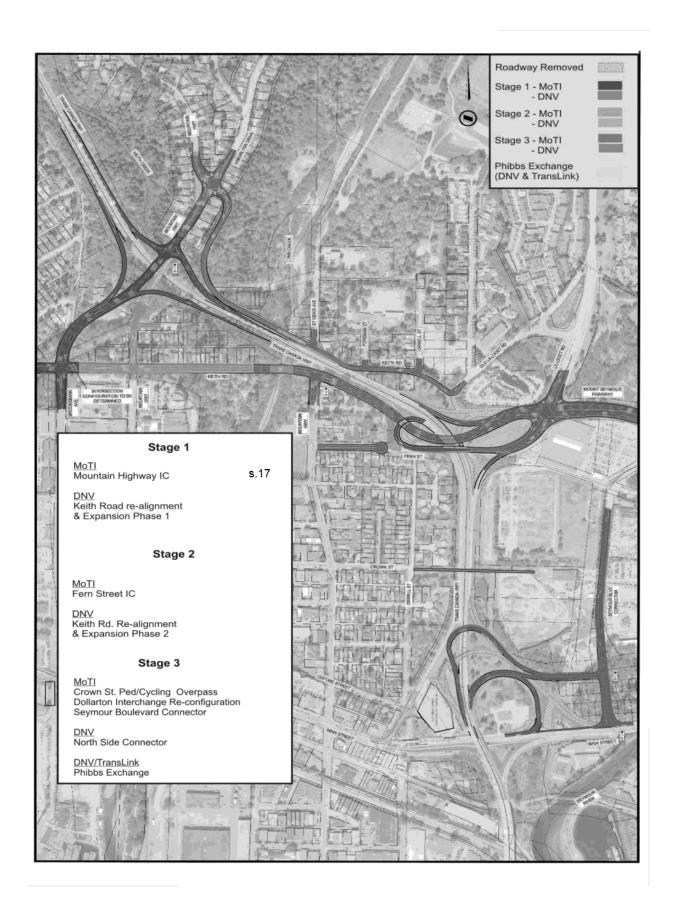
The lack of alternative east-west and north-south routes on the North Shore forces all traffic through the same congested corridors where vehicle queues impact Highway 1, regional, local and neighbourhood traffic using these same arterial roads.

The Ministry and District of North Vancouver have jointly developed a comprehensive multi phased plan to improve the operations of both Highway 1 and the municipal roadways connecting with the highway. This plan will be implemented in a number of phases due to affordability and constructability issues. Key Project Benefits include:

- Mitigation of merging and weaving issues between Main Street and Mount Seymour Parkway;
- Reduction in Highway 1 queuing caused by on-ramp friction;
- Enhanced intersection performance;
- Improved municipal east-west connectivity;
- Improved access and expandability for the Phibbs Transit Exchange;
- Improved connectivity at Mountain Highway;
- Improved connectivity to Highway 1 (southbound and northbound);
- Minimal community impacts beyond construction period;
- Improvements to safety, mobility, and reliability for local, regional, and provincial traffic.

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s.13;s.17



Project:	Highway 1, 216th Street Interchange and 6 Laning,	Cost:	\$59 M
Proponent:	Ministry of Transportation and Infrastructure	Program:	BCF-PTIC-NRP
Location:	Township of Langley		

Project Description:

The proposed scope is to widen Highway 1 to 6 lanes from 208 Street to 216 Street to join the recently widened portions of Highway 1 to the west. The preferred interchange concept provides a directional on/off ramp in each quadrant as well as a connecting overpass between them. At the off-ramp terminal intersections at 216 Street, it is assumed signalization would be provided along with auxiliary turning lanes.

Project Benefits:

A new full movement interchange at 216 Street combined with a six laning of Highway 1 between 208 Street and 216 Street is required in response to development plans for the area and increasing eastwest traffic volumes.

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Project Schedule:

Activity	Start Date	Completion Date
Design	January 2015	March 2016
Property Acquisition	February 2016	August 2016
Tender	s.13,s.17	
Construction	s.13,s.17	

Project Costs and Funding Partners:

\$M	PAST	15/16	16/17	17/18	18/19	Total
Provincial	s.16,s.17					
Federal Contribution	_					
Township of Langley	_					
Total Costs						

Next Milestone Federal Cost Sharing: AiP letter received.



Figure 1 Proposed Diamond Interchange at Highway 1 and 216 Street.

Project:	Highway 1, Admirals Road/McKenzie Avenue Interchange	Cost:	\$85 M
Proponent:	Ministry of Transportation and Infrastructure	Program:	BCF-PTIC-NRP
Location:	Saanich B.C.		

Description:

The project scope involves construction of an interchange, improvements for transit, pedestrians and cyclists mobility including a grade separated structure for the Galloping Goose Regional Trail crossing of McKenzie Avenue to remove conflicting vehicles, pedestrians and cyclist movements. Problems identified at this location include:

- Functional deficiency at level of service F during both peak hours
- Safety issues with an accident rate 2.5 times higher than the provincial average
- Congestion significantly reducing travel times during both the AM and PM peak periods
- Indirect westbound access to the Hwy 1 creating queues and issues north of the intersection along McKenzie Avenue
- Delays to transit service creating issues with transit operations and ridership
- Cycling and pedestrian conflicts at the Galloping Goose Regional Trail at grade crossing

Project Benefits:

• Improve safety at the existing Hwy 1 Admirals Road/McKenzie Avenue intersection which has a collision rate that is 2.5 times higher than the provincial average.

s.13,s.17

 Support alternative modes, including pedestrians and cyclists, as well as future provisions for HOV and/or transit vehicles.

Project Total Cost and by Funding Partners:

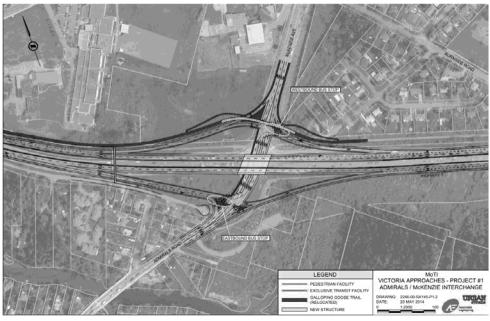
\$M	PAST	15/16	16/17	17/18	18/19	19/20	Total
Provincial	s.13,s.16,s.17	7					
Federal Contribution							
Gross Costs	_						

Project Schedule:

Activity	Start Date	Completion Date
Preliminary Engineering	October 2012	March 2015
Design	April 2015	Spring 2016
Property Acquisition	August 2015	June 2016
Tender	s.13,s.17	
Construction	s.13,s.17	

Project Map:





Concept Design showing full diamond interchange. Partial cloverleaf also under consideration

19 Hwy 1 216th to Hwy 11 (6 lanes; 3 O/Ps; 2 I/Cs)

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Page 241 to/à Page 243

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Page 261 to/à Page 262

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Reference:

251644

STRICTLY Confidential

November 19, 2015

Rehana Din, Chief Financial Officer BC Pavilion Corporation 999 Canada Place, Suite 200 Vancouver BC V6C 3C1

Dear Rehana Din:

Re: Budget 2015/16 to 2017/18

On February 17, 2015, government tabled *Budget 2015*, its updated three-year Budget and Fiscal Plan, and ministry and Crown Agency Service Plans for the 2015/16 to 2017/18 period. As required by the *Balanced Budget and Ministerial Accountability Act*, government forecasts surpluses in each year of the fiscal plan of \$284 million in 2015/16, \$376 million in 2016/17, and \$399 million in 2017/18.

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Fiscal Targets and Capital Management

Budget 2015 has incorporated PavCo's net deficits targets for 2015/16 of \$12.151 million, 2016/17 of \$13.543 million and net income target of 2017/18 for \$1.167 million.

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Contaminated Sites

In 2014/15, a new accounting standard for contaminated sites (PS3260) was implemented and liabilities associated with contaminated sites arising from the accounting policy change were established through retroactive restatements

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Public Sector Compensation

2014 Economic Stability Mandate (2014 Mandate)

The 2014 Mandate provides the potential for four additional general wage increases based on the performance of the British Columbia economy. All collective agreements negotiated so far contain these opportunities.

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Page 05 to/à Page 06

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Policy or Project Proposals with Financial Implications

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Other Submissions

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As required, we will communicate any revisions to government's priorities and directives as they relate to PavCo that may not have been specifically addressed in this letter.

On behalf of the ministry, I thank you and your staff for your continued commitment to managing within your fiscal plan targets and your ongoing support in this regard.

Sincerely,

Nancy Bain, ČPA, CA Assistant Deputy Minister

Finance and Management Services Department

Enclosure

.../8

Copy to: Lindsay Kislock, Assistant Deputy Minister

Partnerships Department

Dave Stewart, Chief Financial Officer and Executive Director

Finance and Management Services Department

Carol Bishop, Executive Director

Crown Agencies

Finance and Management Services Department

INFORMATION REQUIREMENTS AND EVENTS CALENDAR - CARO FEBRUARY 2015 TO FEBRUARY 2017

SERVICE DELIVERY CROWNS (SDC)	COMMERCIAL CROWNS (CC)
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THESE DATES ARE SUBJECT TO CHANGE. PLEASE CONFIRM DATES SENT OUT BY ORGANIZATION REQUESTING THE MATERIAL. REVISED: SEPTEMBER 21, 2015

2014/15 Third Quarterly Report and 2015/16 - 2017/18 Budget and Service Plans tabled in the Legislature. February 17, 2015 > Crowns to have briefed Ministers Responsible and provided briefing material.

February / March 2015	Annual Report Guidelines*	CARO issues Guidelines to the ministry and Crowns.
April 2015	Multiculturalism Report	Multiculturalism Branch issues annual instructions to Crowns.
April 2, 2015	2013 Annual Report*	Crowns with Dec 31 year end, submit first draft to the ministry for review.
April 16, 2015	Preliminary 2014/15 Comparative Financial Statements	Submit to OCG (for Crowns with a Dec 31 year end, the 2014 Audited Comparative Financial Statements and the March 2015 YTD Actuals).
April 30, 2015	Multiculturalism Report	 Ministries and Crowns to submit annual 'Reports on Multiculturalism' to Deputy Ministers.
	Energy Consumption Data	 Crown corporations must load all Energy Consumption Data into SMARTTool for Carbon Reporting. Ministries are exempt from this as there is data is loaded by SSBC.
May 1, 2015	2013/14 Annual Report*	Crowns with Mar 31 year end, submit first draft to the ministry for review.
May 8, 2015	2013 Annual Report*	Crowns with Dec 31 year end, submit Board approved draft to Ministers for review.
May 15, 2015	2014/15 Audited Comparative Financial Statements	Crowns submit to OCG.
	Quarterly Capital Plan Update	 Submission of capital project information to ministries for use in updating the CPS database. This information is also to be used when completing the First Quarter Revised Forecast submission.
May 22, 2015	2014 Annual Report*	 Crowns with Dec 31 year-end must send one copy of final Board and Minister approved Annual Report to ministry per instructions outlined in CARO Annual Report Guidelines.
	Fourth Quarter CPS Database Update	 Ministry to update project profiles in CPS database using the information submitted to them by the SDCs on May 15, 2015. Revised capital spending totals to be used when preparing quarterly SDC forecasts.
May 29, 2015	2015/16 Budget Submission Update & Preliminary 2016/17-2019/20 Projections	 SDCs submit to TBS reporting changes in the capital plan as submitted to CPS; these projections must be consistent with Treasury Board's direction and approved targets as communicated to the ministry from time to time.
	2015/16 Budget Submission Update & Preliminary 2016/17 – 2019/20 Projections	CCs submit to TBS.
May 30, 2015	Carbon Neutral Action Report (CNAR)	 Final CNAR must be received by Climate Action Secretariat prior to May 30, 2015. Final offset payment must be made to the Ministry of Environment prior to May 30,

Information Requirements and Events Calendar – CARO February 2015 to February 2017

SERVICE DELIVERY CROWNS (SDC)	COMMERCIAL CROWNS (CC)
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THESE DATES ARE SUBJECT TO CHANGE. PLEASE CONFIRM DATES SENT OUT BY ORGANIZATION REQUESTING THE MATERIAL. **REVISED: SEPTEMBER 21, 2015**

		2015.
May 31, 2015	Multiculturalism Report	Ministries and Crowns submit final report to Multiculturalism Branch as per instructions.

Prior to May 29th, 2015

Crowns with Dec 31 year end, last date for Ministers Responsible to table 2014 Annual Reports.

June 2015	2014/15 Executive Compensation Disclosure Statements	 Crowns disclose all compensation provided to the Chief Executive Officer and the next four highest ranking/paid executives and provide excel templates and disclosure statements to Public Sector Employer's Council Secretariat(PSEC) by a date to be determined. A broad disclosure is coordinated by government and scheduled for release before September.
June 9, 2015	2014/15 Annual Report	Crowns with March 31 st year end, submit Board approved draft to Ministers for review.
June 24, 2015	2014/15 Annual Report*	 Crowns with Mar 31 year end send final Board and Minister-approved 2014/15 Annual Report to ministry as per instructions outlined in CARO Annual Report Guidelines.
June 30, 2015	Financial Information Act (FIA)	 Crowns with Dec 31 year end, FIA reporting requirements to be forwarded to ministry and subsequently posted on Crown's website.
	Board Appointee Remuneration Disclosure	 Crowns covered under Treasury Board Directives 3/11 and 2/11 report actual remuneration paid in previous fiscal year to their Board appointees on their own or ministry website and notifies PSEC.

June 22-30, 2015 Release of Public Accounts, 2014/15 Annual Service Plan Reports (including Crowns with Mar 31 year end) and 2015 Financial and Economic Review.

July 15, 2015	Quarterly Capital Plan Update	 Submission of capital project information to ministries for use in updating the CPS database. This information is also to be used when completing the First Quarter Revised Forecast submission.
July 17, 2015	2015/16 First Quarter YTD Actuals	Submit to OCG (for Crowns with Dec 31 year end, 2015 Second Quarter YTD Actuals).
July 23, 2015	First Quarter CPS Database Update	 Ministry to update project profiles in CPS database using the information submitted to them by the SDCs on July 15, 2015. Revised capital spending totals to be used when preparing quarterly SDC forecasts.
July 29, 2015	2015/16 First Quarter Revised Forecast & 2016/17 – 2019/20 Projections	 Submit to TBS (for SDCs with Dec 31 year end, 2015 Second Quarter Revised Forecast & 2016-2019 Projections) (to be approved by Boards/Chairs prior to submission); these projections must be consistent with Treasury Board's direction and approved targets as communicated to the ministry from time to time.
August 2015	Mandate Letters	 CARO issues the template to the ministry to prepare Government's strategic direction to Crown corporations.
August 6, 2015	2015/16 First Quarter Revised Forecast & 2016/17 – 2019/20	 Submit to TBS (for CCs with Dec 31 year end, 2015 Second Quarter Revised Forecast & 2016 – 2019 Projections) (to be approved by Boards/Chairs prior to submission).

Information Requirements and Events Calendar – CARO February 2015 to February 2017

SERVICE DELIVERY CROWNS (SDC)	COMMERCIAL CROWNS (CC)
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THESE DATES ARE SUBJECT TO CHANGE. PLEASE CONFIRM DATES SENT OUT BY ORGANIZATION REQUESTING THE MATERIAL.

REVISED: SEPTEMBER 21, 2015

Projections	
First Quarterly Report Communications Plans and Release Information	Due to TBS for CCs preparing separate public releases.

September 7–11, 2015

Release of the First Quarterly Report

> Crowns to have briefed Ministers responsible and provided briefing material.

September 15, 2015	Mandate Letters	 ADM approved drafts for CARO review. Submission dates may vary for AVED and Health.
September 30, 2015	Financial Information Act (FIA)	 Crowns with Mar 31 year end, FIA reporting requirements to be forwarded to ministry and subsequently posted on Crown's website.
October 2015	Service Plan Guidelines*	 CARO issues Service Plan Guidelines to ministry and Crowns. Crowns begin preparing draft 2016/17 – 2018/19 Service Plans incorporating direction provided in 2016/17 Mandate Letter.
October 14, 2015	Quarterly Capital Plan Update	 Submission of capital project information to ministries for use in updating the CPS database. This information is also to be used when completing the First Quarter Revised Forecast submission.
October 16, 2015	2015/16 Second Quarter YTD Actuals	Submit to OCG (for Crowns with Dec 31 year end, 2015 Third Quarter YTD Actuals).
October 22, 2015	Second Quarter CPS Database Update	 Ministry to update project profiles in CPS database using the information submitted to them by the SDCs on October 14, 2015. Revised capital spending totals to be used when preparing quarterly SDC forecasts.
October 23, 2015	2015/16 Second Quarter Revised Forecast & 2016/17 – 2019/20 Projections	 Submit to TBS (for SDCs with Dec 31 year end, 2015 Revised Forecast & 2016 – 2019 Projections) (to be approved by Boards/Chairs prior to submission). These projections must be consistent with Treasury Board's direction and approved targets as communicated to the ministry from time to time.
October 30, 2015	2015/16 Second Quarter Revised Forecast & 2016/17 – 2019/20 Projections	 Submit to TBS (for CCs with Dec 31 year end, 2015 Third Quarter Revised Forecast & 2016 – 2019 Projections) (to be approved by Boards/Chairs prior to submission).
	Second Quarterly Report Communications Plans and Release Information	Due to TBS for CCs preparing separate public releases.

November 23 – Release of the Second Quarterly Report 27, 2015 > Crowns to have briefed Ministe

> Crowns to have briefed Ministers Responsible and provided briefing material.

December 14 – 18, 2015	Budget Direction	 Treasury Board decisions conveyed to responsible Ministers. Responsible Ministers inform Crowns if there are any Treasury Board directions.
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INFORMATION REQUIREMENTS AND EVENTS CALENDAR – CARO FEBRUARY 2015 TO FEBRUARY 2017

SERVICE DELIVERY CROWNS (SDC)	COMMERCIAL CROWNS (CC)
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THESE DATES ARE SUBJECT TO CHANGE. PLEASE CONFIRM DATES SENT OUT BY ORGANIZATION REQUESTING THE MATERIAL. **REVISED: SEPTEMBER 21, 2015**

December 14, 2015	Quarterly Capital Plan Update	 Submission of capital project information to ministries for use in updating the CPS database. This information is also to be used when completing the First Quarter Revised Forecast submission.
January 7, 2016	Third Quarter CPS Database Update	 Ministry to update project profiles in CPS database using the information submitted to them by the SDCs on December 14, 2015. Revised capital spending totals to be used when preparing quarterly SDC forecasts.
January 8, 2016	2015/16 Third Quarter YTD Actuals	 Submit to OCG (for Crowns with Dec 31 year end, 2015 Preliminary Actuals) (draft, subject to final confirmation by January 31).
January 12, 2016	2015/16 Third Quarter Revised Forecast and 2016/17 - 2019/20 Budget Projections	 Submit to TBS (for SDCs with Dec 31 year end, 2015 Preliminary Actuals & 2016 - 2019 Projections) (to be approved by Boards/Chairs prior to submission); these projections must be consistent with Treasury Board's direction and approved targets as communicated to the ministry.
January 15, 2016	2015/16 Third Quarter Revised Forecast and 2016/17 – 2019/20 Budget Projections	 Submit to TBS (for CCs with Dec 31 year end, 2015 Preliminary Actuals & 2016 – 2019 Projections) (to be approved by Boards/Chairs prior to submission).
	Third Quarterly Report Communications Plans and Release Information	Due to TBS for CCs preparing separate public releases.
	2015 Carbon Neutral Action Reports (CNAR)	 Crown corporations receive instructions and templates from Climate Action Secretariat (CAS) to prepare and submit 2015 CNAR.

February 16, 2015/16 Third Quarterly Report and 2016/17 – 2018/19 Budget and Service Plans tabled in the Legislature. > Crowns to have briefed Ministers Responsible and provided briefing material.

February / March 2016	Annual Report Guidelines*	CARO issues Guidelines to the ministry and Crowns.
April 2016	Multiculturalism Report	Multiculturalism Branch issues annual instructions to Crowns.
April 17, 2016	2015 Annual Report*	 Crowns with Dec 31 year end, submit ADM approved draft to CARO SharePoint for review.
April 14, 2016	Preliminary 2015/16 Comparative Financial Statements	 Submit to OCG (for Crowns with a Dec 31 year end, the 2015 Audited Comparative Financial Statements and the March 2016 YTD Actuals).
April 30, 2016	Multiculturalism Report	 Ministries and Crowns to submit annual 'Reports on Multiculturalism' to Deputy Ministers.
	Energy Consumption Data	 Crown corporations must load all Energy Consumption Data into SMARTTool for Carbon Reporting. Ministries are exempt from this as there is data is loaded by SSBC.
May 15, 2016	2015/16 Annual Report*	 Crowns with Mar 31 year end, submit ADM approved draft to CARO SharePoint for review.
	2015 Offsets Invoice	 Crowns will receive their 2015 carbon offsets purchase invoice, for payment by May 30.

Information Requirements and Events Calendar – CARO February 2015 to February 2017

SERVICE DELIVERY CROWNS (SDC)	COMMERCIAL CROWNS (CC)
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THESE DATES ARE SUBJECT TO CHANGE. PLEASE CONFIRM DATES SENT OUT BY ORGANIZATION REQUESTING THE MATERIAL. **REVISED: SEPTEMBER 21, 2015**

		NEVISED: SET TEMBER 21, 2015
May 8, 2016	2015 Annual Report*	Crowns with Dec 31 year end, submit Board approved draft to Ministers for review.
May 13, 2016	2015/16 Audited Comparative Financial Statements	Crowns submit to OCG.
May 17, 2016	Quarterly Capital Plan Update	 Submission of capital project information to ministries for use in updating the CPS database. This information is also to be used when completing the First Quarter Revised Forecast submission.
May 24, 2016	Fourth Quarter CPS Database Update	 Ministry to update project profiles in CPS database using the information submitted to them by the SDCs on May 17, 2016. Revised capital spending totals to be used when preparing quarterly SDC forecasts.
May 31, 2016	2016/17 Budget Submission Update & Preliminary 2017/18-2020/21 Projections	SDCs submit to TBS reporting changes in the capital plan as submitted to CPS; these projections must be consistent with Treasury Board's direction and approved targets as communicated to the ministry from time to time.
	2016/17 Budget Submission Update & Preliminary 2017/18 – 2020/21 Projections	CCs submit to TBS.
May 30, 2016	Carbon Neutral Action Report (CNAR)	 Final CNAR must be received by Climate Action Secretariat prior to May 30, 2016. Final offset payment must be made to the Ministry of Environment prior to May 30, 2016.
May 31, 2016	Multiculturalism Report	 Ministries and Crowns submit final report to Multiculturalism Branch as per instructions.

Prior to May 31th, 2016

Crowns with Dec 31 year end, last date for Ministers Responsible to table 2015 Annual Reports.

June 2016	2015/16 Executive Compensation Disclosure Statements	 Crowns disclose all compensation provided to the Chief Executive Officer and the next four highest ranking/paid executives and provide excel templates and disclosure statements to Public Sector Employer's Council Secretariat(PSEC) by a date to be determined. A broad disclosure is coordinated by government and scheduled for release before September.
June 9, 2016	2015/16 Annual Report	Crowns with March 31 st year end, submit Board approved draft to Ministers for review.
June 24, 2016	2015/16 Annual Report*	 Crowns with Mar 31 year end send final Board and Minister-approved 2015/16 Annual Report to ministry as per instructions outlined in CARO Annual Report Guidelines.
June 30, 2016	Financial Information Act (FIA)	 Crowns with Dec 31 year end, FIA reporting requirements to be forwarded to ministry and subsequently posted on Crown's website.
	Board Appointee Remuneration	 Crowns covered under Treasury Board Directives 3/11 and 2/11 report actual remuneration paid in previous fiscal year to their Board appointees on their own or

Information Requirements and Events Calendar – CARO February 2015 to February 2017

SERVICE DELIVERY CROWNS (SDC)	COMMERCIAL CROWNS (CC)
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THESE DATES ARE SUBJECT TO CHANGE. PLEASE CONFIRM DATES SENT OUT BY ORGANIZATION REQUESTING THE MATERIAL. **REVISED: SEPTEMBER 21, 2015**

	Disclosure	ministry website and notifies PSEC.
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June 27-30, 2016 Release of Public Accounts, 2015/16 Annual Service Plan Reports (including Crowns with Mar 31 year end) and 2016 Financial and Economic Review.

July 19, 2016	Quarterly Capital Plan Update	 Submission of capital project information to ministries for use in updating the CPS database. This information is also to be used when completing the First Quarter Revised Forecast submission.
July 15, 2016	2016/17 First Quarter YTD Actuals	Submit to OCG (for Crowns with Dec 31 year end, 2016 Second Quarter YTD Actuals).
July 25, 2016	First Quarter CPS Database Update	 Ministry to update project profiles in CPS database using the information submitted to them by the SDCs on July 19, 2016. Revised capital spending totals to be used when preparing quarterly SDC forecasts.
July 29, 2016	2016/17 First Quarter Revised Forecast & 2017/18 – 2020/21 Projections	 Submit to TBS (for SDCs with Dec 31 year end, 2016 Second Quarter Revised Forecast & 2017-2020 Projections) (to be approved by Boards/Chairs prior to submission); these projections must be consistent with Treasury Board's direction and approved targets as communicated to the ministry from time to time.
August 2016	Mandate Letters	 CARO issues the 2017/18 template to the ministry to prepare Government's strategic direction to Crown corporations.
August 8, 2016	2016/17 First Quarter Revised Forecast & 2017/18 – 2020/21 Projections	 Submit to TBS (for CCs with Dec 31 year end, 2016 Second Quarter Revised Forecast & 2017 – 2020 Projections) (to be approved by Boards/Chairs prior to submission).
	First Quarterly Report Communications Plans and Release Information	Due to TBS for CCs preparing separate public releases.

September 5–9, 2016

Release of the First Quarterly Report

> Crowns to have briefed Ministers responsible and provided briefing material.

September 30, 2016	Financial Information Act (FIA)	 Crowns with Mar 31 year end, FIA reporting requirements to be forwarded to ministry and subsequently posted on Crown's website.
October 14, 2016	Quarterly Capital Plan Update	 Submission of capital project information to ministries for use in updating the CPS database. This information is also to be used when completing the First Quarter Revised Forecast submission.
TBD	2016/17 Second Quarter YTD Actuals	Submit to OCG (for Crowns with Dec 31 year end, 2016 Third Quarter YTD Actuals).
October 21, 2016	Second Quarter CPS Database Update	 Ministry to update project profiles in CPS database using the information submitted to them by the SDCs on October 14, 2016. Revised capital spending totals to be used when preparing quarterly SDC forecasts.
October 25, 2016	2016/17 Second Quarter Revised Forecast & 2017/18	 Submit to TBS (for SDCs with Dec 31 year end, 2016 Revised Forecast & 2017 – 2020 Projections) (to be approved by Boards/Chairs prior to submission). These projections must be consistent with Treasury Board's direction and approved

INFORMATION REQUIREMENTS AND EVENTS CALENDAR - CARO FEBRUARY 2015 TO FEBRUARY 2017

SERVICE DELIVERY CROWNS (SDC)	COMMERCIAL CROWNS (CC)
-------------------------------	------------------------

THESE DATES ARE SUBJECT TO CHANGE. PLEASE CONFIRM DATES SENT OUT BY ORGANIZATION REQUESTING THE MATERIAL. REVISED: SEPTEMBER 21, 2015

	– 2020/21 Projections	targets as communicated to the ministry from time to time.
November 1, 2016	2016/17 Second Quarter Revised Forecast & 2017/18 - 2020/21 Projections	 Submit to TBS (for CCs with Dec 31 year end, 2016 Third Quarter Revised Forecast & 2017 – 2020 Projections) (to be approved by Boards/Chairs prior to submission).
	Second Quarterly Report Communications Plans and Release Information	Due to TBS for CCs preparing separate public releases.

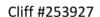
Release of the Second Quarterly Report November 21 –

25, 2016 Crowns to have briefed Ministers Responsible and provided briefing material.

December 12 – 16, 2016	Budget Direction	 Treasury Board decisions conveyed to responsible Ministers. Responsible Ministers inform Crowns if there are any Treasury Board directions. 	
December 15, 2016	Quarterly Capital Plan Update	 Submission of capital project information to ministries for use in updating the CPS database. This information is also to be used when completing the First Quarter Revised Forecast submission. 	
January 5, 2017	Third Quarter CPS Database Update	 Ministry to update project profiles in CPS database using the information submitted to them by the SDCs on December 15, 2016. Revised capital spending totals to be used when preparing quarterly SDC forecasts. 	
January 12, 2017	2016/17 Third Quarter Revised Forecast and 2017/18 - 2020/21 Budget Projections	Submit to TBS (for SDCs with Dec 31 year end, 2016 Preliminary Actuals & 2017 - 2020 Projections) (to be approved by Boards/Chairs prior to submission); these projections must be consistent with Treasury Board's direction and approved targets as communicated to the ministry.	
TBD	2016/17 Third Quarter YTD Actuals	Submit to OCG (for Crowns with Dec 31 year end, 2016 Preliminary Actuals) (draft, subject to final confirmation by January 31).	
January 17, 2017	2016/17 Third Quarter Revised Forecast and 2017/18 – 2020/21 Budget Projections	 Submit to TBS (for CCs with Dec 31 year end, 2016 Preliminary Actuals & 2017 – 2020 Projections) (to be approved by Boards/Chairs prior to submission). 	
	Third Quarterly Report Communications Plans and Release Information	Due to TBS for CCs preparing separate public releases.	
	2016 Carbon Neutral Action Reports (CNAR)	Crown corporations receive instructions and templates from Climate Action Secretariat (CAS) to prepare and submit 2016 CNAR.	

2016/17 Third Quarterly Report and 2017/18 - 2019/20 Budget and Service Plans tabled in the Legislature. February 21, 2017

> Crowns to have briefed Ministers Responsible and provided briefing material.





MEETING SUMMARY

MOTI staff met on behalf of Honourable Todd G. Stone, Minister of Transportation and Infrastructure:

MEETING DATE: March 10, 2016

ATTENDING: Lindsay Kislock, ADM (MOTI)

Patrick Livolsi, ADM (MOTI)

Amanda Farrell, President & CEO, Partnerships BC, (via phone)

Ann MacDonald, VP, Bombardier Transportation

Andy Robbins, Head of Sales, Bombardier Transportation

Anna Lilly, Senior VP & Partner, FleishmanHillard

ISSUE: Bombardier's business commitment to serving BC in major urban centres

through transportation

DETAILS:

- Bombardier provided an update on their corporate rescheduling that happened in July 2014
- Overview of corporate products transportation and aerospace
- Discussion of people moving solutions subways, elevated, advanced light metro (Scarborough, Kuala Lumpur, JFK Airport and Ryiad)
- To increase capacity in Vancouver Skytrain (108 seconds delay between trains), decrease the delay to 90 seconds
- Discussion on Light Rail System technology, cost and capacity

Page 1 March 10, 2016



DATE: March 2, 2016

PREPARED FOR: Honourable Todd G. Stone, Minister of Transportation and Infrastructure

MEETING: With Michael McSweeney, CEO, Cement Association of Canada, Rene Thibault,

CEO, Lafarge Canada West, and Chris Ward, CEO, Lehigh Hanson on

March 7, 2016

ISSUE: Discuss the impact and role of the provincial cement and concrete industry on

major infrastructure projects throughout BC

SUMMARY:

 The Ministry recognizes that concrete is a key material of choice and will continue to use concrete in construction of its infrastructure going forward for bridges, retaining walls, structure foundations, tunnels, roadside barrier and sidewalks.

- The Minister is grateful for the CAC's and the cement industry's commitment to environmentally responsible manufacturing of cement and concrete products and for the investment and work they undertake toward continued improvements in their industry.
- s.13

BACKGROUND:

The Cement Association of Canada (CAC) represents the Canadian cement industry, including B.C.'s two cement producers (Lafarge, with plants in Richmond and Kamloops, and Lehigh, with a single plant in Delta). On behalf of the industry, the CAC promotes and advances the economic, environmental and societal benefits of building with cement and concrete. The CAC advocates for legislative and regulatory environments that allow a fair competitive playing field for its members and it advises on technical matters important to the cement and concrete industries, such as codes, standards, specifications and best practice.

The CAC will be meeting with several ministers on March 7, 2016.

DISCUSSION:

Representatives of the Cement Association of Canada and its members have met previously with the Minister and with ministry staff as well as representatives from other government ministries over the years.

The key issues identified by CAC for discussion with the Minister at this meeting include the following:

- Introductory overview and background of the cement industry s.13
- 2. Provide to the minister information on the industry's work related to climate change and GHG emissions



Cement Low Carbon Fuel Program

Budget 2015/16 announced "\$22 million over three years for an incentive program for the cement industry to produce cement in a cleaner manner. Over the five year life of the program, the Province will offer up to \$27 million in conditional incentives to encourage cement producers to meet or beat new emissions intensity benchmarks".

In order to receive incentive funding cement producers will be required to meet criteria including:

- Completion of infrastructure improvements that directly enable B.C. cement plants to accept and use increased levels of low carbon fuels.
- Annual emissions intensity benchmarks that step down incrementally each year towards a 2019 benchmark that will make B.C.'s cement plants among the cleanest in the world

Climate Leadership Plan – Public Consultation Process

The CAC made a submission to the first consultation processs.21 s.21

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BC MoTI uses concrete in roadways under special circumstances, such as areas with slow moving heavy traffic (weigh scales, bus stops, approaches to border crossings) and also in other infrastructure elements, such as bridges, structural foundations, retaining walls, culverts, roadside barriers and sidewalks.

4. Portland Limestone Cement (PLC) -s.13 s.13

The ministry Standard Specifications for Highway Construction have not listed it as an acceptable cement type at this time. s.13 s.13

Ministry engineering staff have discussed the use of Portland Limestone Cement with the cement suppliers and with the BC Ready Mix Concrete Association since the introduction of the product to Canada. s.13

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FINANCIAL IMPLICATIONS:

None

PREPARED BY:

Rodney Chapman, Director Construction & Maintenance (250) 387-7626

Kevin Baskin Chief Bridge Engineer (250) 387-7737

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Kevin Richter, Assistant Deputy Minister Highway Department

INITIALS

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Ministry of Transportation and Infrastructure

Variable Speed Limit Project Update

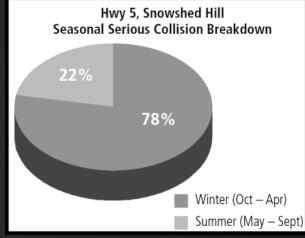


Ministers Presentation
April 7, 2016

Why Variable Speed Limits?

 Goal: To improve driver safety during unfavourable weather conditions and to reduce serious crashes.

- Mountainous terrain and large elevation changes can result in rapidly varying conditions
- Drivers are required to adjust their speed to conditions



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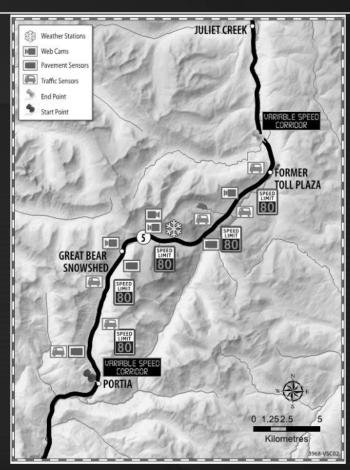




3 Pilot Variable Speed Limit Systems

Highway 5, Coquihalla

- Portia Interchange to former Toll
 Plaza 24 km
- Highway 1, Trans Canada
 - Perry Creek Bridge to Hwy 23 West Junction (Revelstoke) - 40 km
- Highway 99, Sea to Sky
 - Squamish Valley Rd to Function
 Junction (Whistler) 40 km





Operations Overview

Road Weather & Traffic Data collected

- Pavement Grip
- Visibility, Temperature
- Traffic Volume and Speed
- When warranted by conditions, a lower speed limit is recommended
- BC MoT operator authorizes the speed limit before its posted
- Police notification via DriveBC





Current Legislation

- Motor Vehicle Act ("MVA"). Subsection 146(2):
 - The minister responsible for the administration of the Transportation Act may, by causing a sign to be erected or placed on a highway limiting the rate of speed of motor vehicles or a category of motor vehicles driven or operated on that portion of the highway, increase or decrease the rate of speed at which a person may drive or operate a motor vehicle or a category of motor vehicle on that portion of the highway.
 - Variable speed zones are not explicitly permitted or disallowed
- Some jurisdictions such as Quebec have made legislative changes for variable speed limits while others such as New Jersey have not.



Legal Changes

Regulation vs Legislation

- OICs proposed
 - Amend the MVA Regulation by adding the Variable Speed Limit sign as a regulatory sign.
 - 2. Amend the minister's delegation to authorize Regional Transportation Management Centre's (RTMC) staff to authorize speed limits.
 - 3. Add RTMC managers as Enforcement Officers so they can issue certificate evidence and prescribe the certificate





Ministry of Transportation and Infrastructure



Status and Timelines

- Installation Completed Dec 2015
- Testing & Commissioning

 Jan -Mar 2016
- DriveBC layer for police and public Mar 2016
- Regulatory changes April 2016
- System Activation May 2016



DATE: March 14, 2016

PREPARED FOR: Honourable Todd G. Stone, Minister of Transportation and Infrastructure **MEETING:** Ministers Stone, Fassbender and Taxi Associations on March 16, 2016

ISSUE: Modernizing passenger transportation services in British Columbia

SUMMARY:

The taxi industry in British Columbia is regulated both provincially and municipally.

Industry seeks regulatory reform to enable them to better respond to public need, while
ensuring transportation network companies and rideshare drivers are regulated.

BACKGROUND:

Taxi Industry – There are 226 taxi licensees in British Columbia (B.C.) operating over 2,900 vehicles in approximately 110 municipalities. The sector provides approximately 8,200 full time driving jobs plus dispatch, vehicle maintenance and operations staff (see Appendix A).

Regulatory Framework – There are six different B.C. statutes, in three different ministries, that apply to the regulation and operation of passenger directed vehicle for hire services. The regulations address business licensing, taxi supply, vehicle safety and inspections, chauffeur permitting, insurance requirements and taxi supply in a local jurisdiction such as the City of Vancouver.

Concurrent Provincial and Municipal Jurisdiction – In B.C., vehicles for hire are regulated at both the provincial and municipal levels. In most Canadian provinces, municipalities have sole jurisdiction over the economic regulation of vehicles for hire. Economic regulation includes predictable rates, wheelchair accessible service, driver safety, business licencing, vehicle inspections and industry specific licencing and commercial or limousine insurance to protect passengers and drivers.

Passenger Transportation Board – The provincially mandated Passenger Transportation Board (PT Board) determines the number of taxis, sets the areas those taxis can operate, and sets the fees taxis can charge. The PT Board, under the current legislation must address the personal safety of drivers and passengers; vehicle safety and insurance, and predictability and accessibility for all riders.

National Safety Code Safety Certificate – The National Safety Code (NSC) is a set of national standards supported by provincial regulations, establishing minimum safety, management and performance requirements for commercial carriers, vehicles and drivers. Carriers are responsible for mechanical maintenance of their vehicles and the actions of drivers over which they exercise control.

DISCUSSION:

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Unregulated and regulated TNC services across other jurisdictions – UberX operates unregulated in over 40 Canadian municipalities including Ottawa, Toronto, Kingston, Hamilton, London, Windsor and Kitchener-Waterloo, Montreal and Quebec City. Edmonton was the first city in Canada to regulate TNCs. The new bylaw allows technology-based companies, such as mobile app dispatchers, to operate under a new class called Private Transportation Providers (PTPs) that came into effect March 1, 2016.

In Edmonton's new regulatory environment, PTP drivers must have provincially approved commercial insurance, criminal record checks and vehicles must undergo annual inspections. Passengers are charged a minimum \$3.25 fare (although unlike taxis there is no maximum fare limit or legislated perkilometre rate). Further, only taxis can be hailed on the street or ordered by phone and PTPs will pay Edmonton a flat \$70,000 a year fee to operate rather than the per vehicle licence fee paid by taxis.

As an insurance product for PTP vehicles has not yet been approved in Alberta, Uber was required to cease operations on March 1st when the bylaw took effect.

Insurance Concerns – In BC, there is no insurance product that allows part-time use of a personal vehicle for commercial purposes. Drivers operating in an unregulated environment with limited insurance frameworks are most likely exposing themselves and their passengers to risk or lack of coverage should an accident occur.

Regulating Transportation Network Companies – TNC fleet sizes are intended to fluctuate with demand. As such, a large pool of part time vehicles and drivers are needed. In most jurisdictions, Uber has chosen to operate outside of regulation while lobbying for changes to lessen regulatory barriers for their drivers and vehicles.s.13,s.15

s.13,s.15

s.13

FINANCIAL IMPLICATIONS:

None

PREPARED BY: REVIEWED BY: INITIALS

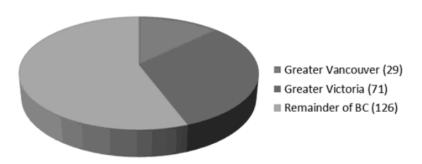
Kristin Vanderkuip, Registrar & Director Passenger Transportation Branch (604) 527-2201

Deborah Bowman, ADM Transportation Policy Department

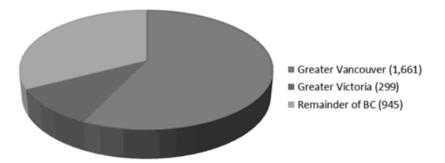
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APPENDIX A B.C. TAXI INDUSTRY

226 Taxi Licensees in BC



2,905 Active Taxis in BC



Industry Representation

Vancouver Taxi Association (VTA) represents the 4 taxi companies licensed to pick up in the City of Vancouver:

- Yellow Cab Company
- Black Top and Checker Cabs
- Vancouver Taxi
- MacLure's Cabs

B.C. Taxi Association represents most remaining taxi companies in the province, including all but one of the suburban Metro Vancouver companies

Greater Victoria Taxi Association represents 3 CRD taxi companies

- Bluebird
- City & Country
- Victoria Taxi



APPENDIX B TAXI CHRONOLOGY

October 2012 – The PT Board approved 137 vehicles (99 VTA and 38 suburban) that would operate on a permanent, part time basis from 10 pm to 5 am on Friday and Saturday nights in Vancouver's entertainment district.

To activate the licences, the City of Vancouver needed to amend their Bylaw to allow permanent, part time taxis to operate in the City. The four Vancouver taxi companies have been permitted to operate their 99 weekend, peak period taxis in the City on a temporary basis. The 38 suburban taxis have never operated.

October 23, 2013 – B.C. Supreme Court upheld the PT Board's omnibus decision.

August 20, 2014 – B.C. Court of Appeal upheld the PT Board's omnibus decision.

October 2014 – Vancouver City Council enacted a 6 month moratorium on all new, permanent and temporary Vehicle for Hire Permits in the city.

March 10, 2015 – B.C. Supreme Court upheld the PT Board's decision to approve temporary operating permits for the 38 suburban taxis.

March 2015 – Vancouver City Council extended the moratorium for an additional 6 months.

October 28, 2015 – Vancouver City Council extended the moratorium for an additional 12 months and asked the Province to take the lead on regulatory review.

December 2 & 4, 2015 – The four Vancouver taxi companies applied for a total of 198 temporary, part time taxis from December 7 to March 7 that would be deployed by the four companies to increase taxi supply when a (non-specified) demand threshold was reached.

Festive Season Temporary Operating Permit (FSTOP) is a streamlined application process available to all licensed taxi operators to add an additional 10% to their fleets during December and early January. Applicants do not need to provide evidence of public need for this time as it is understood to be high.

December 8, 2015 – The PT Board partially approved the VTA's request, as they found the evidence supporting urgent and temporary need was limited to the festive season only. The PT Board approved 58 temporary operating permits under the FSTOP policy.

- The number 58 represents 10% of the fleet, the max allowed under the PT Board's policy.
- The 58 permits are valid form December 10, 2015 to January 8, 2016.

December 10, 2015 – Vancouver City Council lifted the moratorium on new <u>temporary</u> Vehicle for Hire permits to allow the 58 VTA FSTOP taxis to operate. This amendment also opened the door to suburban taxi companies with TOPs to operate in Vancouver. The suburban companies do not have active TOPs but they can apply to the PT Board.



APPENDIX C VANCOUVER AND VICTORIA TAXI ASSOCIATION EXCERPT FROM LONG TERM PLAN DEVELOPMENT

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DATE: March 18, 2016

PREPARED FOR: Honourable Todd G. Stone, Minister of Transportation and Infrastructure

MEETING: Chris Thom, President, Rocky Mountain Diesel on April 4, 2016

ISSUE: ICBC's Commercial Claims Department

SUMMARY:

 ICBC has recently initiated a review of its commercial vendor model as the Corporation recognizes the opportunity for improvements in this area. ICBC is willing to discuss its plans and seek input from vendors such as Rocky Mountain Diesel.

However, requiring all commercial customers to only attend a "full scale end to end" facility
may negatively impact ICBC's customers and the Commercial vehicle repair industry. In
many rural communities the vendor base is very limited.

BACKGROUND:

Rocky Mountain Diesel (RMD) is located in Cranbrook, BC, and has served the Kootenay Region since 1981. RMD specializes in working with commercial trucks and large companies, but also provides a wide range of services for light cars and trucks. The current President, Chris Thom, is a long-term resident of Cranbook having lived in the community for 35 years. According to its website, RMD employees approximately 40 staff, and has expanded its facilities over the past couple of years to a 23,000 square foot facility. RMD is one of 20 facilities in BC that provide what is known as 'end to end' (body/paint/mechanical/frame) repair services.



Mr. Thom has written the Minister expressing concerns with the state of ICBC's Commercial Claims Department. In his letter to Minister Stone, he states the problem stems from the fact that ICBC issues too many vendor numbers to repair facilities that are not qualified to complete [end to end] commercial vehicle claims. It is common for a damaged vehicle to be repaired by two and often three different facilities which increases the potential for error, adding additional burden to ICBC, repair shops, and ultimately the customers.

DISCUSSION:

ICBC's spend on commercial vehicle repairs is approximately \$30 million and there are 126 vendors. All vendors are required to meet facility, equipment and trade requirements. Vendors are allowed to sublet repair work outside of their area of speciality. For example a business specializing in mechanical repairs can sublet paint/body repairs.

In Mr. Thom's communication to the Minister he mentions that ICBC's current model isn't serving rural BC very well. He is likely referring to the fact that commercial mechanical vendors are allowed to sublet work. Mr. Thom's business is located in Cranbrook. In this region there are two other sizeable mechanical repair facilities – Freightliner of Cranbrook and Inland Kenworth. Both are ICBC commercial vendors that perform mechanical repairs but sublet paint/body repairs to local paint/body shops.



Provincially there are relatively few commercial repair facilities. There are even fewer (under 20) facilities such as RMD that provide end to end (body/paint/mechanical/frame) repair services. Without careful planning, requiring all commercial customers to only attend a "full scale end to end" facility may negatively impact ICBC's customers and the Commercial vehicle repair industry. In many rural communities the vendor base is very limited.

ICBC does recognize the opportunity to improve its commercial vendor model and has taken the following steps:

- ICBC has initiated a full review of its commercial vendor model.
- ICBC recently had preliminary discussions with industry representatives from the PHCA (Progressive Heavy Collison Association) to seek input on potential improvements. It is unclear if Rocky Mountain Diesel is a member of this association.
- ICBC is introducing a new Estimating platform in 2017 that will streamline processes for its Commercial vendors/customers.

Any change to ICBC's vendor model will involve Industry consultation and communication. In the meantime, ICBC's Commercial Claims managers are willing to discuss these plans, and seek input from current vendors.

FINANCIAL IMPLICATIONS:

None

PREPARED BY:	REVIEWED BY:	INITIALS
Andrea Mercer, Manager, Crown Agency Policy Transit & Crown Agency Programs Branch	Lindsay Kislock, ADM Partnerships Department	l K
(250) 387-6024	Tarriorompo Doparamont	



DATE: March 10 2016

PREPARED FOR: Honourable Todd Stone, Minister of Transportation and Infrastructure

ISSUE: Lions Gate Bridge Repair Work

SUMMARY:

 In August 2015, the Ministry completed initial critical repairs to the expansion joint on the south side of the Lions Gate Bridge.

- At that time, the media was advised additional repairs would be required in the spring.
- To minimize impacts, a new cover design has been developed which includes a temporary bridge and tapered approaches.
- A prototype of the bridge will be tested to ensure traffic will not be disrupted.
- The joint repair will start in early April and is anticipated to take up to eight weeks to complete.
- The Ministry will be monitoring traffic over the bridge throughout the project along with communicating with key stakeholders to ensure we are proactively addressing concerns.

BACKGROUND:

In August 2015, the Ministry had to complete emergency repairs to the expansion joint near the south tower on the Lions Gate Bridge. s.13

In order to complete this work, a temporary cover was constructed consisting of overlapping metal plates and a paved approach. This engineered design worked to protect the safety of the joint while supporting the high volume of traffic (over 80,000 AADT) over this bridge on daily basis.

This cover (referred to as a 'bump' by media) resulted in significant traffic disruption and was widely reported by the media.

The Ministry completed modifications to the bumps to ease the transitions the weekend following the install while simultaneously repairing the damaged cross beam that represented the most critical repair. The cross beam repair was completed by Sunday August 23rd. The plates were removed which allowed the bridge to operate normally before the Monday August 24th morning commute.

A decision was made to postpone the remaining works until a better designed solution was available to cover the joint that would need to remain open to complete the rest of the repairs. To date, work required to replace the expansion joint bearings remains outstanding but does not impact the overall safety of the bridge.

DISCUSSION:

The Ministry is looking to complete the remaining repairs on the south expansion joint of the Lions Gate Bridge in early April 2015. This work window represents the best opportunity to complete the repairs before the busier high volumes months of summer are present. To complete the repairs, the Ministry has designed a temporary construction bridge to cover the open joint area that is anticipated to take up to 8 weeks to complete.



The new design represents a transition that is near double the previous version and with a smoother overall taper and transition (see Appendix A). The temporary bridge will cover the full width of the bridge deck and will include a 2" - 3.75m long steel bridge plate to transition the joint area. On either side, there will be 12m paved approach ramps that are designed to minimize driver discomfort and traffic disruption. The total transition zone will be close to 30m which is near double the previous design. The design has been completed by Associated Engineering who has extensive experience in the field and with the Lions Gate Bridge. The new design removes multiple transitions zones (or plates) as per the previous design which also contributed to slow downs on the bridge (see Appendix B).

The temporary bridge is scheduled to be installed in one night, during the weekend in advance of the repairs, and will require single-lane alternating traffic to install. Traffic delays and queuing will be minimal as work will occur over night.

The joint renewal is expected to take up to eight weeks with lane closures in place over night to complete the repairs within the joint. After the repairs are complete it will take one night for the temporary bridge to be removed.

Ministry staff will ensure that advance traffic advisories are issued and message signs are strategically placed to advise motorists to use an alternate route.

The renewed joint design will ensure the expansion joint significantly reduces maintenance and has greater durability.

FINANCIAL IMPLICATIONS:

None.

Attachments: Appendix A: Comparison of August 2015 Joint Cover Vs New Temporary Bridge Design

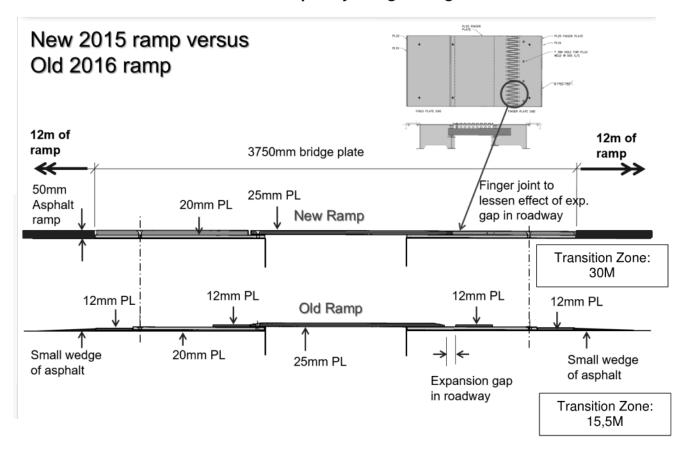
Appendix B: Bus Length Comparison vs New Temporary Bridge Design

PREPARED BY:	REVIEWED BY:	INITIALS	
Doug Hyde, Project Manager	Ashok Bhatti, A/Regional Director,		
South Coast Region Cell: (604) 808-5881	South Coast Region	AB	
30ii. (304) 300 300 i	Kevin Richter, Assistant Deputy Minister		
	Highways Department	KR	

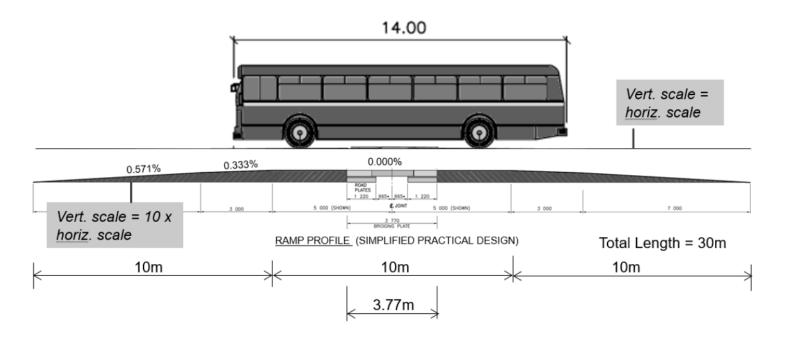


Appendix A: Comparison of August 2015 Joint Cover

Vs New Temporary Bridge Design



Appendix B: Bus Length Comparison vs New Temporary Bridge Design





DATE: March 10, 2016

PREPARED FOR: Honourable Todd G. Stone, Minister of Transportation and Infrastructure

MEETING: Don Zurowski, Passenger Transportation Board on March 14, 2016

ISSUE: The Passenger Transportation Board ("Board") has provided the ministry with their

recommendations for modernizing Passenger Transportation Regulation

SUMMARY:

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- The Act was written in 2004, when different dispatch and ride-hailing technology and expectations existed
- Consumers are demanding innovative services tailored to their identity, priorities and preferences

• s.13

 The Passenger Transportation Board has offered to be a "sounding board" for the Ministers and ministries as the review of passenger transportation regulation continues

BACKGROUND:

The regulation of commercial passenger transportation is intended to serve the following public interests:

- Safety
- Consumer protection
- Community needs
- Accessibility and sustainability

The Passenger Transportation Board has been regulating taxis, limousines and shuttle/charter vehicles for over 10 years. There are over 500 of these passenger directed vehicle (PDV) licensees operating over 4300 vehicles throughout B.C.

Taxi regulation in B.C. dates back to the 1940's and has always applied a test of public need. The Board reports that this regulation has had positive impact on the availability of accessible taxis and a viable, sustained taxi service. s.13 s.13



In addition to the Board, the ministry, local governments, ports and terminals also regulate aspects of vehicles for hire. Many local governments have vehicle for hire by-laws that regulate chauffeur permitting and training which they have sole jurisdiction over. Some municipalities, including the City of Vancouver, regulate vehicles and taxi supply. s.13

s 13

With the introduction of app-based ride hailing and private vehicles being used for part time commercial passenger transportation, public need for commercial passenger transportation is all about choice. At the same time, the public expects safety and reliability.

s.13

FINANCIAL IMPLICATIONS:

None

Attachment: The Future of Commercial Passenger Transportation Regulation in B.C.

PREPARED BY:	REVIEWED BY:	INITIALS
Kristin Vanderkuip, Registrar & Director Passenger Transportation Branch (604) 527-2201	Deborah Bowman, ADM Transportation Policy and Programs Department	DB



DATE: March 31, 2016

PREPARED FOR: Honourable Todd G. Stone, Minister of Transportation and Infrastructure

MEETING: Chief Nathan Parenteau, Saulteau First Nations (member of Treaty 8 First Nations),

April 4, 2016 Conference Call

ISSUE: Site C – Highway 29 Realignment

SUMMARY:

- BC Hydro and MoTI are working out the details individual project size and the procurement methods that will be used to realign Highway 29.
- Once the plans are finalized, we will be sure to discuss them with SFN.
- SFN has a robust business community, eager to expand and gain more experience in highway construction.

s.13

- Our District Manager for the Peace District, Maria Butts, will be meeting with members of the SFN contracting community to discuss how local equipment could be used on other MoTI projects
- I trust this will be beneficial and will be the first of many interactions our local team will have with the community.

BACKGROUND:

- The BC Hydro Site C Project will impact approximately 30km (six different locations, four bridges) of Highway 29 between Charlie Lake and Hudson's Hope. BC Hydro is responsible for mitigating this impact and realigning the Highway.
- MoTI has agreed to deliver the realignment projects and has signed an implementation agreement with BC Hydro wherein MoTI provides design review and construction support, including contract procurement and project supervision.
- s.13,s.17

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 Peace District Manger Maria Butts has set up a meeting with the SFN contracting community on April 13th, 2016 in order to provide them with information pertaining to the Ministry's procurement processes for hiring local equipment and operators.

DISCUSSION:

The original intent of the Highway 29 realignments was for the Ministry to procure all the works using a major works contract, our typical process for projects of this magnitude.s.16 s.16

s.13

s.13.s.17

The most recent estimate for the entire Highway 29 realignment works is s.17 lin 2014 figures. This was developed assuming large, traditional construction contracts. s.13,s.17

FINANCIAL IMPLICATIONS:

None

PREPARED BY: REVIEWED BY: INITIALS

Maria Butts, District Manager Peace District (250) 784-2374 Scott Maxwell, Regional Director

Northern Region

Kevin Richter, Assistant Deputy Minister

Highways Department

NP (for)



DATE: March 11, 2016

PREPARED FOR: Honourable Todd Stone, Minister of Transportation and Infrastructure

Honourable Naomi Yamamoto, Minister of State for Emergency Preparedness

MEETING: March 15, 2016

ISSUE: Update on provincial planning in support of Exercise Coastal Response 2016 (the

Exercise).

SUMMARY:

 The province is vulnerable to a catastrophic earthquake with the potential of major impacts to public safety and significant loss of life in addition to billions of dollars in damage to critical infrastructure.

- The Exercise will bring together Emergency Management BC (EMBC) staff, provincial
 ministries, federal departments and agencies, Local Authorities and First Nations, Crown
 Corporations, non-government organizations involved in provincial-level response,
 volunteers, and critical infrastructure owners to test the Catastrophic Earthquake Immediate
 Response Plan (IRP) while concurrently engaging in play with Washington State and the
 Federal Emergency Management Agency (FEMA) on Exercise Cascadia Rising to test key
 dimensions of cross-border agreements.
- The Exercise coincides with Exercise Cascadia Rising, a functional exercise led by Washington State intended to test the U.S. local, state, tribal, and federal governments' as well as select private sector and non-governmental organizations' abilities to jointly respond to a significant Cascadia subduction zone earthquake.
- The Exercise also links with two Federal exercises, Exercise Staunch Maple and Exercise
 Pacific Quake, which are focused on testing Joint Task Force Pacific's response including
 air operations to a major event in British Columbia including the movement of large scale
 physical assets to the coast (i.e. Tofino, Bamfield, Ucluelet and Port Alberni). Public Safety
 Canada is also involved in these exercises.
- The Exercise is one of the critical priorities identified in the Minister of State for Emergency Preparedness mandate letter and presents an excellent public education and outreach opportunity to strengthen the preparedness of all British Columbians.

BACKGROUND:

Although the IRP can be used for any major seismic event, it addresses a worst-case scenario earthquake near the major urban centres of Victoria or Vancouver and outlines the provincial response to a catastrophic earthquake to support local authorities and integration with all levels of government, nongovernment organizational and critical infrastructure. The draft IRP has not been tested and the key mechanism for practicing, evaluating and building capacity for effective operational response is exercising. Aside from an actual event, exercises offer the highest degree of realism to prepare for a catastrophic earthquake.

The degree of realism for the Exercise will include the full scale activation of the Provincial Emergency Coordination Centre, Provincial Regional Emergency Operations Centres, and select local government Emergency Operations Centres (EOCs) to activate, move and deploy critical resources such as the Provincial Coordination Team and Task Force 1, the Vancouver Heavy Urban Search and Rescue unit. Provincial staging areas will also be tested and potential impacts for exercise play will include the blockage of roads and airports, declaration of port facilities as unusable, multiple power outages



affecting hospitals and care facilities, and a significant number of casualties and displaced persons. Exercise play on the ground is taking place in the Alberni Valley with direct liaison through the Alberni Clayoquot Regional District (ACRD).

A series of incremental events and planning meetings have already taken place in support of the Exercise with participation from a broad cross-section of emergency management stakeholders including the following:

- On November 26 27, 2015, EMBC hosted the Main Planning Conference (MPC) in Port Alberni, which represented a critical planning milestone to provide the strategic framework for the Exercise. On day one, through a facilitated table top exercise, participants were able to identify and walk through each agency's initial roles and responsibilities as outlined in the IRP. On day two, committee chairs and their teams met to further develop the overall exercise plan and general agency participation. Both days were extremely well attended with more than 100 participants representing all levels of government, First Nations, non-government organizations and the private sector to ensure full integration across all areas of the exercise, particularly the live events taking place in Victoria and the ACRD.
- Since the MPC, the Exercise team continues to work closely with the Exercise committee chairs leading the exercise function committees, which include medical, mass care, logistics, emergency operations, operational communications and strategic communications. The Exercise contractor, Calian Ltd., continues to support the Exercise team in framing the Exercise design and developing products, such as exercise manuals and guides, the storyboard of events and the set-up of the simulation suite that will be used to enhance realism. The Exercise team is also working closely with Joint Task Force Pacific, Public Safety Canada and Washington State, which are running separate exercises linked to the Exercise.
- Upcoming milestones to be achieved include the EOC exercise on April 12, 2016 which is a dress rehearsal for the Exercise and the Final Planning Conference on April 14, 2016. Participation includes the ACRD EOCs and the PREOCs, as well as the PECC in Victoria. Live exercise play will take place over a four-day timeframe from June 7-10, 2016.

DISCUSSION:

The Exercise planning efforts are on track and well underway. In the final three months of planning, it is recommended that more focus be put on fully implementing the Communications Plan (attached) to maximize provincial media interest, confirm senior official/leadership participation, and to leverage PreparedBC events and materials (see Appendix 1).

FINANCIAL IMPLICATIONS

Yes; 1M (EPA Voted Appropriation)

ATTACHMENTS

Appendix 1 – Draft Communications Plan

PREPARED BY:

Carol McClintock, Executive Director Organizational Learning and Public Education Emergency Management BC (250) 952-4811

REVIEWED BY:

Rebecca Denlinger, DM Emergency Management

Pat Quealey, ADM Emergency Management BC Province of British Columbia

Legislative Actions in Response to Disaster

Response of the Government of New Zealand to the Canterbury and Christchurch Earthquakes

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Introduction

The earthquakes in New Zealand and Japan prompted the review and refreshment of existing Government business continuity plans. Typically, Business Continuity deals with the resumption of existing critical business functions and processes, however the nature of government is fluid and it's reasonable to expect that the business of the day will shift dramatically in the aftermath of a major disaster.

The purpose of this document is to assist the province with the identification of earthquake related response and timing requirements through an examination of the actions taken by the Government of New Zealand in response to the Canterbury and Christchurch earthquakes.

New Zealand provides an invaluable glimpse into the potential issues that may confront British Columbia in the aftermath of a significant earthquake due to similarities such as:

- 1. Seismic hazards
- 2. Building codes and heritage culture
- 3. Legislative structure

However, there are also differences. The size of New Zealand is such that mid-tier (Provincial level) governance is not required; therefore, New Zealand is governed by a federal government and a collection of regional councils and territorial authorities.

Scope

The research presented is intended to help determine high level actions that might be required by the Provincial Government through a review of the events in New Zealand. Earthquake timelines begin with Disaster Declarations and end once the State of Emergency has been lifted. Longer term recovery issues are not addressed.

This document is not a legal review, nor does it address existing provincial legislation.

Overview of New Zealand

Situated in the south-western Pacific Ocean, New Zealand is comprised of two main islands (North and South) and numerous smaller islands.

The population of New Zealand is approximately 4.4 million with 72 percent of the population living in 16 main urban areas and 53 percent living in the four largest cities of Auckland, Christchurch, Wellington, and Hamilton.

New Zealand is a constitutional monarchy with a parliamentary democracy. Nationally, executive political power is exercised by the Cabinet, led by the Prime Minister. The Parliament of New Zealand holds legislative power and consists of the Sovereign (represented by the Governor-General) and the House of Representatives.

Currently, The National Party is the largest partner in the National-led minority Government. It has 58 members of Parliament in the House of which 41 represent electorates. The Labour Party has 42 members of Parliament and is in opposition.

As previously mentioned, New Zealand does not have the political structural equivalent of a Canadian province or an American state. Instead, New Zealand is governed at the national, regional and territorial levels. The map on the following page shows the regional councils of New Zealand.



"The regional councils are primarily concerned with environmental resource management, flood control, air and water quality, pest control, and in specific cases public transport, regional parks and bulk water supply"², while territorial authorities are responsible for "...local services including roads, water reticulation, sewerage and refuse collection, libraries, parks, recreation services, local regulations, community and economic development, and town planning.³"

"The range of mandatory tasks undertaken by local authorities in New Zealand is relatively small, with activities such as policing, health, education and social welfare largely the domain of central government."

¹ http://freepages.genealogy.rootsweb.ancestry.com/~blanchec/regions_map.gif

² http://lgnz.co.nz/lg-sector/role/index.html

³ ibid

⁴ ibid

Emergency Management in New Zealand

New Zealand's Civil Defense Emergency Act (CDEA) 2002 is written at the National level and therefore has a wider scope than BC's Emergency Program Act. While both the BC and New Zealand Acts address the broad issues of entry, evacuation, movement, transportation and requisitioning, New Zealand's Act is extensive, detailed and specific in its approach, outlining specific processes for the application or appeal of certain sections, such as the power to acquire information.

Emergency Management Organizational Structure

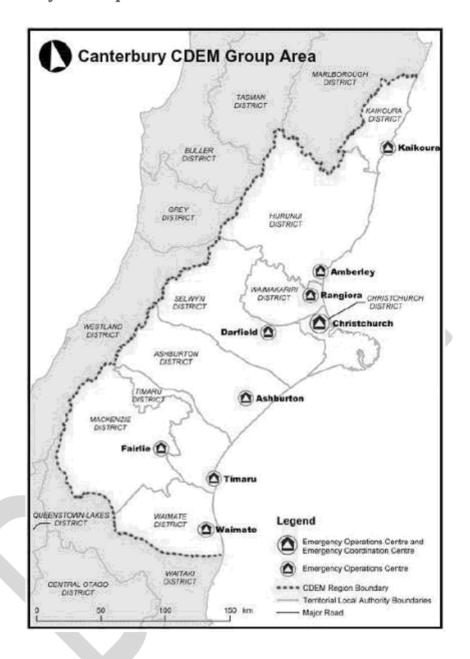
"The National Crisis Management Centre (NCMC) facilitates the Central Government crisis management arrangements and offers inter-agency and scalable operability to deal with any type of event or crisis. The NCMC is managed and maintained in a continued state of readiness by the Readiness Unit of the Ministry of Civil Defence & Emergency Management (MCDEM).

When activated for an event, the NCMC is staffed by MCDEM Wellington personnel and liaison officers from other relevant government and support agencies (depending on the level of activation and the demands dictated by the event). From the NCMC, the Ministry:

- Monitors and assesses CDEM events and local and regional CDEM emergencies.
- Collects analyses and disseminates information on events/emergencies.
- Actions requests for operational and logistical support from local level CDEM response.
- Accommodates, informs and guides meetings of Central Government structures on response requirements.
- During a national emergency, manages and controls the entire response to the event."

⁵ http://www.civildefence.govt.nz/memwebsite.nsf/wpg_url/about-the-ministry-what-we-do-national-crisis-management-centre?opendocument

The Canterbury Earthquake



New Zealand's Canterbury region includes a large central portion of the East Coast of the South Island, centered around the city of Christchurch and has a population of 565,800 (June 2010 estimate)⁶

The Canterbury region is governed by the Canterbury Regional Council which is divided into territorial authorities of those, the Christchurch, Selwyn and Waimakariri Districts were most affected.

-

⁶ http://en.wikipedia.org/wiki/Canterbury_Region



Saturday, 4 September 2010 4:36am (magnitude 7.1)

The Canterbury Earthquake struck before dawn on a Saturday morning. At the time, a majority of Cantabrians were still at home asleep which was credited with preventing fatalities that might have otherwise occurred at a busier time of day. While significant damage occurred, no lives were lost during the earthquake.

The National Crisis Management Centre (NCMC) in Wellington activated ..."and Civil Defence declared a state of emergency for Christchurch, the Selwyn District, and the Waimakariri District, while Selwyn District, Waimakariri and Timaru activated their emergency operation centres."

Monday, September 6 2010

Parliamentary Service sends a support team to Christchurch to assist MPs and out-of-parliament staff in the areas hit by the earthquake and the Prime Minister announces:

- The appointment of Hon Gerry Brownlee as the Minister responsible for Canterbury Earthquake Recovery and the formation of a Cabinet Committee, called the Cabinet Committee on Canterbury Reconstruction.
- \$5 million Cabinet contribution to the Christchurch Mayoral Relief Fund.
- \$94 million emergency works fund for road infrastructure repair.

Tuesday, September 7 2010

 Government announces a \$15 million wage support subsidy fund for small businesses in Canterbury with fewer than 20 employees who cannot operate and are unable to pay staff.

Wednesday, September 8 2010

- The Minister of Social Development pledges \$2.5 million for counseling support for Canterbury earthquake victims, and an additional 34 counselors from various social service providers around the country.
- Question Time is suspended in the House as parties agree not to lodge questions. The Prime Minister makes ministerial statement regarding the earthquake in Canterbury. Other party leaders follow with their own statements.
- Members of Parliament who have electorate offices in Canterbury are granted leave by Parliament so that they can help their constituents.

⁷ http://www.enotes.com/topic/2010_Canterbury_earthquake

Thursday, September 9 2010

- The Minister for Social Development announces a withdrawal of \$7.5 million from the Community Response Fund Contingency in order to provide grants to community-based social services dealing with the effects of the Canterbury Earthquake.
- The Government appoints a Rural Emergency Coordinator for the Canterbury area to supervise recovery on rural farm properties and waives the \$10 a tonne waste levy (for earthquake debris) on Canterbury landfills.

Monday, September 13 2010

- Government, through the Tax Administration (Emergency Event-Canterbury Earthquake) Order 2010, gives Inland Revenue the ability to waive interest on late tax payments for Canterbury earthquake victims.
- The Social Security (Income and Cash Assets Exemptions—Canterbury Earthquake) Regulations 2010 comes into force.
- The ministerial list adds Canterbury Earthquake Recovery as an official portfolio.

Tuesday, September 14 2010

The Canterbury Earthquake Response and Recovery Act 2010 passes into law.

Prior to the creation of The Canterbury Earthquake Response and Recovery Act 2010 the government of New Zealand had two options – continue to maintain a State of Emergency/Disaster Declaration in order to access the special powers afforded under the Civil Defence Emergency Act (CDEA) or attempt to manage ongoing response and recovery issues through existing 'business as usual' processes and laws.

The Canterbury Earthquake Response and Recovery Act was created in order to bridge that gap, thus ensuring that the "Government had adequate statutory powers to assist with the response to the Canterbury Earthquake"

The Act creates an Order in Council mechanism to:

- override statutory requirements; and
- enable the gathering of certain information about any structure or any infrastructure affected by the Canterbury earthquake; and
- establish the Canterbury Earthquake Recovery Commission to advise Ministers with respect to any Orders in Council that may be required, and how resources might be prioritized and funding allocated, for the response to the Canterbury earthquake.

"The Act also provides protection from liability for certain acts or omissions and provides that the Bill does not create a right to compensation".8

Thursday, September 16 2010

- · States of Emergency expire.
- The following orders and regulations come into force:
 - Canterbury Earthquake (Resource Management Act) Order 2010

This order relaxes Resource Management council timing requirements and specific duties with respect to environmental restrictions on land use.

- Canterbury Earthquake (Transport Legislation) Order 2010
- ".. Provides a means of exempting operators of heavy motor vehicles from certain provisions regarding heavy motor vehicles where those heavy motor vehicles are operated as part of a relevant authority's response to the Canterbury earthquake."
- o Canterbury Earthquake (Local Government Act 2002) Order 2010

"This order exempts the same Canterbury Councils from certain provisions of the Local Government Act 2002 until 20 June 2011. These exemptions include:

- Requirements in relation to identifying practical options for the achievement of objectives;
- Considering benefits and costs;
- Considering community views;
- Considering the local authority's capacity to meet needs in relation to any statutory responsibility of that local authority;
- Giving consideration to the views and preferences of persons likely affected by their decision making;
- Identifying whether their decisions will have consequences that could be significantly inconsistent with policies adopted by the local authority;
- Managing funds in a way not inconsistent with the Council's annual plan or long term community plan; and
- The normal requirement to use the special consultative procedure in certain situations." ¹⁰

⁸ http://www.parliament.nz/en-NZ/PB/Legislation/Bills/BillsDigests/8/3/f/49PLLawBD18051-Canterbury-Earthquake-Response-and-Recovery-Bill-Bills.htm#footnote_3

⁹ http://www.legislation.govt.nz/regulation/public/2010/0319/latest/whole.html

¹⁰ http://www.parliament.nz/NR/rdonlyres/A54E3B9A-0B37-4DD5-A56B-0983800C4EDE/205889/DBSCH_REG_10431_OrdersinCouncilmadeundertheCanterb.pdf

Canterbury Earthquake (Building Act) Order 2010

This Order exempts, modifies and extends the application of certain provisions of the Building Act 2004. The purpose of the order is to enable councils in the Canterbury region to take appropriate action in respect of dangerous buildings and related issues arising from the Canterbury earthquake. The Order, which is in force for one year, applies to the districts of the Christchurch City, Selwyn and Waimakariri Councils.



The Christchurch Earthquake



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The Christchurch earthquake occurred at noon on a Tuesday, killing 181 people and injuring several thousand. Although not as powerful as the Canterbury earthquake, the Christchurch earthquake occurred on a shallow fault line close to the city, dramatically intensifying the shaking and exacerbating the damage of the Canterbury Earthquake. The epicenter was near Lyttelton, just 10 kilometers south-east of Christchurch's central business district, portions of which remain closed today.

As with the Canterbury Earthquake, the Christchurch Earthquake did not disrupt Parliament which is held in Wellington, the nation's capital.



Tuesday, February 22, 2011 12:51pm (magnitude 6.3)

2:00 PM	Parliament sits as scheduled
2:22 PM	House adjourns
2:50 PM	National Crisis Management Centre (NCMC) operational
3:00 PM	Emergency Cabinet Meeting held
4:00 PM	Prime Minister John Key addresses the nation

¹¹ http://img.allvoices.com/thumbs/image/609/480/73602194-map-christchurch.jpg

Page 12 of 23

- 4:21 PM Christchurch Mayor declares a State of Emergency
- 5:00 PM The Ministry of Justice reports extensive damage to several Christchurch workplaces and holding facilities. Court services are cancelled for two weeks while the Ministry identifies alternate sites for offender processing and retention. The Ministry will work with the Police and Corrections to provide arrest courts as required.
- 8:30 PM The Minister of Finance signs a special approval for emergency spending under the Public Finance Act, allowing "government agencies to spend extra money not covered by existing appropriations as necessary." 12

The Deputy Prime Minister announces:

- The availability of three temporary shelters;
- Defence Force personnel have been deployed to provide medical assistance around the city;
- The closure of Christchurch airport and all schools pending damage assessments;
- The activation of a 1-800 Government Helpline;
- Phone networks remain overloaded. People are asked to stay off phones unless absolutely necessary;
- Major damage to roads in the city as well as liquefaction and flooding has badly impacted travel. Emergency responders ask that citizens stay off the roads to prevent emergency services delays.

Wednesday, February 23 2011

- Cabinet holds third emergency meeting.
- Prime Minister John Key holds a press conference.
- Minister of Civil Defence declares a state of national emergency and, under the Civil Defence Emergency Management Act, becomes the lead agency.
- Parliament adjourns until 8 March to allow cabinet to focus on recovery.
- Deputy Prime Minister's Speech to Parliament emphasizes response and rescue efforts, including:
 - 100 New Zealand Search and Rescue specialists on the ground in Christchurch, two additional Australian Search and Rescue teams arriving;
 - 1030 military staff directly involved in operations and four naval ships and six aircraft in the area;

¹² http://beehive.govt.nz/release/video-hon-bill-english-update-canterbury-earthquake

- In addition to Christchurch's police force, over 230 extra police staff are arriving from other districts.
- The Minister of Social Development announces that four welfare centres are operational with additional support from the Salvation Army and Victims Support.

Thursday, February 24 2011

- Civil Defence Minister Gerry Brownlee's regular portfolios are distributed amongst other cabinet ministers, so he can lead the recovery effort.
- The Minister of Social Development confirms that Work and Income has:
 - Made 10,234 calls to elderly clients living alone;
 - Paid out \$163,000 in Civil Emergency grants;
 - o Fielded more than 10,000 calls to the Government Helpline.
- The Housing Minister announces the activation of a helpline and website to provide a matching service between those offering and requiring temporary accommodation.

Friday, February 25 2011

- NZ Urban Search and Rescue (USAR) rescues 70 debris trapped survivors.
- Prime Minister John Key confirms that the immediate focus is search and rescue.
- The Minister of Social Development announces that:
 - \$700,000 in Civil Defence payments have been made for the purchase of essential items.
 - Five Welfare Centers are operational and offer a host of services such as counseling, temporary housing and financial assistance.

Saturday, February 26 2011

The Minister of Defence acknowledges the role of Defence Forces in Christchurch, particularly the Navy.

"HMNZS Canterbury was in Lyttelton when the earthquake struck. Her crew have done a tremendous job there. In particular they have provided hundreds of meals to the community.

The same can be said of all Defence Force personnel deployed to help in Canterbury. From the soldiers on the cordon, to the Army engineers who set up a desalination system yesterday, to

the round the clock air support that the RNZAF has maintained, the services have done a first-class job." ¹³

Saturday, February 26 2011

 The Minister of Social Development reports that 6,267 Civil Defence payments totalling \$1,024,202 have been processed.

Monday, February 28 2001

Prime Minister John Key announces a support package for businesses and workers.

"The six week package is made up of two parts:

- An Earthquake Support Subsidy to help employers keep paying wages
- Earthquake Job Loss Cover to support employees whose employer believes their business is no longer viable.

Eligible employers will receive a payment of \$500 gross per week for each full-time employee, which will be paid to the affected worker. For part-time workers the payment will be \$300 gross per week.

"This subsidy is designed to keep businesses connected with their staff during the first few weeks after the earthquake," Mr Key says.

"This is about keeping people in jobs and supporting businesses through the next six weeks."

Earthquake Job Loss Cover is a new programme to provide support to workers whose employer believes their business is no longer viable. It will also be available to employees who are unable to contact their employer.

Full-time workers in this situation will receive \$400 net per week, to help them transition to either finding another job or seeking other welfare assistance. Part-time workers will receive \$240 net per week." ¹⁴

Tuesday, March 1 2011

Hon John Carter extends the state of national emergency.

Thursday, March 3 2011

The Red Cross begins distributing Emergency and Hardship grants of \$500 - \$1000

¹³ http://beehive.govt.nz/release/canterbury-loading-relief-supplies

¹⁴ http://beehive.govt.nz/release/pm-releases-initial-earthquake-assistance-package

Monday, March 7, 2011

• The Minister of Civil Defense extends the National State of Emergency for a second time.

Tuesday, March 8 2011

- Parliament resumes.
- Nine Orders in Council are made under the Canterbury Earthquake Response and Recovery Act 2010. Four are reinstatements of orders that had expired after the initial earthquake. Included are:
 - Local Government Official Information and Meetings Act Order 2011 this order repeats and extends an expired order.
 - Social Security Act Order 2011 this order repeats and extends an existing order
 - Transport Legislation Order this order repeats a previous order
 - Resource Management Act Amendment Order 2011 this order reactivates provisions that had expired
 - Resource Management Act Permitted Activities Order 2011 this order provides for temporary and activities such as housing, depots and storage facilities as permitted activities, removing the need for resource consent.
 - Resource Management Act Order 2011 this order streamlines the consultation process for resource consent applications for land remediation works
 - Education Act 1989 Order 2011 this order enables the Education Minister and Secretary for Education to manage the location of schools, direct boards of trustees, manage the relocation of students, amend school opening hours, and be flexible around licensing requirements for early childhood centres.
 - Tax Administration Act Order 2011 this order amends secrecy rules and will enable IRD
 to share taxpayer specific information with other government agencies that would assist
 them to respond to the earthquake.
 - Accident Compensation Act 2001 Order 2011 this order allows ACC to pay the first week of weekly compensation to any eligible person injured in the 22 February earthquake

Saturday, March 25 2011

The Minister of Civil Defense extends the National State of Emergency for a fourth time stating, ""There is still considerable work to be done before the state of national emergency can be lifted and recovery work passed on to the appropriate agency or agencies."

"Christchurch needs significant support and the state of national emergency allows for a wider range of assets and powers to support the citizens of Christchurch than would normally be utilised under a state of local emergency."

"Civil Defence is aware of the importance of restoring business activity in Christchurch and is working with business leaders to address issues around access to vital records and property or stock by business owners."

"Work is also focused on residents being adequately housed in safe and warm accommodation, with reliable access to water, functional sewerage disposal, electricity and communications." ¹⁵

Monday, March 28 2011

- The extension of the Earthquake Support package is announced.
- The Ministers of Finance and Revenue announce Earthquake Tax relief measures.

"The measures include:

- Providing an exemption so businesses do not have to pay tax or gift duty on trading stock they have donated within four months of either the September 4 or February 22 earthquakes.
- Making certain welfare contributions provided by employer's tax free, within eight weeks of either earthquake.
- Extending the redundancy tax credit
- Granting the Commissioner of Inland Revenue the discretion to extend statutory tax dates on a case or class-of-cases basis.
- Exempting certain payments made to families who receive Working for Families tax credits as a result of the earthquake from counting as income. "16

Monday, April 11 2011

The Prime Minister announces the creation of The Canterbury Earthquake Recovery Authority (CERA) to lead earthquake recovery.

"The Canterbury Earthquake Recovery Authority (CERA) will be established as a stand-alone government department to enable an effective, timely and co-ordinated rebuilding and recovery effort in Canterbury. CERA will have a lifespan of five years and its operations will be reviewed annually."

"Rebuilding Christchurch and the wider region following the earthquakes is one of the government's highest priorities and we are committed to providing the necessary resources to make this happen over the coming weeks, months and years," Mr Key says.

¹⁶ http://taxpolicy.ird.govt.nz/news/2011-03-28-decisions-earthquake-tax-relief-announced

¹⁵ http://www.beehive.govt.nz/release/state-national-emergency-extended-further-1

"We are making progress on many fronts, but this will be a long and complex task which will require huge resources.

"While the initial focus has been on rescue and relief, it is critical we move forward with business recovery, getting vital infrastructure running and ensuring we have the right systems and relationships in place to get greater Christchurch rebuilt.

"CERA will support the Minister for Canterbury Earthquake Recovery Gerry Brownlee to get the job done, in close collaboration with local councils and local communities," Mr Key says.

CERA's establishment will be made effective by Order in Council and will be made complete by enabling legislation which will be introduced to Parliament in coming weeks.

"It has been clear since the February 22 earthquake that the rebuilding task in front of us is too large to be completed by existing institutions," Mr Key says." ¹⁷

Thursday, April 14 2011

The Canterbury Earthquake Recovery Bill passes

"The House this afternoon passed the Canterbury Earthquake Recovery Bill, which repeals the Canterbury Earthquake Response and Recovery Act 2010.

The Bill sets out appropriate measures to enable the Minister for Canterbury Earthquake Recovery and/or the Canterbury Earthquake Recovery Authority (CERA) to facilitate and direct greater Christchurch and its communities to respond to, and recover from, the impacts of the Canterbury earthquakes.

Canterbury Earthquake Recovery Minister Gerry Brownlee said the Bill was founded on the need for community participation in decision-making processes while balancing this against the need for a timely and coordinated recovery process.

"It is necessary to put in place stronger governance and leadership arrangements for the rebuilding and recovery of greater Christchurch from the cumulative effects of the 4 September and 22 February earthquakes," Mr Brownlee said.

In developing the Bill to put in place new arrangements the following factors were taken on board:

• the scale of the post-earthquake rebuilding effort recognising that the 22 February earthquake represents an incomparable natural disaster in New Zealand's history:

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¹⁷ http://www.beehive.govt.nz/release/new-authority-created-canterbury-rebuild

- Lessons learnt from international experience and from the recovery planning after the 4 September earthquake including the strong indication to have a single entity in charge of, and responsible for, the recovery efforts;
- The need for timely and effective decision-making powers; and
- the significant co-ordination needed between local and central government, residents of greater Christchurch, Te Runanga o Ngai Tahu, NGOs, business interests and the private sector.

"The Canterbury Earthquake Recovery Bill provides a transition from the National State of Emergency to a state of urgency, and eventually a full recovery for the people of Canterbury," Mr Brownlee said." ¹⁸

April 19 2011

• The Canterbury Earthquake Recovery Act 2011 comes into force.

May 1 2011

After nearly 10 weeks, the National state of emergency is lifted.

¹⁸ http://beehive.govt.nz/release/canterbury-earthquake-recovery-bill-passes

Review of Key Government Actions

0-3 Days after Earthquake: Immediate Government Leadership - Emergency Declaration, press conferences, cabinet meetings, travel to impacted sites. Immediate Emergency Response Funding - welfare centers/Infrastructure fixes. Activation and staffing of public education and communications mediums - Gov Help lines/websites. Emergency (short term) financial to support to businesses and citizens - Wage support subsidies, ESS for displaced citizens. 4-7 Days after Earthquake: Ongoing Response Funding - counseling support and community-based social services. Review of "Business as Usual" deadlines - inland Revenue waives interest on late tax payments. Financial support packages for businesses and workers. Extend States of Emergency. Preparation and passing of emergency Orders in Council 8-15 Days after Earthquake: Preparation and passing of Legislation/OICs - Financial, Social Support, Building /Structural, Environment/Land Use, Taxation, Transportation and Local Government.

Determination of longer term recovery organization & legislation – bridge gap between "state of

emergency" and 'business as usual'.

Appendix 1 List of NZ Legislative Changes

NZ Legislative Changes in Response to the Canterbury and Christchurch Earthquakes¹⁹

13-Sep-10	Tax Administration	(Emergency Event	—Canterbury	/ Earthquake)	Order 2010
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14-Sep-10 Canterbury Earthquake Response and Recovery Act 2010

Orders and Regulations made under the Canterbury Earthquake Response and Recovery Act 2010

16-Sep-10	Canterbury Earthquake (Building Act) Order 2010
16-Sep-10	Canterbury Earthquake (Civil Defence Emergency Management Act) Order 2010
16-Sep-10	Canterbury Earthquake (Local Government Act 2002) Order 2010
16-Sep-10	Canterbury Earthquake (Resource Management Act) Order 2010
16-Sep-10	Social Security (Long-term Residential Care) Amendment Regulations (No 3) 2010
16-Sep-10	Social Security (Temporary Additional Support) Amendment Regulations (No 3) 2010
20-Sep-10	Canterbury Earthquake (Resource Management Act) Amendment Order 2010
04-Oct-10	Earthquake Commission Amendment Regulations 2010
13-Dec-10	Canterbury Earthquake (Cadastral Survey Act) Order 2010
20-Dec-10	Canterbury Earthquake (Social Security Act) Order (No 2) 2010
20-Dec-10	Canterbury Earthquake (Social Security Act) Order (No 3) 2010
20-Dec-10	Social Security (Long-term Residential Care) Amendment Regulations (No 5) 2010
07-Feb-11	Social Security (Temporary Additional Support) Amendment Regulations 2011
21-Feb-11	Social Security (Income and Cash Assets Exemptions—Canterbury Earthquake) Regulations 2011
28-Feb-11	Canterbury Earthquake (Tax Administration Act) Order 2011
28-Feb-11	Goods and Services Tax (Grants and Subsidies) Amendment Order 2011
28-Feb-11	Tax Administration (Emergency Event—Canterbury Earthquake) Amendment Order 2011
08-Mar-11	Canterbury Earthquake (Accident Compensation Act 2001) Order 2011
08-Mar-11	Canterbury Earthquake (Education Act) Order 2011
08-Mar-11	Canterbury Earthquake (Local Government Official Information and Meetings Act) Order 2011
08-Mar-11	Canterbury Earthquake (Resource Management Act) Order 2011
08-Mar-11	Canterbury Earthquake (Resource Management Act) Amendment Order 2011
08-Mar-11	Canterbury Earthquake (Resource Management Act Permitted Activities) Order 2011
08-Mar-11	Canterbury Earthquake (Social Security Act) Order 2011
08-Mar-11	Canterbury Earthquake (Transport Legislation) Order 2011
08-Mar-11	Social Security (Temporary Additional Support) Amendment Regulations (No 3) 2011
	Social Security (Temporary Additional Support—Canterbury Earthquake TAA Programme) Amendment
08-Mar-11	Regulations 2011
14-Mar-11	Canterbury Earthquake (Resource Management Act) Amendment Order (No 2) 2011
21-Mar-11	Canterbury Earthquake (Reserves Legislation) Order 2011
28-Mar-11	Canterbury Earthquake (Financial Advisers Legislation) Order 2011

¹⁹ http://cera.govt.nz/about-cera/legislation

28-Mar-11 Canterbury Earthquake (Inland Revenue Acts) Order 2011	
28-Mar-11 Accident Compensation (Experience Rating—Canterbury Adverse E	Event) Notice 2011
28-Mar-11 Ombudsmen Act (Schedule 1—Canterbury Earthquake Recovery A	uthority) Order 2011
28-Mar-11 State Sector (Canterbury Earthquake Recovery Authority) Order 20	<u>)11</u>
18-Apr-11 KiwiSaver (Significant Financial Difficulties—Canterbury Earthquak	e) Regulations 2011
18-Apr-11 Social Security (Temporary Additional Support) Amendment Regula	ations (No 4) 2011
19-Apr-11 Canterbury Earthquake Recovery Act 2011	

Orders in Council made under the Canterbury Earthquake Recovery Act 2011

23-May-11	Canterbury Earthquake (Resource Management Act Port of Lyttelton Recovery) Order 2011
23-May-11	Canterbury Earthquake (Transport Legislation) Amendment Order 2011
23-May-11	Canterbury Earthquake (Land Transport Rule: Operator Licensing) Order 2011
20-Jun-11	Canterbury Earthquake (Local Government Act 2002) Order 2011
20-Jun-11	Canterbury Earthquake (Energy Companies Act) Order 2011
20-Jun-11	Canterbury Earthquake (Rating Valuations Act — Selwyn District Council) Order 2011
20-Jun-11	Canterbury Earthquake (Rating Valuations Act — Waimakariri District Council) Order 2011
20-Jun-11	Canterbury Earthquake (Rating Valuations Act — Christchurch City Council) Order 2011
27-Jun-11	Canterbury Earthquake (Historic Places Act) Order 2011
18-Jul-11	Canterbury Earthquake (Resource Management Act—Burwood Resource Recovery Park) Order 2011
05-Sep-11	Canterbury Earthquake (Resource Management Act – Electricity Network Recovery) Order 2011
05-Sep-11	Canterbury Earthquake (Reserves Act-Electricity Network Recovery) Order 2011
05-Sep-11	Canterbury Earthquake (Building Act) Order 2011

Orders and Regulations expired or revoked

Canterbury Earthquake (Civil Defence Emergency Management Act) Order (No 2) 2010

Canterbury Earthquake (Civil Defence Emergency Management Act) Order 2010

Canterbury Earthquake (Historic Places Act) Order 2010

Canterbury Earthquake (Historic Places Act) Amendment Order 2011

Canterbury Earthquake (Local Government Official Information and Meetings Act) Order 2010

Canterbury Earthquake (Rating Valuations Act) Order 2010

Canterbury Earthquake (Road User Charges Act) Order 2010

Canterbury Earthquake (Transport Legislation) Order 2010

Canterbury Earthquake (Social Security Act) Order 2010

Social Security (Income and Cash Assets Exemptions—Canterbury Earthquake) Regulations 2010

Appendix 2 Sources

CERA (Canterbury Earthquake Recovery Authority) http://cera.govt.nz/

New Zealand Herald http://nzherald.co.nz

New Zealand Ministry for the Environment http://www.mfe.govt.nz/index.html

New Zealand Ministry of Justice http://www.justice.govt.nz/

New Zealand Parliament http://www.parliament.nz/en-NZ

The Government of New Zealand http://beehive.govt.nz





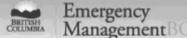
BRIEF TO

Honourable Todd Stone, Minister of Transportation and Infrastructure and Honourable Naomi Yamamoto, Minister of State for Emergency Preparedness

EXERCISE COASTAL RESPONSE 2016

EMBC

15 March 2016



Exercise Coastal Response

Purpose

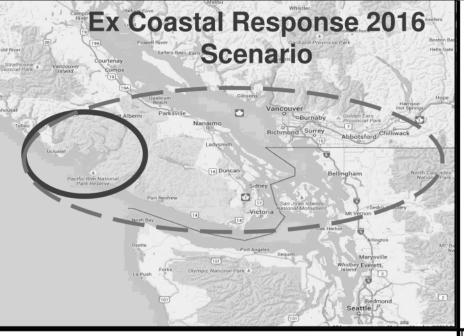
To enhance provincial emergency response capabilities to a catastrophic earthquake

Focus

- Activate and test elements of BC's Earthquake Immediate Response Plan (IRP)
- Opportunity for other levels of government to test plans and build a common operating picture
- Strengthen stakeholder relationships and engagement

Exercise Functions to be tested

- Medical
- Mass Care
- Emergency Operations
- Strategic Communications
- Logistics
- Telecommunications



Background

- First full scale disaster Ex led by EMBC
- Concentrates on key aspects of coordination, control, planning and collaboration
 - Allows detailed planning to take place without the magnitude of the problem being overwhelming
 - The disaster scenario is situated to bring out coordination aspects and ensuring a critical test of the new IRP
- Tied with Exercises Cascadia Rising (US), Pacific Quake (PS) and Staunch Maple (JTFP)

Scenario National Impacts

- The scenario will involve catastrophic damage along the West coast of the USA such that would prevent significant assistance coming from any of the Western states.
- The scenario will involve climatic conditions in Western Canada that will not impede delivery of Canadian relief support from East of the Rockies.
- The scenario damage in the lower mainland will not impede delivery of Canadian relief support from East of the Rockies

Scenario Regional Impacts (SW BC) (Dotted Line)

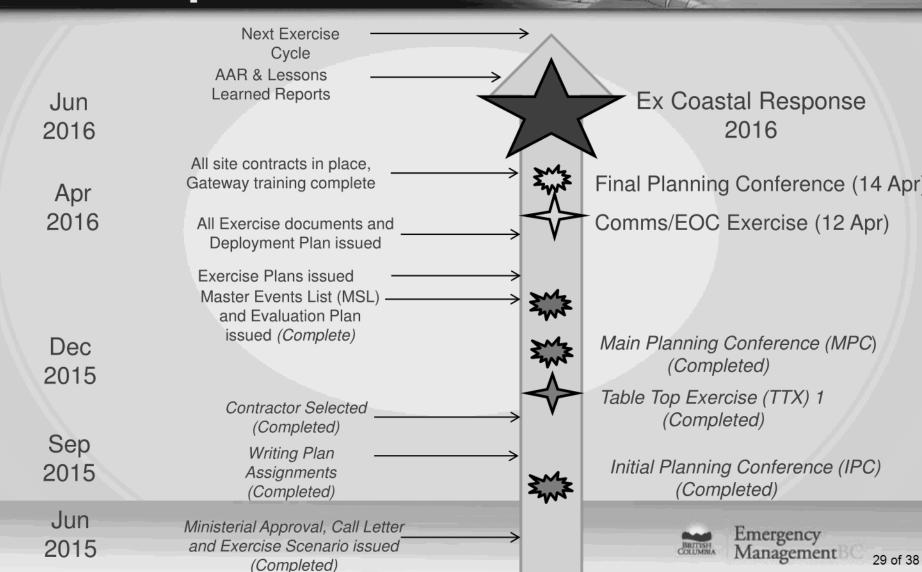
- Strong shaking in areas of Greater Vancouver, Greater Victoria and South Vancouver Island
- Some destruction in the major urban centres of the lower mainland and southern Vancouver Island, but not to catastrophic levels
- Major urban centres will be able to self-recover and will not require extensive assistance from provincial/national agencies
- The scenario damage will allow limited road deployment from the East into the Port Alberni area and limited ship deployment to port facilities in the Victoria and Nanaimo area
- Extensive communication and power outages across SW BC
- The EQ will generate a tsunami on the west coast of Vancouver Island
- The first 8-10 hours of the exercise, planned injects from the MSEL will present information that of all the affected communities in southern BC, Port Alberni will have been impacted the worse.

Scenario Local Impacts in Port Alberni Valley (Solid Line)

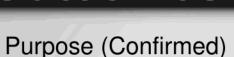
- · Extensive blockage of roads, bridges and airports
- Extensive local damage and facility destruction
- · Significant utility breakages
- Multiple power outages affecting hospitals and care facilities
- Widespread, community/residential devastation
- Significant number of casualties and displaced persons, beyond the ability of local and regional facilities to manage
- Road, port and infrastructure in the Port Alberni area will be severely impacted; including worst case tsunami caused inundation of the Port Alberni area.
- Tsunami effects in other coastal communities will not be as severe.
- The earthquake and tsunami will have created a true catastrophic disaster event in the Port Alberni area that will require an immediate response of federal and provincial assets.



Exercise Road Map



MPC Outcomes



To enhance provincial emergency response capabilities to a catastrophic earthquake
 Focus (Confirmed)

- Activate and test elements of BC's Earthquake Immediate Response Plan (IRP)
- Opportunity for other levels of government to test plans and build a common operating picture
- Strengthen stakeholder relationships and engagement

Exercise Functions to be tested (Confirmed)

- Medical
- Mass Care
- Emergency Operations
- Strategic Communications
- Logistics
- Telecommunications



Exercise Events Day 1

- PREOCs and PECC will be activated
- Information of the Earthquake and Tsunami will be received by the PREOCs and PECC
- Information disseminated to all Ministries
- Activation of Central Coordination Group (CCG) and Ministers-Deputies Emergency Committee (M-DEC)
- Provincial State of Emergency declared
- PCT and HUSAR Task Force 1 will be activated and dispatched
- Provincial Staging Areas and Regional Staging Areas will be activated
- ACRD EOCs stand up operations

Exercise Events Day 2-4

- Provincial Coordination Team Deploys
 - liaise with the local EOCs
 - conduct assessment & coordination tasks
- HUSAR Task Force 1
 - deploys and establishes operations
 - conduct rescue and recovery operations
- ACRD EOCs
 - Continue operations
- End of Exercise (ENDEX)
 - On day 4 once the Immediate Response Phase and selected Transition Response activities of the IRP achieved
- Open House Event (After ENDEX)
 - In Port Alberni with deployed agencies



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Questions?



BRIEFING NOTE FOR INFORMATION

DATE: March 7, 2016

PREPARED FOR: Honourable Naomi Yamamoto, Minister of State for Emergency Preparedness

MEETING: Honourable Nikki Kaye, New Zealand Minister of Civil Defence, Youth, and for the

Accident Compensation Corporation on March 17, 2016

ISSUE: Provide an overview of steps taken by Emergency Management BC (EMBC) since

the March 2014, Office of the Auditor General of BC (OAG) report on "Catastrophic

Earthquake Preparedness".

SUMMARY:

Since the release of the OAG's report on Catastrophic Earthquake Preparedness, the
Province of BC has made significant steps to enhance its catastrophic earthquake
preparedness through strategic planning, interagency engagement and collaboration,
education, public outreach, improvements to tsunami alerting and the hiring of additional
emergency personnel. The Province also has made strategic investments in emergency
preparedness in such areas as seismic upgrades of schools, health facilities, and
transportation infrastructure.

 Although significant steps have been made to enhance the Province of BC's catastrophic earthquake preparedness, the Province must continue to explore all possible opportunities that will further enhance its current level of preparedness.

BACKGROUND:

In March 2014, the OAG released a report concluding that EMBC was not adequately prepared for a catastrophic earthquake. Government accepted the OAG's report, but noted that disaster preparedness is a shared responsibility. Action is already underway, noting that long-term preparedness efforts must be informed by input from a wide variety of stakeholders.

In response to the OAG report, government appointed Mr. Henry Renteria as Chair of its Earthquake Consultation. After a year of meeting with stakeholders, his report, released publicly on March 26, 2015, focused on the following themes:

- Additional public education.
- A Province-wide risk analysis along with additional availability of risk management maps and information.
- A comprehensive training and exercise strategy with EMBC leadership.
- Enhanced authority and resources for EMBC.
- Ensuring that funding system-wide is adequate, creates appropriate incentives and, addresses all
 phases of emergency management.
- Implementation of performance and accountability measures for ministries and local governments.
- Development of cross-ministry plans and capacity for catastrophic events.

DISCUSSION:

To address the concerns of the OAG's report, EMBC has taken several significant steps to enhance the Province's preparedness for a catastrophic earthquake event. The following lists actions and initiatives undertaken by EMBC that enhance the Province's catastrophic earthquake preparedness:



- Released the B.C. Earthquake Immediate Response Plan that details how the Province will lead
 and coordinate following a catastrophic earthquake and articulates the roles, responsibilities and
 integration of the provincial government, its agencies, and partners, including Federal government,
 local authorities and First Nations, critical infrastructure owners, bordering jurisdictions, and nongovernmental organizations.
- Developing a model and concept of operations for a Provincial Earthquake Response and Recovery Centre that illustrates how the Province and its partners will integrate to ensure a coordinated response to a catastrophic earthquake.
- Designing and implementing a provincial supply chain strategy and governance framework through broad stakeholder engagement that will leverage the strengths and capabilities of key supply chain partners to support the Province in executing a coordinated response to a catastrophic earthquake.
- Developing a concept of operations for mass care to assist local authorities, First Nations and nongovernmental organizations to address provision of food, water, shelter, sanitation and basic first aid to mass displaced persons following a catastrophic event.
- Increased capacity for provincial level emergency operational co-ordination by employing 24/7 provincial duty managers to respond to emergencies.
- Undertaken plans to provide a \$1 million provincial-level catastrophic exercise in June 2016 with partners (Exercise Coastal Response 2016).
- Launched public education initiatives, including the PreparedBC site and corresponding guides and guidance for personal and neighborhood preparation.
- Invested \$95,000 in improvements to the Provincial Emergency Notification System to help get emergency information into the hands of those that need it faster.
- Engaged in the testing that began last May of the new national emergency broadcast alerting system.
- Supporting partner agencies, including funding to SAR, Vancouver's HUSAR and \$50,000 to Ocean Networks to gather data sets related to tsunami mapping.
- Proposing to contribute financial support to fund a collaborative project with the Global Earthquake Model Foundation and Natural Resources Canada (NRCan), to further a regional earthquake risk assessment for BC.
- Contributing \$50,000 for a regional study to expand microzonation mapping to include the Saanich Peninsula and five communities in the Lower Mainland.
- Contributing \$5 million to Ocean Networks Canada to coordinate the development of a
 comprehensive earthquake early warning system in BC, including installing, maintaining and
 collecting data in real-time from offshore and coastal seismic sensors positioned to effectively
 monitor seismic activity from the Cascadia Subduction Zone.

Since 2001, the Province of BC has either committed or already invested approximately \$19 billion in capital funding and seismic infrastructure upgrades. This includes:

- Over \$4 billion in new bridge and large highway infrastructure projects, built to modern day seismic standards;
- \$2.2 billion in seismic upgrades for 213 high-risk schools;
- \$2.6 billion in capital projects to seismically upgrade advanced education schools; and,
- \$10 billion for health capital spending, about half of which went toward new builds and major capital improvements that included seismic upgrading.

EMBC also aims to enhance catastrophic earthquake preparedness through continued engagement and collaborative working partnerships with various agencies within the Province and the United States in the Seismic Safety Council of BC.



The Seismic Safety Council is an inter-agency council that recommends goals and priorities for Province-wide strategies that address the seismic threat through mitigation, preparedness, response, and recovery activities. Within the council are two subgroups that EMBC are involved with which consist of the Earthquake Early Warning Working Group and the Tsunami Notification Networking Group.

The Earthquake Early Warning Working Group works towards the development of a comprehensive earthquake early warning system in BC. The group serves as a forum for collaborative partnerships with the agencies involved including, amongst others, NRCan, EMBC, the University of BC, Ocean Networks Canada, and other private firms. It also serves as a forum for information sharing such as advancements with earthquake early warning and strong motion networks. EMBC works with the partners in the group to encourage the sharing of information, the expansion of an earthquake early warning system in BC, and the integration of an earthquake early warning system with Washington State.

The Tsunami Notification Networking Group, which EMBC chairs, is a forum to share information regarding updates to tsunami notification procedures and lessons learned to ensure coordination interdepartmentally and with the Province. Partners of the group include, amongst others, NRCan, Department of Fisheries and Oceans, Public Safety Canada, the Canadian Coast Guard, the RCMP, and the National Oceanic and Atmospheric Administration.

EMBC also engages and collaborates with agencies in the United States through the Cascadia Region Earthquake Workgroup (CREW) and the National Tsunami Hazard Mitigation Program (NTHMP). CREW aims to promote efforts to reduce impacts of earthquake events, educate and motivate decision makers to reduce earthquake risk, and foster productive linkages to improve community resilience after an earthquake event. The NTHMP is a coordinated effort to assess tsunami threat, prepare community response, issue timely and effective warnings, and mitigate damage. EMBC uses these groups as an opportunity to build relationships with the partners involved and to share information on projects, best practices, and lessons learned. EMBC utilizes relationships between partners to enhance cross border preparedness and utilizes shared information to develop best practices for the Province.

Learnings from New Zealand

EMBC uses the lessons learned from earthquake events around the world such as the Christchurch earthquake in 2011 to enhance its preparedness.

In the February 2011 Christchurch earthquake, there were significant impacts to lifelines such as potable water and food. Observation of these impacts has compelled the Province to take steps to address the key issues associated with those impacts. EMBC and other agencies are currently working on developing a Province wide supply chain strategy to support operations in the response to an earthquake event.

Another lesson learned was the use of social media in response to an earthquake event and its role in emergency management. Having seen some of its application in the Christchurch earthquake, EMBC has since hired a team of social media staff that assist in the dissemination of relevant information to other agencies and to the general public in BC.

The review of the New Zealand Civil Defence Emergency Management Response to the Christchurch Earthquake made recommendations to reinforce practices and to improve policies, as well as processes from an emergency management perspective. One key recommendation included the establishment of a cadre of personnel to lead in senior emergency management positions during natural disasters, training of personnel in catastrophic event management, and draw personnel from different emergency management groups and public and private sector organizations.



With knowledge of that recommendation, the Province of BC, through the B.C. Earthquake Immediate Response Plan, identifies the key roles and responsibilities of personnel of various ministries and agencies within the Province in response to an earthquake event. These personnel are trained in different areas of emergency management and through table top exercises such as Exercise Coastal Response.

Another key recommendation was the continued promotion of a culture of preparedness for major disasters amongst all sectors. The Province has taken steps to promote a culture of preparedness through education and outreach in such initiatives as the PreparedBC site and through guides and guidance.

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SUMMARY:

Recognizing that EMBC has made significant steps in enhancing the Province's preparedness, EMBC must continue to explore all opportunities that will lead to a higher level of catastrophic earthquake preparedness for BC.

FINANCIAL IMPLICATIONS:

None

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