

Waters, Leah TRAN:EX

From: Malinowski, Penny TRAN:EX
Sent: September 18, 2019 3:48 PM
To: Waters, Leah TRAN:EX; Leverman, Charly TRAN:EX
Cc: Klingspohn, Teresa TRAN:EX; Pilkington, Kim TRAN:EX; Smith, Victoria TRAN:EX; Gordon, Renee TRAN:EX; Neate, Sara TRAN:EX
Subject: CLIFF#288449| IBN | PO MEETING MATERIAL: Sea to Sky - Squamish/Lillooet Regional District
Attachments: 288449_2019-09-18_PO_BN_Sea to Sky Regional Transit FINAL Sept 18, 2019.pdf

Good afternoon,

Please find attached the PO Information Briefing Note for the following:

CLIFF #:	288449
PO Meeting w/:	Squamish-Lillooet Regional District
Issue / Topic:	Sea to Sky

IMPORTANT:

Please note that the IBN is uploaded in MCT's SharePoint

Please note that the IBN has been reviewed/approved by FADMO

Thank you,

Penny Malinowski
Documents Coordinator
Office of the Deputy Minister
Ministry of Transportation & Infrastructure
250-387-3198 | 778-974-5471
Penny.Malinowski@gov.bc.ca



BRIEFING NOTE

Sea to Sky Regional Transit

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

BRIEFING NOTE

Sea to Sky Regional Transit

Briefing Note

What: The Chair of the Squamish Lillooet Regional District, on behalf of the local Sea to Sky local government partners and First Nations, is requesting a meeting with the Premier to discuss Sea to Sky Regional Transit, in particular, to seek information regarding the legislative and budget process.

Who:

Tony Rainbow, Chair, Squamish Lillooet Regional District. (It is likely that other Sea to Sky Local Government elected officials and First Nations would attend).

Executive Summary:

- The local government partners and First Nations (the local partners) remain determined to have a new regional transit service established as soon as possible on the Sea to Sky corridor.
- The local partners were vocally disappointed with the Province's decision to not support their request for a regional motor fuel tax (or consider other provincial revenue sources such as cannabis revenue or carbon tax revenue) to help fund transit along the corridor.
- In communicating the decision to local governments, the Minister committed MoTI and BC Transit to working closely with senior staff from the Sea to Sky partner agencies to develop service options with a goal of finding a solution that will work for both the local partners and the province.

Background:

- The current funding formula for BC Transit services is based on the province contributing 47 percent of operating and capital costs and local governments contributing 53 percent. Local governments receive the fare, advertising and

BRIEFING NOTE

Sea to Sky Regional Transit

sponsorship revenue which offsets a portion of their contribution, which is primarily funded through property taxes.

- The S2S local partners claim that they would be challenged to increase property taxes to fund the new regional transit service (as they each already fund their respective local systems with property tax).
- The S2S local partners advocated for a regional motor fuel tax as a reliable source of funding for at least the next five years and as means to avoid a significant property tax increase.
- There are several local governments operating regional transit systems (in addition to local systems) under the traditional funding formula (including the newly implemented Penticton to Kelowna transit service, Comox to Campbell River, the Fraser Valley Express, etc.)
- The Victoria Regional Transit System is the only BC Transit system that has a regional motor fuel tax in place (currently 5.5 cent per litre). The tax was introduced in 1993 at 1.5 cents and replaced a residential BC Hydro levy dedicated to transit. Given that Victoria has access to motor fuel tax revenue, the Province funds the Victoria system at a lower ratio (the provincial share is 31.7% in Victoria vs. the 47% traditional funding share for conventional transit).

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

Waters, Leah TRAN:EX

From: Murphy, Susanne TRAN:EX
Sent: September 16, 2020 2:16 PM
To: Waters, Leah TRAN:EX
Cc: Samoleski, Niki TRAN:EX
Subject: RE: 441 Squamish // 479 Invermere - Friday UBCM Meetings

Hi Leah,

We have been able to move and confirm new meeting times with Squamish(441) and Invermere (479).

Squamish, Friday at 3pm
Invermere, Friday at 9am

We will update agendas and binders on this side so all are aware of the new meeting times.

S.

Susanne Murphy
Business Management Coordinator
Transportation Services Branch | Highways Department
Ministry of Transportation and Infrastructure
4D-940 Blanshard Street, Victoria BC V8W 9T5
Office: (236)478-0292 | Cell: (250)380-8526
Susanne.Murphy@gov.bc.ca

From: Waters, Leah TRAN:EX
Sent: September 16, 2020 11:50 AM
To: Murphy, Susanne TRAN:EX
Subject: 441 Squamish // 479 Invermere - Friday UBCM Meetings
Importance: High

Hey Susanne,

I've been advised that MCT will be making an announcement during the lunch hour on Friday and have been asked to check in to see if there is a possibility of moving two UBCM meetings - 11:30AM meeting, as well as the 1PM meeting.

Can you let me know if this is possible?

Thanks!



Leah Waters
Administrative Coordinator to the
Honourable Claire Trevena
Minister of Transportation and Infrastructure
Direct: 778 974 6109
Main: 250 387 1978
Email: Leah.Waters@gov.bc.ca

**I acknowledge and respect that I live, learn, and work on the traditional territories of the Lkwungen Peoples on whose traditional territories the Lkwungen (Songhees), Wyomilth (Esquimalt), and WSÁNEĆ (Saanich) peoples have a continuous relationship with.*

***Please note: This email message, including attachments, is intended for the addressee(s) only and may contain legally privileged information. Any unauthorized use, distribution, disclosure or reproduction is strictly prohibited. If you have received this email in error, please notify sender by return email and delete all copies*

Waters, Leah TRAN:EX

From: Waters, Leah TRAN:EX
Sent: July 31, 2019 9:00 AM
To: 'Rochelle Vargas'
Subject: RE: Confirming: Sea to Sky Check In - July 31st - 2PM

Good Morning Rochelle!

I was able to track down an international dialing sheet for the conference this afternoon. There are four options for dialing codes from Japan:

s.15; s.17

Japan (*C&W IDC)	010 or 0061 +010 if not registered for carrier selection service	\$0.31
Japan (*JT)	010 or 0041 +010 if not registered for carrier selection service	\$0.31
Japan (*KDDI)	010 or 001 +010 if not registered for carrier selection service	\$0.31
Japan (*NTT)	010 or 0033 +010 if not registered for carrier selection service	\$0.31

I hope this helps!

Leah

From: Rochelle Vargas
Sent: July 30, 2019 3:20 PM
To: Waters, Leah TRAN:EX
Subject: RE: Confirming: Sea to Sky Check In - July 31st - 2PM

Hi Leah,

Thank you for confirming any questions I have for this meeting.

We currently have the following confirmed:

- Deanna Lewis, Councillor Squamish Nation
- Mike Furey, CAO Resort Municipality of Whistler
- Lynda Flynn, CAO Squamish-Lillooet Regional District
- Karen Elliott, Mayor District of Squamish
- Linda Glenday, CAO District of Squamish
- Jack Crompton, Mayor Resort Municipality of Whistler

Leah, can we also please get a call-in number for those calling internationally (one is calling from Japan)?

Thank you very much

With Kind Regards,

Rochelle Vargas | Human Resources Assistant
District of Squamish | *Hardwired for Adventure*
604.815.6875 | rvargas@squamish.ca | www.squamish.ca



 Please consider the environment before printing this e-mail.

I humbly acknowledge that I work on the traditional territory of the Squamish Nation, Skwxwú7mesh Úxwumixw.

From: Waters, Leah TRAN:EX <Leah.Waters@gov.bc.ca>
Sent: Tuesday, July 30, 2019 2:35 PM
To: Rochelle Vargas <rvargas@squamish.ca>
Subject: Confirming: Sea to Sky Check In - July 31st - 2PM

Hello,

Thank you for your call confirming that we are able to set up a quick check in call tomorrow at 2PM.

Please feel free to distribute the following con. call details (Our office will moderate):

s.15; s.17

For our records, would you mind sending us a list of those who will be available to join?

Thanks again and please let me know if you have any questions prior to the meeting.

Leah



Leah Waters

Administrative Coordinator to the
Honourable Claire Trevena
Minister of Transportation and Infrastructure
Direct: 778 974 6109
Main: 250 387 1978
Email: Leah.Waters@gov.bc.ca

**I acknowledge and respect that I live, learn, and work on the traditional territories of the Lkwungen Peoples on whose traditional territories the Lkwungen (Songhees), Wyomilth (Esquimalt), and WSÁNEĆ (Saanich) peoples have a continuous relationship with.*

***Please note: This email message, including attachments, is intended for the addressee(s) only and may contain legally privileged information. Any unauthorized use, distribution, disclosure or reproduction is strictly prohibited. If you have received this email in error, please notify sender by return email and delete all copies*

This message and any attachments are intended only for the use of the intended recipient(s), are confidential, and may be privileged. If you are not the intended recipient, you are hereby notified that any review, retransmission, conversion to hard copy, copying, circulation or other use of this message and any attachments is strictly prohibited. If you are not the intended recipient, please notify the sender immediately by return e-mail, and delete this message and any attachments from your system. Please note that correspondence with any government body, including District of Squamish Council and Staff, can be subject to disclosure under the Freedom of Information and Protection of Privacy Act.

Waters, Leah TRAN:EX

From: Waters, Leah TRAN:EX
Sent: September 6, 2019 3:43 PM
To: McLaren, Chris PREM:EX
Subject: RE: REQUESTING INFO Re: Sea-to-Sky Regional Transit Service - Meeting Request

That's great, thank you Chris!

From: McLaren, Chris PREM:EX
Sent: September 6, 2019 3:41 PM
To: Waters, Leah TRAN:EX
Subject: RE: REQUESTING INFO Re: Sea-to-Sky Regional Transit Service - Meeting Request

Hello Leah,
Please move the date for receipt of the material to **Wednesday, September 18**.
Thank you,
Chris

From: Waters, Leah TRAN:EX
Sent: September 6, 2019 3:36 PM
To: McLaren, Chris PREM:EX <Chris.McLaren@gov.bc.ca>
Subject: RE: REQUESTING INFO Re: Sea-to-Sky Regional Transit Service - Meeting Request

Hi Chris,

Staff have reached out to see if this information note could be sent by EOD Monday, the 16th?

Staff have a meeting scheduled with Sea to Sky partners on Friday the 13th and would like to include the outcome in this note.

Thanks,

Leah

From: McLaren, Chris PREM:EX
Sent: September 6, 2019 11:34 AM
To: Waters, Leah TRAN:EX <Leah.Waters@gov.bc.ca>
Subject: REQUESTING INFO Re: Sea-to-Sky Regional Transit Service - Meeting Request

Hello Leah,
We would like to request information and background on this meeting request from your ministry.
Please provide it to our office by September 13.
Thank you for kind assistance with this request.
Cheers,
Chris

Christine McLaren

From: Nathalie Klein <NKlein@slrd.bc.ca>
Sent: August 9, 2019 11:04 AM
To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>
Cc: Lynda Flynn <LFlynn@slrd.bc.ca>
Subject: Sea-to-Sky Regional Transit Service - Meeting Request

Dear Premier,

Please find attached a letter from the Squamish-Lillooet Regional District regarding the **Sea-to-Sky Regional Transit Service – Meeting Request**.

Regards,

Nathalie



Nathalie Klein
Executive Assistant
nklein@slrd.bc.ca
P: 604-894-6371 x223
F: 604-894-6526
1-800-298-7753
www.slrd.bc.ca

This message is intended only for the use of the individual or entity named above, and may contain information that is privileged, confidential or exempt from disclosure under applicable law. If you are not the intended recipient or their employee or agent responsible for receiving the message on their behalf, your receipt of this message is in error. Please notify us immediately, and delete the message and any attachments without reading any such information. Any dissemination, distribution or copying of this communication by anyone other than the intended recipient is strictly prohibited. Thank you.

Waters, Leah TRAN:EX

From: Waters, Leah TRAN:EX
Sent: May 29, 2019 9:05 AM
To: Smith, Victoria TRAN:EX
Cc: Leverman, Charly TRAN:EX; Plamondon, Lea TRAN:EX; Pilkington, Kim TRAN:EX; Klingspohn, Teresa TRAN:EX
Subject: RE: Sea to Sky Draft Speaking Notes for Monday May 27, 2019
Attachments: SEA TO SKY UPDATE DRAFT SPEAKING NOTES AM edits.docx

Hey Victoria,

Aileen has made some minor revisions to the speaking notes for tomorrow's meeting w/ S2S. Can you please ensure staff receive this?

Thanks,

Leah

From: Smith, Victoria TRAN:EX
Sent: May 23, 2019 4:27 PM
To: Beale, William TRAN:EX ; Sanderson, Melanie TRAN:EX ; Machell, Aileen GCPE:EX
Cc: Waters, Leah TRAN:EX ; Leverman, Charly TRAN:EX ; Plamondon, Lea TRAN:EX ; Pilkington, Kim TRAN:EX ; Klingspohn, Teresa TRAN:EX
Subject: Sea to Sky Draft Speaking Notes for Monday May 27, 2019

Good afternoon,

Please find enclosed SN for the S2S meeting on Monday, May 27th at 10 a.m.

Thank you,

Victoria Smith | Senior Executive Assistant
Deputy Minister's Office | Ministry of Transportation and Infrastructure
Telephone: 250-387-3280 | Mobile: 250-893-7370

Waters, Leah TRAN:EX

From: Waters, Leah TRAN:EX
Sent: September 16, 2019 9:40 AM
To: McLaren, Chris PREM:EX
Cc: Leverman, Charly TRAN:EX
Subject: RE: Sea-to-Sky Regional Transit Service - Meeting Request

Hi Chris,

To follow up, we don't have a meeting scheduled with Squamish Lillooet RD at UBCM, but will be sure to add it to our scheduling list to discuss.

Let me know if you need anything more in the mean time.

Thank you!

Leah

From: McLaren, Chris PREM:EX
Sent: September 13, 2019 11:46 AM
To: Waters, Leah TRAN:EX
Subject: FW: Sea-to-Sky Regional Transit Service - Meeting Request

Hi Leah,
This is the invite I was referring to.
Please advise if there is a meeting scheduled and if so, we would like this issue to be addressed and indicated that the PO has directed this request to MOTI.
Let me know - thanks!
Chris

From: Nathalie Klein <NKlein@slrd.bc.ca>
Sent: August 9, 2019 11:04 AM
To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>
Cc: Lynda Flynn <LFlynn@slrd.bc.ca>
Subject: Sea-to-Sky Regional Transit Service - Meeting Request

Dear Premier,

Please find attached a letter from the Squamish-Lillooet Regional District regarding the **Sea-to-Sky Regional Transit Service – Meeting Request**.

Regards,

Nathalie



Nathalie Klein
Executive Assistant
nklein@slrd.bc.ca
P: 604-894-6371 x223
F: 604-894-6526
1-800-298-7753
www.slrd.bc.ca

This message is intended only for the use of the individual or entity named above, and may contain information that is privileged, confidential or exempt from disclosure under applicable law. If you are not the intended recipient or their employee or agent responsible for receiving the message on their behalf, your receipt of this message is in error. Please notify us immediately, and delete the message and any attachments without reading any such information. Any dissemination, distribution or copying of this communication by anyone other than the intended recipient is strictly prohibited. Thank you.

Waters, Leah TRAN:EX

From: Machell, Aileen PREM:EX
Sent: May 29, 2019 9:03 AM
To: Waters, Leah TRAN:EX
Subject: RE: Speaking Notes - CBA, S2S
Attachments: SEA TO SKY UPDATE DRAFT SPEAKING NOTES AM edits.docx

I've done some copy editing and minor revision on the Sea to Sky notes.

From: Waters, Leah TRAN:EX
Sent: May 28, 2019 1:04 PM
To: Machell, Aileen PREM:EX
Subject: Speaking Notes - CBA, S2S

Hi Aileen,

As requested.

Thanks!



Leah Waters
Administrative Coordinator to the
Honourable Claire Trevena
Minister of Transportation and Infrastructure
Direct: 778 974 6109
Main: 250 387 1978
Email: Leah.Waters@gov.bc.ca

**I acknowledge and respect that I live, learn, and work on the traditional territories of the Lkwungen Peoples on whose traditional territories the Lkwungen (Songhees), Wyomilth (Esquimalt), and WSÁNEĆ (Saanich) peoples have a continuous relationship with.*

***Please note: This email message, including attachments, is intended for the addressee(s) only and may contain legally privileged information. Any unauthorized use, distribution, disclosure or reproduction is strictly prohibited. If you have received this email in error, please notify sender by return email and delete all copies*

Page 16 of 78 to/à Page 19 of 78

Withheld pursuant to/removed as

s.13

BRIEFING NOTE

Sea to Sky Regional Transit

Briefing Note

What: The local governments and First Nations (the local partners) along the Sea to Sky (S2S) corridor remain determined to have a new regional transit service established as soon as possible.^{s.13; s.16}

s.13; s.16

Who: Local government partners include Squamish, Whistler, Pemberton, Squamish Lillooet Regional District, Squamish and the Lil'wat First Nation.

Executive Summary:

- The local partners have had numerous interactions with Ministry staff and the Minister since government decided not to support their request for a motor fuel tax to support a new regional transit system. The communities have publicly expressed disappointment with the Province's decision.
- In communicating government's position not to support a motor fuel tax to fund the S2S Regional Transit system, the Minister committed MoTI and BC Transit to working closely with senior staff from the Sea to Sky partner agencies to develop and explore service options with a goal of finding a solution that would work for both the local partners and the province.
- Staff from MoTI and BC Transit met with CAOs from Squamish, Whistler, Pemberton and the Regional District twice over the summer. A number of other meetings were held to explore options including engagement with Translink who was asked to consider extending their existing Vancouver to Lions Bay service to Squamish. Despite initial discussions, Translink subsequently declined to participate in any service expansion along the S2S due to lack of budget and a mandate from the Mayor's Council.
- On September 13, 2019 MoTI and BC Transit provided the S2S partners with lower cost options to consider including implementing one segment of regional service in the first year or reducing frequency.
- On September 27th, at UBCM, Minister Trevena met with Mayors from the communities and representatives from the First Nations who reiterated their position on having a motor fuel tax to fund the new system and flatly rejected any alternative options that would require the communities to fund their share of the service through property taxes. They are seeking a reconsideration of government's decision.

BRIEFING NOTE

Sea to Sky Regional Transit

Background:

- The current funding formula for BC Transit services is based on the province contributing 47% percent of operating and capital costs and local governments contributing 53%. Local governments receive the fare, advertising and sponsorship revenue which offsets a portion of their contribution, which is primarily funded through property taxes.
- A Sea to Sky Corridor Regional Transit Study completed in October 2017 concluded that there is potential for substantial regional and interregional transit ridership along the S2S corridor, with an estimated 575 daily rides on implementation. To meet this potential demand, 10 buses and 17,050 annual service hours would be required for six round trips per day on weekdays, and four round-trips per day on the weekends between Whistler, Squamish and Vancouver, and an additional two daily round trips between Pemberton/Mount Currie and Whistler.
- The S2S local partners claim that they would be challenged to increase property taxes to fund the new regional transit service (as they each already fund their respective local systems with property tax). They advocated for a regional motor fuel tax as a reliable source of funding for at least the next five years and as means to avoid a significant property tax increase.
- There are approximately 15 'regional' transit systems operated by BC Transit in the province (BC Transit defines a regional system as a route(s) being funded by one or more local transit systems. All these regional systems operate under the traditional funding formula (Province 47% / Local Partners 53%), with the local partners using property tax to help fund their local share (including the newly implemented Penticton to Kelowna transit service, Comox to Campbell River, the Fraser Valley Express, etc.).
- The Cowichan commuter is a bit of an anomaly, as the Victoria Regional Transit Commission is a partner, and that system has a unique funding formula, but residents in the Victoria system still contribute property tax).
- The Highway 16 Inter-Community Transit service operates under a unique funding formula (under a 5-year agreement) the Province funds 100% of capital costs and 66.7% operating / the local partners fund 33.3% of operating costs. The local governments use fare revenue, and property tax to fund their local share.

BRIEFING NOTE

Sea to Sky Regional Transit

- The Victoria Regional Transit System is the only BC Transit system that has a regional motor fuel tax in place (currently 5.5 cent per litre). The tax was introduced in 1993 at 1.5 cents and replaced a residential BC Hydro levy dedicated to transit.
 - Given that Victoria has access to motor fuel tax revenue, the Province funds the Victoria system at a lower ratio (the provincial share is 31.7% in Victoria vs. the 47% traditional funding share for conventional transit).
- s.12; s.13; s.16; s.17

Fiscal Implications:

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

s.12; s.13; s.16

BRIEFING NOTE FOR INFORMATION

DATE: February 26, 2019
PREPARED FOR: Don Wright, Deputy Minister to the Premier
ISSUE: Sea to Sky Regional Transit

SUMMARY:

- Since 2015, the local governments and First Nations (the 'local partners') along the Sea to Sky Corridor have been working with MoTI and BC Transit to establish a new Sea to Sky Regional Transit Service that would connect Pemberton, Whistler and Squamish with Vancouver.
- The local partners are eager to have the new service operating as soon as possible and are targeting September 2019 for a start date. They have expressed an interest in seeking provincial approval for a regional motor fuel tax to help fund their local share.
- The Minister of Transportation and Infrastructure met with the local elected officials from the Sea to Sky Corridor at UBCM in 2017 and 2018 and made a commitment to work toward establishing this new service with expedience.

BACKGROUND:

Regional and interregional transit have been identified as key priorities for the local partners (including the District of Squamish, Resort Municipality of Whistler, Village of Pemberton, Squamish Nation, Lil'wat Nation and Squamish-Lillooet Regional District) through the Sea to Sky Transit Future Plan Process. Post civic elections, the newly elected local officials have reconfirmed this as a top priority. Significant planning and community engagement has occurred over the past few years and there is strong support for this service in the region. s.12; s.13; s.16

s.12; s.13; s.16

DISCUSSION:

Chronology of Work to date

A brief chronology that outlines the work to date and direction / decisions that have been taken in terms of having this item considered by Government is provided in Appendix A.

Prior Commitments

Minister Trevena met with the Sea to Sky local elected officials at UBCM in 2017 and 2018. At the 2018 meeting, a commitment was made by Minister Trevena that the Ministry would do everything possible to expedite the work required to have this service implemented as soon as possible. The Minister also indicated that although a September 2019 implementation date would be challenging to meet, that the Ministry would continue to work towards that target. A follow up post UBCM letter was sent to the local elected officials (Appendix B).

Regulatory Framework

Provisions for funding and governance with respect to BC Transit services are provided in the *BC Transit Act* (the 'Act'). The Act provides BC Transit's Board of Directors (the 'Board') the authority to establish Regional Transit Commissions and Regional Transit Service Areas. On November 1, 2018, the Board established a Regional Sea to Sky Transit Commission, and a Regional Sea to Sky Transit



Service Area ^{s.12; s.13; s.16; s.17}

^{s.12; s.13; s.16; s.17} The appointment of members to a Transit Commission must be made by the Lieutenant Governor in Council via Order in Council (OIC). ^{s.12; s.13; s.16}
^{s.12; s.13; s.16}

The Act also allows municipalities and transit commissions access to regional motor fuel tax revenue to help pay for the local share of transit costs. The decision to grant this authority rests with Government and requires an amendment to the *Motor Fuel Tax Act* to prescribe the tax rate.

Local Partner's Proposed Funding Model & Request for a Motor Fuel Tax

The local partners have passed a number of Council resolutions regarding funding models and in support of a new regional motor fuel tax. They are advocating for a funding model that would see the Province contribute 47 percent of operating and capital costs and the local partners 53 percent. ^{s.12; s.13; s.16; s.17}

to Sky local partners are also strongly advocating for access to a new regional motor fuel tax to help fund their local contribution amount, citing a preference to use motor fuel tax over increasing property taxes, which are already used to fund each of their local individual transit systems.

^{s.12; s.13; s.16; s.17}

¹ Ministry of Finance Tax Policy advises that Surrey and Abbotsford have previously been in touch with the Revenue Division about introducing a dedicated motor fuel tax. It is also possible that Kelowna reached out the Ministry of Finance about a dedicated motor fuel tax in fall 2017, however there has been no recent / formal requests received to date.



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

Attachments
Appendix A - Sea to Sky Chronology
Appendix B – UBCM Correspondence

PREPARED BY:

Andrea Mercer, Executive Director
Transit Branch
(250) 812-5486

REVIEWED BY:

Deborah Bowman, ADM
Transportation Policy & Programs
Nancy Bain, EFO
Finance and Management Services Department

INITIALS

Appendix A – Sea to Sky Regional Transit Chronology

Late 2016	25-Year S2S Transit Future Plan completed. Recommendation included undertaking a S2S Corridor Regional Transit Study for a Regional Transit Service
Sept 2017	UBCM. Meetings with local partners - commitment to work with local partners on Regional transit service. BC Transit CEO panelist on a 'Transit Session' – S2S characterized as being 'worked on' https://vancouver.sun.com/news/local-news/b-c-transit-translink-working-on-transit-link-between-sea-to-sky-metro-vancouver
Oct 2017	S2S Corridor Transit Study Completed (BC Transit). Report included proposed Service levels, routes, preliminary costing. Included 'Next Steps' which included determining Governance Structure and Funding Model.
Nov 2017 - Oct 2018	MOTI / BC Transit worked closely with Local partners (Senior Officials WG) mainly on governance. Local partners eventually opted to form a Regional Transit Commission. Governance approach solidified through a local partner MOU in Sept 2018. Discussion on funding models also undertaken by the group. Local partners expressing strong desire to use a regional Motor Fuel tax to fund the local share.
Sep 2018	s.12; s.13; s.16; s.17 ;
Sep 2018	s.12; s.13; s.14; s.16; s.17
Oct 2018	UBCM. Minister Trevena met with Local elected officials. Committed to continuing to work with the local officials toward their target date of September 2019 for the new service (verbal). Follow up UBCM letter sent reiterating commitment to work with partners.
Oct 2018	s.12; s.13; s.17
Nov 2018 - Dec 2018	Visible Local support (media coverage and council resolutions) for Sea to Sky Transit. Sample news articles: <ul style="list-style-type: none"> • "The fall 2019 goal requires that the Province approve a regional transit funding model, create a Regional Transit Commission and include a motor fuel tax in its February 2019 budget." https://www.slrld.bc.ca/inside-slrld/news-events/sea-sky-communities-make-progress-toward-regional-transit • "Sea to Sky governments and First Nations united on regional transit" https://www.squamishchief.com/news/local-news/sea-to-sky-governments-and-first-nations-united-on-regional-transit-1.23520528

- Council Resolutions passed by Squamish, Pemberton, Whistler and the SLRD supporting the S2S Regional Transit, including seeking provincial approval for a Motor Fuel Tax.

Nov 1, 2018	BC Transit Board established a Sea to Sky Regional Transit Commission and Sea to Sky Regional Transit Service Area through Board Resolution. BC Transit's Board also endorsed the 7 elected officials put forward by the LGs for membership. s.12; s.13; s.16 s.12; s.13; s.16
Dec 2018	s.12; s.13; s.16
Dec 2018	s.12; s.13; s.17
Jan 2019	
Jan 2019	

Appendix B – UBCM Correspondence



OCT 02 2018

Her Worship
Mayor Nancy Wilhelm-Morden
Resort Municipality of Whistler
4325 Blackcomb Way
Whistler BC V0N 1B4

Reference: 279876

Dear Mayor Wilhelm-Morden,

Re: Thank you for meeting at UBCM 2018

Thank you for taking the time to meet with me at the recent Union of British Columbia Municipalities (UBCM) Convention in Whistler. I was glad to have the opportunity to discuss your ideas about moving forward with a Sea-to-Sky regional transportation system.

The yearly UBCM gathering is a pivotal opportunity for us to come together with local leaders and look at how we can foster positive partnerships and innovative solutions to meet the transportation needs of people around the province. I am always impressed by the outstanding level of passion and dedication shown by elected representatives like yourself, who go above and beyond to make a positive impact in their communities.

I know we share the goal of ensuring British Columbians have access to the transportation infrastructure and services they rely on to support economic growth and social development within their communities. By continuing to work together, I am confident we can succeed in delivering the improvements people want and continuing to uphold our commitment to transportation excellence.

I was pleased to learn of the progress that local Sea-to-Sky partners have made toward an agreement on a governance structure for a new regional transit service. Ministry staff will continue to work closely with Sea-to-Sky partners and BC Transit on next steps. If your office should have questions or concerns about this matter in the meantime, Silas Brownsey, Assistant Deputy Minister, Partnerships Department, would be pleased to assist you. He can be reached by phone at 250 387-5062 or by email at ADMPartnershipsTransportation@gov.bc.ca.

.../2



BRIEFING NOTE FOR INFORMATION

DATE: May 15, 2019

PREPARED FOR: The Honourable Claire Trevena, Minister of Transportation & Infrastructure

MEETING: On May 30, 2019, with Sea to Sky elected officials and senior staff, including: District of Squamish (Mayor Karen Elliott, CAO Linda Glenday) Resort Municipality of Whistler (Mayor Jack Crompton, CAO Mike Furey), Village of Pemberton (Mayor Mike Richman), Squamish Lillooet Regional District (Director Russell Mack, Director Tony Rainbow) and Squamish Nation (Councillor Deanna Lewis)

ISSUE: Update on Sea to Sky Regional Transit

SUMMARY/KEY MESSAGES:

- I recognize that there is need for improved transit service along the Sea to Sky corridor, and a strong interest from the local partners to make this a reality.
- Our government is committed to making life more affordable, improving the services people rely on, and on taking further action to reduce greenhouse gas emissions (as outlined in our Clean BC Plan) – a good transit system that meets people's needs is essential to achieving these goals.
- I understand why the local partners are interested in pursuing a regional motor fuel tax as the preferred funding source. Your local transit services are well-used and property taxes are the primary source of funding for the local systems.
- As you are likely aware, the province has asked the BC Utilities Commission to look into motor fuel pricing in the province, so at this time the province is not willing to consider new motor fuel taxes. The outcome of this work may clarify the impact of a regional motor fuel tax, whether it is in the Sea to Sky corridor or should motor fuel taxes be of interest to other regions of the province for funding transit. We will also be holding off on making official appointments to the Sea to Sky Regional Transit Commission until we have a better sense of viable funding options.
- We would like to continue working with the local partners, including the Lil'wat and Squamish Nations, on options for funding regional transit recognizing that a great deal of effort has already been made.

BACKGROUND:

The local partners (Resort Municipality of Whistler, Village of Pemberton, District of Squamish, Squamish Lillooet Regional District, Squamish First Nation and Lil'wat First Nation) have been working to advance a new regional transit system since 2015. The local partners view regional transit as a top priority for the Sea to Sky region.

Since the previous Squamish – Whistler BC Transit service was discontinued in 2011 due to an inability for the local partners to fund it, there is reluctance to implement the regional transit service without a predictable, confirmed source of local funding.

In the Fall of 2018, the local partners reached a consensus regarding their preferred governance structure and funding model and signed an MOU outlining their shared position. The local partners



have opted to form a Regional Transit Commission¹. In response, the BC Transit Board established the Sea to Sky Regional Transit Commission in November 2018 (through Board resolution). Order in Council appointments to the Commission have not been made.

The two First Nations are aware that the Act specifies that a Regional Transit Commission must be comprised of persons holding elected office on a municipal council or regional district board. The local partners have requested that the Province look into this matter, and in the interim have committed to ensuring full and meaningful First Nation involvement in terms of regional transit governance.

The local partners have also stated a preference for the BC Transit 'traditional' funding model (in which the Province contributes 47 percent and the local partners 53 percent of costs) but with one condition – they want access to a regional motor fuel tax to fund their 53 percent. There is currently only one BC Transit system that has a motor fuel tax - Victoria (where the Province contributes 31.7 percent and the local partners contribute 67.3 percent). The local partners have passed council resolutions and have requested in writing that the Province approve a regional motor fuel tax (Appendix A).

DISCUSSION:

s.12; s.13; s.16

¹ Some of the local partners favoured having the Squamish Lillooet Regional District be responsible for the service. However, the Regional District was not willing to assume this role, citing a lack of resources and noting that the Sea to Sky corridor was a relatively small area of Squamish Lillooet region.



s.12; s.13; s.16

FINANCIAL IMPLICATIONS:

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

Appendices

Appendix A Local Partners letter to Minister Trevena and Minister James, Memorandum of Understanding and Council resolutions

Appendix B Short Biography – Karen Elliot (Mayor of Squamish, BC Transit Board member (serving as spokesperson for the Sea to Sky delegation for this meeting)

PREPARED BY:

Linda Harmon, Director
Transit Branch

REVIEWED BY:

Andrea Mercer, Executive Director
Transit Branch
Deborah Bowman, Assistant Deputy Minister
Transportation Policy and Programs
Nancy Bain, EFO
Finance and Management Services Department

INITIALS

AM

Ministry of
Transportation
and Infrastructure



October 5, 2018

Box 219, 1350 Aster Street
Pemberton, BC V0N 2L0
P. 604-894-6371 TF. 800-298-7753
F. 604-894-6526
info@slrd.bcca www.slrd.bc.ca

Honourable Carole James
Minister of Finance and Deputy Premier
PO Box 9048 Stn Prov Govt
Victoria, BC V8W 9E2
E: FIN.Minister@gov.bc.ca

And,

Honourable Claire Trevena
Minister of Transportation and Infrastructure
PO Box 9055 Stn Prov Govt
Victoria BC V8W 9E2
E: Minister.Transportation@gov.bc.ca

Dear Ministers James and Trevena:

Re: Sea to Sky Corridor Regional Transit Service

The Sea-to-Sky Corridor communities strongly support a regional transit service and believe it is critical to our shared long-term economic success and regional social and environmental priorities.

Thank you for meeting to discuss this issue during the UBCM convention. Our communities are committed to working with the Province to move forward with this initiative.

Over the last several years, our region has experienced tremendous growth influenced by a number of factors such as migration out of Vancouver, increased population and tourism, and overall economic success. This has resulted in significant Sea-to-Sky Highway 99 transportation pressures that are causing congestion and negative impacts in our communities and the region as a whole.

To respond to this demand, over the last year Sea-to-Sky communities including the Lil'wat Nation, Squamish Nation, Village of Pemberton, Resort Municipality of Whistler, District of Squamish, and Squamish-Lillooet Regional District have worked closely with staff from the Ministry of Transportation and Infrastructure and BC Transit on the development of a Regional Transit System. We have focussed on two key elements: governance and funding.

On the governance side, the local municipal and regional governments and Lil'wat Nation have agreed on a Transit Commission governance model as described in the attached Memorandum of Understanding (MOU). The Squamish Nation has been involved in the development of the MOU and we will continue to collaborate with all parties on regional transit as we move forward.

The Sea-to-Sky corridor communities believe that funding of a new Regional Transit System must be reliable and the system's administration model must demonstrate local commitment to regional based decision making, as guided by an endorsed regional/interregional transit service plan. A

- 2 -

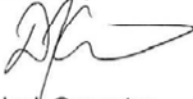
key point of any proposed administration model is to keep the Regional Transit System separate from the existing local transit systems. Keeping the administration and funding of the local and regional systems separate will help to ensure the success of the regional system, and minimize conflicts between regional and municipal priorities.

At the September 26, 2018 Squamish-Lillooet Regional District Board meeting, the attached resolution supporting a Regional Transit System for the Sea-to-Sky Corridor and the implementation of a motor fuel tax in the Sea-to-Sky Corridor in order to assist with the funding of a Regional Transit System was approved. Similar motions have been approved by the three municipal partners and are also attached.

With the recent elimination of Greyhound service the urgent need for a new Regional Transit System has significantly increased and we are committed to working towards a September 2019 start-up date. We would like to meet with you both at your earliest convenience to discuss the Sea-to-Sky Regional Transit System governance and funding.

In closing, we would like to thank Ministry and BC Transit staff for working with us on regional transit. Their willingness to travel to our region and work in collaboration with us is much appreciated.

Sincerely,



Jack Crompton
Board Chair, Squamish-Lillooet Regional District

Enclosures: 1. Memorandum of Understanding (MOU)
2. September 26, 2018 Squamish-Lillooet Regional District Board Resolution
3. Member Municipalities Resolutions - Village of Pemberton, Resort Municipality of Whistler and District of Squamish

CC: Chief and Council Lil'wat Nation
Squamish Nation Council
Mayor and Council, Village of Pemberton
Mayor and Council, Resort Municipality of Whistler
Mayor and Council, District of Squamish
Board of Directors, Squamish-Lillooet Regional District



- a. Improve access to services
- b. Improve affordability
- c. Connect people to family and friends
- d. Support employment and economic development.

Level of Service

The proposed level of service for this regional transit system has been based on the three-year service level recommendations in the Sea-to-Sky Corridor Regional Transit Study (Appendix A - page 24):

- Year 1 (2019/2020) eight vehicles – 15,100 annual service hours
- Year 2 (2020/2021) two additional vehicles – 5,000 additional service hours
- Year 3 (2021/2022) two additional vehicles – 5,000 additional service hours.

It is suggested that the regional transit service start with:

- Six round-trips per day on the Mt. Currie/Pemberton to Whistler route (two more trips than current operations)
- Six round-trips per weekday and four round-trips per weekend day are initially proposed between Whistler, Squamish and Metro Vancouver.

The schedules for these round-trips will need to prioritize employees from Squamish and Pemberton/Mt. Currie going to work in Vancouver and Whistler. It should be noted that as detailed plans are made to implement regional transit, different levels of service or a different distribution of that service may be developed as the regional needs become better understood.

It is anticipated for this program to be successful in reducing traffic congestion additional trip frequency will need to be offered in the five-to-ten year timeframe.

Administration

A key point of any proposed administration model is to keep the regional transit system separate from the existing local transit systems. Keeping the administration and funding of the local and regional systems separate will help to ensure the success of the regional system, and minimize conflicts between regional and municipal priorities.

The regional transit system would include separate branding and different buses that are appropriate for year-round highway travel in the Sea-to-Sky region, but the ability for transit users to transfer from the regional system to one of the local systems must be optimized for rider convenience. Agreements for revenue sharing between the systems must be established prior to the new system being implemented. The funding partners for this regional transit service will need to work closely with the Ministry of Transportation and Infrastructure to ensure the infrastructure required to make this program successful is constructed on Highway 99 (bus stops in appropriate locations and queue-jumper lanes where required).

The Parties to this MOU support a Regional Transit Commission model for the Sea-to-Sky Regional Transit System with the following requirements:

1. First Nations will be included in the administration of the Regional Transit System.



2. Funding allocation will be determined through a collaborative approach between members and the Provincial Government.
3. A Regional Transit Management Committee will be made up of senior staff from local government, First Nations, and BC Transit to act as a liaison between the Commission and BC Transit Operations.
4. To facilitate the implementation of regional priorities, at least one member of the BC Transit operational staff for the regional transit system will be based in the Sea-to-Sky Corridor.
5. After the first five-years of operation, the Regional Transit System will be reviewed by the Regional Transit Management Committee to assess the effectiveness of the system.


Request

The undersigned request support for a new Sea-to-Sky Regional Transit System including the administration structure described in this MOU.

Success of the regional transit system is contingent on reaching a service funding model between the parties to this agreement and the Province of British Columbia. Regional staff have been collaborating with Provincial and BC Transit staff on the exploration of workable funding models. Based on this administration model and informed by the funding analysis we, the undersigned, would like to accelerate further engagement with senior representatives of the Provincial Government to confirm a funding structure that will be acceptable for all parties.


Chief or Councillor, Lil'wat Nation


Mayor, District of Squamish


Mayor, Village of Pemberton

Squamish Nation Council


Mayor, Resort Municipality of Whistler


Chair, Squamish-Lillooet Regional District



Ministry of
Transportation
and Infrastructure



Box 219, 1350 Aster Street,
Pemberton, BC V0N 2L0
Ph. 604-894-6371, 800-298-7753
F: 604-894-6526
info@slrd.bc.ca www.slrd.bc.ca

CERTIFIED BOARD RESOLUTION

From the minutes of a meeting of the Squamish-Lillooet Regional District Board, held on September 26, 2018, in the Squamish-Lillooet Regional District Boardroom, 1350 Aster Street, Pemberton, BC:

It was moved and seconded:

THAT the Squamish-Lillooet Regional District ("SLRD") supports a Regional Transit System for the Sea-to-Sky Corridor and the implementation of a motor fuel tax in the Sea-to-Sky corridor in order to assist with the funding of a Regional Transit system. The Board directs staff to write a letter to the Minister of Transportation and Infrastructure Claire Trevena and Minister of Finance Carole James requesting that the Province implement this tax on the effective date of a Sea-to-Sky Regional Transit System. The Sea-to-Sky communities are supportive of a Commission Model of Governance for the Regional Transit System in accordance with a Memorandum of Understanding between the Lil'wat Nation, Squamish Nation, District of Squamish, Resort Municipality of Whistler, Village of Pemberton and SLRD.

THAT the aforementioned letter be sent only upon the receipt of agreement to this resolution from the District of Squamish, Resort Municipality of Whistler and the Village of Pemberton.

CARRIED

October 4, 2018

I hereby certify the foregoing to be a true and correct copy of the Squamish-Lillooet Regional District Board resolution regarding this matter as passed unanimously by the Board at its meeting of September 26, 2018.

Kristen Clark, Corporate Officer
Squamish-Lillooet Regional District



Ministry of
Transportation
and Infrastructure



PO Box 100
7400 Prospect St.
Pemberton
British Columbia
CANADA
V0N2L0

P. 604.894.6135
F. 604.894.6136

www.pemberton.ca

October 3, 2018

BY EMAIL ONLY (kclark@slrd.bc.ca)

Board of Directors
Squamish-Lillooet Regional District
1350 Aster Street
PO Box 219
Pemberton, BC V0N 2L0

BY EMAIL ONLY (bbrowning@whistler.ca)

Resort Municipality of Whistler Mayor and Council
4325 Blackcomb Way
Whistler, BC V8E 0X5

BY EMAIL ONLY (rarthurs@squamish.ca)

District of Squamish Mayor and Council
37955 Second Avenue
Squamish, BC V8B 0A4

Re: Funding for New Regional Transit System

Dear Board and Councils:

This is to inform you that at Regular Council Meeting No. 1477 held Tuesday, October 2, 2018, Council passed the following resolution:

THAT the Village of Pemberton endorses the following resolution regarding funding for a new Sea to Sky Regional Transit System passed by the Squamish-Lillooet Regional District Board of Directors at the Squamish-Lillooet Regional District Board meeting on September 26, 2018:

THAT the Squamish-Lillooet Regional District ("SLRD") supports a Regional Transit System for the Sea-to-Sky Corridor and the implementation of a motor fuel tax in the Sea-to-Sky corridor in order to assist with the funding of a Regional Transit system. The Board directs staff to write a letter to the Minister of Transportation and Infrastructure Claire Trevena and Minister of Finance Carole James requesting that the Province implement this tax on the effective date of a Sea-to-Sky Regional Transit System. The Sea-to-Sky communities are supportive of a Commission Model of Governance for the Regional Transit System in accordance with a Memorandum of Understanding between the Lil'wat Nation, Squamish Nation, District of Squamish, Resort Municipality of Whistler, Village of Pemberton and SLRD.



Ministry of
Transportation
and Infrastructure

THAT the aforementioned letter be sent only upon receipt of agreement to this resolution from the District of Squamish, Resort Municipality of Whistler and the Village of Pemberton.

Please do not hesitate to contact me should you have any questions.

Best regards,

VILLAGE OF PEMBERTON

A handwritten signature in cursive script, appearing to read "Sheena Fraser".

Sheena Fraser

Manager of Corporate & Legislative Services

Cc: Nikki Gilmore, Chief Administrative Officer



Page 42 Page 12 of 12 2020-06050



Ministry of
Transportation
and Infrastructure



October 3, 2018

Village of Pemberton Mayor and Council
PO Box 100
7400 Prospect St., Pemberton, BC V0N 2L0

Resort Municipality of Whistler Mayor and Council
4325 Blackcomb Way
Whistler, BC V8E 0X5

SLRD Board of Directors
1350 Aster St
PO Box 219, Pemberton, BC V0N 2L0

Re: Funding for New Regional Transit System

Dear Board and Councils:

This is to inform you that at the October 2, 2018 Regular Business Meeting Council passed the following motions:

THAT the Squamish-Lillooet Regional District ("SLRD") support a Regional Transit System for the Sea-to-Sky Corridor and the implementation of a motor fuel tax in the Sea-to-Sky corridor in order to assist with the funding of a Regional Transit system. The Board directs staff to write a letter to the Minister of Transportation and Infrastructure Claire Trevena and Minister of Finance Carole James requesting that the Province implement this tax on the effective date of a Sea-to-Sky Regional Transit System. The Sea-to-Sky communities are supportive of a Commission Model of Governance for the Regional Transit System in accordance with a Memorandum of Understanding between the Lil'wat Nation, Squamish Nation, District of Squamish, Resort Municipality of Whistler, Village of Pemberton and SLRD (electoral areas C & D).

Sincerely,

Linda Glenday, CAO
District of Squamish

**Appendix B****Karen Elliott**

Karen Elliot is a member of the BC Transit Board as of April 10, 2019.

Karen Elliott was elected as Mayor of the District of Squamish in October 2018 after serving as a member of Squamish council from 2014-2018. In addition to her political role, Karen has 15 years of consulting experience as a specialist in organizational effectiveness and leadership development. She supports her clients with strategic planning, team and leadership development, change management and large group facilitation, all with the goal of helping people work better together and achieve their common goals. She is an active member in her community currently involved with the Squamish Welcome Centre as a Literacy Tutor and previously as a Board member of the Lower Mainland Local Government Association and volunteer with YELL (Young Entrepreneur Leadership Launchpad) and the Healthy Pregnancy Outreach Program. Karen holds a Master of Arts in Applied Behavioral Science from LIOS (Bastyr University) and a Bachelor of Arts from Queen's University.

If the Sea to Sky Transit Commission appointments were made, Karen Elliott would hold the position of Chair.

Page 45 of 78 to/à Page 58 of 78

Withheld pursuant to/removed as

DUPLICATE



MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SEA TO SKY CORRIDOR REGIONAL TRANSIT

MEETING SUMMARY – JULY 22, 2019

1:00 – 3:00 PM

Squamish District Office

Attendees: Linda Glenday, CAO, District of Squamish
Mike Furey, CAO, Resort Municipality of Whistler
Lynda Flynn, CAO, Squamish Lillooet Regional District (phone)
Nikki Gilmore, CAO, Village of Pemberton (phone)
Graham Haywood, Squamish Lillooet Regional District (phone)
Deborah Bowman, ADM, Transportation Policy and Program, MoTI
Andrea Mercer, Executive Director, Transit Branch, MoTI
Linda Harmon, Director, Transit Branch, MoTI
Brian Anderson, VP, Operations and COO, BC Transit
Lisa Trotter, Senior Manager, Government Relations, BC Transit

#1 – Introductions

The meeting agenda was emailed to participants calling in.
Linda Glenday chaired the meeting.

#2 – Context

MoTI – Although the Province has rejected the local partners request to implement a regional motor fuel tax to fund new regional transit service in the Sea to Sky Corridor, the Ministry is committed to continuing to work with the local partners to identify options for moving forward in absence of motor fuel tax revenue.

Response to a question raised previously regarding alternative Provincial tax revenue sources (including carbon tax): All provincial tax revenue goes into a consolidated fund and is allocated through the budget process. Specific taxes do not have discreet funding applications and would not be available as a funding source for the Sea to Sky regional transit system.

#3 – Partners' Perspectives

MoTI – The government supports transit, and there has been no disputing that regional transit in the corridor is worthy of pursuing. Staff are prepared to work with the Sea to Sky partners to undertake additional research and analysis on the options that emerge.

Local Partners – It is important to keep elected officials informed on a regular basis. The local partners remain keen to work towards implementing a regional service and to have this service operating as soon as possible recognizing that there have been expectations raised in terms of the proposed service. Local partners continue to hold the position that a motor fuel tax would have been the preferred choice but are committed to working with the Province on

exploring options that will allow regional transit to be implemented as soon as possible. Not all local partners are equal in their ability to financially contribute to a regional transit system.

BC Transit – BC Transit saw the direction the Sea to Sky partners were heading in establishing a Commission as the ideal governance model for regional transit. There is merit in comparing the success of the Fraser Valley Express with what may be possible in the Sea to Sky corridor. For example, BC Transit provided examples of how the local partners within the Fraser Valley System (which is a regional system) had to make some tough choices when it came to decisions around implementing expansion hours within their individual local transit systems versus the regional system. They found that investing in the regional system yielded significant ridership increases, and the additional revenue is now being used to fund even more expansion.

#4 Options for Advancing Regional Transit

Three options were identified for additional exploration:

1. TransLink – initiate exploratory discussions with TransLink (i.e. is there a scenario where TransLink could extend its current service to Squamish? What would be required? What are the implications? What are the costs?)
2. BC Transit – re-visit the BC Transit proposed service to determine alternative approaches for implementation including looking at service levels, phasing, and alternative revenue sources (including fares, corporate passes, etc...). This could be for the entire corridor, or just the Squamish to Whistler segment if Option #1 becomes part of the solution.
3. Private operators – there are a number of private operators already providing different types of service within the corridor. Local partners could explore what would be required to see private operators provide similar levels / types of service contemplated under the BC Transit regional transit service.

Next Steps

ACTION	RESPONSIBILITY	TIMING
Council meeting up-dates (in-camera)	Local Partners	Weeks of July 22 & 29
Meeting with Elected Officials – progress report	Local Partners	Early September
TransLink Exploratory Discussion	MoTI to coordinate	August
Revisit BC Transit Proposed Service	BC Transit (lead)	
Private Operators	Local Partners	

Next Meeting

Meeting with MOTI, BC Transit senior staff and CAOs To be scheduled for later in August.



MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SEA TO SKY CORRIDOR REGIONAL TRANSIT

MEETING SUMMARY – SEPTEMBER 13, 2019

1:00 – 3:30 PM

Squamish District Office

Attendees: Linda Glenday, CAO, District of Squamish
Mike Furey, CAO, Resort Municipality of Whistler
Lynda Flynn, CAO, Squamish Lillooet Regional District (phone)
Nikki Gilmore, CAO, Village of Pemberton
Graham Haywood, Squamish Lillooet Regional District (phone)
Deborah Bowman, ADM, Transportation Policy and Program, MoTI
Andrea Mercer, Executive Director, Transit Branch, MoTI
Linda Harmon, Director, Transit Branch, MoTI
Jodi Dong, Executive Director, Community Policy, MAH (phone)
Kate Mukasa, Senior Manager, Priority Projects and Policy, MAH (phone)
Christy Ridout, VP, Business Development, BC Transit
Lisa Trotter, Senior Manager, Government Relations, BC Transit
Matt Craig, Senior Planner, TransLink (joined by phone at 1:30, left at 1:45 PM)

#1 – Introductions

Linda Glenday chaired the meeting. Participants introduced themselves. It was noted that the First Nations partners were not participating in this meeting, that they would be provided with an update by the local government partners after this meeting.

#2 – Objectives of the Meeting

Through discussion among meeting participants, it was agreed that the following were reasonable objectives for this meeting:

- Report on Action Items from the July 22, 2019 meeting.
- Provide the local partners with alternative regional transit service options (for consideration).
- Discuss timelines / critical path for establishing S2S regional transit service.

#3 – Updates

Partners provided updates based on the July 22, 2019 action items:

ACTION: Council meeting updates and All Elected Officials progress report – Local Partners

UPDATE: Councils are requesting that staff come back with more information, alternatives and timing for service to begin.

ACTION: TransLink Exploratory Discussion – MoTI to coordinate

UPDATE: MoTI had several conversations with TransLink during August and September. Matt Craig, Senior Manager System Planning provided the following update to the group:

The near-term challenge is getting a corridor service up and running and funding is key.

TransLink funding is guided by a 10-year vision, which currently does not include any connections on the Sea to Sky corridor. A review of current service to Lions Bay was undertaken but it was determined that there was no possibility of altering delivery of the service to benefit the regional service. TransLink also reviewed the ability to deliver service on part of the corridor at a lower cost than BC Transit and it was determined that this was unlikely.

TransLink is in the process of updating Transport 2050 and has plans to engage with staff within the Sea to Sky corridor. TransLink would be happy to meet with the Sea to Sky mayors and Squamish Lillooet Regional District representatives this fall. Transport 2050 is a guiding policy document which will provide direction for advancing inter-regional connections.

Note: The Resort Municipality of Whistler Mayor is scheduled to meet with TransLink on September 26, during UBCM.

ACTION: BC Transit Option development – BC Transit

UPDATE: BC Transit prepared two documents:

- Reduced Introductory Service, Service Discussion Document (dated September 2019)
- Service Options (Powerpoint presentation)

A summary of the options is provided under Item #4.

ACTION: Private Operators – Local Partners

UPDATE: Local partners advised that no work was done over the summer to explore the potential of private operators providing the service.

#4 -- BC Transit Alternatives

BC Transit gave a presentation of two alternative service options.

1. Implement individual route segments separately
2. Implement a lower level of service along the entire corridor

BC Transit needs a minimum of six months to implement any new service, preferably nine months, or longer.

Local partners may wish to consider re-directing funding for expansion of their local transit system to the new regional transit service; and/or, discussing with BC Transit accessing transit operating reserves for the first year of operations.

The Local governance structure will be confirmed once the local partners make decisions about the regional transit service and the local funding contribution.

#5 – Next Steps / Timelines

It was confirmed that the Local Partners have the information they need to consider BC Transit's alternative service options.

Local partners will brief their respective Councils and get direction.

It was acknowledged that in order to have any new BC Transit service commence by September 2020 - decisions on service options and funding confirmation would be required by October / early November.

It was further noted by the local partners that this might be a challenging timeline to meet, but they would reconnect with MoTI once they have additional information in terms of how they wish to proceed.

Next Meeting

To be scheduled at the request of the Local Partners.

DRAFT



BRIEFING NOTE FOR INFORMATION

DATE: October 8, 2019
PREPARED FOR: Geoff Meggs, Chief of Staff
ISSUE: Sea to Sky Corridor Regional Transit – Implementation Options

SUMMARY

- **The elected officials within the Sea to Sky Corridor are continuing to pursue Provincial support for a new regional motor fuel tax to fund the local share of a new regional transit service.**
- s.13; s.16

BACKGROUND:

A Sea to Sky (S2S) Corridor Regional Transit Study completed in October 2017 concluded that there is potential for substantial regional and interregional transit ridership along the S2S corridor, with an estimated 575 estimated daily rides on implementation. To meet this potential demand, 10 buses and 17,050 annual service hours would be required for six round trips per day on weekdays, and four round-trips per day on the weekends between Whistler, Squamish and Vancouver, and an additional two daily round trips between Pemberton/Mount Currie and Whistler. In order to help offset the local share for this regional transit service, the local partners have been strongly advocating for a regional motor fuel tax.

s.13; s.16

PAST INTERACTIONS:

- The local elected officials from the Resort Municipality of Whistler, District of Squamish, Village of Pemberton, Regional District of Squamish Lillooet, the Squamish Nation, and the Lil'wat Nation have had numerous interactions with Ministry staff and the Minister, have publicly expressed



disappointment with the Province in its decision to not entertain the local partners request for a regional motor fuel tax, and have committed to ongoing lobbying a regional motor fuel tax.

DISCUSSION:

The Province and BC Transit have two general funding models in place for the 30 conventional public transit systems across B.C.; the 'motor fuel tax' model and the 'traditional' model.

The only BC Transit system that uses the Motor Fuel Tax model is the Victoria Regional Transit System. In 1993, the Ministry of Finance amended the *Motor Fuel Tax Act* to enable the Victoria Regional Transit Commission (VRTC) to levy a 3.5 cent per litre motor fuel tax¹. At the same time, due to the VRTC having access to a new source of funding, the Province reduced its contribution share to 31.7 percent (the provincial share for conventional transit under the traditional model is 47 percent). Following several years of requests for an increase, the motor fuel tax rate in Victoria was increased to 5.5 cents per litre in spring 2018.

All of the other 29 conventional BC Transit systems operate under the 'traditional' funding formula, where the Province contributes 47 percent and local governments contribute 53 percent of operating and capital costs. Included in these 29 systems are a number of 'regional' transit systems (e.g. Fraser Valley Express, Okanagan Connector), which would be similar to the proposed Sea to Sky system. In each of these local/regional systems, the 53 percent local share is raised through property taxes, fares, and any other revenue from the transit service such as advertising revenue.

There are also two unique 'interim' funding models currently in place: the 'Hwy 16 Inter-Community transit service' (operating under a 5-year agreement with the Province contributing 100 percent of capital costs, and 67 percent of operating costs), and the BC Bus North Inter-city service (which is being 100 percent subsidized by senior levels of government through March 31st, 2021). These two services provide a social service where there are extremely limited transportation options available, and as such are funded by senior government at a higher level than the traditional formula.

s.12; s.13; s.16

FINANCIAL IMPLICATIONS:

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

¹ The *British Columbia Transit Act* allows for municipal and regional governments, as well as, transit commissions to apply for a Motor Fuel Tax to fund all or a portion of the local contribution to transit service.



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



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



Cons:

s.12; s.13; s.16

PREPARED BY:

Andrea Mercer, Executive Director
Transit Branch
(250) 812-5486

REVIEWED BY:

Deborah Bowman, ADM
Transportation Policy and Programs

Nancy Bain, EFO
Finance and Management Services
Department

INITIALS:



BRIEFING NOTE FOR DECISION

DATE: December 11, 2019

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

ISSUE: Sea to Sky Corridor Regional Transit – Implementation Options

RECOMMENDED OPTION:

s.12; s.13; s.16

BACKGROUND:

A Sea to Sky (S2S) Corridor Regional Transit Study completed in October 2017 concluded that there is potential for substantial regional and interregional transit ridership along the S2S corridor, with an estimated 575 estimated daily rides on implementation. With population growth within the communities in the Sea to Sky region, it is likely that ridership would likely be even higher today. s.12; s.13; s.16

s.12; s.13; s.16

Page 70 of 78 to/à Page 71 of 78

Withheld pursuant to/removed as

s.12; s.13; s.16

Page 72 of 78

Withheld pursuant to/removed as

s.16; s.12; s.13

Page 73 of 78

Withheld pursuant to/removed as

s.12; s.13; s.16

**PREPARED BY:**

Andrea Mercer, Executive Director
Transit Branch
(250) 812-5486

REVIEWED BY:

Deborah Bowman, ADM
Transportation Policy and
Programs
Nancy Bain, EFO
Finance and Management
Services Department

INITIALS:

DB

NB

From: [Rochelle Vargas](#)
To: [Transportation, Minister TRAN:EX](#)
Cc: ["deanna.lewis@squamish.net"](#); ["dean.nelson@lilwat.ca"](#); [Karen Elliott](#); ["jcrompton@whistler.ca"](#); ["mrichman@pemberton.ca"](#); ["russellmack3@icloud.com"](#); ["trainbow@slrd.bc.ca"](#); ["ceo@victoriachamber.ca"](#); ["Erinn.Pinkerton@BCTransit.Com"](#); [Terry Murray](#)
Subject: 286825 Letter to Minister Trevena
Date: June 25, 2019 12:55:21 PM
Attachments: [Letter to the Honourable Claire Trevena.pdf](#)

Good Morning,

Please see the enclosed attachment.

With Kind Regards,

On behalf of Terry Murray, Executive Assistant

Rochelle Vargas | Human Resources Assistant
District of Squamish | *Hardwired for Adventure*
604.815.6875 | rvargas@squamish.ca | www.squamish.ca



 Please consider the environment before printing this e-mail.

I humbly acknowledge that I work on the traditional territory of the Squamish Nation, Sḵwxwú7mesh Úxwumixw.

This message and any attachments are intended only for the use of the intended recipient(s), are confidential, and may be privileged. If you are not the intended recipient, you are hereby notified that any review, retransmission, conversion to hard copy, copying, circulation or other use of this message and any attachments is strictly prohibited. If you are not the intended recipient, please notify the sender immediately by return e-mail, and delete this message and any attachments from your system. Please note that correspondence with any government body, including District of Squamish Council and Staff, can be subject to disclosure under the Freedom of Information and Protection of Privacy Act.



June 19, 2019

The Honourable Claire Trevena
Minister of Transportation and Infrastructure
PO Box 9055, Stn Prov Govt
Victoria BC, V8W9E2
CANADA

Email: Minister.Transportation@gov.bc.ca

Dear Minister Trevena:

Re: Sea to Sky Regional Transit

We write following our meeting with you and your staff on May 30th. We are aware and appreciative that you remain a champion for regional transit in the Sea to Sky Corridor.s.12; s.13; s.15
s.12; s.13; s.16

s.12; s.13; s.16

We remain fully aligned with what the province is trying to achieve: reduced single use vehicles on the road to reduce GHGs and congestion, avoiding the need to further upgrade the Sea to Sky highway, furthering truth and reconciliation by connecting First Nation communities to work, family, and health services through safe reliable transit, and creating economic opportunity through increased mobility and community connectedness across the Sea to Sky region.

s.16

Respectfully,

*On behalf of my colleagues,
K. Elliott*

The Sea to Sky Regional Transit Committee:

Councillor Deanna Lewis, Squamish Nation
Chief Dean Nelson, Lil'wat Nation
Mayor Karen Elliott, District of Squamish
Mayor Jack Crompton, Resort Municipality of Whistler
Mayor Mike Richman, Village of Pemberton
Director Russell Mack, SLRD Area C
Director Tony Rainbow, SLRD Area D
Catherine Holt, Chair BC Transit
Erinn Pinkerton, CEO BC Transit



JUL 25 2019

The Sea to Sky Regional Transit Committee
c/o Her Worship
Mayor Karen Elliot
District of Squamish
37955 Second Avenue
PO Box 310
Squamish BC V8B 0A3

Reference: 286825

Dear Mayor Elliot and colleagues,

Re: Sea to Sky Regional Transit

Thank you for your letter following up on our meeting of May 30, 2019, regarding transit in the Sea to Sky corridor. I am sorry it has taken me so long to reply.

The Province recognizes the need identified by local government for regional transportation connecting Mount Currie, Pemberton, Whistler, Squamish and Vancouver. I also recognize the collective work of local partners and BC Transit, along with ministry staff, and what this work has achieved in providing insight into the unique aspects of transit along the Sea to Sky Corridor.

s.12; s.13; s.16

We are committed to working with you to address this issue, including phased approaches. I understand ministry staff met on July 22 with your CAOs, and I am hopeful that other solutions can be found to fund the service.

Thank you again for taking the time to write.

Yours sincerely,

Claire Trevena
Minister