

## Quotes:

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Copyright

Copyright ' Doug Parton, Ironworkers 97 (February 11, 2019)

Copyright

Copyright ' Tracey  
MacKinnon, workforce development manager for LNG  
Canada. (Jan. 22, 2019)

**On Golden Ears bridge:**

Copyright

Copyright (Doug Parton,  
Ironworkers 97 Business Manager, July 27, 2018)

(Danielle Shaw, ironworker apprentice, City of Squamish, in Coalition Video published Sept. 19, 2018)

(Ashley Duncan, Insulator, Coquitlam, Oct. 2, 2018)

(Goretti Guilbault, Heavy Equipment Operator, Burnaby, October 3, 2018)

(Kristina Leslie,  
construction worker, 100 Mile House, October 3, 2018)

## Background:

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- The Community Benefits Agreement was announced on July 16, 2018.
  - The Community Benefits Agreement allows government to make sure that local people and communities get long-lasting benefits from public investments into major infrastructure projects, while maximizing the number of contractors that can bid on major infrastructure projects.
  - Under the CBA, a diverse and qualified workforce will be supplied for select major public infrastructure projects through a newly created Crown corporation, BC Infrastructure Benefits Inc. (BCIB).
  - BCIB will hire the project's construction workers, and will work with unions and contractors to dispatch labour, as well as manage payroll and benefits.
  - Signatories to the Community Benefits Agreement are BCIB, and the Allied Infrastructure and Related Construction Council (AIRCC), which represents many of B.C.'s building trades.
  - Contractors representing B.C.'s construction industry played an important advisory role as the agreement was developed.
  - Highlights of the agreement include:
    - A targeted approach to maximizing apprenticeship opportunities on major public-infrastructure projects.
- Focus on priority hiring and training of Indigenous peoples, and women.

# **VRCA** Vancouver Regional Construction Association

May 25, 2019

Hon. John Horgan  
Premier of British Columbia  
Office of the Premier  
PO Box 9041 Stn Prov Govt  
Victoria, B.C. V8W 9E1  
Delivered by email: [premier@gov.bc.ca](mailto:premier@gov.bc.ca)

Dear Premier Horgan,

**Re: Budgeting process for the Highway No. 1 at Illecillewaet project and other key infrastructure projects in B.C.**

The Vancouver Regional Construction Association (VRCA) is the largest regional construction association in British Columbia with a rich history that spans 90 years. It serves more than 700 general and trade contractors, manufacturers, suppliers and professional service providers such as architects, engineers, lawyers, accountants and insurance providers who operate as both union and open-shop employers in the industrial, commercial, institutional and high-rise residential construction industry.

We write today regarding the project budget for the widening of Highway No. 1 at Illecillewaet, the first construction contract awarded under the project labour framework embedded within your government's Community Benefits Agreement (CBA).

While the project is not located in our region, it is the bellwether for future CBA projects, two of which – the Pattullo Bridge Replacement Project and Broadway Subway Line – will roll out in the Lower Mainland. We are therefore watching its progress closely.

Like many in B.C., we are pleased to see the much-needed transportation infrastructure project move forward. However, while we believe the construction industry delivered a good indication of what it will cost to build this project in today's market, we were shocked to learn that the overall project budget has more than doubled (some 143% from \$35 million to \$85.2 million) since August 2015, and escalated by 35 per cent (from \$62.9 million to \$85.2 million) in the three months since the contract was tendered in February 2019.

Despite the increases, the federal government's contribution remains at \$15.5 million, leaving B.C. taxpayers to fund the difference of \$69.7 million.

We acknowledge your government's recent commentary regarding the project's cost escalation and concur that the cost of materials, including steel and asphalt, has increased in the last 12 months. We also note that you confirmed some months ago that the application of your government's CBA will add four to seven percent to project costs.

However, the cost of steel, asphalt and labour, including the costs associated with the application of the CBA to this project, was known in February 2019. While it appears that those costs were not included in



# **VRCA** Vancouver Regional Construction Association

the project budget at that time and may be contributing to the cost escalation, there remains absent a full and convincing explanation from your government for the dramatic cost increase since August 2015 and February 2019.

In every sector, whether public, private or not-for-profit, the importance of anticipating the impact of our decisions on taxpayers, our customers or dues-paying members cannot be over-stated.

And so, in the context of public infrastructure spending, we are concerned that if your government's budgets for the two projects in our region lag behind current costs to construct to the scale witnessed on the Highway No. 1 at Illecillewaet project, the resulting \$billions difference would significantly draw down government coffers, and leave you and your ministers with the following options:

- build fewer projects;
- reduce the size and scope of the projects;
- increase taxes to pay for the projects;
- incur debt to build the projects; or
- any combination of the above.

Regardless of the option(s) chosen, it would be B.C.'s taxpayers who bear the brunt, by either not getting the projects they need, seeing their tax bill increase, or both.

We are therefore seeking clarity on a number of fronts. To better understand the extent to which your government's CBA has contributed to the Highway No. 1 project budget escalation, the reasons for the overall escalation and to ensure such a situation, and its impact on taxpayers, is avoided in future, we ask your government to:

1. Confirm the extent of funds allocated on the Highway No. 1 project:
  - for payments to unions for various funds;
  - for union and/or Allied Infrastructure and Related Construction Council of BC administration, including operating the hiring halls; and
  - to have BC Infrastructure Benefits Inc. operate as the employer.
2. Provide specific details of the reasons for the 143% project budget increase since 2015, and the 35% budget increase since February 2019.
3. Review and update the budgets for key infrastructure projects so that the numbers reflect the rising cost of doing business in British Columbia.

Thank you for addressing our three requests in a timely manner. If you would like to discuss the above further, please contact me directly at [fiona@vrca.ca](mailto:fiona@vrca.ca) or at 604.293.6585.

# **VRCA** Vancouver Regional Construction Association

Regards,



Fiona Famulak,  
*President*



Jason Glue  
*Chair, 2019-20 Board of Directors*

cc:

Hon. Carole James, Minister of Finance and Deputy Premier ([FIN.Minister@gov.bc.ca](mailto:FIN.Minister@gov.bc.ca))

Hon. Claire Trevena, Minister of Transportation and Infrastructure ([Minister.Transportation@gov.bc.ca](mailto:Minister.Transportation@gov.bc.ca))

## Trevena, Claire TRAN:EX

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**From:** Beale, William TRAN:EX  
**Sent:** May 15, 2019 8:51 AM  
**To:** Trevena, Claire TRAN:EX  
**Subject:** Fwd: FW:

William Beale  
Sr MA Transportation

Begin forwarded message:

**From:** "Machell, Aileen GCPE:EX" <[Aileen.Machell@gov.bc.ca](mailto:Aileen.Machell@gov.bc.ca)>  
**Date:** May 15, 2019 at 8:41:06 AM PDT  
**To:** "Beale, William TRAN:EX" <[William.Beale@gov.bc.ca](mailto:William.Beale@gov.bc.ca)>, "Sanderson, Melanie TRAN:EX" <[Melanie.Sanderson@gov.bc.ca](mailto:Melanie.Sanderson@gov.bc.ca)>  
**Subject:** FW:

**From:** Crebo, David GCPE:EX  
**Sent:** Wednesday, May 15, 2019 8:35 AM  
**To:** Machell, Aileen GCPE:EX <[Aileen.Machell@gov.bc.ca](mailto:Aileen.Machell@gov.bc.ca)>; 'Geoffrey Nutter' <[gnutter@bcib.ca](mailto:gnutter@bcib.ca)>; Zaharia, Sarah FIN:EX <[Sarah.Zaharia@gov.bc.ca](mailto:Sarah.Zaharia@gov.bc.ca)>; Robb, Katie GCPE:EX <[Katie.Robb@gov.bc.ca](mailto:Katie.Robb@gov.bc.ca)>  
**Subject:**

**Illecillewaet four-laning project employing Revelstokians**

Revelstoke Review

Tuesday, May 14, 2019

By Jocelyn Doll

Copyright

## Highway 1 Illecillewaet

### Highlights:

- The contract for the Illecillewaet portion of the Highway 1 expansion project was awarded to Emil Anderson Construction on March 28th, 2019.
- The Opposition has blamed CBA aspect for the increase in the cost of the project.

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**Solution:**

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- People rely on Highway 1 and it's important this stretch to the Alberta border is upgraded quickly.
- We know we are in a hot construction market and we are seeing increased material costs across the board.
- **The CBA is not the reason for these increases.**
- These material costs are affecting all projects, CBA and non-CBA alike.
- Earlier this month, a non-CBA highway project was deferred after its costs increased by 100%
- Additionally, five school projects have also seen notable increases due to material costs. Those are not CBA projects.

- In 2009, the BC Place roof and renovations were estimated to cost \$365 million. The final project cost was \$514 million. **41% over**
- In 2004, the Vancouver Convention Centre was estimated at \$565 million, but the final cost was \$900 million. **59% over**
- BC Hydro's Northwest Transmission Line was estimated at \$404 million, but final cost is now estimated at \$736 million. **82% over**
- Unlike the previous government, we are providing good jobs for local people.
- We are ensuring women and Indigenous people have access to these jobs.
- And we are providing apprenticeships and training opportunities.
- Instead of ignoring the labour shortage, as the Opposition did, we are taking action to build up our workforce.
- That is our approach and I'm proud that we are moving forward on important projects that will provide extra benefit to local communities.

## **Background:**

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- Highway improvements between Kamloops and Alberta are expensive due to the challenging terrain over most of the corridor, and the ministry has prioritized projects to improve sections that have higher than average crash histories, high traffic volumes and bridges that need replacing.
- On Feb. 11, 2019 a tender was issued for the Illecillewaet portion of the project to improve safety and capacity on the Trans-Canada Highway.
- The tender closed on March 28<sup>th</sup>, 2019. Five bids were received and are currently being evaluated by the Ministry.
- The project will widen two kilometres of Highway 1, approximately 42 kilometres east of Revelstoke.
- The brake-check area will be expanded to accommodate up to 15 trucks at once from the current five-truck capacity.
- Acceleration and deceleration lanes will be added to improve safety for trucks entering or leaving the brake check.
- The total estimated project of \$62.9 million is cost shared, with the Government of Canada contributing up to \$15.5 million and the Province providing the remaining \$47.4 million.
- Construction is expected to start this spring.

## What about the increased cost?

- Investments are factored in
- Costs are minor and included within project budgets.
- With Community Benefits, we're making sure our investments go further - creating opportunities and a bright future for people in our province.
- These sorts of agreements avoid work stoppages and help to deliver projects on time and on budget
- The opposition seems to forget their record.
- For years, they used a "low bid" model that saw projects go **hundreds of millions over budget**.
  - The Vancouver Convention Centre, \$335 million over budget (2004 plan: \$565 M, final: \$900 M) 60%
  - The opposition leader was the Deputy Minister of Small Business and Economic Development, which was responsible for the Vancouver Convention Centre Expansion Project for three years, and he sat on the project board. (DM from April 2003-Jan 2006)
  - The BC Place roof and renovations, \$149 million over budget (2009 plan: \$365 M, final: \$514 M). 40%
  - The Northwest Transmission line, \$332 million over budget (Estimate: \$404 M, final cost \$736M) 82%
  - Port Mann bridge project, \$1.8 billion over budget (2015 Estimate: \$1.5 B, final cost \$3.3 B). 100%



If asked if this shuts out BC companies and workers:

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- The opposition's suggestions that only unionized companies can bid are inaccurate.
- Any company can bid on the project – union or non-union.
- Any qualified worker will have the opportunity to apply regardless of whether or not they are currently union members.
- In fact, the very first objective in the agreement, 1.1 A states:
  - “To allow any contractor in the construction industry to bid on and perform Project work”
- Projects completed under a PLA have a high participation rate of non-union contractors.
- For example, 50 per cent of the contractors participating in the Los Angeles School District's project stabilization agreement are non-union.
- Roughly half of the prime contracts for the Vancouver Island Highway project were awarded to non-union contractors.
- We're maximizing opportunities for B.C. companies and workers, and I'm not sure why the opposition is against that.

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## Solution:

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- We're putting local workers first in line for these projects.
- People can stay and work in their communities – with more time spent with friends and family and less time worrying about going where the money is.
- Our plan supports local economies and thriving communities as workers spend money at local businesses.
- Our plan addresses the skills shortage.
- With 60,000 job openings over the next ten years—we're poised to train the next generation.
- Our plan increases the participation of women, indigenous people, and apprentices to help them build a bright future for our province.
- Communities benefit from direct investment and quality projects done on time.
- Our plan provides the best outcome for projects while providing long-lasting benefits for British Columbians.

### **Successful track record of PLAs:**

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- These agreements have a successful track record.
- Since 1963 seventeen BC Hydro dams have been built using agreements, including:
  - W.A.C. Bennett Dam, completed 1968 under W.A.C. Bennett.
  - Hugh Keenleyside dam, originally named the High Arrow Dam, completed 1968 under W.A.C. Bennett
  - Kootenay Canal, completed 1976 under Bill Bennett
  - Seven Mile dam, completed 1979 under Bill Bennett
- All were completed on time, and on budget.

- Co-ordinated access to existing training programs, while identifying and addressing skills gaps.
- Priority hiring for qualified individuals who live within close proximity of the projects.
- Hiring flexibility for contractors, who can request named hires.
- Wage alignment to prevailing industry rates to promote good wages for all employees.
- The first projects to be delivered under the new community benefits framework are the new Pattullo Bridge, and the four-laning projects on the Trans-Canada Highway between Kamloops and Alberta.
- Key benefits of the negotiated labour agreement include:
- Apprenticeships:
  - Increased apprenticeships in the skilled trades is essential to the development of British Columbia's workforce.
  - Targets will be aligned with the Government Apprenticeship Policy to maximize work-based training and opportunities to grow the skilled workforce.
- Training:
  - The development of construction skills for persons other than the Red Seal apprentices is essential to the development of British Columbia's workforce.
  - Wherever possible, existing government training programs and services will be leveraged.
  - Training needs will be assessed for each project, and a process will be established to co-ordinate the development of new training where gaps exist, in collaboration with training partners and building trades councils, as required.
- Indigenous and under-represented groups:
  - This agreement provides incremental and prioritized opportunities for the participation of Indigenous peoples and other traditionally under-

represented groups on government infrastructure projects, in a safe environment that is free from discrimination and harassment.

- Government has an existing consultation and accommodation process to address impacted Indigenous groups on projects. This process will continue and not be affected by the implementation of a labour agreement.
- In addition, Indigenous peoples, women, and other traditionally under-represented groups will now have priority access to employment and training opportunities.
- Local people and businesses:
  - When local workers have greater access to work opportunities in their communities, local people can, in turn, build, invest and stay in their communities.
- Wages:
  - Wages have been negotiated to align with industry wages, based on prevailing construction rates.
- Since 1963, PLAs have been used by BC Hydro and the Allied Hydro Council to build dams in our province, with each one constructed on time and on budget. These include:
  - Peace Dams
    - W.A.C. Bennett 1968
    - BCH Transmission Systems – Peace Canyon Generating Station 1980
  - Columbia Dams
    - Duncan Dam 1967
    - Arrow/ Keenleyside 1968
    - Mica 1973
  - Run of River Dams
    - Kootenay Canal 1976
    - Seven Mile 1979
    - Revelstoke 1984
  - Allied Hydro Projects 1996 Agreement
    - Stave Falls Power Plant 2000
    - Keenleyside Powerplant Arrow Generating Station 2002

- Burrard Upgrade 2003
- Seven Mile Unit #4 – Seismic Upgrade 2003
- Brilliant Power Plant 2007
- Revelstoke Unit #5 2011
- Waneta Power Plant 2015
- Mica Unit #5 2014
- Mica Unit #6 2016
- Revelstoke Unit #6 Planned

Previous government project overruns:

- Previous procurement projects by the BC Liberals that ran over budget were:
  - In 2009, the BC place roof and renovations were estimated to cost \$365 million. The final project cost was \$514 million.
  - In 2004, the Vancouver Convention Centre was estimated at \$565 million, but the final cost was \$900 million.
  - When BC Hydro's Northwest Transmission Line was first proposed, it was estimated at \$404 million, but in 2013 it was re-estimated during construction that the final cost would be \$736 million.
- [https://q053y1oyhx645cfec1k3q72w-wpengine.netdna-ssl.com/wp-content/uploads/2018/02/Con-Mon\\_winter2018\\_wagesurvey-FINAL.pdf](https://q053y1oyhx645cfec1k3q72w-wpengine.netdna-ssl.com/wp-content/uploads/2018/02/Con-Mon_winter2018_wagesurvey-FINAL.pdf)
- <https://canada.constructconnect.com/joc/news/labour/2009/03/former-golden-ears-bridge-temp-workers-still-without-work-joc033089w>

*needs  
update*

## CBA Highway 1

### Highlights:

- The Minister of Transportation and Infrastructure's mandate letter calls on her to "Accelerate Highway 1 upgrades to the Alberta border."
- On July 16, the government announced that the four-laning projects on the Trans-Canada Highway between Kamloops and Alberta would be delivered using a Community Benefit Agreement.
- In Question Period on October 1, the Member for Kamloops-South Thompson Todd Stone suggested applying CBA to Highway 1 is causing delays and higher costs for the projects.



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## **Solution:**

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- People rely on Highway 1 and it's important this stretch to the Alberta border is upgraded quickly.
- We've committed \$464 million over the next 3 years.
- Construction is underway near Golden, and the North Fork bridge replacement and four-laning project was completed in September.
- Several four-laning projects are also in various stages of design and consultation, and we are working closely with community partners and First Nations.
- We're using a Community Benefit Agreement to open up opportunities for people who live along the route.
- We're also pursuing more federal funding to maximize investment on Highway 1 and improve the safety, reliability and capacity for people.



**If asked about delays at Illecillewaet:**

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- This project is on BC Bid.
- Work involves two kilometres of Highway 1 widening and an expanded and improved brake check with more parking, increased lighting and acceleration and deceleration lanes.

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# Community Benefits Office

## Highlights:

- The Community Benefits file has now transitioned from the Ministry of Transportation and Infrastructure to the Ministry of Finance.
- On March 22, an email was sent to all GCPE staff informing them that Sarah Zaharia, a former Executive Director at GCPE would be leading the Community Benefits Office in Finance.
- The opposition may ask about the office, why it is being housed in Finance, and if additional projects will be built under a Community Benefits Agreement.

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## **Solution:**

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- When we invest public dollars, we should invest in the people of B.C.
- Community Benefits deliver good-paying jobs right at home, better training and apprenticeships and more opportunities for women and Indigenous people.
- The Minister of Transportation continues to hold responsibility for the major transportation projects being built under this important agreement.
- As we consider other key public works—across all sectors— for inclusion within Community Benefits, the scope of projects may involve other ministries.
- Finance has oversight of cross-government capital spending and procurement and will take responsibility for recommending new projects.
- Finance will also administer the new BC Infrastructure Benefits Corporation.
- Our priority is to make sure people of B.C. benefit from their infrastructure investments.

Interdich

Safe operation of the tunnel is a priority for the ministry  
We are investing approximately \$40 million over the next 2 years  
to:

- Designing counterflow lane upgrades
- LED Lighting Improvements
- Drainage improvements
- Fire door and safety improvements
- Pavement rehabilitation
- Signing and lane marking upgrades

+ intersection  
improvements

# Massey Replacement

## Highlights:

- The Mayor's Council wrote a letter to the Premier, urging completion of the Massey replacement to be moved up to 2025/2026 and that only tunnel options should be considered.
- The independent technical review of the Massey replacement project found the original project pushed the 10-lane bridge option without fully considering feasible alternatives or local opinions on the best path forward.
- On May 16, the Ministry of Transportation announced a request for proposals for a technical team to help develop the options for a long term solution to the Massey Crossing.

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## Solution:

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- People are frustrated with congestion and bottlenecks at the George Massey tunnel.
- People want to get to their families; they want to get to work. Everyone agrees this is a huge bottleneck.
- But people don't want the Opposition's expensive tolls and mega-bridge that's not right for the region.
- Last month, the regional mayors wrote a public letter saying only tunnel options should be considered.
- Unlike the old government, we actually listen to feedback from the mayors.
- Through the RFP that's out now*  
• The technical analysis including engineering, costs and construction details, is underway.
- We will continue to build consensus and ensure the communities' voices are heard.
- In the meantime, we are aggressively pursuing congestion relief for the traffic network on both sides of the river.
- We are also implementing safety improvements at the tunnel, new lighting, improved drainage, resurfacing and other measures.
- We will ensure local communities and people in the area help determine the solutions that will get them out of traffic and home with their families.

– Richmond Mayor Malcolm Brodie (July 24, 2017)

Greg Moore, chair of Mayor's Council (Sept. 6, 2017).

“Recognizing concerns about the design, your government will listen and work collaboratively to move this project forward.” Old government's Clone Speech (June 22, 2017).

## **Background:**

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- An independent technical review of the George Massey crossing, led by professional engineer Stan Cowdell, is now with the Ministry of Transportation and Infrastructure.
- On December 17, 2018, government released the independent technical review and announced plans for community engagement, safety improvements, and interim congestion relief.
- **Phase 1: Goals and objectives (Due Apr 2019).** Ministry staff are working with identified Indigenous Groups, local and regional governments, and representative stakeholders to develop these and will aim to achieve informed consensus.
  - 16 meetings have taken place so far. On April 26 the Metro Vancouver Board will meet to endorse our goals and objectives.
- **Phase 2: Crossing options (Due Nov 2019).** The ministry will collaborate with governments and select key stakeholders to identify options and conduct a preliminary MAE assessment.
- **Phase 3: Business Case for new crossing (Due Fall 2020).** This phase is primarily technical, meeting as required to finalize the business case.
- The ministry is pursuing of immediate safety improvements, valued at \$40M:
  - These improvements include better lighting, upgraded safety systems, drainage, resurfacing Highway 99 from Steveston Interchange to Highway 17A, brighter lane markings, signage and fire safety door replacement.
  - The drainage and pavement rehabilitation work is scheduled for summer 2019. All others are scheduled for completion by summer 2020
- **Interim Traffic Congestion Relief**
  - We are working closely with Tsawwassen First Nation, Richmond and Delta to develop options for traffic congestion relief that is agreeable on both the Steveston Interchange and the Delta side.
  - Once these interim improvements are identified we are scheduled to be tender ready by fall of 2020.

MAY 13 2019

The Honourable Claire Trevena, Minister of Transportation and Infrastructure  
Ministry of Transportation and Infrastructure  
PO Box 9055 Prov Stn Govt  
Victoria, BC V8W 9E2  
VIA EMAIL: [Minister.Transportation@gov.bc.ca](mailto:Minister.Transportation@gov.bc.ca)

Dear Minister Trevena: *claire*

**Re: George Massey Crossing – Project Principles and Goals**

I am writing on behalf of the Board of Directors of Metro Vancouver Regional District (Metro Vancouver) to provide comments on the "George Massey Crossing Refined Principles/Goals/Objectives" document, dated March 30, 2019, as prepared by your Ministry.

The Metro Vancouver Board appreciates the engagement and consultation that the Ministry is conducting regarding the George Massey Crossing project. At its April 26, 2019 regular meeting, the Metro Vancouver Board adopted the following resolutions:

*That the MVRD Board:*

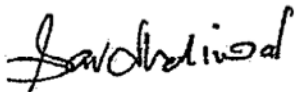
- a) support the principles and goals for the George Massey Crossing developed by the Ministry of Transportation and Infrastructure included in the attachment to the report dated April 2, 2019, titled "George Massey Crossing – Project Principles and Goals"; and*
- b) direct staff to send a letter to the Ministry of Transportation and Infrastructure to express general support for the principles and goals for the George Massey Crossing developed by the Ministry of Transportation and Infrastructure.*

As Chair of the Metro Vancouver Board, I have established an advisory sub-committee that will provide advice and recommendations as the project advances to our Finance and Intergovernment Committee and to the Metro Vancouver Board for consideration. The terms of reference for the "George Massey Crossing Task Force" and the list of Task Force members is enclosed for your reference.

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We look forward to working closely with your Ministry under Phase 2 of this project in the development of crossing options.

Yours sincerely,



Sav Dhaliwal  
Chair, Metro Vancouver Board

SD/NC/hm

Encl: Report dated April 10, 2019, titled "George Massey Crossing – Project Principles and Goals"  
(Doc #29345571)  
George Massey Crossing Task Force Terms of Reference (Doc #29125878)  
George Massey Crossing Task Force Member List (Doc #29540366)

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To: MVRD Board of Directors

From: Finance and Intergovernment Committee

Date: April 10, 2019 Meeting Date: April 26, 2019

Subject: **George Massey Crossing – Project Principles and Goals**

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**FINANCE AND INTERGOVERNMENT COMMITTEE RECOMMENDATION**

That the MVRD Board:

- a) support the principles and goals for the George Massey Crossing developed by the Ministry of Transportation and Infrastructure included in the attachment to the report dated April 2, 2019, titled "George Massey Crossing – Project Principles and Goals"; and
- b) direct staff to send a letter to the Ministry of Transportation and Infrastructure to express general support for the principles and goals for the George Massey Crossing developed by the Ministry of Transportation and Infrastructure.

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At its April 10, 2019 meeting, the Finance and Intergovernment Committee considered the attached report titled "George Massey Crossing – Project Principles and Goals", dated April 2, 2019.

The Committee received an invited presentation from provincial staff and subsequently passed the motion as presented above as presented in the report, with the omission, in part b), of reference to requesting additional information from the Province. The Committee referred to staff the request for additional information on the budget, funding and timing of the project to report back on these considerations.

This matter is now before the Board for its consideration.

**Attachment**

"George Massey Crossing – Project Principles and Goals", dated April 2, 2019

29345571

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To: Finance and Intergovernment Committee

From: Neal Carley, General Manager, Planning and Environment

Date: April 2, 2019 Meeting Date: April 10, 2019

Subject: **George Massey Crossing – Project Principles and Goals**

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**RECOMMENDATION**

That the MVRD Board:

- a) support the principles and goals for the George Massey Crossing developed by the Ministry of Transportation and Infrastructure included in the attachment to the report dated April 2, 2019, titled "George Massey Crossing – Project Principles and Goals"; and
- b) direct staff to send a letter to the Ministry of Transportation and Infrastructure to express general support for the principles and goals for the George Massey Crossing developed by the Ministry of Transportation and Infrastructure with a request that additional consideration be given to the budget, funding and timing of the project.

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**PURPOSE**

To present for consideration and seek MVRD Board endorsement of the principles and goals for the George Massey Crossing developed by the Ministry of Transportation and Infrastructure (MoTI).

**BACKGROUND**

At the March 13, 2019 Finance and Intergovernment Committee meeting, the Committee received a staff report and a presentation by Ministry of Transportation and Infrastructure staff on the draft principles and goals based on the project engagement to March 13, 2019. The MVRD Board subsequently received an information report at its meeting held on March 29, 2019. The Province is in the process of completing the first phase of project engagement and has requested that the proposed principles and goals for the George Massey Crossing be presented to the Finance and Intergovernment Committee and MVRD Board for consideration and endorsement.

This report brings forward for consideration by the Committee and MVRD Board the principles and goals identified by the Ministry of Transportation and Infrastructure, along with comments provided at the March 13, 2019 Finance and Intergovernment Committee meeting and additional comments provided by Metro Vancouver staff.

**GEORGE MASSEY CROSSING PROJECT ENGAGEMENT**

Following the Independent Technical Review of the George Massey Crossing in 2018, the Province initiated engagement with Metro Vancouver, TransLink, municipalities, and First Nations on the George Massey Crossing. The engagement is intended to be conducted in three phases leading to a business case for a preferred option by fall 2020:

- Phase 1: Development of Goals and Objectives - This report provides the results of the Phase 1 work by MoTI to develop a set of principles and goals for the George Massey Crossing.

- Phase 2: Development of Crossing Options - The Province will work with stakeholders to identify options and conduct a preliminary Multiple Account Evaluation (MAE) of the options to determine a preferred option that best meets the goals and objectives from Phase 1. Phase 2 is expected to be completed by the end of November 2019.
- Phase 3: Development of a Business Case - The Province will conduct a detailed assessment to develop and finalize the business case for the preferred option identified in Phase 2. The Province will work with the stakeholders as appropriate. Phase 3 is expected to be completed by November 2020.

### **GEORGE MASSEY CROSSING PROJECT – PROPOSED PRINCIPLES AND GOALS**

The Province has now completed the first phase of project engagement for the George Massey Crossing Project and has developed the following set of principles and goals:

#### ***Project principles:***

- Alignment with regional plans
- Safety
- Reliability
- Connectivity

#### ***Project goals:***

##### **Goal 1: Support sustainability of Fraser River Communities**

- Improve safety for all modes of travel
- Improve access to residential, commercial, educational and employment centres as designated in the Regional Growth Strategy and Official Community Plans
- Manage congestion on the corridor
- Respect the cultural values of communities
- Enhance connections between communities
- Maintain agricultural productivity
- Avoid impacts to agricultural land
- Move forward quickly

##### **Goal 2: Facilitate increased share of sustainable modes of transport**

- Enhance transit service convenience and facilitate future expansion
- Provide safe and convenient options for pedestrians and cyclists
- Encourage higher occupancy modes of travel
- Ensure potential for future rail rapid transit

##### **Goal 3: Enhance regional goods movement and commerce**

- Improve travel reliability for business and regional goods movements
- Support the B.C. tourism industry
- Protect the Fraser River for fishing and transportation
- Reduce congestion-related delays for priority trips

##### **Goal 4: Support a healthy environment**



- Avoid loss of habitat for fish, wildlife, birds and marine mammals
- Improve habitat quality and protect water quality
- Enhance land- and marine-based recreation
- Reduce greenhouse gas emissions and other air contaminants

The Province has advised that the principles and goals have been developed through input received from TransLink, local municipalities, and First Nations and Metro Vancouver. It is seeking support from the Metro Vancouver Board to endorse the proposed principles and goals for the George Massey Crossing Project in order to set the framework for Phase 2.

#### **FINANCE AND INTERGOVERNMENT COMMITTEE COMMENTS – MARCH 13, 2019**

At the March 13, 2019 Finance and Intergovernment Committee meeting, members provided feedback and suggestions to the MoTI team during their presentation to the Committee. The Committee requested that consideration be given to the following areas in the drafting of the principles and goals:

- Adaptable to convert to future rapid transit
- Sensitive to future transportation changes and trends
- Sensitive to new regulatory/environmental assessment requirements
- Expedient timeline for construction (not a 2030 completion date)
- Crossing to be designed around its users, should be 'right-sized'
- Focus on improved movement of people and goods
- Inclusion of bike corridor infrastructure
- Full understanding of commuter use vs goods movement use
- Inclusion of demand management principles
- Dedicated public transit corridor
- Associated infrastructure to be placed underground
- Confirmation on Project budget and implications of tolling policy

The MoTI revised the draft principles and goals after the March 13, 2019 Finance and Intergovernment Committee meeting. Most of the considerations on the above list appear to be included or addressed; however, the principles and goals developed by the Province do not specifically reference the Committee's comments with respect to the timeline for delivering the project, other than to note that the project should "move forward quickly" nor do the principles and goals reference how the project budget and funding mechanism will be considered.

The Finance and Intergovernment Committee also requested that the MVRD Board Chair strike a Task Force to provide advice and recommendations to the Finance and Intergovernment Committee and to the MVRD Board on the BC Ministry of Transportation and Infrastructure's George Massey Crossing Project and related matters.

#### **ADDITIONAL METRO VANCOUVER STAFF COMMENTS**

Metro Vancouver staff have reviewed the principles and goals for the George Massey Crossing and determined that the Province's high level project principles and goals are generally consistent with

Metro Vancouver interests. The considerations of the Committee should be acknowledged by the MoTI team to ensure that these considerations are incorporated or addressed.

With respect to the project principles, the high level and broad principles of “Safety” and “Reliability” generally align with Metro Vancouver’s principles. The project principles for “Alignment with regional plans” and “Connectivity” will ensure that the project aligns with the goals of Metro 2040, the regional growth strategy, to:

1. Create a Compact Urban Area
2. Support a Sustainable Economy
3. Protect the Environment and Respond to Climate Change
4. Develop Complete Communities
5. Support Sustainable Transportation Choices

The Province’s four high level project goals are also generally consistent with Metro Vancouver’s interests at this high level. From a transportation performance and economic perspective, ensuring that traffic runs safely and efficiently benefits commuters in passenger vehicles and buses, transit service providers, and trucks carrying goods to market. From an environmental perspective, reducing extensive periods of idling vehicles could be beneficial for air quality, fuel consumption, and greenhouse gas emissions. These interests are aligned with Metro 2040 and the Integrated Air Quality and Greenhouse Gas Management Plan. All four goals are in high level alignment with the goals of Metro 2040.

As the details of the options and a preferred option are developed in Phases 2 and 3, there will be issues, including those identified by the Committee, that must be addressed. The details of the crossing options will identify project-related works that could have an impact on Metro Vancouver plans, assets, infrastructure and legislated responsibilities. Specifically, crossing options will be examined within the context of the following areas of responsibility:

- Regional planning and growth management, including the long term alterations to the anticipated rate and distribution of land use, transportation, and impacts on agriculture;
- Air quality, climate change, human health, and the environment;
- Deas Island Regional Park; and
- Metro Vancouver utilities.

As the project is developed, Metro Vancouver staff will assess and report back to the Board on the potential impacts on these and other issues as they arise.

#### **ALTERNATIVES**

1. That the MVRD Board:
  - a) support the principles and goals for the George Massey Crossing developed by the Ministry of Transportation and Infrastructure as presented by the Ministry included in the attachment to the report dated April 2, 2019, titled “George Massey Crossing – Project Principles and Goals”; and

- b) direct staff to send a letter to the Ministry of Transportation and Infrastructure to express general support for the principles and goals for the George Massey Crossing developed by the Ministry of Transportation and Infrastructure.
2. That the MVRD Board:
- a) support the principles and goals for the George Massey Crossing developed by the Ministry of Transportation and Infrastructure included in the attachment to the report dated April 2, 2019, titled “George Massey Crossing – Project Principles and Goals”; and
  - b) direct staff to send a letter to the Ministry of Transportation and Infrastructure to express general support for the principles and goals for the George Massey Crossing developed by the Ministry of Transportation and Infrastructure with a request that additional consideration be given to the budget, funding and timing of the project.
3. That the MVRD Board receive for information the report dated April 2, 2019, titled “George Massey Crossing – Project Principles and Goals” and provide alternate direction.

#### **FINANCIAL IMPLICATIONS**

If the MVRD Board approves alternative one, Metro Vancouver will participate with the Ministry of Transportation and Infrastructure through Phase 2 in the development of crossing options. No financial implications are anticipated with respect to Metro Vancouver’s participation in this process, however, financial implications may arise with respect to the impact of specific design options on Metro Vancouver infrastructure and assets.

Under alternative two, the Board may wish to request that the Ministry to be more specific in identifying within its principles and goals the timing of the project, budget implications and funding options.

#### **SUMMARY / CONCLUSION**

The Province completed the first phase of the George Massey Crossing project engagement with input from TransLink, local municipalities, and First Nations and Metro Vancouver. Based on this engagement, the Province developed four high level principles and goals for the George Massey Crossing project for consideration by the Finance and Intergovernment Committee and MVRD Board.

MoTI staff revised the draft principles and goals after the March 13, 2019 Finance and Intergovernment Committee meeting. Most of the comments provided at the last Committee meeting appear to be included or addressed with the exception that there is not a specific reference to the Committee’s comments with respect to the timeline for delivering the project, other than to note that the project should “move forward quickly” nor do the principles and goals reference how the project budget and funding mechanism will be considered.

Metro Vancouver staff have reviewed the Province’s high level principles and goals for the George Massey Crossing project and note that they are generally in line with Metro Vancouver interests. Staff recommend Alternative 2, which would communicate that the Board generally supports the principles and goals but wishes to reiterate its concerns with respect to the timing of the project and anticipated budget and funding mechanism.

**Attachments**

1. "George Massey Crossing Refined Principles/Goals/Objectives – Ministry of Transportation & Infrastructure", dated, March 30, 2019

29189358

**George Massey Crossing Refined Principles/Goals/Objectives**  
**Ministry of Transportation & Infrastructure**  
30 March 2019

**Principles:** *(no change since March 13, 2019)*

- Alignment with regional plans
- Safety
- Reliability
- Connectivity

**Goals:**

*(changes since March 13, 2019 in blue)*

**Goal 1: Support sustainability of Fraser River Communities**

- Improve safety for all modes of travel
- Improve access to residential, commercial, educational and employment centres as designated in the Regional Growth Strategy and Official Community Plans
- Manage congestion on the corridor
- Respect the cultural values of communities
- Enhance connections between communities
- Maintain agricultural productivity
- Avoid impacts to agricultural land
- Move forward quickly

**Goal 2: Facilitate increased share of sustainable modes of transport**

- Enhance transit service convenience and facilitate future expansion
- Provide safe and convenient options for pedestrians and cyclists
- Encourage higher occupancy modes of travel
- Ensure potential for future rail rapid transit

**Goal 3: Enhance regional goods movement and commerce**

- Improve travel reliability for business and regional goods movements
- Support the B.C. tourism industry
- Protect the Fraser River for fishing and transportation
- Reduce congestion-related delays for priority trips

**Goal 4: Support a healthy environment**

- Avoid loss of habitat for fish, wildlife, birds and marine mammals
- Improve habitat quality and protect water quality
- Enhance land- and marine-based recreation
- Reduce greenhouse gas emissions and other air contaminants

## **George Massey Crossing Task Force**

### **Terms of Reference**

The George Massey Crossing Task Force is the standing committee of the Metro Vancouver Regional District (MVRD) Board responsible for providing advice and recommendations to the Finance and Intergovernment Committee and to the MVRD Board on the BC Ministry of Transportation and Infrastructure's George Massey Crossing Project and related matters.

#### **Task Force Responsibilities**

The Task Force will provide advice and recommendations through the Metro Vancouver Finance and Intergovernment Committee to the MVRD Board on issues related to the BC Ministry of Transportation and Infrastructure's George Massey Crossing Project. Key responsibilities for the Task Force include:

1. Reviewing project-related materials and providing feedback to provincial representatives and others, as appropriate.
2. Considering potential positive and negative impacts of crossing options and project-related works on Metro Vancouver plans, assets, infrastructure and legislated responsibilities, including but not limited to:
  - a) Regional planning and growth management, including land use, transportation, and agriculture;
  - b) Air quality, climate change, human health, and the environment;
  - c) Deas Island Regional Park; and
  - d) Metro Vancouver utilities.
3. Reporting back through the Metro Vancouver Finance and Intergovernment Committee to the MVRD Board with advice and recommendations on the George Massey Crossing Project and related matters.

#### **Task Force Membership and Meetings**

The Chair of the MVRD Board shall serve as the Chair of the Task Force. Task Force members are appointed annually by the MVRD Board Chair and will consist of MVRD Board Directors who represent communities anticipated to experience either a direct or an indirect impact from this project.

The Task Force will meet every two months or at the call of the Task Force Chair. A quorum of 50% plus one of the Task Force's members is required to conduct Task Force business.

#### **Task Force Management and Support**

The Task Force Chair will be the chief spokesperson on matters of public interest within the Task Force's purview. For high profile issues the role of spokesperson rests with the MVRD Board Chair or Vice Chair. On technical matters, or in cases where an initiative is still at the staff proposal level, the Chief Administrative Officer or designated senior staff member is the appropriate spokesperson. Where necessary and practical, the MVRD Board Chair, Task Force Chair and Chief Administrative Officer will confer to determine the most appropriate representative to speak.

The Metro Vancouver General Manager, Planning and Environment, will serve as Committee Manager for the Task Force. The Task Force Committee Manager is responsible for coordinating agendas and is the principal point of contact for Task Force members.

The Task Force may request the Task Force Committee Manager to:

- gather information and provide analysis of potential impacts on Metro Vancouver assets, infrastructure and legislated responsibilities;
- seek out and consider input from additional stakeholders deemed to have an interest in the George Massey Crossing Project; and
- seek advice and input from other existing Metro Vancouver committees, such as the Regional Administrators Advisory Committee or Regional Planning Advisory Committee.

Funding for the Task Force is provided under Metro Vancouver's General Government function to cover incidental costs and meeting expenses. Voting members of the Task Force will be remunerated in accordance with the *Remuneration Bylaw*.

## **George Massey Crossing Task Force**

### **Member List**

Dhaliwal, Sav (C) - Metro Vancouver Board

Baird, Ken - Tsawwassen

Brodie, Malcolm - Richmond

Coté, Jonathan - TransLink Mayor's Council on Regional Transportation

Froese, Jack - Langley Township

Harvie, George - Delta

McCallum, Doug - Surrey

Stewart, Kennedy - Vancouver

van den Broek, Val - Langley City

Walker, Darryl - White Rock





## Stakeholders supportive of Class 4 license requirement in Committee Report

- Vancouver Police Department
- City of Victoria
- Cowichan Valley Regional District
- Office of Seniors Advocate
- Dr. Garland Chow (UBC Expert)

From MLA Jordan Sturdy's riding (**West Vancouver-Sea to Sky**):

- Village of Pemberton
- District of Squamish

From MLA Doug Clovechok's riding (**Columbia River-Revelstoke**)

- Village of Radium Hot Springs

From MLA John Martin (**Chilliwack**) and Laurie Throness (**Chilliwack-Kent**) ridings:

- City of Chilliwack

# Ride-hailing

## Highlights:

- The report on ride hailing by the Select Standing Committee for Crown Corporations was tabled on March 26.
- The report recommended no caps on supply, and no boundaries, and discussed flexible pricing.
- It also recommended a Class 5 driver's licence requirement. This was the only recommendation that was not unanimous, with 3 NDP members voting against.
- Media coverage has focused on the call for the class 4 licence requirement to be reduced to class 5.

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## **Solution:**

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- Ridehailing is coming to B.C. this year.
- We've said we will work for flexibility on key issues of supply, boundaries and pricing.
- This is what the Ridesharing Now for BC spokesperson had to say about our approach:
  - "I don't sense today this government is dragging their heels, not at all. I totally have a great feeling they're going to move ahead and they're going to get it right." (Ian Tostenson, Ridesharing Now for BC, March 29, 2019)
- We are working to get it right for British Columbians.
- We passed legislation, we're working on the regulations, and we're keeping safety of people top of mind as we do so.
- I look forward to seeing new ride hailing services in the market this year.

#### On class 4 requirement:

- People want to know they're safe when they hail a ride.
- The opposition said so when they were government.
- Alberta and New York require this kind of licence and they have Uber.
- The Vancouver Police Department says Class 4 should be required to ensure safety.
- It shows you have a safe driving record, driving experience, have knowledge of vehicle safety and can pass a road test.
- The City of Toronto is now looking at stricter licence requirements as a result of serious safety concerns.
- If the opposition wants to lower B.C.'s safety standards, they should explain why.
- Sergeant Jeff Rice said:

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2019)

(Jan 31,

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## Quotes:

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Copyright " Ian  
Tostenson, Ridesharing Now for BC (March 29, 2019)

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Department Sergeant Jeff Rice (Jan 31, 2019)

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Copyright Vancouver Police Department  
Sergeant Jeff Rice (Jan 31, 2019)



(Garland Chow, UBC  
Professor Emeritus transportation expert, November  
19, 2018)

On B.C. learning from other jurisdictions:

(Shauna Brail, Associate Professor in  
Urban Studies, University of Toronto, in Vancouver  
Sun, Nov. 21)

(Pascal Ryffell, spokesperson for rideshare company  
TappCar, November 19, 2018)

(Pascal  
Ryffell, TappCar, November 19, 2018)

## Opposition quotes:

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Wilkinson:

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(CKNW, July 18, 2018)

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' Opposition Leader,

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leader, July 18, 2018)

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14, 2018) , .....' Opposition Leader (BiV, Feb.

Stone:

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( ..... (MLA for Kamloops-South Thompson  
Todd Stone, November 3, 2014)

(  
(MLA for Kamloops-South  
Thompson Todd Stone, November 3, 2014)

(  
' (MLA for Kamloops-South Thompson Todd  
Stone, November 2, 2014)

In November 2014, the former Transportation Minister  
(MLA for Kamloops-South Thompson) tweeted at Uber  
and Lyft:

## Background

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### Passenger Transportation Amendment Act

- The purpose of the Passenger Transportation Amendment Act is to modernize the legislative framework for passenger directed vehicles (vehicles for hire such as taxis) and prepare for the future entry of app-based ride-hailing services. It proposes amendments to 8 statutes: Passenger Transportation Act, Insurance Vehicle Act, Insurance Corporation Act, Motor Vehicle Act, Commercial Transport Act, Local Government Act, Community Charter, and the Vancouver Charter.

#### *Overview of the Bill*

##### 1. Expanding the authority of the Passenger Transportation Board

- The Passenger Transportation Board—an independent tribunal—will expand its role in receiving applications and setting out terms and conditions of licences, including taxis, ride-hailing, and passenger directed vehicles.
- The Board will have authority to determine the rates charged to passengers, as well as the supply and operating area of vehicles operating under the authority of a licence authorizing transportation network services.

##### 2. Changes to local government

- Proposed amendments to local government legislation will restrict authority of municipal governments to limit supply or operating areas of passenger directed vehicles that the Board has approved.
- Local governments will still set vehicle type, taxi stand locations and local business licence requirements.

##### 3. Accessibility

- To further support accessible taxi service, the proposed legislation enables a new per trip fee to cover a portion of costs to fund accessible taxis, as well as administrative costs of the Passenger Transportation Act. The existing industry would pay current fees for a fixed period before transitioning over to new fee structure.

#### 4. Legislative Committee to be appointed

- The Bill proposes to appoint a special committee to review and make recommendations on the effectiveness of the changes, impacts of passenger directed vehicles on public transportation, traffic congestion and the environment to ensure the Province has a model that works for British Columbians.

#### 5. Record Check requirements

- All drivers of passenger directed vehicles will be required to meet a provincial standard to be set by regulation for criminal and driver record checks by eliminating the need for taxi and future drivers to obtain municipal chauffeur permit in each municipality.

#### 6. Stricter penalties

- The Bill proposes increases to administrative penalties for non-compliance of licence holders, as well as increases to the maximum fine amounts for offences, particularly for corporations who contravene the Act.
- The proposal is for the Registrar under the Act to have authority to levy administrative penalties up to \$50,000 against licensees who do not comply with the Act, the regulations or the terms and conditions of their licence. At the extreme end of non-compliance, the Registrar also has authority to suspend or cancel a licence.
- Substantial increases are also proposed for those convicted of an offence under the Act. For example, for corporations who operate without a licence, the maximum fine amount for a conviction is proposed to be \$100,000, with each day where a contravention occurs potentially treated as a separate offence and subject to another maximum fine amount of \$100,000.

#### 7. Insurance

- Amendments are proposed to the Insurance Vehicle Act and the Insurance Corporation Act to ensure ICBC can develop new and innovative insurance products in time for fall 2019.

#### 8. Per-trip fees

- The legislation includes provisions that can broaden the existing authority to establish fees, including those related to a 'per-trip' fee. A 'per-trip' fee for new entrants to the industry can help sustain an adequate supply of accessible taxis once the new legislation comes into force.

#### 9. Data collection

- The new legislation includes provisions for the Board to gather information and data collection to assist in making more evidence-based decision making. For example, the Board will have access to information pertaining to trip times, pick-up locations, wait-times, type of trip (accessible or non-accessible vehicle).
- The Dr. Hara Report and the Select Standing Committee on Crown Corporations emphasized the importance of information and data to help inform decision making.

#### **Summary of Taxi Modernization Recommendations – as announced in Phase 1**

- Increasing taxi fleets – The Board implemented a streamlined process that gives taxi licensees an opportunity to apply to expand their fleets by up to 15%. The deadline for applying is now closed. Of the applications received from across the province, approximately 445 taxis have been requested.
- Enable taxi rate competitiveness - The Passenger Transportation Board is giving industry the flexibility to lower metered taxi fares in off-peak hours for app hailed trips. The implementation date will be September 2019.
- Improve taxi availability at shift change - The Board is also allowing taxi licensees to increase their fleet size to operate single shift cars. Since the announcement, there has been negative reaction from the media and the public on this topic.

# Illegal Ride hailing

## Highlights:

- Bloomberg published a story on March 31 titled “In North America’s Biggest Uber Holdout, It Pays to Know Chinese”.
- The story reports that Vancouver is the largest city in North America without legal ride hailing, however Chinese-language apps are thriving.

## Contrast:

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- We will see legal ride hailing services in B.C. this year, and we are bringing it in with safety in mind.
- The Passenger Transportation Branch works with local police agencies to investigate companies providing illegal ride hailing services.
- We will be ramping up enforcement and issuing fines where possible.
- We know this is a problem, which is why we will soon be able to issue fines of up to \$100,000 against companies operating illegally.
- We are also going to add more enforcement officers to the Passenger Transportation Branch to help enforce the rules.
- Customers need to know that if they choose to get a ride through these apps they are choosing to take a trip in a vehicle that’s not licenced to operate legally.
- Our priority is the safety of people, which includes ensuring ride hailing drivers are properly licensed,

undergo a criminal record check, and are insured to carry passengers commercially.

## Background

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- Several companies operating under the names Longmao, Udi Kuaiche/U Drop, RaccoonGo, GoKabu, Dingdang Carpool, and AO Ride hailing have developed ridesourcing apps.
- These companies have been recruiting drivers to operate their personal vehicles as commercial passenger directed vehicles in the Lower Mainland, mostly operating in Richmond.
- Ride-sharing services are currently not permitted under provincial transportation legislation.
- Passengers must know that when they hail a ride in a vehicle through these apps they are choosing to take a trip in a vehicle that has not been licenced to operate legally in British Columbia.
- Current provincial and municipal regulatory requirements include a regular, government approved safety inspection of the vehicle, insurance that will cover the carrying of paying passengers and a police background check for drivers.
- These companies insist that despite taking a commission from drivers, they are not functioning as a cab company, but operate more like a ride 'pool' service, that would enable passengers to share the costs of a ride or to "pool rides" which they claim is legal under B.C. regulations.
- The Ministry of Transportation and Infrastructure, through its Passenger Transportation Branch, has received complaints about these unlicensed transportation companies and has several open investigations that are currently ongoing.
- As of March 2019, the PTB has issued 52 violation tickets (\$1,150.00 per ticket) and 32 cease and desist orders.



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## Solution:

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- After hearing from British Columbians and experts at the committee, I announced the government would pursue flexibility to ensure ride-hailing is up and running by the end of this year.
- Our legislation has opened the door for **ride-hailing companies to enter the market** and offer new services to people.
- We got more done in 16 months than the Opposition did in 5 years.
- Ride-hailing is coming to B.C. and we are on track to have companies apply to the Passenger Transportation Board this summer.
- British Columbians will be using ride-hailing by the end of this year.
- In the meantime, more taxis are being put on the street to meet customer needs.
- The Vancouver Taxi Association has informed the Passenger Transportation Branch that it entered an agreement with Kater to use its app in some taxis.
- They will be expected to follow the same processes and rules currently in place, as would any other company.

## Background

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- The ministry is aware that the Vancouver Taxi Association (VTA) licensees have entered an agreement with Kater (a new taxi service that uses app-based ride hailing) to work together to add 200 additional taxis in the Lower Mainland that will be app-based only, called Kater Cabs. The VTA says that the cars will likely be on the road by the end of March.
- The Passenger Transportation Board approved additional licences to operate in Metro Vancouver, as part of the Passenger Transportation Board's taxi modernization process to allow taxi companies to increase their taxi fleets by 15%, one of three short-term action items recommended by Dr. Dan Hara to modernize the taxi industry.
- According to the company, Kater will provide driver training, ensuring the proper permits are in place, as well as paying the drivers. The taxis will be insured under the VTA taxi licence insurance, with the costs of the insurance paid for by Kater and the vehicles operated by Kater.
- The Kater Cabs will not have traditional meters and the drivers will not accept cash from their customers. The Kater Cabs will hail customers exclusively using the Kater smart phone app (the Kater App). Kater's drivers will not solicit customers at hotels or taxi stands and the rates charged by Kater Cabs will be the same as the rates charged by VTA non-app based taxis.
- Under Passenger Transportation Branch regulations, licensees must maintain care and control of every passenger vehicle under the Act. The Passenger Transportation Branch is taking steps to ensure that all current provincial and licensing requirements are met including a regular, government approved safety inspection of the vehicles, insurance that will cover the carrying of paying passengers and compliance with licence boundaries and other requirements. All regulations will remain in place until fall of 2019 when the ministry expects ride-hailing companies like Uber and Lyft to apply to enter the market.
- Kater has released ride-hailing app and has begun operations in Vancouver as its fleet continues to come online.

## Ride hailing - Greens

### Class 4/ Report Recommendations:

- I thank the member for his work on the committee.
- I followed the hearings of the committee closely, hearing the points made by various experts.
- I've also been hearing from hundreds of British Columbians and stakeholders throughout the province.
- As the member knows, the report indicates there were a number of experts who spoke to the Committee and advocated for a Class 4 licence, including the Vancouver Police Department.
- Sergeant Jeff Rice said:

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2019) " (Jan 31,

- Safety is paramount to this government.
- We're bringing ride hailing to B.C. this year with safety in mind.

On other recommendations (supply/pricing/boundaries):

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- I've heard from British Columbians they want ride hailing services, and they want flexibility on supply, boundaries and pricing to make it happen.
- I've also heard that flexibility on supply, boundaries and pricing is needed to accommodate ride hailing business models.
- The committee reiterated these points.
- After reading the report, I announced we would work to achieve flexibility on these three issues.
- The former government failed to bring forward ride hailing in half-a-decade.
- Since forming government, we've worked to get this right for B.C.
- I look forward to seeing new ride hailing services on the market this year.



# Corporation of the Village of McBride

P.O. Box 519  
McBride, B.C.  
V0J 2E0

Phone: 569-2229

Fax: 569-3276

Honourable Clair Trevena  
Ministry of Transportation and Infrastructure  
PO Box 9055 Prov Stn Govt  
Victoria, BC V8W 9E2

March 21, 2019

Dear Minister Trevena,

RE: Media Release February 29, 2019 - BC Bus North schedule change for Route 200 effective March 11, 2019

On behalf of Mayor and Council of the Village of McBride, I would like to thank you for changes made to the BC Bus North schedule along route 200, effective March 11, 2019. By reversing the route to a Robson Valley rather than Prince George start, the Ministry has responded to riders needs regarding bus service along Highway 16. Mayor and Council appreciate that the Ministry took time to gather feedback from riders and enact a solution that best meets BC Bus North rider requirements.

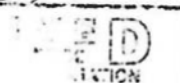
Mayor and Council are pleased that not only is BC Bus North providing service where the departure of Greyhound left an enormous transportation gap along Highway 16, but that the BC Bus North service is hearing from and responding to the transportation needs of local residents. It is likely that this revised schedule will increase ridership along route 200 and continue to show the need for transportation services to rural areas such as McBride and the Robson Valley.

Sincerely,

Sheila McCutcheon  
Chief Administrative Officer

cc BC Transit  
cc Diversified Transportation

284884



MAR 23 2019

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BOWMAN

# Inter-city Bus Service

## Highlights:

- On Monday, October 29, Minister Trevena announced that private operators had stepped up to operate on 83% of the remaining routes left vacant by Greyhound on October 31, 2018, and government would continue to work to have the remaining routes filled.
- Questions have been raised about company “Rider Express” providing fewer trips per week than they were originally approved for between Calgary and Vancouver.
- “Merritt Shuttle” has also gained attention for receiving an approval from the PTB but not providing service.
- The application required Merritt Shuttle to activate two vehicles by February 28 but the company failed to meet the commitment as of March 8, 2019 and the Passenger Transportation Board has now declined the company’s request for an additional extension.

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## Solution:

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- For so many British Columbians, reliable bus service is critical for work, family life, health care and more.
- We're pleased that private bus operators have stepped up and worked with us to make sure people can continue to travel around our province safely.
- Private providers applied to cover the vast majority of the routes left vacant at the end of October.
- Since then we have focused our efforts on finding solutions for the remaining gaps.
- We put out a request for expressions of interest to get a good sense of which operators may be interested in serving those routes.
- That request closed on January 15 and the ministry is reviewing the submissions and will then determine next steps.
- We will continue to work with the federal government and communities to make sure people aren't left without transportation options.



- I recognize the frustration people have with a lack of service.
- It is certainly my assumption that when companies apply they intend to operate and in most situations this is the case.
- For those that are still experiencing problems with service, we are looking into it.
- The Passenger Transportation Board reviews applications from companies using a three-part test, looking at the economic impacts, the need in the region for the service and the sound business case.
- The approval of these applications is independent of the Ministry.

## **If asked about routes with no applications for service:**

---

- Private providers applied to cover a majority of the routes left vacant at the end of October, and since then we have focused our efforts on finding solutions for the remaining gaps.
- We put out a request for expressions of interest to get a good sense of which operators may be interested in serving those routes.
- The ministry is reviewing the submissions before determining next steps.
- We will continue to work with the federal government and communities to make sure people aren't left without transportation options.

## **Background:**

---

- The RFEI to gauge interest within the private sector, non-profit societies, community agencies, local governments, Indigenous communities or other interested parties that may be interested in filling remaining routes left vacant by Greyhound's withdrawal was posted in November 2018 and closed January 15, 2019.
- Four Expression of Interest letters were received. One respondent indicated interest in all the service points identified in the RFEI. The other 3 showed interest in five of the specified routes:
  - Fort Nelson, BC to Watson Lake, Yukon
  - Cache Creek to Kamloops on Highway 1; Kamloops to Valemount on Highway 5; and Valemount to BC-Alberta border on Highways 5 and 16
  - Nelson – Alberta border (including Salmo to Creston); & Nelson – Kelowna Hospital (this route was not specified in the RFEI).

- All four Expressions of Interest received indicated the need for some form of government subsidy in order to provide the Intercity bus services proposed in their responses. Ministry staff are therefore in the process of determining next steps. The RFEI specified the following routes:
  - Cache Creek to Kamloops on Highway 1
  - Kamloops to Valemount on Highway 5
  - Valemount to B.C.-Alberta border on highways 5 and 16
  - Dawson Creek to B.C.-Alberta border on Highway 2
  - Salmo to Creston on highways 3 and 6
  - Cranbrook to the B.C.-Alberta border on Highway 3
  - Fort Nelson to the B.C.-Yukon border on Highway 7
  - Hope to Princeton on Highway 3
- Approved intercity bus applications cover approximately 83% of the routes that were discontinued by Greyhound. Eight service gaps currently remain without transit, health bus or intercity bus service.
- On July 9, 2018, Greyhound Canada announced that it is ending its passenger bus and freight services west of Sudbury ON. This will stop all service in Alberta, Saskatchewan and Manitoba, and all but one route in B.C. - a U.S.-run service between Vancouver and Seattle. The changes/ withdrawal took place on October 31 2018.
- This means Ontario and Quebec are the only regions where Greyhound is still running its services.
- In a statement, Greyhound Canada senior vice-president Stuart Kendrick said: "This decision is regretful and we sympathize with the fact that many small towns are going to lose service."
- The company says they have experienced a 41 per cent decline in ridership since 2010, and persistent competition from subsidized national and inter-regional passenger transportation services.

# South Island Transportation Strategy

## Highlights:

- On January 9, 2019 government announced plans to develop a new transportation strategy for southern Vancouver Island which would include a complete, comprehensive and co-ordinated look into improving traffic flow.
- A request for qualifications has been posted on BC Bid to identify a short list of three qualified consultants to design a multi-modal transportation plan for the region.
- These three shortlisted consultants will then be sent a request for proposals in February 2019, with the successful proponent being identified by end of March 2019.
- Media commentators have suggested this is just a study meant to delay government moving forward on actual solutions.

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## Solution:

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- Southern Vancouver Island is one of the fastest-growing regions in the province, and our transportation planning must reflect that.
- People are spending too much time stuck in gridlock without other options to get where they need to go.
- We need to invest in long-term solutions to address congestion, while respecting the wishes and rights of First Nations.
- The strategy will develop a roadmap for future investments across all forms of travel.
- In relation to this work, we are also exploring potential emergency detour routes that could be activated in the event of a Malahat road closure.
- We are working to improve commute times with Highway 14 upgrades and priority bus lanes along the busy Douglas Street corridor.
- Extra northbound lanes opened along the Douglas corridor – expected to cut at least ten minutes off the time it takes to bus out to Langford.
- Our plan will move people more efficiently, so they can spend less time sitting in traffic and more time at home with their families.

## Validators:

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' Colin Plant, CRD board  
chair, January 9, 2019

### Background:

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- A request for qualifications for the southern Vancouver Island transportation strategy has been posted on BC Bid to identify a short list of three qualified consultants to design a multi-modal transportation plan for the region.
- These three shortlisted consultants will then be sent a request for proposals in February 2019, with the successful proponent being identified by end of March 2019.
- The area of focus will be existing and future multi-modal infrastructure projects on southern Vancouver Island, going as far north as the Duncan area and as far west as the Sooke area.
- It will look at current transportation demands and develop a roadmap for future investments across all modes of travel.
- The scope of the project will include working with local First Nations and decision makers to study, plan and design transportation concepts involving:
  - transit
  - cycling
  - pedestrian movements
  - marine/ferry travel
  - rail
  - existing roads

- In relation to this work, the ministry is exploring potential emergency detour routes that could be activated in the event of a Malahat road closure.
- The ministry continues to work with stakeholders, including the Capital Regional District (CRD), to ensure all possible detour options are explored, while making sure that environmental, First Nations and local community interests are understood.
- A report on the feasibility of a temporary activated emergency detour route is expected to be ready by spring 2019.
- If a suitable detour alignment is identified, future engineering work could begin in summer 2019.

# BNSF Rail Corridor

## Highlights:

- About 15 km of the Burlington North Santa Fe (BNSF) track runs through Surrey, with another four kilometres in White Rock.
- The municipalities are concerned about the safety and environmental issues related to BNSF carrying dangerous goods through the community and the number of deaths that have occurred by people crossing the tracks.
- Surrey-White Rock MLA Tracy Redies has written to the Premier on this issue twice, asking for the province to provide \$300,000 for a relocation feasibility study.
- She wrote to him again following a tragedy on July 4, when a 15 year-old boy was killed when hit by an Amtrak Cascades passenger train on the BNSF line.

## Main Message:

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- We recognize the importance of this issue to Surrey and White Rock, and their desire to improve railway safety in their communities.
- We appreciate the work the Mayors have done to bring attention to these issues.
- The Burlington Northern Santa Fe is a federally regulated railway that falls under the safety oversight of Transport Canada.
- We have raised the intended proposal to relocate the BNSF rail corridor with the federal Transport Minister, Marc Garneau.
- My staff took part in a meeting organized by the federal government in June to discuss the BNSF corridor – including rail safety – with BNSF, local



government, the local MLA and MP, the Port, and the Semiahmoo First Nation.

- Key next steps from the meeting included a BNSF-led emergency response exercise and a BNSF/Surrey-led table-top exercise of a dangerous goods incident.
- We've been working with the communities to identify potential provincial and federal funding programs that may be available to improve rail safety.

**If asked why we are putting money into a Washington led study for rail, but not BNSF:**

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- As I've told the member before, we recognize the importance of this issue to her constituents, and I've raised the proposal with the Federal Minister as it falls under Transport Canada oversight.
- When it comes to the Washington rail study, it's important to establish relationships with our neighbours in the interest of our economy.
- The governments of Oregon and Washington are already working on connecting their two major metropolitan centres with high-speed rail.
- We think it's appropriate that BC participate in that discussion.
- We are making a financial commitment so that we can be part of the discussion.

## Background:

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- White Rock and Surrey propose to study the relocation of the BNSF rail corridor from the waterfront to an inland corridor, to allow for the construction of a public seawall from White Rock to Tsawwassen, and eliminate train-related proximity issues for residents.
- About 15 kilometres of BNSF track runs through Surrey, with another four kilometres in White Rock.
- The cities want to relocate the line due to concerns over an increase in the number and size of freight and passenger trains through the communities. Ten to fifteen trains pass through Surrey and White Rock daily.
- A plan by Fraser Surrey Docks for a new coal-export terminal is expected to increase train traffic by one train per day.
- The Mayors of Surrey and White Rock wrote the Minister seeking \$300,000 in provincial funding support for a study to determine relocation alignments for the BNSF corridor.
- The study is estimated to cost \$900,000, with funding requested from the federal government (\$300,000), the Province (\$300,000), and the remainder from the cities.
- In January 2018, the Minister wrote the Mayors of Surrey and White Rock, indicating that rail safety associated with the federally regulated BNSF railway resides with Transport Canada, and that the Ministry was unable to provide funding for the proposed study at this time.
- While BNSF has indicated it would consider a substantial plan for the relocation, it is expected that they would look to other agencies to pay for the relocation.
- On June 28, 2018, Transport Canada convened a meeting with BNSF and key stakeholders to discuss rail safety along the corridor, including: transportation of dangerous goods; operations and equipment; train speeds; trespassing; track structure; safety management; natural hazards and risks.
- In addition to representation from senior Headquarters and Regional Transport Canada staff and senior BNSF officials, participants included: the Semiahmoo First Nation (legal counsel); Surrey-White Rock MLA Tracy Redies; South Surrey-White Rock MP Gordie Hogg; Surrey Council (Judy Villeneuve) and staff; White Rock Mayor (Wayne Baldwin); Vancouver Fraser Port Authority staff; and TRAN Policy and Programs ADM Deborah Bowman, as an observer.
- On August 28, 2018, four representatives from the MECCS, along with representatives from Transport Canada, SFN and others attended a one-day

BNSF/Washington State led emergency response exercise in Bellingham on a theoretical spill of crude oil into the marine environment, which migrated into Canadian waters, including Boundary Bay.

- In late 2017, City of Surrey staff raised the BNSF rail relocation issue with the Washington State Department of Transportation in the context of the on-going study of ultra-high speed rail between Portland, Seattle and Vancouver.
- Washington State staff responded that ultra-high speed rail and rail-based freight operations could not operate in a shared right-of-way, and as such, BNSF rail realignment would not be entertained in the ultra-high speed rail study. Previous studies in 2002 and 2006 identified alternative alignments which would cost between \$100 million and \$400 million.
- Although no current cost estimates have been undertaken, it is expected that relocation, land and construction costs would likely be hundreds of millions more than previous estimates.

# Shipping Oil by Rail

## Highlights:

- The Opposition has alleged that the delay to construction of the TransMountain Pipeline Expansion will increase oil by rail shipments through BC and increase risks to British Columbians.
- They cited CN rail reporting a 50% increase in oil by rail and projecting strong future oil by rail business because of the Federal Court of Appeal decision.
- While there have been increases in oil by rail volumes in Canada, the vast majority of shipments do not transit through BC and instead enter the US via Montana or North Dakota.
- Data from the Washington State Department of Ecology show shipments received via BC have declined dramatically since mid 2017.

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## Solution:

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- Our government is committed to protecting our lands and waters from the risk of diluted bitumen regardless of how it is shipped.
- We have already introduced new regulations governing oil by rail to increase spill preparedness and response.
- These include requirements for contingency plans, drills and exercises, and plans for recovery.
- And for the first time, requiring reporting of transportation of hazardous substances through BC. Something the previous government ignored.
- The spill regulations we are proposing before the BC Court of Appeal would also apply to shipments of diluted bitumen by rail.
- We want to ensure we fill the gaps in the science around effects of a diluted bitumen spill, and that we can be sure it can be cleaned up.
- We are taking action to make British Columbians safer in the face of risks of bitumen transport be it by rail or by pipeline.

## Background:

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- Oil by rail shipments in Canada increased significantly from 2012 to 2014 before falling again and then reaching about 200,000 barrels a day in June 2018.
- Detailed figures below the national level are not publicly reported but media report a total of 5,100 cars in 2014 and 1,200 in 2015 carried oil through BC.
- While it is difficult to obtain reliable statistics as companies do not publicly report figures, most Canadian oil by rail shipments do not involve BC.
- The only oil by rail terminal in British Columbia is the Burnaby Rail Terminal which has a capacity to handle just 8,000 barrels per day.
- There are no facilities in BC to offload oil by rail onto tankers so all oil by rail for export that transits BC must go to Washington State.
- Data from the Washington State Department of Ecology show that while there was an increase in oil by rail shipments through BC from late 2016 to mid-2017, these shipments have declined dramatically since October 2017.
- In the first half of 2017 there were 1.64 million barrels shipped through BC to WA. In the first half of 2018 there were just 385 thousand.
- The reports show a major shift in routing of Canadian oil by rail shipments to Washington away from passing through BC and instead entering the state from the eastern border with Idaho.
- For the first half of 2018, there were no shipments of oil by rail entering WA state via BC in 20 out of 26 weeks.
- Inter-provincial rail transportation regulation is the jurisdiction of the federal government and the transport of oil by rail is regulated by federal government under the Railway Safety Act and the Transportation of Dangerous Goods Act .
- The federal government has initiated a review of the Railway Safety Act and the BC government is fully participating in the review, including bringing forward concerns heard from municipalities on dangerous goods traveling through their communities.
- While the Province does not have jurisdiction over rail transport, it does have ability to regulate environmental impacts that could be caused by spills.

- The Environment Minister implemented a first phase of new spill regulations on October 13, 2017. The regulations apply to transport of liquid petroleum products by pipeline, rail and trucking
- This first set of new regulations passed by the current government activates legislation passed in 2016, and contains provisions that:
  - define “regulated persons” as pipeline, rail and trucking transporters of liquid petroleum products over 10,000 litres;
  - require the development and implementation of spill contingency plans;
  - define requirements for drills and exercises;
  - mandate record-keeping for spill preparedness and response;
  - require enhanced reporting and set additional cost recovery mechanisms;
  - enable government to require plans for recovery.
- The Ministry of the Environment has conducted public consultations on proposals for a second phase of spill regulations, including:
  - Response times, to ensure timely responses following a spill;
  - Geographic response plans, to ensure resources are available to support an immediate response, that take into account unique characteristics of a given sensitive area;
  - Compensation for loss of public and cultural use of land, resources or public amenities in the case of spills; and
  - Maximizing application of regulations to marine spills.
- The government has submitted a reference question to the BC Court of Appeal that would confirm the ability of the province to address the risks of increased diluted bitumen shipments by rail or by pipeline.