



BRIEFING NOTE

British Columbia's Energy Road Map

April 9th, 2019 11:30am

Briefing Note

What:

BC's Energy Road Map - Resource Municipalities Coalition White Paper

Who:

The Resource Municipalities Coalition is an organization composed of municipal governments, Chambers of Commerce, business and service providers that are focused on all aspects of resource development in British Columbia. Municipalities include the Fort St. John, Tumbler Ridge, Taylor and Mackenzie.

Executive Summary:

The white paper provides six recommendations;

- (1) Determine targets for BC's greenhouse gas emissions*
- (2) Ensure First Nations are involved in BC's Energy Roadmap*
- (3) Collect and provide data to support marketing and information sharing*
- (4) Determine BC's Current and Desired Future Energy Mix*
- (5) Identify BC's Impact of Global Greenhouse Gas Emissions*
- (6) Determine BC's proportion of energy use (heating, transportation, etc.)*

The ministry is committed to ensuring northern residents and industry continue to have access to safe, affordable, and reliable transportation options.

Approximately \$90M in road and bridge projects is planned in northeastern BC in 2019/2020. Additionally, the province has released its CleanBC initiative, started BC Bus North and continues to renew transportation infrastructure that is robust to climate change.

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British Columbia's Energy Road Map

April 9th, 2019 11:30am

Background:

A February 2018 symposium was designed to be an opportunity for leaders and stakeholders in BC's energy industry to meet and share ideas with the purpose of providing feedback to province.

Transportation was one of 10 themes discussed during the symposium. Specifically, concerns were raised regarding the reduction of public transportation systems in northern BC and the need to investigate greener transportation options that are appropriate to northern BC. Comments also included a continued need for investment in the highway and sideroad network throughout northern BC.

Recommendations:

The ministry is committed to ensuring northern residents and industry continue to have access to safe, affordable, and reliable transportation options. Since the symposium the province has released its ambitious CleanBC initiative, started BC Bus North, and continues to renew transportation infrastructure that is robust to climate change.

Investing in transportation options that enhance network efficiency and support climate change objectives, including the recently released CleanBC action plan is one of the Ministry of Transportation & Infrastructure's three service plan goals.

In support of CleanBC, the ministry is making clean transportation more affordable and accessible for British Columbians through investments in Canada's largest networks of charging and fueling stations. As an example, the ministry is currently planning ambitious investments in electrifying our inland ferry fleet with a goal of 100% electrification by 2040.



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British Columbia's Energy Road Map

April 9th, 2019 11:30am

The ministry continues to make improvements on northern highways and side roads with approximately \$90M in road and bridge projects planned in northeastern BC in 2019/2020.



BRIEFING NOTE FOR DECISION

DATE: March 29, 2019
PREPARED FOR: Honourable Claire Trevena, Minister of Transportation and Infrastructure
ISSUE: Container Trucking Regulation - amendments to rates

RECOMMENDED OPTION:

• s.13

BACKGROUND:

B.C. Reg 248/2014, Container Trucking Regulation, prescribes the geographic zones and rates for container trucking movements in the Lower Mainland. The Regulation's current trip rates, hourly rates and trip zones are based on the 2014 Vince Ready / Corrin Bell report, plus a 2.6% interim increase that was implemented in June 2018.

At the time of the 2.6% 2018 interim rate increase, a rate review was initiated by direction from the Minister for the Container Trucking Commissioner to review the Act and Regulation to determine recommended rate changes. The Commissioner's review includes recommendations that would have the effect of significantly increasing hourly rates and trip rates.

In reviewing the Commissioner's report and recommendations, ministry analysis of the recommended increase in hourly rates and trip rates and consultations with industry stakeholders indicates that

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DISCUSSION:

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Ministry of
Transportation
and Infrastructure

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Honourable Claire Trevena
Minister of Transportation and Infrastructure

10 April 2019
Date

Attachments:

- Order in Council and associated forms

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BRIEFING NOTE FOR INFORMATION

DATE: April 1, 2019

PREPARED FOR: Hon. Claire Trevena, Minister of Transportation and Infrastructure
MLA Spencer Chandra Herbert

ISSUE: Active Transportation Strategy Consultation and Development

SUMMARY:

- The Ministry of Transportation and Infrastructure (MoTI) is leading the development of an Active Transportation Strategy.
- The Province is undertaking a robust engagement program that includes consultation with the public, local governments and Indigenous communities, planners, engineers, and advocacy groups.
- This engagement program is designed to inform a strategy that supports the use of active transportation and the delivery of CleanBC.
- Public release of the Active Transportation Strategy is planned for June 2019.

BACKGROUND:

The Province's CleanBC plan references the development of an active transportation strategy. An active transportation strategy is an opportunity to improve quality of life for all British Columbians by providing safe, convenient and accessible connections to and from work, home, school and services in their communities. The Ministry of Transportation and Infrastructure is leading the development of this Strategy, which will focus on four pillars:

- Building - Expand infrastructure for active transportation, including public transit, cycling sidewalks, paths, and end-of-trip facilities.
- Encourage and Educate - Promote and incent active transport uptake and deliver programs to raise awareness of active transportation options.
- Safety - Improve safety for active transport users, such as regulatory or legislative changes, as well as safety or theft deterrent programs. This could also include a review of the dooring regulation and an increase in associated fines.
- Leadership - Lead by example and support British Columbia's (B.C.) public sector to choose active transportation.

DISCUSSION:

The Province is undertaking a robust engagement program that includes consultation with the public, local governments and Indigenous communities, planners, engineers, and advocacy groups. This program includes regional forums, online public input, Indigenous community engagement, webinars with planners and engineers, and meetings with local government area associations. The engagement program is designed to inform a strategy that supports the use of active transportation and the delivery of CleanBC.

Work to Date:

Regional Forums

To ensure perspectives from key stakeholders are reflected in the active transportation strategy, eight regional stakeholder forums occurred across B.C. between March 1 – 15. Each forum followed a similar structure but was customized to address the specific interests and challenges of the region.



596 email invitations to the regional forums were sent to individual stakeholders in the communities surrounding the forum locations. In addition, 206 email and fax invitations were sent to Indigenous communities across the Province with follow up invitations to Indigenous communities in the surrounding areas. In total, 181 participants, including several mayors and councilors, attended the eight forums across the province.

| LOCATION | DATE & TIME | MLA ATTENDING |
|---------------|-----------------------------|--|
| Surrey | Fri, Mar 1; 9:45am – 1:15pm | MLA Jagrup Brar |
| Vancouver | Sat, Mar 2; 1 – 4:30pm | MLA Spencer Chandra Herbert |
| Penticton | Fri, Mar 8; 9am – 12:30pm | Video welcome message |
| Courtney | Sat, Mar 9; 1 – 4:30pm | Minister Trevena & MLA Ronna-Rae Leonard |
| Nelson | Mon, Mar 11; 4 – 7:30pm | Video welcome message |
| Terrace | Wed, Mar 13; 4 – 7:30pm | MLA Rachna Singh |
| Prince George | Thurs, Mar 14; 4 – 7:30pm | MLA Spencer Chandra Herbert |
| Victoria | Fri, Mar 15; 1 – 4:30pm | MLA Mitzi Dean |

Forum feedback – Emerging themes

A comprehensive “What We Heard Report” will be prepared for the end of April 2019. The report will capture the comments provided during the eight regional forums as well as the input received through the online public engagement process.

In advance of that report, the project team has identified some emerging themes from the regional forums.

- In the areas outside the major urban centres (including Courtenay, Penticton, Prince George, Nelson and Terrace) major themes included connections between communities, safety improvements, design standards, infrastructure funding and collaboration between levels of government.
- In the urban centres (including Surrey, Vancouver and Victoria) key themes included creation of active transportation incentives, funding to support infrastructure development, improving safety through legislative and regulatory changes, and active transportation infrastructure design standards.

Online Public Input (EngageBC)

A public engagement process has been developed with Government Communication and Public Engagement to give all British Columbians an opportunity to provide input into the development and content of the strategy. This process is embedded within the broader CleanBC engagement program.

The public engagement process will run from March 1 – April 15. A news release announcing the public engagement process was released on Saturday, March 2. A subsequent Minister’s Statement is planned for Monday, April 1. From March 1 – 27, the website has received 5, 589 site visits and 847 comments in response to questions 1 and 2.

The public engagement site asks three questions over a six-week period (a new question every 2 weeks). Question 1 was posted on March 1; Question 2 on March 15; and Question 3 will be posted on March 29.

1. What does active transportation mean to you and how does it fit into your life?
2. What are some of the challenges in your everyday life that prevent you from moving towards using active transportation modes? What are some of your concerns about active transportation?



3. What is the most important action that government could take to promote active transportation. What is unique in your community or region that needs to be considered?

Next Steps:

Indigenous Engagement

MoTI staff are developing a collaborative approach with the Climate Action Secretariat (CAS) through the CleanBC process that reflects government's commitment to support the implementation of the United Nations Declaration on the Rights of Indigenous Peoples, and the Calls to Action of the Truth and Reconciliation Commission. Initial indigenous engagement sessions are being planned for April and May. Indigenous communities have also been invited to all regional forum sessions.

Planning and Engineering Webinar

Hosting an on-line meeting with the Planning Institute of BC and Associations representing Engineers.

Local Government Area Associations

Providing information to local government elected officials at the five area associations conventions:

| LOCAL GOVERNMENT AREA ASSOCIATION | DATE AND LOCATION |
|---|--|
| Association of Vancouver Island and Coastal Communities | April 12-14 – Powell River (confirmed) |
| Association of Kootenay and Boundary Local Governments | April 26-28 – Castlegar (TBC) |
| Southern Interior Local Government Association | April 30-May 3 – Penticton (confirmed) |
| North Central Local Government Association | May 7-10 – Williams Lake (confirmed) |
| Lower Mainland Local Government Association | May 8-10 – Harrison Hot Springs (TBC) |

Strategy Development

Feedback from the engagement process will be incorporated into the strategy with its planned launch at the BC Cycling Coalition's Active Transportation Summit in New Westminster, BC on June 17-18. The strategy will contain a range of near and long-term deliverables that will support the growth and uptake of active transportation across the province and clearly align with CleanBC targets.

The strategy deliverables will be funded from the \$6million / 3 years MoTI received from CleanBC funding and ongoing MoTI BikeBC grant funding. As MoTI staff deliver the strategy there will be continued engagement with the Climate Action Secretariat to ensure alignment and that opportunities to achieve increased active transportation across the province are realized.



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BRIEFING NOTE FOR DECISION

DATE: April 5, 2019
PREPARED FOR: The Honourable Claire Trevena, Minister of Transportation and Infrastructure
ISSUE: Unregulated ferry routes

RECOMMENDED OPTION:

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BACKGROUND:

Under the terms of the Coastal Ferry Services Contract (CFSC), the Province provides funding to BC Ferries for the provision of seven passenger and freight ferry services to remote coastal communities (see Appendix 1 for list of routes). These routes are not regulated by the BC Ferries Commissioner and services are provided by independent ferry operators under contract to BC Ferries. /s.13

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DISCUSSION:

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Appendix 2 – Information on Lasqueti Island Ferry Service

Schedule – Peak (Summer) Schedule – ten week period from the last Wednesday of June to Labour Day in September.

| Peak (Summer) Schedule | Leaving False Bay (Lasqueti) | Leaving French Creek |
|--|--------------------------------|-------------------------------|
| Monday, Wednesday, Thursday, Friday, Saturday | 8:00 am 11:00 am 4:00 pm | 9:45 am 2:30 pm 5:30 pm |
| Tuesday | Off | Off |
| Sunday | 1:00 pm 4:00 pm | 2:30 pm 5:30 pm |

- In addition, there are five additional sailings each year scheduled at 6:45 p.m. on Mondays of long weekends that fall between Easter and Thanksgiving.

Schedule – Non-Peak Season

| Non-Peak Schedule | Leaving False Bay (Lasqueti) | Leaving French Creek |
|---------------------------------------|--------------------------------|-------------------------------|
| Monday, Thursday, Friday, Saturday | 8:00 am 11:00 am 4:00 pm | 9:45 am 2:30 pm 5:30 pm |
| Tuesday, Wednesday | Off | Off |
| Sunday | 1:00 pm 4:00 pm | 2:30 pm 5:30 pm |

- Students (Island Residents 18 & younger) travel at 50% discount in non-peak season
- Seniors travel 50% year-round except Saturdays, Sundays and Stat holidays
- If there are 10 or more passengers left on the last sailing of the day, from either terminal, an extra run will be made.



BRIEFING NOTE FOR INFORMATION

DATE: April 16, 2019

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

MEETING: With Shawn Pettipas, Director, Community Engagement and Marketing Insight, BC Automobile Association on April 30, 2019

ISSUE: Tow trucks – use of blue and white flashing lights

SUMMARY:

- The British Columbia Automobile Association (BCAA) is requesting that roadside assistance vehicles and tow trucks be allowed to use blue and white flashing lights, in addition to amber, when providing roadside assistance.
- In February 2018, the Automotive Retailers Association (ARA) of B.C. made a similar request.
- The Ministry of Public Safety and Solicitor General (PSSG) is the Ministry responsible for policies regarding the use and colours of flashing lights for law enforcement and emergency vehicles.

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BACKGROUND:

In B.C., the use of flashing lights on vehicles is prescribed in regulations under the *Motor Vehicle Act*. Table 1 sets out those vehicles that can use flashing lights.

Table 1
Prescribed Use of Flashing Lights¹

| Colour | Law Enforcement | Fire Department | Ambulance | School Bus | Other |
|--------|-----------------|-----------------|-----------|------------|-------|
| Red | X | X | X | X | |
| White | X | X | X | X | |
| Amber | X | X | X | X | X |
| Blue | X | | | | |

"Other" includes

- Tow trucks
 - a tow truck while attending a vehicle being connected to or disconnected from the tow car, and
 - a tow truck when towing a vehicle which projects beyond the width of the lane in which it is being towed.
- Snow removal equipment, sand spreading equipment or other highway maintenance equipment being used on a highway during highway maintenance or construction.
- Pilot cars and illuminated only while escorting an oversize vehicle or load.
- Implements of husbandry.

¹ B.C. Reg. 26/58, Motor Vehicle Act Regulations, s. 4.28(8)



Approval to use flashing lights other than an amber colour would be the responsibility of PSSG.

DISCUSSION:

A jurisdictional scan has been completed, further details are in Appendix 1.

As of April 2019, three Canadian provincial jurisdictions allow for blue flashing lights for vehicles other than law enforcement. Saskatchewan, Manitoba and Ontario allow blue flashing lights for snow removal, only Saskatchewan allows blue flashing lights for roadside assistance.

Alberta had a Private Member's Bill introduced to allow blue and white lights on tow trucks. It did not proceed beyond First Reading, citing concerns of the use of blue that is reserved for law enforcement.

The ministry has also conducted a literature review, including a study prepared by the University of Michigan Transportation Research Institute, and a guideline prepared by the Transportation Association of Canada (TAC). Both documents state that blue lights are the most conspicuous colour for day and night use.

CVSE regularly consults with PSSG Police Services as well as the Traffic Enforcement Subcommittee of the BC Association of Police Chiefs. s.13

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FINANCIAL IMPLICATIONS:

- None

SUGGESTED RESPONSE:

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Appendices

1. Detailed information on jurisdictional scans, road safety initiatives and literature review
2. BCAA Letter - Blue Lights for Roadside Assistance Vehicles and Tow Trucks – March 21, 2019

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Appendix 1: Detailed Background Information

Jurisdictional Scan

Table 1 sets out those vehicles, in each Canadian provincial/territorial jurisdiction, that can use blue flashing lights. Currently, only Saskatchewan (effective April 6, 2017) allows the use of blue flashing lights by roadside assistance vehicles.

Table 1
Use of Blue Flashing Lights by Jurisdiction

| Jurisdiction | Law Enforcement | Snow Removal | Roadside Assistance | Fire | Ambulance | Other |
|--------------|-----------------|--------------|---------------------|------|-----------|-------|
| BC | X | | | | | |
| AB | X | | | | | |
| SK | X | X | X | | | |
| MB | X | X | | | | |
| ON | X | X | | X | X | X |
| PQ | X | | | | | |
| PEI | X | | | | | |
| NFLD | X | | | | | |
| NS | X | | | | | |
| NB | X | | | | | |
| YK | X | | | | | |
| NUN | X | | | | | |
| NWT | X | | | | | |

"Other" includes

- Aviation and forest management vehicles responding to a fire or other emergency.

Saskatchewan

Saskatchewan is the first jurisdiction in Canada to introduce a two-colour lighting combination for tow trucks - other jurisdictions use amber lights only. The addition of blue lights is not mandatory as tow truck operators can still opt for amber only.

Alberta

In December 2017, United Conservative Party MLA Wayne Drysdale introduced Private Member's Bill 215, The Tow Truck Safety Act. The Bill would allow tow trucks to use optional blue and white lights on their vehicles when they are performing their duties. This is in addition to the mandatory amber light provision. The Bill did not proceed beyond First Reading.

Alberta Transportation Minister Brian Mason is reported in the media as saying that he is open to having discussions about new lights but is concerned that blue might not be the right colour as blue lights are used by law enforcement agencies².

² <https://globalnews.ca/news/4646931/alberta-tow-truck-drivers-blue-lights/>



Provincial road safety initiatives

The ministry and its road safety partners have taken a variety of initiatives in recent years which are directed at drivers. These initiatives include Slow Down Move Over to protect roadside workers, speed limit reductions, and increased penalties and insurance premiums for drivers who put people at risk through excessive speeding, impaired driving, distracted driving and other violations.

Slow Down Move Over

Since June 2009, motorists in B.C. are required to slow down and move over for all vehicles stopped alongside the road that have flashing red, blue or yellow lights. This includes maintenance workers, utility workers, police, fire, ambulance, tow trucks, CVSE personnel, land surveyors, animal control workers, garbage collectors and other roadside workers.

Motorists must slow their speed to:

- 70km/h when in an 80km/h or over zone
- 40km/h when in an under 80km/h zone

If travelling on a multi-lane road, drivers must move into another lane to pass when passing stopped vehicles with a flashing light, where safe to do so. This provides roadside workers and emergency personnel with greater protection from accident and injury.

Drivers failing to adjust their speed or failing to move over may receive a \$173 traffic violation ticket that also carries 3 penalty points. Offences and infractions that include penalty points can lead to a driving prohibition.

Speed Limit Reductions

The Ministry of Transportation and Infrastructure reviewed three years' worth of data on 33 segments and 1,300 kilometres of highway, where speed limits were increased as part of the 2014 Rural Safety and Speed Review.

As a result, in November 2018 fifteen sections of highway, totalling 570 kilometres, had speed limits rolled back by 10 km/h. Along with the two corridors that were lowered in 2016, this represents 660 kilometres of B.C. highways where speed limits are being rolled back. The remaining routes did not show higher accident rates and the speed limits will remain the same, including the Coquihalla where variable speed limits are in operation.

Following the review, the ministry also utilized road weather information systems connected to dynamic message signs on Highway 99, from Horseshoe Bay to Whistler, to give drivers real-time road information so they can better drive to conditions.

Distracted Driving

Activities that impact a driver's ability to focus on the road come in a wide range of forms, from visual distractions inside and outside the vehicle, to cognitive distractions when using electronic devices. Research evidence has shown that approximately one-quarter of crashes can be attributed to driver distraction: attention being diverted from driving tasks.

The fine for a single distracted driving violation ticket is \$368, along with 4 penalty points. On a first infraction, these points will also result in a driver paying a further \$210 ICBC Driver Penalty Point premium, for a total of \$578 for a first infraction.



Drivers who get two or more distracted driving convictions in a three-year period are charged a Driver Risk Premium, which is billed annually and is separate from any insurance premiums a driver may have. This amount will increase for each additional conviction.

Reviews regarding the effectiveness of flashing light colours

Several studies have been undertaken with respect to the visual effectiveness of colours of flashing lights.

A study³ prepared by the University of Michigan Transportation Research Institute looked at how warning lamps (flashing lights) affect driver vision and how those lamps can be designed to provide the most benefit for the safety of emergency vehicle operators. The study concluded the following with respect to blue warning lamps:

. . . blue was more effective in daytime, for a given level of intensity, than any of the three other colors tested (white, red, and yellow). While there has always been a reasonably strong agreement that there were advantages to blue at night, this new result provides additional evidence in favor of using blue under all ambient lighting conditions. The apparent advantage for blue in terms of conspicuity should be general to all emergency vehicle applications, and therefore it could be argued that blue warning lamps should be used more often on all types of emergency vehicles; including fire, law enforcement, and medical vehicles. This is already the case in much of Europe, suggesting that, in addition to the basic visual performance criteria that are the main subject of the current work, many practical considerations may also be at least compatible with broader use of blue lamps.
(page 41)

A guideline⁴ was prepared by the Transportation Association of Canada (TAC) to enable road authorities and winter maintenance service providers to increase snow removal equipment visibility and to work towards increasing the consistency of the appearance of snowplows across Canada. TAC undertook a literature review in developing the guidelines. The review concluded that

- blue was the most conspicuous colour for day and night use;
- there is a stronger driver perception of hazard with combinations of yellow, blue and red, than with yellow alone;
- approaching driver speed is slower for yellow/blue combination than for yellow alone
- yellow/blue/red is associated with greater brake activations by approaching drivers than yellow alone.

³ *Effects of Warning Lamp Color and Intensity on Driver Vision*. The University of Michigan Transportation Research Institute, October 2008.

⁴ *Snow Removal Equipment Visibility Guide*. Transportation Association of Canada, January 2015.



Appendix 2: Letter from BCAA



Blue Lights for Roadside Assistance Vehicles and Tow Trucks

March 21, 2019

Requested Action:

The British Columbia Automobile Association (BCAA) calls on the B.C. Government to allow roadside assistance vehicles and tow trucks to be equipped with blue and white flashing lights, in addition to amber, while restricting their use to specific roadside situations where safety is an issue.

Rationale:

Roadside assistance and towing is a high-risk sector with many workplace hazards. In North America, one tow truck driver is killed on the road side every six days and, in B.C., 15 workers have been killed and another 223 injured between 2005-2014. Since 2014, there have been five high profile incidents in the province as a result of motorists failing to slow down. BCAA tow truck drivers and roadside assistance workers report regular near-miss encounters as they help BCAA members and other members of the public in communities around the province.

B.C. is a large province, and its climate varies significantly from one region to another which can result in challenging conditions for drivers. While areas along the south coast have a mild climate, drivers can experience heavy rain and fog year-round. Other parts of the province can have long, cold winters with lots of snow and fewer daylight hours leading to a significant increase in crashes in the last months of each year.

Operators of tow trucks and roadside assistance vehicles put their lives on the line every day in communities around B.C. to help stranded motorists. Restricting tow trucks to just amber lights can make them indistinguishable from road signs and maintenance-related vehicles, especially in the dark. Adding blue and white lights will alert drivers there is a stationary tow truck and that operators are likely working outside the vehicle. Restrictions can be created to ensure they are only used when the safety of the roadside assistance worker and the motorist is an issue. Saskatchewan restricts the use of blue lights to specific situations where safety is an issue.

Studies show that amber and blue provide the most visibility in both day and night conditions. The study by the Transportation Association of Canada, a body that contributes to the development of technical guidelines and best practices for road authorities, recently studied lights for recognition and identification for snow removal equipment. They found blue is the most conspicuous colour in both day and night conditions and needs the least intensity of all colours to be seen. They recommend the use of LED lights and the use of two colours for flashing lights as this improve motorist recognition. They concluded that amber and blue provide the best overall visibility in all road conditions and was more likely to cause motorists to slow down, in some cases, than amber alone.

This change will add an extra layer of safety for what can be an extremely dangerous job. Tow truck drivers need that peace of mind while performing their duties and need the comfort of knowing that they can return to their loved ones safely at the end of their shifts.



BCAA and Roadside Safety

For more than 100 years, BCAA has been protecting British Columbians on the road. Today, one in three households are BCAA Members and its 1,300 employees keep people safe through home, travel and auto insurance, as well as roadside assistance which services or tows vehicles for stranded motorists. BCAA has 123 service vehicle and tow truck drivers as well as another 130 towing companies and approximately 700 drivers contracted across the province.

BCAA is a major force in roadside safety initiatives as the leading representative of the towing and recovery industry. BCAA actively partners with WorkSafe B.C., Preventable and Work Zone Safety Alliance – Cone Zone and Slow Down Move Over, to develop education tools, as well as public awareness campaigns around road safety. BCAA continues to do its part by investing over \$500,000 each year into a blocker truck program, designed to protect roadside workers with two specialized roadside service trucks and blocker truck drivers and safety experts for each shift covering the Lower Mainland. These initiatives, though meaningful, are not enough as the risk of fatal accidents and the number of near-miss encounters rises every day and are also not able to cover the entire province.

For BCAA, worker and public safety are critical. British Columbians have the right to feel safe within their workplace, regardless of whether their office is in a building or at the roadside. BCAA is also committed to keeping motorists safe when they are broken down by the side of the road.

BC Actions to Date Have Not Done Enough:

The B.C. Government took an important first step to improve the safety of emergency roadside assistance workers in 2009 with the Slow Down Move Over law. This regulation followed the death of a Vernon tow truck driver who had stopped to help a disabled motorist. It now requires motorists to reduce speed when there are emergency vehicles or face fines and driver penalty points.

However, anecdotal information suggests that these penalties and driver education are not doing enough to reduce speeds around work zones and when roadside assistance vehicles are aiding stranded motorists. An example of how motorists can ignore the slow down move over legislation was evident in 2016 when Kelowna RCMP set up a mock work zone at the side of the highway. Even though they set it up only one kilometre after a sign reminding motorists of the law, they issued 60 violation tickets in only two hours.

In addition to anecdotal information from roadside assistance workers, two recent incidents show that drivers are still failing to slow down and move over. A tow truck driver in Castlegar was killed last November as he helped a motorist whose vehicle was disabled after striking a deer. His family reported he had activated his beacon lights and was wearing high visibility apparel. More recently, a tow-truck driver was lucky to escape unharmed in February when his truck was rear-ended while he was recovering a spun-out vehicle near Nanaimo. The operator was pulling a vehicle from the ditch and was parked on the shoulder of the Island Highway with his emergency lights on, when a vehicle tried to pass a semi in the outside lane and smashed into the rear corner of the tow truck. He was able to jump to safety just in time according to the news report. Clearly, more is needed to improve the safety of roadside workers.

Saskatchewan Experience Allowing Blue Lights:

The Saskatchewan government moved forward in May 2017 with The Traffic Safety (Tow Trucks) Amendment Act, 2017 which authorized the use of flashing blue and white lights in concurrence with amber lights on tow trucks providing roadside assistance. Unfortunately, it took the death of a tow truck driver to prompt that legislative change.



Saskatchewan legislation stipulates that tow trucks operating in the province must be equipped with amber or amber and blue lights, while roadside service vehicles may choose to use them at their discretion. It stipulates that the use of amber or amber and blue flashing lights is restricted to situations where the vehicle is coming to a stop or is stationary on a highway; when it is necessary to do so for the safe operation of the vehicle; or if the vehicle presents a hazard to other vehicles on the highway.

The Saskatchewan Government reports the policy has improved roadside safety in the province. In an April 2018 letter to BCAA, the Honourable Jo Hargrave, Minister of Crown Investments, wrote that adding blue lights has helped increase visibility and alert motorists sooner, providing them ample time to slow to 60km/hour while passing. He added that this legislative change has helped make highways safer for all road users and continues to help roadside responders make it home safely.

Other Jurisdictions:

In Alberta, United Conservative Party MLA Wayne Drysdale introduced Bill 215: The Tow Truck Safety Act to the House late last fall where it passed first reading. The bill proposed to allow tow truck operators to install white and blue warning lights onto their trucks to make jobs safer for tow truck drivers. The former Minister of Transportation spoke about how dangerous it can be in the towing and recovery business.



BRIEFING NOTE FOR INFORMATION

DATE: April 26, 2019

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

MEETING: Douglas Stout, FortisBC Vice President of Market Development and External Relations, on May 2, 2019

ISSUES:

1. Clean Transportation / CleanBC
2. Pattullo Bridge Replacement Project

ISSUE 1: Clean Transportation / CleanBC

SUMMARY:

- s.13
- The Ministry is looking forward to continuing to work collaboratively with FortisBC on goods movement, climate action and community livability related initiatives, such as the Clean Transportation in B.C.'s Trade Corridors Steering Committee.

BACKGROUND:

Douglas Stout, Vice President of Market Development and External Relations, FortisBC (see Attachment for biography), has requested a meeting with Minister Claire Trevena to share FortisBC's past achievements and future goals related to use of natural gas in the transportation sector. At this meeting, it is not expected that FortisBC will come forward with any major requests.

FortisBC delivers natural gas, electricity, and propane to residential, community and business customers around B.C. In addition, FortisBC is interested in helping to improve the economic viability of goods movement in B.C. by lowering fuel costs, reducing Greenhouse Gas (GHG) emissions and air pollution, and enhancing community liveability. FortisBC states a reduction of one-third GHG emissions can be achieved when switching to LNG fuel from higher emitting diesel fuel.

FortisBC's recent actions and initiatives related to transportation have included:

- Providing input to the Greenhouse Gas Reduction Regulation that includes new opportunities to support the use of natural gas in the transportation sector.
- Providing LNG fuel service to BC Ferries and Seaspan. BC Ferries currently has three vessels equipped to use LNG fuel, and is converting its two largest vessels (the Spirit Class) to enable them to use LNG fuel. BC Ferries will continue to look at ways to reduce their carbon footprint and the use of cleaner alternative fuels is a major part of this effort.
- Implementing a first in the world, truck to ship, LNG bunkering process in the Lower Mainland.
- Expanding the Tilbury LNG facility to meet long-term growth for LNG use in transport, communities, industry and the marketplace.
- Installation and operation of several electric vehicle charging stations in the Kootenays and Southern Okanagan.

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**DISCUSSION:**

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The Ministry continues to work with other provincial ministries (Energy, Mines and Petroleum Resources; Jobs, Trade and Technology; and Environment and Climate Change) to ensure cross government alignment and support the respective mandates. The Ministry is also engaged in promoting LNG/CNG in transportation through BC Transit CNG buses in Kamloops and Nanaimo and new BC Ferries vessels with dual fuel capacity.

The Ministry is looking forward to continuing to work collaboratively with FortisBC on goods movement and climate action related initiatives which will assist the Province to meet its legislated greenhouse gas emission reduction targets, help fulfil B.C.'s commitment to the Pan Canadian Framework on Clean Growth and Climate Change, and support sustainable trade.

FINANCIAL IMPLICATIONS:

- None

Issue 1 Attachments: Biography



ISSUE 2: Pattullo Bridge Replacement Project

SUMMARY:

- FortisBC owns and operates a natural gas pipeline on the existing Pattullo Bridge under an agreement with TransLink, the owner of the bridge. This pipeline connects New Westminster and some of the surrounding area to FortisBC's network south of the Fraser River.

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BACKGROUND:

- FortisBC owns and operates a 700 kPa distribution pressure, 508mm diameter natural gas pipeline on the existing Pattullo Bridge. This pipeline has been in service since the 1950s and supplies natural gas to over 31,000 customers in New Westminster, Coquitlam and Burnaby.
- There is an agreement between FortisBC and TransLink that grants permission for FortisBC's pipeline to reside on the existing Pattullo Bridge. This agreement was originally signed by the Province in 1957 and later assigned to TransLink when bridge ownership was transferred in 1999. It may be terminated with two years notice, and on termination, FortisBC must remove its pipeline from the bridge within a reasonable timeframe.

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**PREPARED BY:****Issue 1**

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778 974-4979

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REVIEWED BY:

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Transportation Policy and Programs
Ed Miska, A/Associate Deputy Minister

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Nancy Bain, EFO
Finance and Management Services Department

INITIALS:

 WI

 DB

 EM

 KV

 NB
Issue 1 Attachements: Biography

Douglas Stout
Vice President, Market Development & External Relations

Mr. Stout joined the company in 2001 as Vice President, Gas Supply and Transmission. He has held senior executive roles with Belcorp Industries Inc. and Husky Energy Inc., and has served as Director for Sultran Ltd., Pacific Coast Terminals and Hillsborough Resources. He is past Chair of the Canadian Natural Gas Vehicle Alliance, past Director of the Northwest Gas Association and a current Director of the BC LNG Alliance.



Ministry of
Transportation
and Infrastructure

Issue 2 Attachment: July 2018 Letter to Gary Johnson



BRITISH
COLUMBIA

Pattullo Bridge
Replacement Project

July 03, 2018

Sent via email: Gary.Johnson@fortisbc.com

Attention: Mr. Gary Johnson
Distribution Assets and Improvements Manager

FortisBC
16705 Fraser Highway
Surrey, BC V4N 0E8

Dear Mr. Johnson:

Re: Pattullo Bridge Replacement Project (PBRP) – Existing Distribution Gas Pipeline on Pattullo Bridge

On February 16, 2018, the Province of British Columbia (the Province) announced that the PBRP would be funded, delivered, owned and operated by the Province. The new bridge will be open in 2023. TransLink will continue to own and operate the existing bridge until such time as the new bridge is in operation.

As a result of the Province's role in the PBRP, all design decisions fall under the purview of the Ministry of Transportation and Infrastructure (MoTI).

Further to TransLink's correspondence to FortisBC (Fortis) dated June 6, 2017 (the Letter), where the original agreement between the Province of British Columbia and the British Columbia Electric Company Limited (the Agreement) was referenced, Fortis was informed of Translink's intention to replace the existing Pattullo Bridge with a new structure crossing the Fraser River upstream of the existing crossing S.13

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Ministry of Transportation
and Infrastructure

Pattullo Bridge Replacement Project

Web Address:
engage.sos.bc.ca/pattullobridge
www.gov.bc.ca/transport

Confidential Advice to Minister

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BRIEFING NOTE FOR DECISION

DATE: April 16, 2019
PREPARED FOR: Honourable Claire Trevena, Minister of Transportation and Infrastructure
ISSUE: Lax Kw'alaams First Nation ferry service between Prince Rupert and Tuck Inlet on the Tsimshian Peninsula.

RECOMMENDED OPTION:

- Continue to support operations and maintenance of the current service using the existing vessel through to 2024 while working with the Lax Kw'alaams First Nation on the purchase or construction of a new larger vessel to enter service in 2024.

BACKGROUND:

In 1997, the Lax Kw'alaams Band Ferry Corporation (LKBFC) began providing a passenger, vehicle and freight ferry service through Tuck Inlet, connecting the Tsimshian Peninsula with Prince Rupert (see Appendix A for map and time line). From the ferry terminal on the Peninsula, the Tuck Inlet Road then connects to the community of Lax Kw'alaams (Port Simpson). Initially, BC Ferries provided the LKBFC with a vessel for \$1 and BC Ferries paid for quadrennial refits, while the LKBFC paid annual operating and maintenance costs.

Since the transformation of BC Ferries to an independent company in 2003, the Province has assumed the quadrennial refit costs. BC Ferries continues to provide the vessel (*Spirit of Lax Kw'alaams*, formerly the *Nicola*) and conduct the provincially funded refits. Refit costs were \$1.6M in 2008, \$5.5M in 2012, and \$2.7M in 2016.

The service now operates under an agreement between the Ministry and the LKBFC, signed in September 2016 and expiring March 31, 2020. Under this agreement, the LKBFC operates the route, receives fare revenues and maintains the vessel and dock infrastructure, while the Ministry provides funding support for:

- Operations to address any shortfall between costs and revenues, to a maximum of \$400,000 annually; and
- Dock maintenance, initially in the amount of \$260,000 and with a commitment to further assistance if and as needed.

DISCUSSION:

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