

Updated June 22, 2020

**Question Period Binder**

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## Ride Hailing

### Highlights:

- Five ride hailing companies have been approved by the Passenger Transportation Board, including Uber, Lyft, ~~Whistle~~ and Kabu, and more than 20 applications are still under review. MORE THAN 30 APPLIED
- In early February, the B.C. Supreme Court stopped Surrey from being able to issue tickets to ride hail drivers, and the Court rejected an attempt by the taxi industry to halt all ride hailing until a judicial review can be completed.
- A new per-km, ICBC insurance product will be available for taxi drivers in the near future with coverage beginning in the spring.
- Talks with the taxi industry have begun regarding how 30 cent per-trip fee can help sustain and expand the number of accessible vehicles.

### Contrast:

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- People in BC have been demanding ride hailing since 2012, but the old government failed to get it done.
- Now, the Opposition wants to roll back the safety standards we put in place.
- They want a reckless and total deregulation of the ride hailing industry.
- This would put people's safety at risk and hurt the incomes of taxi and ride hailing drivers.
- I refuse to back down against pressure from the opposition to abandon our safety measures.
- As a result of our efforts, B.C. now has the highest safety standards in North America.
- I understand the Opposition is angry – They wasted five years and now are forced to watch this government achieve what they failed to do.

## Solution:

- Our government did the hard work and took a responsible approach to bringing ride hailing to B.C.
- We got it done.
- As a result of our work, ride hailing in B.C. has the highest safety standards in North America.
- We have <sup>34 companies applied.</sup> companies of all different sizes setting up their services in different regions of B.C., with 20 applications still to be reviewed.
- We're actively working to ensure fairness for taxi drivers, including:
  - The Class 4 licence and police check required for ride hail drivers is the same as taxi drivers.
  - We're rolling out a new ICBC insurance product for taxi drivers this spring, giving them the same flexible coverage as ride hail drivers.
  - We're working with the taxi industry to support the number of accessible cars on the road, through the 30-cent fee.
  - The Passenger Transportation Board said it will be reviewing minimum fares, fleet size and taxi boundaries as it collects data.
- The Premier has asked the Minister of Labour, the Minister of Municipal Affairs and myself to work together in addressing any outstanding issues.

## **Worker Classification**

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- The Opposition has called for a reckless and total deregulation of the ride hail industry.
- Their plan would risk people's safety and hurt the livelihoods of drivers.
- We refuse to back down against pressure from the Opposition to abandon our safety measures.
- Workers deserve fair pay and fair compensation.
- Our government has made it clear that employment laws will be applied evenly in B.C.
- The Employment Standards Branch has the power and authority to enforce labour standards.

## **Taxi Boundaries**

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- The taxi industry provides important livelihoods to drivers and their families.
- Our government is open to changes to taxi boundaries, however we understand there is no simple solution.
  - Some taxi drivers want to see boundaries removed and others strongly do not.
- The Passenger Transportation Board has signaled it will review taxi boundaries.
- We will continue our work to ensure fairness for taxi drivers.



## Background:

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- In 2018, government passed the Passenger Transportation Amendment Act, which enabled the introduction of ride hailing companies to B.C.
- Government introduced policy and insurance regulations in July 2019, which provided a legal framework for companies in advance of applying to the PTB.
- In September 2019 the PTB began processing ride-hailing applications and extended its review process in October 2019 so stakeholders would be able to comment on each applicant.
- In August 2019, the PTB announced its decisions on ride hailing regulations:
  - It opted to place no restrictions on the number of ride-hail vehicles.
  - It set five geographic regions for ride hailing companies but set no boundaries similar to taxi boundaries in Metro Vancouver.
  - It set the minimum rate that a ride hail company may charge based on taxi flag rates in the operating area. In the Metro Vancouver area, this may be in the range of \$3.50 to \$3.75 as a base rate.
- Taxi companies may apply for a Transportation Network Service licence. If licensed as a Transportation Network Service, when operating as a TNS, the taxi is subject to the TNS rules including the flexibility to operate across boundaries.
- All regulations came into effect on September 16th.
- To date, 34 applications have been submitted for approval by the PTB.
- On December 16, 2019 the PTB approved the first ride hailing company, Whistle for operation in Tofino and Whistler.
- On January 23, 2020, the PTB approved Uber and Lyft for operating in the Lower Mainland, while denying Kater's application for unrealistic estimates.
- On February 7, 2020, the PTB approved two other companies and declined three others:
  - Apt Rides plans to operate in North Vancouver (Approved)
  - Kabu intends to operate in Vancouver and Victoria before expanding to other Kamloops and Kelowna (Approved)
  - Tappcar intended to operate in almost all regions of BC and two other companies (Declined)

**If asked a question by Mary Polak:**

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- I'm happy to receive a question from the member.
- She's familiar with the complexities of bringing in ride-hailing, as she was first approached by Uber in 2012.
- At the time, she required them to charge a minimum fee of \$75 dollars for rides:

Copyright



(Former Transportation Minister, Current  
Opposition House leader, MLA for Langley  
Mary Polak, Nov. 23, 2012)

- With that kind of ridiculous approach, it's no wonder they failed to bring ride-hailing to B.C.

## Quotes:

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Copyright

Copyright

, ' Scott Norris, Vice President Commercial  
Development. (July 19, 2018)

Copyright

Copyright

' Opposition Leader,

(CKNW, July 18, 2018)

Opposition Leader, (CKNW, July 18,  
2018)

Opposition Leader, (CKNW, July 18, 2018)

' Opposition  
Leader (Business in Vancouver, Feb. 14, 2018)

– MLA

Vancouver-Langara, October 15, 2017

Clone

Speech, June 2017

## Background

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- On July 19, 2018, Minister Trevena made an announcement regarding government's next steps on bringing ridesharing into B.C. and Dr. Dan Hara presented his review with a technical briefing for media.
- The new release announced that the B.C. government is increasing the number of taxis on the streets, while easing the way for other rideshare services to offer services to British Columbians by fall 2019.
- It stated that government would immediately begin working with the PTB to implement a number of the changes Hara has recommended.
  - Boosting the number of taxis (roughly 500 more in the province, 300 in lower mainland and 200 elsewhere)
  - Giving the taxi industry the flexibility to discount fares when trips are booked through an app.
  - Equipping the PTB with better data to make smarter decisions on meeting transportation demand, including the number of accessible vehicles required.
- Government's action plan on ridesharing includes:
  - Retaining Hara to assist and advise government, and working with the PTB to further consult with industry, including major rideshare stakeholders.
  - Implementing policy changes through the PTB.
  - Working with the PTB on data collection and analysis.
- Government is preparing legislation for the fall session. The focus of the fall legislation will be:
  - Consumer safety, and enforcement.
  - Streamlining licence applications for drivers.
  - Supply and boundaries for taxis, and other passenger-directed vehicles (rideshares).
  - Working with ICBC to enable a modern insurance product.
- Since the announcement, there has been negative reaction from the media and the public on this topic.

## Taxi Industry (COVID Impacts)

### Highlights:

- The taxi industry has been severely impacted by COVID-19.
- Several companies shut down or drastically reduced their fleet size at the height of the crisis.
- Meanwhile other drivers ensured taxi services were available for front-line healthcare workers and patients.
- Many taxi cabs have installed physical barriers to protect passengers and drivers as the restart continues.

### Contrast:

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- The Opposition has spent the last two years denigrating the taxi industry and the drivers who work there.
- After calling taxi drivers a “cartel” they suddenly want us to believe they have their best interests at heart?
- We know that the industry provides important and good paying jobs for thousands of people in the province.
- That’s why we’ve done the hard work to protect those drivers as the ride-hailing industry comes online.
- We refused to roll back the safety measures that apply to both taxi drivers and ride hailing.
- Even though the Opposition tried, with all their might, to give an unfair advantage to ride hailing, hurt taxi drivers and reduce safety for passengers.



## Solution:

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- This is a stressful time for drivers in the taxi industry.
- I know many companies continued to offer services under difficult conditions to ensure the public could access essential services.
- I also recognize that COVID-19 has had a significant financial impact on drivers' income and the industry as a whole.
- Our government has been working to reduce the pressure on drivers:
  - We brought in a new, distance-based insurance product for taxi drivers, which began on May 1
  - The Passenger Transportation Branch is allowing licensees to defer their renewals for up to six months
  - ICBC has allowed insurance to be temporarily suspended and waived fees for cancelation and re-plating.
  - We have also heard that the per-vehicle licence fee is another way we can lower overall costs to operate a vehicle – more to say soon.
- We will continue to consult and work with drivers to ensure everyone in the industry can be part of a strong recovery in B.C.

## **Worker Classification**

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## **Taxi Boundaries**

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- The taxi industry provides important livelihoods to drivers and their families.
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- The Passenger Transportation Board has signaled it will review taxi boundaries.
- We will continue our work to ensure fairness for taxi drivers.

# Massey Crossing

## Highlights:

- The media has asked whether COVID-19 would delay the long-awaited replacement to the George Massey crossing.

s.12; s.13

## Message:

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- We are continuing to move forward on the George Massey Tunnel replacement, even with the impacts of COVID-19.
- We are on track with a final business case s.12; s.13  
s.12; s.13
- Budget 2020 included funding for all phases of the George Massey replacement.
  - As well as \$40 million in immediate safety improvements to the existing tunnel.
- Now more than ever we need to build infrastructure projects that help stimulate our economy.
- I'm proud B.C. has the most ambitious capital infrastructure plan in Canada.
- And finally, the Massey replacement will not have tolls, as that's the last thing we need at this time.

## Contrast:

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- The Opposition may want to go back to making people pay tolls to use public infrastructure, we do not.
- They chose to ram through a mega-bridge that was against the wishes of the municipalities.
- What's worse, they were going to make people south of the Fraser pay for it entirely through tolls.
- The Opposition has admitted their 'elbows up' approach with the region's mayors failed to deliver for commuters.
- We're fixing the mistakes of the former government and working to get the best solution to this bottleneck for the people in the region.
- And we won't make people pay hundreds or even thousands of dollars in tolls in order to pay for it.
- People who are just beginning to return to their jobs, shouldn't pay tolls just to get to work.

## **Quotes - Critical of the old government's approach:**

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Copyright

– MLA for Kamloops-South Thompson [Todd Stone, Oct 2017]

Copyright

– MLA for Kamloops-South Thompson [Todd Stone, Oct 2017]

Copyright

– Richmond Mayor Malcolm Brodie [July 24, 2017]

## Quotes – Supportive of our government's approach:

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- Letter from Mayors (Vancouver, Richmond, Surrey, Delta, White Rock) and Chiefs (Musqueam and Tsawwassen) [March 29, 2019]

Copyright

- Greg Moore, chair of Mayor's Council [Sept. 2017]

Copyright

- Old government's Clone Speech [June 22, 2017]

## Background:

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### Timeline:

- September 2017 – 10-lane \$3.5 billion Massey bridge project tender is cancelled, and government announces a technical review of the options will take place.
- December 2018 – Government’s technical review report of the Massey bridge project by engineer Stan Cowdell is made public. It points to project flaws and suggests there could be better alternatives.
- January-April 2019, the ministry project team worked with participating First Nations, Metro Vancouver, TransLink and municipalities to develop shared principles, goals and objectives that will guide development of crossing solutions.
- The Metro Vancouver Board endorsed these on April 30, 2019 and established a Task Force to work with the ministry to develop and evaluate crossing options.
- In May 2019, the ministry began work to develop and evaluate crossing options. This included a workshop with staff from Metro Vancouver, TransLink, City of Richmond, City of Delta, and Tsawwassen First Nation.
- In July 2019, the Mayors’ Task Force endorsed a short list of six options, based on the ministry project team’s high-level assessment of the long-list of options.
- September 18 – closed task force update meeting (share findings of analysis, further shortlisting)
- October 2 – task force meeting – Ministry presented results of the technical evaluation of the 6 short listed options, and the Task Force endorsed the immersed tube tunnel as their preferred option.
- November 1 – Metro Vancouver Board meeting endorse 8-lane tunnel option recommended by the Task Force
- December 2019 – upgrading tunnel systems & lighting (safety improvements)
- Feb 2020 – work officially begins on business case
- Fall 2020 - complete business case



## ADVICE TO MINISTER

### CONFIDENTIAL ISSUES NOTE

Ministry of Transportation and Infrastructure

Updated: June 15, 2020

Minister Responsible: Claire Trevena

## Highway 1: Kamloops to Alberta Four-Laning Program

### ADVICE AND RECOMMENDED RESPONSE:

- Improving the safety, reliability and capacity of Highway 1 to the Alberta border for local residents, commercial drivers, and visitors is a priority for this government.
- This commitment is supported by Budget 2020, with \$1.044 billion being invested over the next 3 years.
- Construction has resumed following winter shutdown on the Illecillewaet project near Revelstoke.
- The tender has been issued for the Chase Creek Road to Chase West four-laning project.
- Also, the tender has been issued for the Salmon Arm West four-laning project. Both of these projects will improve the safety, reliability and capacity of Highway 1.
- The Kicking Horse Canyon project is in the RFP stage, and work will get underway on that project east of Golden later this summer.
- Other projects are in various stages of design and consultation, and staff continue to work closely with local and Indigenous communities.

*If asked: Why are the Chase and Salmon Arm projects taking so long to get started?*

- Work is expected to start later this year on the Chase & Salmon Arm projects.
- Since these projects were originally announced, significant First Nations consultation and detailed engineering investigations have been completed.
- This work has informed the budget increases required for these projects to proceed and provide improvements to safety and efficiency of Highway 1.

*If asked: Why are Community Benefits Agreements being used for four-laning projects?*

- We're putting people at the heart of major public infrastructure investments to deliver meaningful benefits back to all British Columbians.
- By using CBA, we are increasing opportunities for locals, Indigenous people, women and other equity seeking groups to start a lifelong career in the skilled trades.

- CBAs also ensure good wages with fair working conditions that foster a workplace free of discrimination, harassment and is respectful of the cultural differences of all participants.
- When our government invests in new infrastructure, we want individuals, communities and businesses in the local area to have the opportunity to participate on the project, and the community benefits agreement ensures that.

## KEY FACTS REGARDING THE ISSUE:

### Background:

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.

With all projects, the ministry is working closely together with local Indigenous communities on project designs to address any environmental concerns and minimize the impacts of construction and preserve culturally significant sites along the corridor.

There are currently 117 km that are four lanes or more, out of the total 338 km under provincial jurisdiction between Kamloops and Alberta. (102 km is under the federal jurisdiction where Highway 1 runs through Mount Revelstoke National Park, Glacier National Park and Yoho National Park).

### Treasury Board For Chase and Salmon Arm

Due to a hot construction market, consultation with impacted Indigenous communities and the implementation of a Community Benefits Agreement, the Salmon Arm and Chase projects required increased funding and scope changes. Chase was approved for a \$61.1M increase to \$260.3M in April 2020.

### Name Change for Chase

With Segment 1 removed from the project so it could proceed on its own timeline, and Segment 3 ending at Chase Creek Bridge, the previous named of Hoffman's Bluff to Jade Mountain was no longer accurate. The decision was made ahead of the Treasury Board submission to change the name to the more appropriate "Chase Four-Laning".

### Current Committed Projects

Project	Scope	Status
Illecillewaet	2.0 km four-laning, at-grade intersections, brake check, retaining wall construction	Construction underway, expected completion 2022.
Kicking Horse Canyon Phase 4	4km four-laning, rock fall and avalanche protection, retaining walls	RFP – Issued Dec. 2019 Award & const. – summer 2020 Expected completion spring 2024
Salmon Arm West 1st to 10th	2.2km four-laning, grade-separated intersection, Salmon River bridge	Pre-load work complete Tender live on BC Bid. Closes July 21.
Salmon Arm West 10th to 10th	1.1km four-laning, at-grade intersections, Section 35 land	Pending Stage 2 Treasury Board, engineering

## ADVICE TO MINISTER

	transfer	
Salmon Arm West IR 3 to 1st Ave	5km four-laning, grade separated intersection, frontage roads	Project deferred and removed from construction schedule while FN land transfer work continues
Chase Creek Rd to Chase West	3.3km four-laning, at-grade intersection improvements	Tender live on BCBid
Chase West to Chase Creek Bridge	1.6km four-laning, interchange at Brooke Drive	Engineering and design – tender expected Nov/Dec, 2020
Hoffman's Bluff to Chase Creek Rd	5km four-laning, at-grade intersections, frontage/backage roads	Project deferred and removed from construction schedule while FN land transfer work continues
R.W. Bruhn Bridge	1.6km four-laning, at-grade intersection improvements, Bruhn Bridge replacement	In design, report back to TB required, start of construction expected in 2021, completion in 2024
Quartz Creek	4.4km four-laning, at grade intersections, Quartz Bridge replacement	In design, report back to TB required, start of construction expected in 2020, completion in 2024

s.12; s.13

\*projects with federal funding approval, requiring provincial funding

Budget 2020 committed to a total of \$1.044 billion over 3 years to the Kamloops to Alberta Border Four-Laning Program (\$244M in 2020/2021, \$387M in 2021/2022, and \$413M in 2022/2023).

Communications Contact: Danielle Suter – 250 419-8969

Program Area Contact: Paula Cousins 250 828-4843 and Jennifer Fraser 250 828-4298

Minister's Office	Program Area	ADM	Comm. Dir
	JF		DC

# Community Benefits Agreement

## Highlights:

- The Community Benefits Agreement has been applied to a number of major infrastructure projects.
- The Opposition has suggested CBAs are resulting in 'more money for less highway' and is unfair to non-union companies and employees.

## Message:

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- Our government has the largest capital investment plan in B.C.'s history.
- These investments in infrastructure will play a key role in B.C.'s economic recovery.
- **Now is the right time** to build and upgrade roads, mass transit, and bridges – to connect people and improve communities.
- These projects will boost the economy and create good jobs when, right we need it most.
- It's one of the reasons we did not shut down the construction sector, unlike other regions in Canada.
- On top of that, Community Benefit Agreements will ensure that local communities and local workers will benefit from this stimulus.
- It's important that no region is left out of B.C.'s economic recovery.
- When we build major infrastructure like the Highway 1 projects, Pattullo Bridge or the Broadway Subway, we want to make sure local people are able to benefit directly.

## Long term benefits for workers

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- These projects will be used as a launching pad for people's lifelong trade careers and continue to build up our skilled workforce.
- It will help apprentices get the work hours needed to finish their ticket, and leave behind a legacy of a diverse, trained workforce.

## Contrast:

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- I'm a little surprised the Opposition believes that people in their own local communities should not get guaranteed benefits as a result of these projects.
- Especially as those communities struggle to recover from the impacts of COVID-19
- We have a different approach.
- We think now is the right time to build roads, mass transit and bridges.
- And we think local communities and local workers should benefit from these projects.
- Instead of ignoring the labour shortage, we are taking action to build up our workforce for the long term.

## Costs increases:

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- We know we are in a costly construction market and materials prices are up across the board.
- These costs are affecting all projects.
- Projects without CBAs are also seeing significant increases.
- Five school projects have also seen notable increases due to material costs. Those are not CBA projects.
- Even the MLA for Kamloops-South Thompson said CBAs cannot be blame for all these costs increases  
He said <sup>Copyright</sup> [Stone, VanSun, June 11]

## Previous Cost Overruns

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- Given the number of projects they built that were wildly over budget, you would think the opposition would have just a bit of shame.
  - In 2009, the BC Place roof: **41% over**  
Estimated \$365 million | Final costs \$514 million
  - In 2004, Vancouver Convention Centre: **59% over**  
Estimated \$565 million | Final cost \$900 million
  - BC Hydro's Northwest Transmission Line: **82% over**  
Estimated \$404 million | Final cost \$736 million



Is it discriminatory to block CLAC members from working under CBAs?

- Let's review the agreement the old government put in place for the Waneta Dam expansion project:
  - "All Employees under this Agreement... shall be members of or secure membership in the appropriate Union and maintain such membership in good standing as a condition of employment."
- Which unions were included in this agreement?
  - The exact same list of 19 unions as under CBAs.
- So, I have a question for the Opposition: do they believe the Waneta Dam project discriminated against the members of CLAC?

Is a union agreement necessary to achieve these goals?

- The Opposition used the same sort of labour agreements with the same list of 19 unions for:
  - Brilliant Dam expansion project
  - Revelstoke Unit #5
  - Waneta Dam expansion project
  - 2015 Mica Unit #5
  - Mica Unity #6
  - John Hart Generating Station
- The Opposition obviously believed in these agreements when they were in government.



## Background:

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- The Community Benefits Agreement announced on July 16, 2018 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.

### Key benefits of the negotiated labour agreement include:

- **Local people and businesses:** When local workers have greater access to work in their communities, local people will invest and stay in their communities.
- **Apprenticeships:** Increased apprenticeships in the skilled trades is essential to the development of British Columbia's 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.
- **Indigenous and under-represented groups:**
  - This agreement provides opportunities for Indigenous Peoples and other under-represented groups on government infrastructure projects, free from discrimination and harassment.
  - In addition, Indigenous peoples, women, and other groups will now have priority access to employment and training opportunities.
- **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.

# Support for Public Transit

## Highlights:

- The Opposition may ask about support for Translink and BC Transit in the COVID-19 recovery.

## Contrast:

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- Previously, some were content to let our transit systems get more & more overcrowded – leaving people on the curb and hurting economic growth.
- We took a different approach when we formed government, making significant investments in public transit to improve service for people.
- The past few months have been difficult ones for public transit systems across the country.
- But the work our government has done over the past three years to improve public transit put us in a better place to tackle the challenges of COVID-19.

## Solution:

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- These have been challenging times for public transit.
- But public transit is key to B.C.'s recovery success as we carefully re-open the economy.
- We are working with TransLink and BC Transit to ensure people can safely access the service they need to get where they need to go.
- We have been working closely with TransLink and BC Transit:
  - to assess the impact of COVID-19 on their operations
  - and to continue to discuss how to work together during the crisis & through recovery.
- We've made good progress in those discussions, and that allowed Translink to scale service levels back up as we re-open.
- Public transit systems across Canada are facing these challenges.
- We successfully advocated for federal support for Canadian transit systems.
- We're pleased the federal government has now acknowledged their role and we're going to continue to advocate for the federal support we need in B.C.

*If asked about new revenue tools for TransLink:*

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- Our government's priority is to make life more affordable for people.
- Any new measures being considered would have to be fair and affordable for everyone.

# Green - BC Transit Funding

## Highlights:

- Media has reported on Budget 2020's funding for public transit, which will see a small reduction in 2020/21 of about \$2 million.
- Greens likely to ask a question regarding the service plan for BC Transit which predicts total ridership to reach 60.8 million trips in 2020/21 (up from 59.1 million) before an estimated reduction to 58.1 million in 2021/22.

## Solution:

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- Thanks for the question.
- Good public transit is essential to building strong communities that are more affordable for the people who live in them.
- That is why we have partnered with the federal and local governments to fund \$1.2 billion in transit investments across B.C. in this decade.
- This will pay for new and replacement buses, new transit facilities, upgrades to existing facilities, transit exchanges, park and rides, and new bus lanes.

## *To the member's question:*

- Government funding for public transit should go to the services people rely on. <sup>s.13</sup>

s.13

- This year, BC Transit will draw from its \$42 million in reserves as we work to expand transit services to serve more and more people.

- I am very excited about the expanding services at BC Transit – getting more people onboard than ever before. Including: <sup>s.13</sup>
  - a new bus-queue jump lane along Highway 14,
  - a new View Royal facility for HandyDart,
  - NextRide, a mobile app for transit riders in Greater Victoria who will be able to see where their bus.
- Transit infrastructure makes up a significant part of Budget 2020's record Capital Plan:
  - BC Transit will receive \$256 million over 3 years for new facilities, buses and electrification.

#### On ridership:

- Ridership has reached record levels and is expected to grow even larger in 2020/21. <sup>s.13</sup>
- Accurate ridership predictions for the next year will be based on next year's budget. *Following*
- As BC Transit draws from their larger reserves this year, there will be no reduction in services and no impacts on expansion projects.
- Public transit is a top priority for this government as we work to make life more affordable, improve services people rely on and reduce green house gas emissions.

## **Background:**

- The Vancouver Sun reported on Budget 2020's funding for public transit, which will see a small reduction in 2020/21 of about \$2 million.
- Budget 2020 provides \$119 million for all of Public Transit in 2020/21, down from \$121M in 2019/20.
- Over the last two years, BC Transit has posted significant surpluses totalling \$11 million bringing its total reserves to over \$42 million.
- BC Transit will draw from those reserves in 2020/2021 in order to support expanding services and increase ridership.
- Based on its funding and Service Plan, BC Transit pegs its ridership target to increase to 58.4 million trips in 2020/21.
- It also projects reductions in ridership in the next years, 2021/22 and 2022/23 but that's the result of estimated flattening of funding and ignores that the budgetary process that will review this for Budget 2021.



## BC Ferries

### Highlights:

- Media had reported about a proposed service reduction to 11 minor routes to the Gulf Islands, by BC Ferries.
- BC Ferries had already reduced sailing on these and all other routes by 50% as ridership decreased due to COVID-19
- The Province agreed to provide BC Ferries with a sum of \$180,000 to maintain the 11 routes until September 7.

### Contrast:

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- We're still paying for the former government's terrible choices that hurt coastal communities.
- Under their watch, BC Ferries fares skyrocketed.
- Between 2011 and 2017, Fares went up over \$28.30 for a car & driver on main routes.
- BC Ferries fares climbed, impacting ridership and restricted the mobility of many island residents.
- And some services were cut entirely.
- This meant regular British Columbians couldn't access the transportation they needed.



**Message:**

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- This government's priority is to ensure there is reliable ferry service for coastal communities...
- ...especially as we continue B.C.'s restart plan and prepare for our recovery.
- Ferries a lifeline for so many people living on the coast, and essential for a strong recovery for coastal communities.
- We are already beginning to see ferry ridership increase, and our ferry service has to be in a position to respond to this demand.
- Our government has made it clear that our focus is to make life more affordable for British Columbians.
- Our government has worked hard for coastal communities:
  - We ensured fares were frozen on the major routes, and that fares were rolled back on the minor and northern routes by 15%.
  - We brought back Seniors ride for free discounts.
  - We increased service to routes that were cut in 2014, restoring 2,700 round trips.
- We've worked hard to fix the mistakes of the previous government, by keeping fares low and making people the focus of our ferry service.