



BRIEFING NOTE FOR INFORMATION

DATE: January 16, 2019
PREPARED FOR: Honourable Claire Trevena, Minister of Transportation and Infrastructure
ISSUE: Lack of Rest Areas along Highway 1 and Highway 5

SUMMARY:

- The Ministry has 195 rest areas, including 39 rest areas on Highway 1 and 5.
- Over the last three years, the Ministry has invested more than \$9M on more than 35 rest areas including the construction of 2 new rest areas, free WiFi at 12 rest areas, and 10 electrical vehicle charging stations.
- In 2019/20 the Ministry is planning to continue to invest on rest area improvements with the goal of enhancing the amenities provided at rest areas and increasing the number of rest areas that have free WiFi.

BACKGROUND:

- Rest areas are an integral part of the highway system and have a positive effect on highway safety by reducing accidents related to driver fatigue or voluntary shoulder stops.
- In addition, the services offered at rest areas enhance the driving experience of the travelling public by providing easy access to washrooms, picnic tables, litter container and information about nearby services.
- A variety of facilities provided by both the private (restaurants, gas stations, commercial businesses, etc) and public (rest areas, visitor centres and road-side parks) sectors are available to meet the travelling public's needs.
- The Ministry has 195 rest areas (30 large, 18 medium, and 147 small) of which 144 are open year round. See appendix 1 for a map of rest area and appendix 2 for additional information on rest area size.
- Over the last three years, the Ministry has invested more than \$9M on more than 35 rest areas including the construction of 2 new rest areas (H97C Loon Lake, H97South Taylor Hill), the improvement lighting, expansion of parking, free WiFi at 12 rest areas, and 10 electrical vehicle charging stations.
- Wheelchair accessibility has also been improved at more than 20 rest areas across BC including the construction 2 fully accessible rest areas. Improvements include the construction of accessible toilets, sinks, picnic tables, and accessible pathways.
- In addition, more than 1,400 pullouts across BC provide a safe refuge for drivers.

DISCUSSION:

- An analysis of rest stops along Highway 1 and Highway 5 concluded that the average distance between subsequent rest stops at either rest areas or urban centers is on average between 30 and 60 km which is consistent with the guideline of 80 to 100 km spacing (i.e. distance travelled during 1 hour of driving).
- In 2019/20 the Ministry is planning to continue to invest on rest area improvements with the goal of enhancing the amenities provided at rest areas and increasing the number of rest areas that have free WiFi and electrical vehicle charging stations.



Ministry of
Transportation
and Infrastructure

CLIFF 283191

PREPARED BY:

Rodrigo Disegni, Director Maintenance and Rehabilitation
(250) 882-8994

REVIEWED BY:

Ian Pilkington, A/Executive Director
Highways Operations
Kevin Richter, Associate Deputy Minister
Associate Deputy Minister's Office

INITIALS:

IP

KR



Appendix 1 - Rest Area Map

Rest Areas Map – Available on line at <http://www.th.gov.bc.ca/restareas/>



Appendix 2 - Rest Area Pictures

Small Rest Area



Medium Rest Area

Large Rest Area





BRIEFING NOTE FOR INFORMATION

DATE: January 16, 2019

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

ISSUE: Intersection Safety - Highway 10 at 132nd Street, Surrey

SUMMARY:

- The collision rate for Highway 10 at 132nd Street is below the provincial average.
- Intersection improvement projects are planned based on safety, mobility and reliability.
- There are no planned projects for Highway 10 at 132nd Street.
- Ministry staff are undertaking an operational review including an assessment of left turn signals and will consult with City of Surrey.
- The review will be completed by Spring 2019.

BACKGROUND/DISCUSSION:

There have been 14 serious collisions (fatal and injury) at Highway 10 at 132nd Street in Surrey over the last five years and is not considered collision prone. This intersection has a collision rate of 0.36 collisions per million vehicle kilometres (c/mvk), compared to the provincial rate of 0.46 c/mvk for urban signalized intersections.

There are no projects planned for Highway 10 at 132nd Street, however, Ministry staff will consult with the municipality and undertake an operational review, including an assessment of left turn signals. This review will be completed by Spring 2019.

Collision prone locations are identified provincially every 3 years to help determine safety performance. Intersection improvement projects are determined based on many factors, including safety, mobility and reliability. They are prioritized within each district. Community Safety Enhancement funding can be used for intersection safety projects.

FINANCIAL IMPLICATIONS:

- None

PREPARED BY:

Kenedee Ludwar, Director of Traffic and Safety
Engineering Services
604-209-4010

REVIEWED BY:

Ed Miska, Executive Director of Engineering Services
Highways Department
Kevin Richter, Associate Deputy Minister
Associate Deputy Minister's Office

INITIALS

EM

KR

BRIEFING NOTE 282776

Ottawa

Briefing Note

What:

Status Update on Joint Provincial/Federal Transit Projects

Who:

Geoff Meggs, Chief of Staff

Executive Summary:

- B.C. is partnering with the federal government on transit projects through the Investing in Canada Program (ICIP), the previous stand-alone Public Transit Infrastructure Fund (PTIF), and through the final phase of the previous federal program, the Building Canada Fund (BCF).
- Transit projects remain key to meeting transportation needs across the province.
- Particularly in the growing Metro Vancouver region, projects which help reduce congestion and get people and goods moving faster, are critical to unlocking our economic growth, while making communities more affordable, accessible and clean.
- B.C. is appreciative of the substantial lower mainland funding, enabling the Broadway Subway project to get underway. In response to the recent shift in priorities expressed by the lower mainland Mayors' Council, the province looks forward to engaging with Canada on the proposed extension of Skytrain toward Langley, a shift from the previously supported Surrey LRT project, once we receive a business case from the region.
- B.C. looks forward to continuing our work with the federal government and delivering projects within federal timelines and budgets.

Background:

- The Ministry of Transportation & Infrastructure (TRAN) is the primary provincial liaison with the federal government on infrastructure funding agreements related to transit, along with the Ministry of Municipal Affairs and Housing (MAH) on TransLink investments.
- There have been three major funding agreements:
 - Investing in Canada Infrastructure Program (2018-2027), which provides \$2.7B federally to the Public Transit Infrastructure Fund;
 - The Public Transit Infrastructure Fund (2016-2019), \$460M in federal funding; and

BRIEFING NOTE 282776

Ottawa

- The Building Canada Fund (2010-2019) with two final projects forecast to be completed in January.

Discussion:

Broadway Subway Project

- A 6 km extension of the existing Millennium Line SkyTrain with six stations, from VCC–Clark to Arbutus Street, tunneled beneath Broadway. The estimated cost is \$2.8B.
- A request for qualifications (RFQ) will be issued in 2019, with the request for proposals (RFP) to follow.
- Construction is expected to begin in 2020 with service commencing in 2025.
- It is estimated that this project will result in 7,190 direct jobs and 5,270 indirect jobs and support economic and urban development within the region.

Surrey Rapid Transit

- In response to the City of Surrey's Mayor, the Mayors' Council suspended the previously supported LRT project, and is proceeding with planning and project development for SkyTrain on Fraser Highway in Surrey.
- Canada has not decided if its prior contribution for LRT planning and early works needs to be returned.
- TransLink estimates a 2025 completion date for a Fraser SkyTrain line terminating at either Fleetwood or Clayton Heights, using the remaining \$1.58B of the original \$1.65B in project funding, which includes ICIP funding, for Surrey rapid transit.

Expo Millennium Upgrades Project

- Comprises acquisition of 203 new SkyTrain cars, a new vehicle storage facility, expansion of the existing maintenance facility, as well upgrades to and expansion of power, communications and other systems at an estimated cost of about \$1.3B.
- A project application is being reviewed by Canada (Treasury Board) with a decision expected in early 2019.

BRIEFING NOTE 282776

Ottawa

Other TransLink Projects

- Includes upgrades to and expansion of SkyTrain stations, transit facilities, and bus reliability infrastructure at an estimated cost of up to \$400M.
- Project applications are expected to be submitted to Canada during 2019.

BC Transit Projects

- Includes the acquisition of buses, bus communications technology, and upgrades to and replacement of transit maintenance facilities, exchanges, park-and-rides, bus lanes and transit priority measures, transit passenger facilities at an estimated total cost of over \$1B.
- Five projects have been approved by Canada (new buses, bus major refurbishment, bus fare and real-time communications technology, standby generators at bus facilities, and passenger shelters) and additional applications are expected to be submitted during 2019.

Future Projects

Broadway Extension to UBC

- Vancouver is advocating for SkyTrain from Arbutus to UBC. Preliminary cost estimates range from \$2.8B to \$3.7B. Funding commitments from federal, provincial and regional governments would be required before a project could proceed.

SFU Gondola

- Simon Fraser University is advocating for a high-speed gondola from Production Way SkyTrain in Burnaby to the top of Burnaby Mountain, to replace current bus services and thereby increase capacity, improve reliability, and reduce GHG emissions.
- Costs for the preferred alignment is almost \$200M. A decision on implementation has not been made nor has funding been identified.

BRIEFING NOTE FOR DECISION

DATE: January 16, 2019

PREPARED FOR: Honourable John Horgan, Premier
Honourable Claire Trevena, Minister of Transportation and Infrastructure
Honourable Carole James, Minister of Finance

ISSUE: Application of Community Benefits Agreement to Broadway Subway Project

RECOMMENDED OPTION:

- s.13

s.12,s.13

BACKGROUND:

- The Community Benefits Agreement (CBA) is currently being applied to two projects - the Pattullo Bridge Replacement Project (Pattullo) and the Trans Canada Highway Corridor (TCH) Kamloops to Alberta. Pattullo is fully funded by the Province; the TCH projects are jointly funded by the Province and Canada.

s.12,s.13

- The Broadway Subway Project was announced by the Premier and Prime Minister on September 4, 2018, with the RFQ set to be released in Fall 2018 and construction start noted publicly as 2020.

s.12,s.13

- At that time, it was anticipated that the Request for Proposals (RFP) for Pattullo would be released in November 2018 and concluded by June 2019.

s.13

s.16

s.13,s.17

s.13,s.17

s.13,s.16

s.12,s.13

- The Surrey LRT project was also announced in September 2018; the RFQ for Surrey LRT was released in Fall 2018 but was subsequently suspended. As a result, the Broadway project is now the first major transit project co-funded by BC and Canada under the 2018 Investing in Canada Infrastructure Program to proceed.
- There has been no formal communication with project partners (Canada, TransLink and the City of Vancouver) or the public on a revised date for the start of the Broadway procurement process.

DISCUSSION:

s.13,s.17



s.13,s.17

OPTIONS:

- s.13

s.12,s.13

s.13,s.17

Page 12

Withheld pursuant to/removed as

s.13;s.17



APPROVED / NOT APPROVED

Honourable John Horgan
Premier

Date

Honourable Clare Trevena
Minister of Transportation and Infrastructure

Date

Honourable Carole James
Minister of Finance

Date

PREPARED BY:

Lisa Gow, Executive Director
Major Projects and Alternate Procurement Branch
Ministry of Transportation and Infrastructure
(778) 974-5314

REVIEWED BY:

Kevin Volk, ADM
Major Projects, Infrastructure & Properties Department
Heather Hill, Executive Director - Capital, Treasury
Board Staff, Ministry of Finance
Nancy Bain, ADM
Finance & Management Services Department

INITIALS

KV

HH

NB

Taxi Modernization Project Update

ISSUE:

- **Update on Taxi Modernization Project**

FACTS:

- As a response to Dr. Hara's recommendations (Phase 1), the Passenger Transportation Board (PT Board) has allowed existing Passenger Transportation Licensees a one-time opportunity to increase their number of taxi vehicles (plates) by 15%.
- The PT Board has approved 89 of the 90 applications received which allows for:
 - 433 new taxis across BC, 305 of which are in Metro Vancouver
 - To date, 56 out of the 433 vehicles have been activated (54 conventional and 2 accessible)
- The PT Board has received one activation extension request. The extension request was due to delays surrounding dispatch and payment equipment installation.

BACKGROUND / DISCUSSION:

- The Ministry of Transportation and Infrastructure (MOTI) commissioned a report by Hara and Associates entitled *Modernizing Taxi Regulation*. The report was publicly released on June 8, 2018.
- The Report recommended the PT Board consider three short term actions to modernize the taxi industry:
 - Allow existing licensees a one-time opportunity to increase their number of taxi vehicles (plates) by up to 15% in the near future;
 - Give the industry the flexibility to lower fares before meter rates in off-peak hours for app-hailed taxi trips; and
 - Enable separate day and night vehicles for one plate.
- In June 2018, the Passenger Transportation (PT) Board approved in principle the three recommendations from the Hara report.
- Before making final decisions on the recommendation, the PT Board consulted with the taxi industry and affected stakeholders through July to September 2018.
- On September 12, 2018, the Board issued its report on consultations and approved the recommendations in the report
- All applications for additional vehicles under this policy were required to be submitted to the Passenger Transportation Branch, using the streamlined package, by October 19, 2018.
- All conventional taxis must be activated within 3 months and all wheelchair accessible taxis must be activated within 6 months from the Passenger Transportation Board decision date, unless otherwise ordered by the Board. Licensees can apply to the Passenger Transportation Board for an extension to the activation period.



- Remaining vehicles may not have been activated yet for the following reasons:
 - Vehicle acquisition and associated taxi equipment (top lights, meters, cameras, etc)
 - The Vancouver Taxi Association has assigned a segment of passenger directed vehicles as Kater vehicles for hire by App rather than adding traditional taxi's, and has yet to begin this new service

Prepared by:
Ryan Curtis, Acting Deputy Director/Registrar
Passenger Transportation Branch
(604) 839-9080



BRIEFING NOTE FOR DECISION

DATE: January 23, 2019

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

ISSUE: Release of Request for Proposals (RFP) for Pattullo Bridge Replacement

RECOMMENDATION:

s.13

SUMMARY:

- On November 21, 2018 the Province received a letter from the Katzie, Kwantlen and Semiahmoo First Nations (KKS) and the Kwikwetlem (KFN) First Nation

s.16

- s.13,s.16,s.17
- The Project team has been engaging with these four Indigenous groups over the past two years, with more than 45 meetings being held, and a further four meetings since the November letter was received.
- s.13,s.16,s.17
- s.13,s.16,s.17

s.16

s.13,s.16

s.13

BACKGROUND:

Environmental Assessment Office (EAO) Consultation Process

- The EAO issued a Section 11 Order on August 8, 2017 that sets out the parameters for the environmental assessment and identifies the Indigenous groups to be consulted through the process.
- The Project team has been consulting with the 14 identified Indigenous groups (Cowichan Tribes; Halalt First Nation; Katzie First Nation; Kwantlen First Nation; Kwikwetlem First Nation; Lake Cowichan First Nation; Lyackson First Nation; Musqueam Indian Band; Penelakut Tribe; Semiahmoo First Nation; Squamish Nation; Stz'uminus First Nation; Tsawwassen First Nation and Tsleil-Waututh Nation).
- The EAO consultation process has included:
 - Notification of major milestones in the EA process;
 - Working Group and Working Group subcommittee meetings;
 - Opportunities to identify Indigenous Interests that may be adversely affected by the Project and potential measures to avoid or mitigate the effects;
 - Opportunities to comment on key documents and any responses provided by MOTI;
 - Opportunities to meet with the EAO and provide information from regarding Indigenous interests in the Project.



- Prior to the start of the EAO process in May 2018, the Project team consulted with the Indigenous groups on an Indigenous Consultation Plan (the Plan). The Plan guides activities and engagement, is based on the specific preferences of each Indigenous group and was approved by EAO.
- Capacity funding was provided for both pre-application ^{s.16,s.17} and application ^{s.16,s.17} review to all Identified Groups.
- EA Consultation with Indigenous groups is ongoing and is focused on review of the EA Application and addressing Project-related concerns, specifically in relation to impacts on fish, fish habitat, marine use and cultural heritage resources.

Project Consultation/Benefit Agreements

- In addition to the EAO process, the Project team is consulting with the Indigenous groups on specific areas of concern and interest, which includes, but is not limited to, the following areas:
 - **Archeological approach:** A Project-specific collaborative archeological management program delivered through Indigenous-led resources, providing direct contract opportunities and the ability for Indigenous groups to influence the treatment of archeological resources.
 - **Fish and fish habitat offsetting:** Collaboration on an offsetting plan, with an initial fish workshop undertaken and future regular workshops to be held as planning continues. The Project Team is also collaborating with Indigenous groups on the scope of a Eulachon study, which commenced in Fall 2018.
 - **Cultural recognition:** Opportunities to incorporate Indigenous artwork and signage into the Project, and the development of a Cultural Recognition and Integration Plan which will result in contracting opportunities.
 - **Contract and employment opportunities:** These opportunities may be through the main contract or through direct contract opportunities with MOTI.
- The Project team has been in discussions with the Indigenous groups s.16

s.16

DISCUSSION:

s.13,s.16,s.17



Ministry of
Transportation
and Infrastructure

FINANCIAL IMPLICATIONS:

s.13,s.16,s.17

RECOMMENDATION:

s.13,s.16

APPROVED / NOT APPROVED

Honourable Claire Trevena
Minister

Date

Attachments: Appendix A



Ministry of
Transportation
and Infrastructure

PREPARED BY:

Wendy Itagawa, Executive Project Director
Pattullo Bridge Replacement Project
(778) 617-2433

REVIEWED BY:

Kevin Volk, Assistant Deputy Minister
Major Projects, Infrastructure & Properties
Nancy Bain, EFO
Finance and Management Services

INITIALS:

KV

DS obo NB

Page 20 to/à Page 22

Withheld pursuant to/removed as

s.13



BRIEFING NOTE FOR INFORMATION

DATE: January 28, 2019

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

MEETING: With Mayor Lisa Helps, City of Victoria and Emilie de Rosenroll, CEO of the South Island Prosperity Project on January 30, 2019

ISSUE: To discuss connections between the South Island Prosperity Project (SIPP) and the South Vancouver Island Multi-Modal Transportation Plan (SVIMTP).

SUMMARY:

- The mission of SIPP is to facilitate and promote the development of a strong, regionally diversified economy in South Vancouver Island with an emphasis on collaboration, especially with First Nations.
- SIPP intends to be a catalyst for the creation of high-quality, household-sustaining jobs, so that more families can afford to live, work and build a life in Southern Vancouver Island.
- The goal of the SVIMTP is to develop a multi-year, multi-modal transportation infrastructure investment plan for South Vancouver Island.
- The Ministry will be working with local governments, First Nations and our regional transportation partners to identify and prioritize sustainable investment projects.

BACKGROUND:

SIPP is the economic development organization for Greater Victoria, B.C., comprised of 50 members, including ten local governments, seven First Nations, three post-secondary institutions, seven industry associations and non-profits, and 23 major employers, all working together to bolster the region's economic and social prosperity. This is an advocacy group whose prime focus for the region is seeking to promote growth of local business, attract outside investment, increase the job market and work with First Nations.

Beginning in 2017, the SIPP has been working with regional stakeholders to develop a South Island Vision 2040 and proposal to Infrastructure Canada's Smart Cities Challenge program. A Smart South Island Assessment was conducted which identified economic resiliency and inclusion, environmental health, housing and affordability, human Health and transportation and mobility as the five key challenge themes. While transportation and mobility is a component of SIPP's overall plan their focus is on prosperity for South Vancouver Island through jobs and investments.

A number of studies and reports have been completed in South Vancouver Island focusing on safety, reliability and mobility issues of the regional transportation networks. This work has been completed by the Ministry as well as our transportation partners such as the CRD and BC Transit.

The Ministry is currently in the process of obtaining a qualified consultant for SVIMTP. This project is a comprehensive and coordinated plan for improving traffic congestion in South Vancouver Island which will identify all modes of transportation to get people home faster and to work quicker. The scope of the project will include identifying transportation investments involving transit, cycling, pedestrian movements, ferry travel, rail and existing roads.



DISCUSSION:

While not a major area of focus for the project, SIPP has identified transportation and mobility issues that relate to the separation from mainland BC which limits options for the distribution of consumer goods and presents supply-chain issues for product-based companies. There is also concern that with a large percentage of growth occurring in the Westshore communities, the region faces challenges with commutes and traffic congestion, which hinders the economy and the quality of life of residents. The Ministry recognizes that existing public transit services and related infrastructure across the region has not kept pace with need of a growing population. The Ministry is committed to improving multi-modal transportation in greater Victoria lessening our reliance on the automobile. Consulting with our partners such as First Nations, local governments and related organizations will assist the Ministry in a clear direction and for future investments that benefit all South Vancouver Island residents.

Based on the stated objectives of SIPP and SVIMTP, the goals with respect to improving mobility and moving to a more sustainable transportation model for the region are aligned. Both SIPP and SVIMTP recognize the vital role of partnerships and collaboration in achieving sustainable prosperity for the region, and relies on strong local, provincial, federal and international partnerships to achieve its mandate.

The stated mission of SIPP is to keep a narrow focus on the economic goals it has set before expanding or adding new services. The outcomes of the SVIMTP will lead to tangible policy and project decisions which will address the multi-modal transportation and mobility needs of the region.

FINANCIAL IMPLICATIONS:

- None

PREPARED BY:

Janelle Staite, Deputy Director
South Coast Region
(250) 713-8763

REVIEWED BY:

Kevin Richter, Associate Deputy Minister
Associate Deputy Minister's Office
Nancy Bain, Assistant Deputy Minister
Finance & Management Services
Department

INITIALS:

KR

NB

BRIEFING NOTE

Meeting with the Premier and Minister of Transportation and Infrastructure Premier's Office

Briefing Note – Coastal Ferry Review

What:

Release of Redlin Report Reviewing the Coastal Ferry Service.

Who:

Public announcement of government's response to the report's recommendations.

Executive Summary:

As a result of the Redlin review, the Province of British Columbia intends to restore ferry services cut in 2014 as recommended by the Ferry Advisory Committee Chairs.

Significant themes of the report related to reframing the model and improving accountability.

Government intends to act on many of the Redlin recommendations directed to it, some of which involve legislative amendments.

The Redlin report concluded that the current model is not particularly well-suited to meet the public interest.

Government is going to take some time to time to look at what else can be done, beyond these recommendations, to ensure that coastal ferry services meet the needs of the communities they serve.

Background:

Government launched a review of the coastal ferry service to look at ways to ensure the service meets the public interest.

BRIEFING NOTE

Meeting with the Premier and Minister of Transportation and Infrastructure Premier's Office

Report was received in August 2018. It is comprehensive and made over 60 recommendations to BC Ferries Services Board, BC Ferry Authority, the BC Ferry Commissioner and 26 recommendations to government.

s.12,s.16,s.17

s.13

Report has not been shared outside of government.

s.12,s.16,s.17

Ministry expects that introducing additional services on the southern routes can be done early in the new fiscal year, with the northern routes likely coming in 2020.

All fares will continue to be frozen for 2019/20.



BRIEFING NOTE FOR INFORMATION

DATE: January 25, 2019

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

MEETING: Mayor Bob Simpson, City of Quesnel, February 7, 2019

ISSUE #1: H97 Quesnel Transportation Planning Study

ISSUE #2: Second crossing of the Fraser River

ISSUE #3: West Fraser Road Washout

ISSUE #1

SUMMARY:

- The ministry remains committed to advancing engineering work to improve safety and mobility through Quesnel.
- In June 2015, MOTI commenced a two year, \$500K study to evaluate the Hwy 97 corridor through Quesnel, due to safety and congestion concerns.
- Phase 1 (Existing Conditions & Problem Definition) was finalized in August 2016 and summarized transportation issues and constraints through the existing corridor.
- Phase 2 (Concept Generation), complete in June 2018, assessed the future corridor conditions and recommended short, medium and long-term improvements for Hwy 97 through Quesnel.
- The AR-1 North-South (NS) Interconnector is a viable option that addresses the need to replace the BC Rail overhead, the bridge over the Quesnel River and the community desire to remove commercial truck traffic from Reid and Front Streets.
- After public engagement, which included three open houses, the AR-1 NS Interconnector was the preferred option with more than 80% support.
- Engineering work for the interconnector will be underway in early 2019 with preliminary designs to be completed in Fall 2019 for further public engagement.
- Short-term improvements to Front Street (H97) through Quesnel have been completed and engineering improvements for Racing Road and Highway 97 are advancing.

BACKGROUND:

- In 2015, MOTI initiated a two-phase study of the Hwy 97 corridor through Quesnel to better understand safety concerns and congestion in the downtown core which was a result of input from the municipality of Quesnel.
- Phase 1 (Existing Conditions & Problem Definition) was completed in 2016 and identified nearly 90% of all highway traffic on the corridor is destined for or stops in Quesnel, with only 10% passing directly through the community. Over 18,000 vehicles per day pass through the downtown core while the highway to the north and south host 6000 to 7000 vehicles per day.
- Phase 2 (Concept Generation) was completed in June 2018. The results of Phase 2 provided options to improve the current alignment or construct a new bypass to address the identified problem.



- Two additional open houses presenting a suite of recommended options to the public took place on February 7th and 19th 2018. A total of 903 residents attended these open houses.
- Results from the Community Engagement Report indicate 81% of the 812 respondents agree or strongly agree that the AR-1 NS Interconnector should be the option that is pursued by the ministry.
- The next step in the process is to hire an engineering firm to complete the preliminary design of the AR-1 NS Interconnector route which includes review of the geotechnical work done in 2018 to determine the feasibility of this option.

DISCUSSION:

- On February 20, 2018, Minister Trevena received a letter from the City of Quesnel supporting the AR-1 NS Interconnector option and requesting funding to move the project into preliminary design stage.
- The ministry's regional project delivery team met with Mayor Simpson on January 10th, to provide an update on the projects status and to confirm that a request for proposal will be issued for preliminary engineering.
- Work done to date includes survey and LiDAR, geotechnical engineering, public consultation with landowners that could be impacted by the project and preparation of the Request for Proposal.
- Preliminary work will commence early 2019 and conclude in Fall 2019.

FINANCIAL IMPLICATIONS:

- Funding is in place for further engineering work. Construction of the preferred option is not programmed in the Transportation Investment Plan (TIP).

ISSUE #2

SUMMARY:

- There is a significant component of industrial traffic that utilizes the municipal bridge over the Fraser River to connect the provincial road system on either side.
- Much of the industrial traffic is related to the logging industry.
- The traffic originates west of Quesnel and is destined for the local mills in the community.
- Forest harvesting to the west of Quesnel is diminishing due to fibre supply and recent forest fire events. The focus of future harvesting for the next 25 years is to the north east of Quesnel.
- An alternative crossing, if constructed and owned by the province, could conceivably reduce the amount of industrial traffic using the municipal bridge and the downtown core.
- Although the current municipal bridge is in good condition, the City has brought this concern to the ministry and has inquired if there has been any planning/engineering work completed to consider a second crossing.
- Traffic volume, benefits and cost do not justify pursuing the option.



BACKGROUND:

- The Quesnel Transportation Study reviewed an option to construct a new 600m bridge over the Fraser River to serve truck logging traffic coming from the Blackwater/ Nazko lands west of Quesnel.
- This option, the AR-3 East-West Connector, was shown as an option but does not address the needs of the community and was screened out.

DISCUSSION:

- Main risk factors include known slide areas and geotechnical hazards, significant roadway requirements within the 200-year flood zone, does not address traffic volume and safety concerns on Front street
- Conceptual project costs were approximately \$163M.
- No further work has been advanced on this option.

FINANCIAL IMPLICATIONS:

- None.

ISSUE #3

SUMMARY:

- The 2018 spring flood damage to West Fraser Road south of Quesnel was a major event.
- The road has since been impassable and remains closed for public safety.
- A 17km detour was established via the existing public road system and the ministry has been making improvements to this route's safety and driveability.
- The area that was washed out is geotechnically very complex, and the ministry continues to undertake significant engineering works as we refine options to repair the road.
- Our estimates to date for potential repair options are in the order of \$90M.
- The project team and local staff are working to keep the public informed of our progress.

BACKGROUND:

- About 200 vehicles per day normally use West Fraser Road, which accesses First Nation communities, ranches, logging activities, farm lands and local residences.
- In April 2018, high water levels from the spring freshet caused Narcosli Creek to erode five sections of the West Fraser Road, on the west side of the Fraser River, approximately 17km south of Quesnel.
- The road is founded over a series of slide complexes at this locale, and has experienced washouts during spring freshets previously, with two historic, deep-seated slides requiring past remediation. However, damages were never to the degree that was experienced in 2018.
- The ministry's consulting geotechnical engineers were in the process of completing an engineering report on the two historic slides when, during the freshet, Narcosli creek destabilized the base of these and three more slides, causing them to fail.



- Altogether, the five slides have an estimated volume of more than 28 million cubic metres of soil - enough to fill nearly 11,000 Olympic sized swimming pools.
- The damage was severe, resulting in the road being closed over a three kilometre section.
- Immediately following this major event, ministry staff began work to ensure the West Fraser Road Recovery Project could proceed safely and without unnecessary delays. This included initiating aerial and topographic surveys, as well as geotechnical, hydrological, environmental and archaeological assessments.
- The ministry also established a 17km detour along the existing public road system utilizing the Garner/Webster Road route. While the ministry has made significant efforts to improve the safety and driveability of this route, we have received several letters from the community and advocates, regarding the length of the detour and its impact particularly on school children who now use this as a bus route.
- In addition to meetings with elected officials, the ministry held two public information sessions this past July and September with the ?Esdilagh First Nation and the Buckridge Community Association.

DISCUSSION:

- The ministry is now evaluating information from the recently completed surveys and engineering assessments. Our project team's on-site work continues into the winter with boring and test pitting.
- Ten different conceptual designs are in the process of being refined for consideration based on their overall cost estimate and associated risk profile.
- The project team will be hosting another open house later this winter, once conceptual designs and cost estimates have been completed and an associated funding mechanism is determined, to incorporate public input into a preferred design.
- It is our intention to have a detailed design in place and a project out to tender in late 2019, with completion by the end of 2021.

FINANCIAL IMPLICATIONS:

- High level cost estimates of the 10 proposed alignments vary from \$40M to \$90M. These are not currently programmed in the TIP.
- The project team is working with our federal counterparts on Disaster Financial Assistance Agreement (DFAA) funding for this site.
- Over \$1million was invested in 2018 to improve the condition of the detour route to support the additional commuter traffic. Works included re-gravelling and stabilizing the road base, increasing grading frequency, brushing roadside vegetation, ditching and installing more culverts and warning signs. Emcon also committed to an increased level of winter maintenance.

PREPARED BY:

Lisa Amminson, Sr. Project Manager
Todd Hubner, DMT - Cariboo
(250) 398-4519

REVIEWED BY:

Kevin Richter, Associate Deputy Minister
Associate Deputy Minister's Office
Nancy Bains, Assistant Deputy Minister
Finance & Management Services
Department

INITIALS:

KR

NB



BRIEFING NOTE FOR DECISION

DATE: December 12, 2018

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

ISSUE: Additional regulatory authority is needed in Part 3 – Hours of Service of MVAR Division 37 to allow the Director to respond to requests for exemptions from industry that are in the public interest and more effectively promote road safety.

RECOMMENDED OPTION:

- Request a regulatory change to MVAR Division 37 to allow the Director to exempt additional categories of vehicles, drivers or industries from Part 3 – Hours of Service, following a format similar to MVAR 37.11.01
- Current need for this authority is to implement a pilot project for the Motion Picture Industry in B.C. to ensure road safety in a way that encourages the vitality of the Industry.

BACKGROUND:

When the Hours of Service (HOS) regulations were introduced in 2007, CVSE's Manager of National Safety Code (NSC) met with representatives from the Motion Picture Industry (the Industry) and made a commitment to explore regulatory changes that would provide an exemption from the HOS regulations. Further discussions have occurred in the intervening years (2010 and 2012), but no agreement was reached and no exemption was ever granted.

In June 2016, CVSE formed a working group composed of representatives from CVSE, the Industry and CreativeBC (formerly the B.C. Film Commission) to discuss issues related to compliance with the province's NSC regulations, who are working together to find answers that protect the safety of workers while not impeding the vibrancy of the industry.

Recognizing the unique working nature of the Industry and its positive economic impact in B.C., the working group has concluded that the best path forward are HOS rules that apply specifically to the Industry. These new HOS rules would provide the flexibility needed by the Industry, and address the need for effective and consistent monitoring across the Industry in order to avoid potential driver fatigue.

s.14

DISCUSSION:

While MVAR Division 37 provides authority for the Director to make limited exemptions in relation to the HOS regulations the regulations they did not anticipate the implementation of a new industry specific set of HOS rules. It does, however, already include industry specific HOS rules for the Logging and the Oil and Gas industries.

Many of the concepts for the pilot discussed by the working group are derived from principles already included in these industry specific sections (MVAR 37.15 and MVAR 37.15.01). However, both the Logging and Oil and Gas industries function in ways that are substantially different from the Industry. Even if they operated in a similar fashion, the Industry does not meet the definitions included in the regulations regarding what vehicles are allowed to operate under these HOS rules.



MVAR 37.11.01 (see below) provides a template for the regulatory change required to provide the necessary authority for the Director to exempt drivers or vehicles from a specific industry from the existing HOS rules while still ensuring road safety by substituting other requirements.

The director may

- (a) exempt from this Part, unconditionally, or on conditions the director considers desirable, commercial motor vehicles with a licensed gross vehicle weight or gross vehicular weight of over 5 000 kilograms and under 11 795 kilograms, and
- (b) substitute, if the director considers it desirable for the purpose of more effectively promoting and securing road safety, other requirements in a case in which the director grants an exemption under paragraph (a).

In order to avoid creating an additional regulation, it may be possible to adapt MVAR 37.11.01 to provide a broader authority which would allow both the current exemption, and the desired Industry pilot project.

This change would allow CVSE to move forward with the pilot program for the Industry and allow the province to create a made in B.C. solution that:

- ensures public safety on the provincial highway network;
- protects the vitality of an Industry that had an economic impact of over 2.6 billion dollars into B.C.'s economy in the 2016/2017 fiscal year; and
- positions B.C. as a leader within Canada for working collaboratively with industry to find creative solutions while still prioritizing the safe operations of all commercial vehicles.

As is the case with MVAR 37.11.01, any exemption made under the requested change would only apply to vehicles that are plated in B.C. and operate within provincial boundaries. This is consistent with practices in other Canadian jurisdictions that have different regulations for carriers who fall solely under provincial authority.

A jurisdictional review indicates that all Canadian jurisdictions where filming occurs face similar challenges regarding compliance with HOS regulations.

FINANCIAL IMPLICATIONS:

- No direct financial implications for the Ministry to proceed with the recommended option.
- Requiring compliance with the existing HOS regulations may have significant negative financial implications to the province as it would drastically reduce the desirability and feasibility of B.C. as a location for both domestic and foreign television and motion picture productions.

OPTIONS:

s.13



s.13

APPROVED / NOT APPROVED

Honorable Clare Trevena
Minister
Transportation and Infrastructure

Date

PREPARED BY:

Karen Coverett, Manager, National Safety Code
Commercial Vehicle Safety and Enforcement
(250) 953-4045

REVIEWED BY:

Cole Delisle, A/Director
Commercial Vehicle Safety and Enforcement
Kevin Richter, Assistant Deputy Minister
Highways Department

INITIALS



BRIEFING NOTE FOR INFORMATION

DATE: January 8, 2019

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

ISSUE: s.13,s.16 Container Trucking Sector

SUMMARY:

- The container trucking sector has a history of instability - though legislation was put in place in 2014, many concerns still persist, including rates of pay and rate undercutting.

s.13,s.16

BACKGROUND:

The Lower Mainland container trucking industry has had a history of instability, with work stoppages occurring in 1999, 2005, and most recently in 2014. In each of these instances, truckers have voiced similar concerns, including: Low remuneration; rate undercutting and kick-backs; excessive wait times; high fuel prices; and driver/truck over supply. The 2014 dispute was resolved by all parties signing on to the 15-point Joint Action Plan. This resulted in the establishment of the Office of the B.C. Container Trucking Commissioner (OBCCTC) to oversee Metro Vancouver's drayage industry and enforce rates specified in the Container Trucking Regulation.

Despite the implementation of the Joint Action Plan,

s.13,s.16

More recently, in a letter to Minister Trevena in December 2017, and in its submission to the Container Trucking Commissioner's 2018 review,

s.13,s.16

Licensed trucking companies employ both independent operators, as well as company drivers, with both groups including union and non-union members. Currently, 45% of the approximately 1,700 total container truckers are union members, with approximately two thirds of independent owner operators being unionized, and approximately one quarter of company drivers being unionized.



DISCUSSION:

s.13,s.16

s.13,s.16

For example, wait times at port terminals, the container truck licensing system, the terminal reservation system, the expansion of hours and daytime fees, and truck age requirements are issues that are outside the control or ambit of the employment relationship between trucking companies and truckers.

FINANCIAL IMPLICATIONS:

- None.

PREPARED BY:

Heather Conquergood, Program and Project Analyst
Integrated Transportation Planning Branch
(778) 698-9384

REVIEWED BY:

Sohee Ah, Executive Director
Integrated Transportation Planning Branch
David Greer
Executive Lead
Nancy Bain, EFO, ADM
Finance and Management Services

INITIALS

SA

DG

NB