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APPROVED (Option 1) / NOT APPROVED

Honourable Rob Fleming
Minister of Transportation and Infrastructure

January 12, 2021
Date

Attachments:

- ## 1. Map

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BRIEFING NOTE FOR DECISION

DATE: January 12, 2021
PREPARED FOR: Honourable Rob Fleming, Minister of Transportation and Infrastructure
ISSUE: Pattullo Bridge Replacement Naming Considerations

RECOMMENDED OPTION:

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SUMMARY

- **With the replacement of the Pattullo Bridge, there is an opportunity to consider a new name for the infrastructure.**
- **During project consultation, several Indigenous groups have expressed the expectation that the Pattullo Bridge Replacement will have an Indigenous name.**

● s.13; s.16

BACKGROUND:

The Pattullo Bridge Replacement Project (the Project) is currently underway and presents an opportunity for the Province to consider a new name for the replacement structure. During Project consultation, several First Nations have expressed a desire and expectation that the replacement structure will have an Indigenous name within the context of the broader Indigenous art and cultural recognition opportunities.^{s.13}

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In 2019, the Environmental Assessment Office (EAO) issued an Environmental Assessment Certificate (EAC) for the Project. Conditions attached to the EAC include a requirement for the delivery agency to develop an Indigenous Cultural Recognition Plan (ICRP) in consultation with Indigenous groups. The ICRP includes elements such as Indigenous art, cultural pieces, signage (historical information) and potentially an Indigenous bridge name.

s.13; s.16



DISCUSSION:

Policy

Sections 1.0 and 5.0 of the Ministry of Transportation and Infrastructure (Ministry) Highway and Structure Guidelines - November 2010 (Appendix B), outline the opportunity under the *Transportation Act* for the Minister of Transportation and Infrastructure (Minister) to re-name the replacement bridge. The guidelines indicate that outside of exceptional circumstances, the bridge should be named in relation to its geographic location. The guidelines also describe the process and considerations for renaming the bridge once the proposed name has been made to the Ministry District or Transportation Policy and Legislation Branch and received Ministry executive approval. These include:

- If an Indigenous name is suggested, a resolution from the Indigenous group(s) supporting the name is required;
- Local 911 service providers must be consulted to avoid confusion for emergency services and the general public; and
- Consultations are required with local government and local residents and businesses.

Fulfilling the requirements of the process could be lengthy and a commitment to pursue an Indigenous name must ensure Project timelines are not impacted.

Legislation

The provincial government has introduced legislation (*Declaration on the Rights of Indigenous Peoples Act*) to implement the United Nations Declaration on the Rights of Indigenous Peoples (UN Declaration), which the Truth and Reconciliation Commission confirms as the framework for reconciliation. All aspects of the Act are to be carried out in consultation and cooperation with Indigenous peoples to contribute to the implementation of the UN Declaration. Pursuing an Indigenous name for the replacement bridge would be viewed as an act of reconciliation and a commitment to upholding the articles of the UN Declaration.

The ministry will oversee and provide internal policy direction, approvals process and ensure all legislative requirements are met throughout the naming process.

Indigenous Consultation and Related Considerations

s.13; s.16

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BRIEFING NOTE FOR DIRECTION

DATE: January 18, 2021
PREPARED FOR: Honourable Rob Fleming, Minister of Transportation and Infrastructure
MEETING: Minister Briefing January 19, 2021
ISSUE: South Island Transportation Strategy Next Steps

SUMMARY:

The South Island Transportation Strategy, released in September 2020, outlined a transportation philosophy and identified priority transportation strategies which could be implemented in the short, medium and long terms.

It provided an integrated transportation strategy inclusive of all modes and identified a variety of travel choices which supported CleanBC.

First Nation governments, local governments and key stakeholders were consulted.

The need for investment was identified through the lenses of safety, reliability, sustainability and connectivity which echoed community planning ideas.

Providing the foundation for investment were four goals (Appendix A):

- Ensure sustainable options for a variety of travel modes,
- Strengthen connections between travel modes and improve connections between communities,
- Improve the safety and reliability of the transportation network, and
- Support and encourage active transportation options.

A suite of unfunded projects were identified and are listed in Appendix B with conceptual cost estimates.

The timing for implementation of these priorities will be determined as part of the broader development of the Ministry's overall capital plan and in consideration of the Province's Economic Recovery Strategy.

In addition to work in the future, some work is currently underway which includes planning, engineering and construction.

Planning:

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● s.13

s.13

BACKGROUND:

Starting in spring 2019, work commenced with a focus to identify improvement options for transit, cycling, pedestrian movements, ferry services, rail and existing roads and the connections between them. The study area went as far north as the Duncan area and as far west as the Sooke area. It looked at current transportation demands and developed a roadmap for future investments across all modes of travel.

The Strategy was developed with input from key stakeholders, including municipalities, the Capital Regional District (CRD), BC Transit and South Island First Nations to align with regional aspirations and goals. The work aligned with government's objectives in CleanBC, supported the Ministry's goals in our active transportation strategy (Move. Commute. Connect) and considered the principals of Integrated Transportation and Development.

Four goals were developed to advance the South Island Transportation Strategy:

1. Ensure sustainable options for a variety of travel modes
2. Strengthen connections between travel modes and improve connections between communities
3. Improve the safety and reliability of the transportation network
4. Support and encourage active transportation option

The goals were developed in consideration of the planning principals of Integrated Transportation and Developing and reflects the needs to coordinate with local government on decisions around land use which can influences transportation travel throughout the region.

Short, medium and long-term priority strategies were identified, grounded on the goals. The majority of recommendations were short and medium term with the only long-term priorities being around exploring the viability of future marine transportation corridors and the potential of commuter rail on the Island Rail Corridor between Westhills and Victoria.



DISCUSSION:

Transit Priorities:

BC Transit (BCT) is currently completing their Victoria Region RapidBus Strategy & Implementation Plan. BCT sees implementing RapidBus as the key to achieving the Transit Future Plan. They are focusing on the three main corridors – Hwy 1 Westshore to Victoria, Hwy 17 Peninsula to Victoria and Uvic. This aligns with the priorities identified in the Strategy by supporting with infrastructure upgrades (bus on shoulder).

BCT, in partnership with View Royal and Colwood, have advanced designs for transit priority along the Island Highway corridor between Goldstream Avenue and the Colwood Interchange to support the implementation of RapidBus between the Westshore and Downtown Victoria. ^{s.13; s.17}

s.13; s.17

BCT is also undertaking a Transit Oriented Development (TOD) project at the Uptown site. They are studying development of the Uptown area ^{s.13}

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CRD Regional Transportation Priorities:

The ministry worked closely with CRD staff throughout the development of the Strategy as well as giving individual presentations to CRD Executives and presenting to the CRD Transportation Committee (now disbanded) and the CRD Board.

While generally supportive of the Strategy, the CRD Board has recently raised concerns that it did not take sufficient action to address and prioritize transportation issues in the region. At its December 9, 2020 meeting, the Board approved motions to form a standing transportation committee with its jurisdictional partners to develop regional transportation priorities.

A letter of invitation to support and participate in this committee was sent to Kevin Richter, Associate Deputy Minister, on December 17, 2020, and to designate an appropriate staff member as a single point of contact to provide input to CRD staff to develop a list of priorities. The Ministry intends to designate Michael Pearson, District Manager Vancouver Island, to be the CRD's primary liaison.

The CRD continues to be interested in having discussions around governance and looked to the Province to include this as part of the Strategy. Governance was not explored, and it is expected that the Board will use this working group as an opportunity to raise this issue for further discussion.

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Marine Travel:

A long-term priority of the study includes exploring the viability of future marine transportation corridors. There is interest from the City of Colwood to get a feasibility study underway immediately, specifically to explore the viability of the Royal Bay to Downtown. Given this is a long-term priority, there are no plans to initiate such as study in the short to medium term.

Current Work:

Planning work is underway to explore concepts at the follow location and on completion of the planning work, further engineering may be undertaken to better understand costs:

- s.13
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s.12; s.13; s.17

s.12; s.13

100% detail design engineering is nearing completion for transit priority queues jumpers on Highway 17 at Mt Newton Cross Road. s.13, s.17 and the Ministry is exploring possible funding opportunities for 22/23 (also included as part of the priority list for the Economic Recovery program).



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FINANCIAL IMPLICATIONS:

- Yes; Dependent on government decision, see Appendix B – Short- and Medium-Term Priorities

Appendices:

- A. Strategy Goals and Priorities Placemat
- B. Short- and Medium-Term Potential Investments
- C. South Island Transportation Strategy

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Appendix A: Strategy Goals and Priorities Placemat

South Island Transportation Strategy



Goals	1. Ensure sustainable options for a variety of travel modes	2. Strengthen connections between travel modes and improve connections between communities	3. Improve the safety and reliability of the transportation network	4. Support and encourage active transportation options
Strategies	<ul style="list-style-type: none"> Working with partners to establish an economic vision for the South Island Promoting investment, economic development and job opportunities near affordable housing and services Encouraging growth and densification in thoughtfully designated growth areas serviced by public transportation and active transportation networks Supporting and implementing bus lanes on highways and other inter-regional service corridors Implementing transit priority treatments at intersections along highways Supporting the provision of strategically located transit exchanges and park and rides Improving access to sustainable transportation choices for Indigenous communities Adding electric vehicle charging stations Developing policies and support infrastructure to increase use of energy efficient vehicles and alternative fuels Support policies and programs that encourage the shift away from single occupancy vehicles towards sustainable travel choices 	<ul style="list-style-type: none"> Connecting communities in the South Island, including Indigenous communities Supporting attractive intermodal connections at mobility hubs serving inter-regional travel Implementing policies and regulations to support new forms of mobility for sustainable choices that are aligned with regional growth strategies Identifying and prioritizing gaps in and between the networks Working with local and regional government to expand bike share and car share 	<ul style="list-style-type: none"> Exploring regional trail enhancements to increase safety of people walking and cycling Focusing on intersection improvements to protect vulnerable road users Implementing facilities that support sustainable modes and goods movement Supporting Vision Zero initiative Implementing highway safety and reliability improvements Targeting investments to improve network connectivity and redundancy 	<ul style="list-style-type: none"> Implementing active transportation facilities along corridors serving inter-regional travel Supporting upgrades to active transportation facilities and crossings of highways Exploring pedestrian and cycling separations for regional trail networks Improving comfort and safety of active transportation crossing highways around key urban and sub-regional population centres Identifying and prioritizing intersection accessibility issues on urban highways Expanding funding for regional active transportation priorities Encouraging and supporting regional policies and directions for incentives for sustainable travel modes serving designated urban centres, gateways and sub-regional population centres
Priorities	<ul style="list-style-type: none"> S Prioritizing transit stop improvements servicing Indigenous communities S Installing electric vehicle charging stations at mobility hubs S Supporting BC Transit's Low Carbon Fleet Program to electrify its fleet S Prioritizing transit by installing transit queue jumpers along the Highway 17 corridor M Supporting and advancing the Rapid Transit Corridor along Highway 1 between Victoria and the Western Communities through partnership with BC Transit M Supporting BC Transit, View Royal and Colwood in establishing a Transit Priority Corridor along Old Island Highway L Exploring the viability of future marine transportation corridors L Exploring the potential of commuter rail on the Island Rail Corridor between Westhills and Victoria 	<ul style="list-style-type: none"> S Advancing development of key transportation hubs that accommodate all travel modes across the region in partnership with BC Transit S Advancing the development of new park and ride stalls in the CRD and CVRD to increase capacity S Adding secure bike parking/storage at key locations M Continuing to assess the need for enhancement of inter-city transit commuter services (Cowichan Commuter Service) M Working with Indigenous, local and regional governments to include Active Transportation Infrastructure in rehabilitation projects that improve inter-regional connections 	<ul style="list-style-type: none"> S Prioritizing active transportation and pedestrian accessibility during project development within ministry projects S Prioritizing transit facilities and improvements during project development within ministry projects S Constructing the Leigh Road/Highway 1 Four-Laning and Median Barrier S Completing the Connie to Glintz Lake/Highway 14 Project including park and ride, and pedestrian underpass M Advancing work on the Keating Cross Road/ Highway 17 project M Advancing planning, engineering and design work to improve safety, efficiency and active transportation along Highway 1 over the Malahat 	<ul style="list-style-type: none"> S Encouraging growth of inter-regional trails in the CRD and CVRD: <ul style="list-style-type: none"> › Galloping Goose Regional Trail › Lochside Regional Trail › E&N Rail Trail › Trans Canada Trail S Supporting Active Transportation Infrastructure Grant applications that align with the British Columbia Active Transportation Design Guide S Prioritizing the installation of bike lockers at mobility hubs M Working with regional and local governments to advance grade separation of inter-regional trails, add specific bike signals and remove conflict points

Transforming South Island Transportation

Short-term
Medium-term
Long-term



Appendix B: Short and Medium-Term Potential Investments

Strategy Goals	Priority Item	Fiscal Implications
GOAL 1 - ENSURE SUSTAINABLE TRAVEL OPTIONS	s.13; s.17	
GOAL 2 - STRENGTHEN CONNECTIONS BETWEEN TRAVEL MODES AND IMPROVE CONNECTIONS BETWEEN COMMUNITIES		
GOAL 3 - IMPROVE THE SAFETY AND RELIABILITY OF THE MULTI-MODAL TRANSPORTATION NETWORK		
GOAL 4 - SUPPORT AND ENCOURAGE ACTIVE TRANSPORTATION		



Ministry of
Transportation
and Infrastructure

September 2020

South Island Transportation Strategy

Transforming South
Island Transportation





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Message from the Minister

Over the last few months, the lives of many British Columbians have been disrupted as we have been forced to adapt to the challenges presented by the COVID-19 pandemic. It's been a difficult time for many, but B.C.'s Restart Plan is putting us on a road to social and economic recovery.

This time has also provided a unique opportunity that we don't often get—a chance to see how our communities look and move when we slow down. It also gives us a glimpse at what our transportation future could look like with careful planning.

In neighbourhoods across southern Vancouver Island, you'll see more and more families out for walks. People are exploring their communities by bike. Joggers, skateboarders and people on scooters are bringing our streets and sidewalks alive.

As we reset and carefully find our way to a new normal, it's my sincere hope that the change people have begun to embrace will continue. Fewer gas-powered and single-occupant vehicles on the road; more people walking and biking; an increased emphasis on public transportation to get around.

That's the future we're working toward with our South Island Transportation Strategy.

Improvements to the public transportation network across the South Island are at the centre of this strategy, to make it easier for people to get to transit, and to make transit the quicker, more convenient choice for travel. We'll look at all options to make public transit more accessible, including exploring the possibility of commuter rail between Victoria and Langford.

We see existing regional employment and commercial centres, including Uptown/Mayfair, Sidney, Langford, Colwood and Sooke, becoming nodes for integrated transportation—places close to home that serve as a local hub for all modes of regional travel.

It's an approach to transportation that will strengthen neighbourhoods and help build healthy, sustainable communities that support transportation needs for all ages and abilities.

When we integrate park and ride facilities, and bike and pedestrian trails with transit service at regional hubs, it means that outlying, less expensive areas of the region become more accessible.

This will lead to an increase in affordable housing options across the region. People can choose to live in some of the more affordable areas of the region and still get to key destinations like the university, healthcare facilities and the downtown core quickly and efficiently.

These are all ideas we are exploring in our effort to invoke a bold and lasting change in mobility, and our work begins today. Partnerships with Indigenous, local, regional and federal governments, and transportation agencies like BC Transit and BC Ferries will be integral to moving this plan forward.

In short, we're working to close gaps in local networks and make travel across the region as seamless as possible. I look forward to continuing our good work together as we build liveable, affordable communities and make life better for those who live, work and play across southern Vancouver Island.



Honourable Claire Trevena

Minister of Transportation and Infrastructure



Introduction

The Province is committed to making life better for the people that live, work and travel in the South Island. This is reflected in many initiatives already underway across the province.

The South Island is home to a diverse population and economy situated in an exceptional natural location that continues to attract businesses and people that want to take advantage of all the region has to offer. To ensure the South Island remains prosperous, we've developed an integrated transportation strategy to support sustainable growth. This Strategy aims to connect people, services and goods safely and reliably across the South Island and to the rest of the province, while supporting affordable, accessible, healthy, vibrant communities, and a strong economy and environment.

The Province recognizes a growing need to fundamentally shift how people move around South Vancouver Island. New approaches are essential to address transportation challenges that go beyond reducing our dependence on single-occupancy vehicles. The COVID-19 pandemic has highlighted the true potential of our transportation network and the opportunity to create an integrated network that is desirable to use. People must feel safe using active transportation routes. Using public transportation must be appealing for commuters. This will require careful thought and consideration moving forward.

The pandemic has also highlighted the need for investments in our transportation infrastructure to be dynamic and responsive to rapidly changing situations.

There are many opportunities to improve existing transportation networks in new ways, such as shifting towards sustainable travel choices, improving connections and building integrated transportation networks, and accommodating a variety of transportation options to move people and goods throughout South Vancouver Island.

The South Island Transportation Strategy is an integrated approach to support and encourage many travel choices by focusing policy and investment on increasing the infrastructure needed to build connections, capacity, improve safety and the choices for sustainable travel. The Strategy identifies where there are gaps and barriers to a robust and sustainable inter-regional network.

In developing the Strategy, the Ministry of Transportation and Infrastructure worked with Indigenous and local governments, transportation authorities and key stakeholders to gather information as well as gain Indigenous, local and regional perspectives. What we heard is reflected in the goals we have developed and the priorities set out in this Strategy.

Achieving these goals will require partnerships with Indigenous, local and regional governments, transportation authorities, and key stakeholders. Furthermore, through strong relationships, the strategy will guide the Province in its policies, programs and investments for transportation on the South Island.



South Island Vision

The South Island Transportation Strategy was informed and shaped by multiple priorities. Since 2017, the Provincial Government has implemented a wide range of strategies and plans to make life better for all British Columbians, including those in southern Vancouver Island. This includes building infrastructure that our growing province needs to benefit people and families, regardless of where they live or their economic status.

Additionally, in this year's Budget 2020, the Ministry of Transportation and Infrastructure, alongside the Ministry of Municipal Affairs and Housing, committed to undertaking a new Integrated Transportation and Development Planning (ITDP) process to create a collaborative vision for B.C.'s transportation and affordable development needs. This will contribute to an efficient and accessible transportation network for all travel options that connects communities, regions and global markets. Developing an integrated transportation plan that is founded on land use, affordable housing, sustainability and connectivity is key to making a lasting change in the South Island. It will improve economic prosperity and make life better for the people who live here.

The Province is committed to building a sustainable economy that will create good-paying jobs, help businesses succeed, and ensure we can supply the programs and services needed by our diverse and growing population.

The COVID-19 pandemic has emphasized the need to be responsive and adaptable to changing situations that can affect all aspects of day-to-day life. While it is still unknown what the lasting effects of the pandemic may be, the core values that make up the long-term strategy for a sustainable growth and a healthy economy remain unchanged. The current situation shows the need for a resilient and sustainable transportation system that can aid in our immediate recovery.

As recovery from the pandemic continues, in order for the economy to keep pace with projected population and trade growth, British Columbia needs an integrated transportation strategy aligned across regions, such as the South Island. We must be able to address congestion on our trade corridors, enable the seamless movement of people and goods, and encourage development of diverse, affordable, connected communities.

Providing people with affordable and efficient travel choices in the South Island will allow for better engagement in economic opportunities, partnerships with Indigenous communities, and better social connections.

Improving the connectivity of urban and rural areas for the movement of people and goods will assist the resource sectors and employment centres in the South Island, which support the economy of this region and the province.

Integrating land use, housing, and economic development with transportation investment and policies within the South Island will support sustainable development and have positive impacts on affordable housing, accessibility, climate change and quality of life.

Creating safe and reliable trade corridors in the South Island is a key component of a sustainable economy for the region and the province.



Working with Indigenous, Local, Regional and Provincial Priorities

The Strategy does more than build on the many previous transportation planning initiatives completed in the South Island by the ministry and others. It is a new way of thinking that seeks to develop a distinct set of goals that still align with the current policies, goals, planning and priorities of Indigenous, local and regional governments, and key stakeholders.

The Strategy was developed with input from Indigenous, local, regional and provincial plans and initiatives which are shaping the direction of transportation in the region and across the province, including:

- Move. Commute. Connect. (B.C.'s Active Transportation Strategy)
- CleanBC
- Cowichan Tribes Transportation and Mobility Plan
- 2018 Vancouver Island Economic Alliance Report
- Capital Regional District (CRD) Regional Transportation Plan
- CRD Regional Trail Master Plan
- CRD Regional Growth Strategy
- Victoria Transit Future Plan
- Cowichan Valley Regional District (CVRD) Regional Collaboration Framework
- Municipal plans (Let's Move Saanich; GoVictoria)
- 2020 Island Rail Corridor Condition Assessment Report (Ministry of Transportation and Infrastructure)
- 2019 Westshore Express Passenger Ferry Service Pre-Feasibility Study (SNC Lavalin)

While the Strategy considered these plans and initiatives to ensure alignment with the various priorities across the region, it seeks to take it a step further with a bold and innovative approach to integrated planning.

These documents were developed and reviewed prior to the COVID-19 pandemic, but remain important and relevant to the Strategy.

Aligning with Economic Recovery

As we look forward to implementation, additional engagement will be required to ensure the dynamic nature of the transportation sector continues to respond and react to the changing needs of communities, as we adjust to the new realities of life and work in a post-pandemic environment.



South Vancouver Island's Transportation Network

The study area focused on all transportation corridors in South Vancouver Island and encompassed areas as far north as Duncan, as far west as Sooke, and the entire Saanich Peninsula. Corridors serving a variety of transportation choices, such as commuter corridors, marine and ferry corridors, rail corridors, and the active transportation and road corridors, were also part of the study area.

The current network includes:



One Rail Corridor
(Island Rail Corridor)



One dedicated bus only corridor
(Highway 1/Douglas Street)



Two provincial ferry corridors
(Swartz Bay and Mill Bay/
Brentwood Bay)



Two international ferry corridors (Belleville and
Anacortes)



Four Regional Trail Corridors
(E&N, Galloping Goose, Lochside
and Trans Canada/Great Trail)



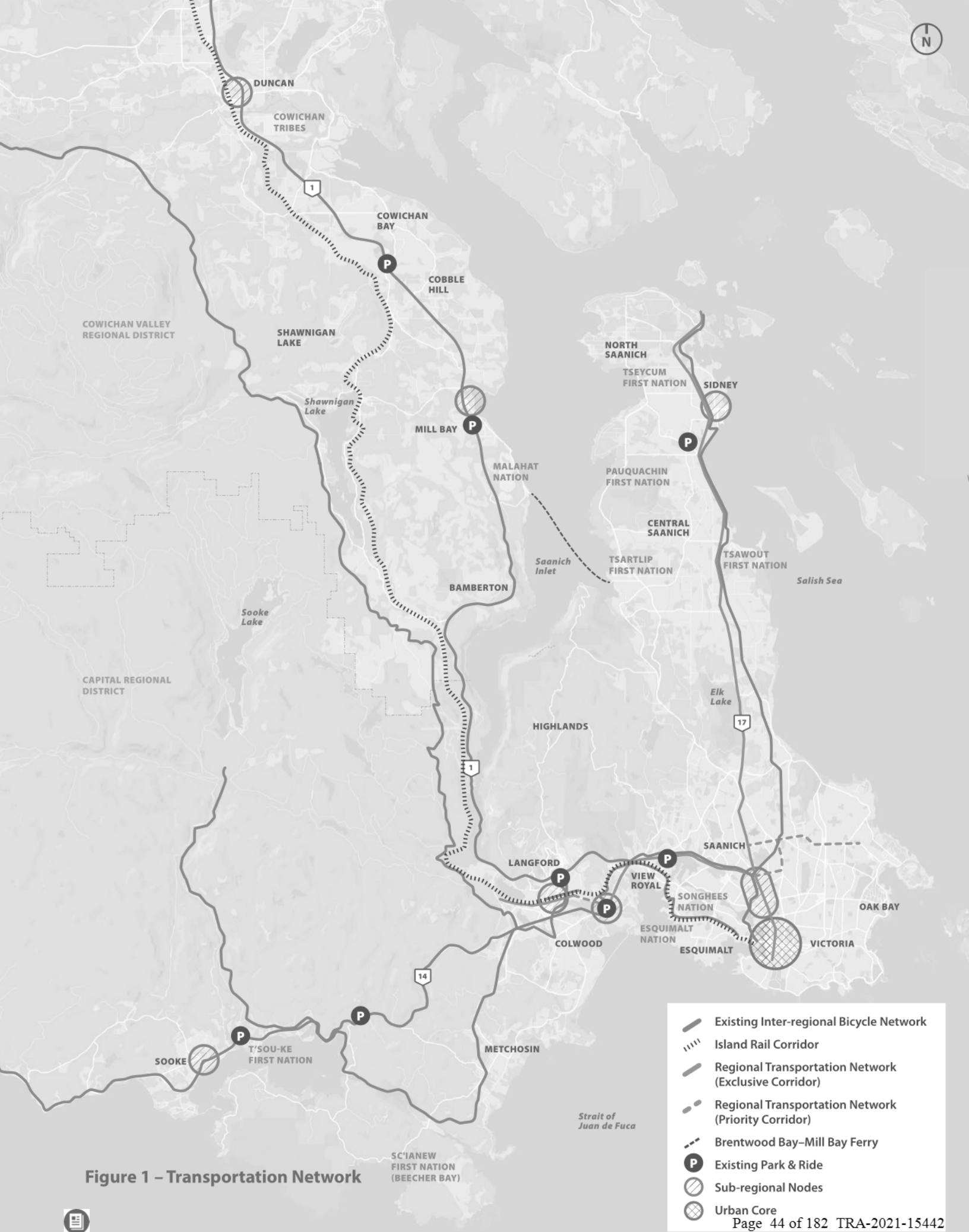
Air corridors (Victoria International
Airport, Victoria Harbour and
Camel Point)



Three major highway corridors
(Highways 1, 14 and 17)



Local and arterial corridors
(13 municipalities)



Working with Indigenous and Local Governments, and Stakeholders

The Strategy was developed, in part, by building on the extensive consultation that has been undertaken to develop a wide variety of transportation initiatives in the area (for example, the CRD Regional Transportation Plan, BC Transit Future Plan, Active Transportation Strategy, Clean BC and municipal plans).

As part of the process, the ministry worked with Indigenous, local and regional governments, transportation authorities, and key stakeholders who offered valuable perspectives on various modes of transportation in the region.

The ministry engaged with the 16 Indigenous communities represented in the South Island to understand their specific interests and challenges. The ministry will continue to work collaboratively with these Indigenous groups to support safe and more accessible transportation networks for their communities.

A Technical Advisory Group consisting of representatives from the Capital Regional District (CRD), Cowichan Valley Regional District (CVRD), municipalities, BC Transit, BC Ferries and the Department of National Defense was created to provide a wide cross-section of the interests and priorities throughout the South Island.

Feedback received from this group was used by the ministry to ensure that we fully understood regional challenges, and that our priorities and aspirations were aligned. It also reinforced that the successful implementation of the Strategy will require partnerships and collaboration.

Engagement

The ministry held **more than 40 meetings, workshops and presentations** with Indigenous, local and regional governments, transportation authorities and key stakeholder groups over the course of the creation of the Strategy.



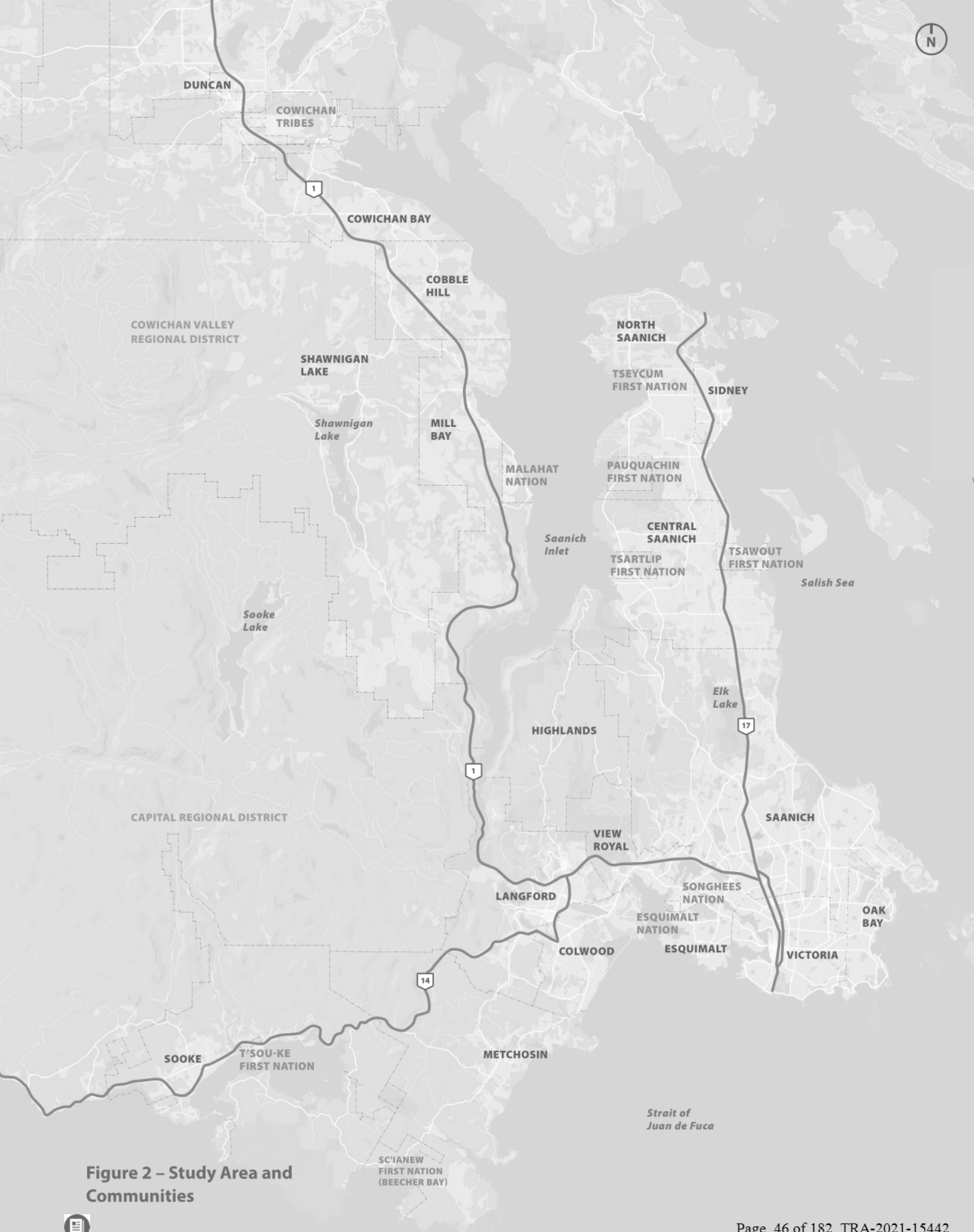


Figure 2 – Study Area and Communities



Why Investments are Needed: Challenges and Opportunities

Safety

The ministry supports Vision Zero, in which traffic fatalities and serious injuries are eliminated. While safety is a priority throughout the South Island, safety issues are particularly evident along Highway 1 and Highway 17, where collision rates are highest at select major intersections.

Improvements to the active transportation networks, such as crossings and separation from traffic, reduces the conflict with vehicles.

Analysis of traffic volumes during two months of the COVID-19 pandemic (March and April 2020) shows a decrease of traffic on major corridors between 26-53%, when compared to the same period in 2019.

The ministry will continue to monitor travel patterns throughout the year to ensure that the long-term impacts of COVID-19 on the network are better understood and will use this to inform future decisions.

This reduction of vehicles on the roads has also resulted in a decrease in the number of collisions.

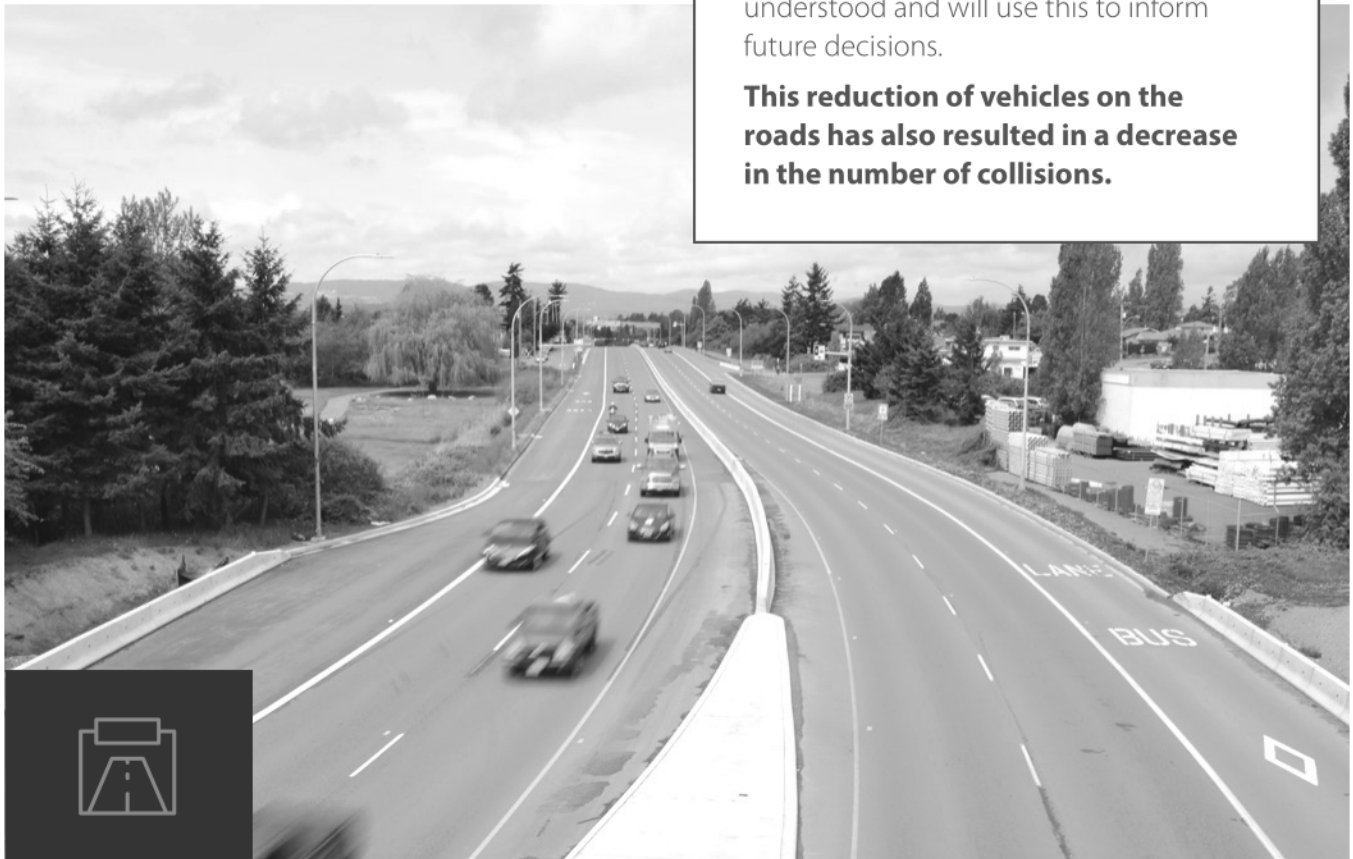




Figure 3 – Collision Rates

Reliability

Greater variation in travel time indicates reduced reliability. The outlying areas of the South Island experience issues with reliability, such as along the Highway 17 and Highway 14 corridors, and sections of Highway 1 outside the core areas.

Reducing the reliance on single occupancy vehicles by increasing transit and active transportation options will result in travel time savings for all modes of transportation.

As people move from their vehicles to alternative modes of transportation, we will need to ensure that the transit and cycling infrastructure is sufficiently robust to afford users with reliable travel times.

Continued improvements to the transit network, such as the bus only Douglas Street Corridor, have led to improved reliability and travel times for transit users.

The COVID-19 situation has impacted travel times and will continue to be monitored to better understand the effects of the pandemic on the network.

Unpredictable Travel Times

A typical vehicle trip in 2019 from Mill Bay to Victoria would take approximately:



43 minutes during the morning peak and **as long as 66 minutes** on some days.

With expected growth, by 2038, this same trip would take:



up to **87 minutes** on a typical day and up to **144 minutes with variability of conditions.**

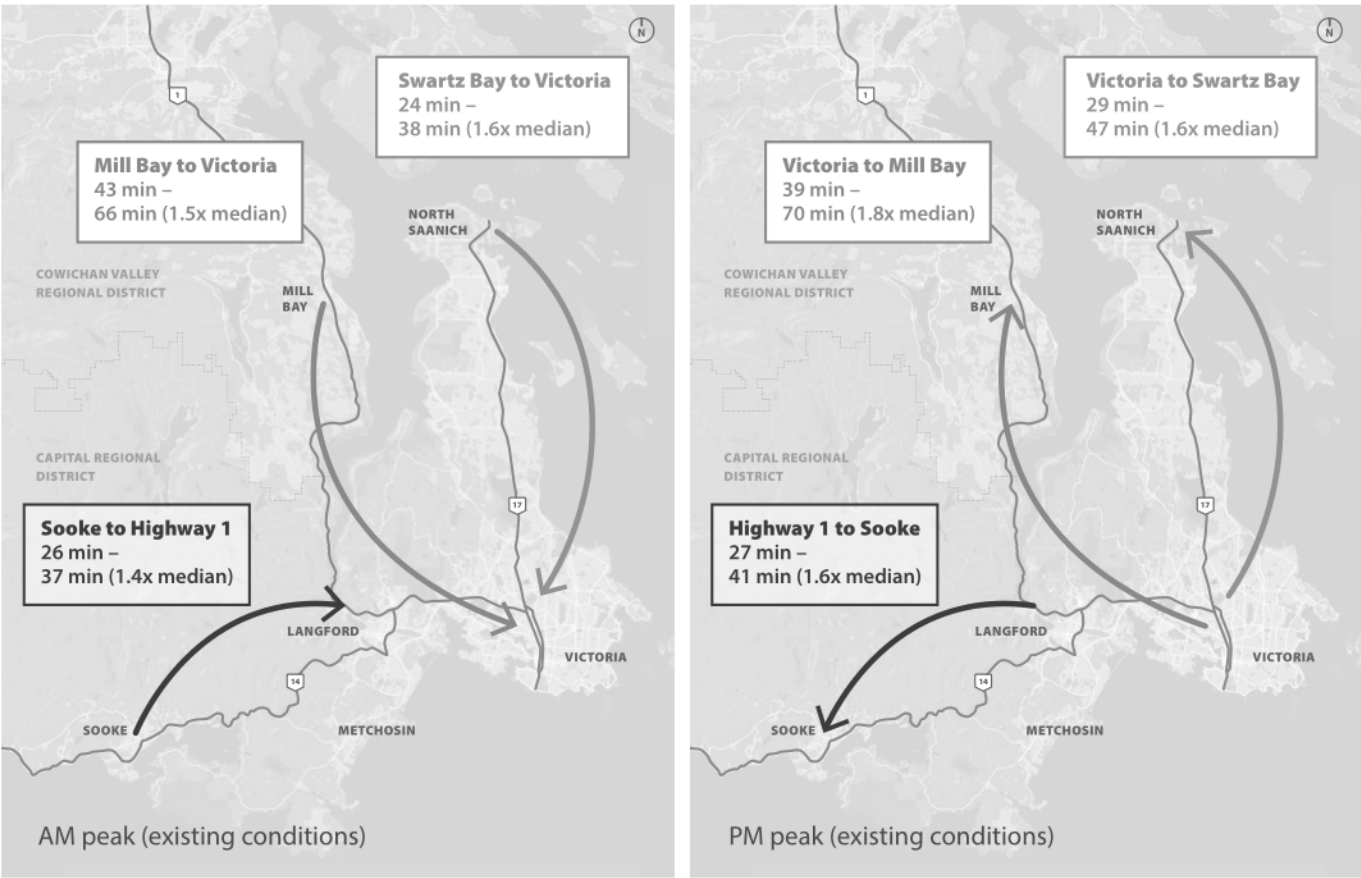
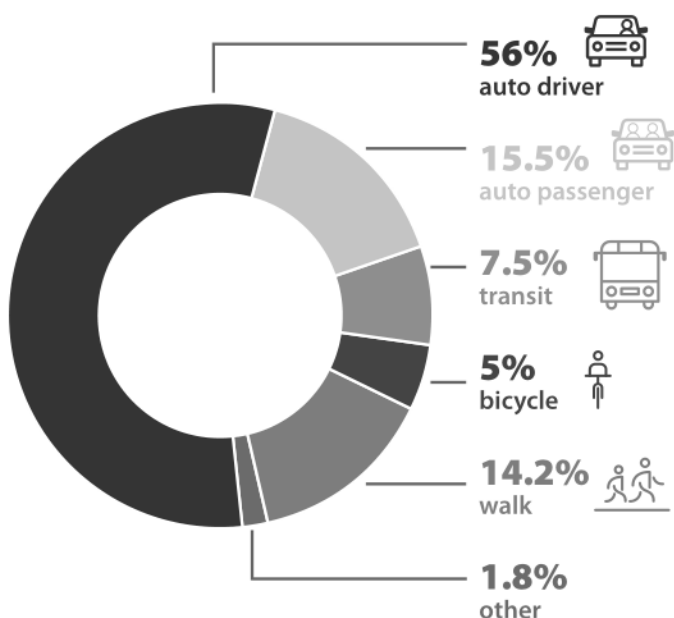


Figure 4 – Reliability



Current Mode Share

2017 Capital Regional District,
Origin Destination Household Travel Survey



Sustainability

The Capital Regional District declared a climate emergency in 2019. A shift to sustainable transportation modes such as walking, cycling and transit, and the reduction of greenhouse gas (GHG) emissions is a priority throughout the province and South Island.

Priority is highest for investments in sustainable travel modes in core areas and communities along Highway 14 and Highway 17 where travel distances, settlement patterns, and infrastructure make these desirable options.

Compared to 2007 greenhouse gas emission levels, the Province, through the CleanBC initiative, is now **committed to reductions of 40% by 2030, 60% by 2040, and 80% by 2050.**

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our nature. our power. our future.





Connectivity

Community connections have been identified as a challenge across the region with the greatest concern in the core areas, including Highway 14 and Highway 1. Affordable housing is often found outside of the core areas, putting added pressure on the transportation network to move people to and from areas of employment in the core.

Improvements targeting better connections are the highest priority in these locations. Strengthening connections between travel modes is also a key opportunity for improvement to support the goals for integrated transportation development.

We will work with municipal partners to create thoughtful development where transportation investment can support growth in the region.

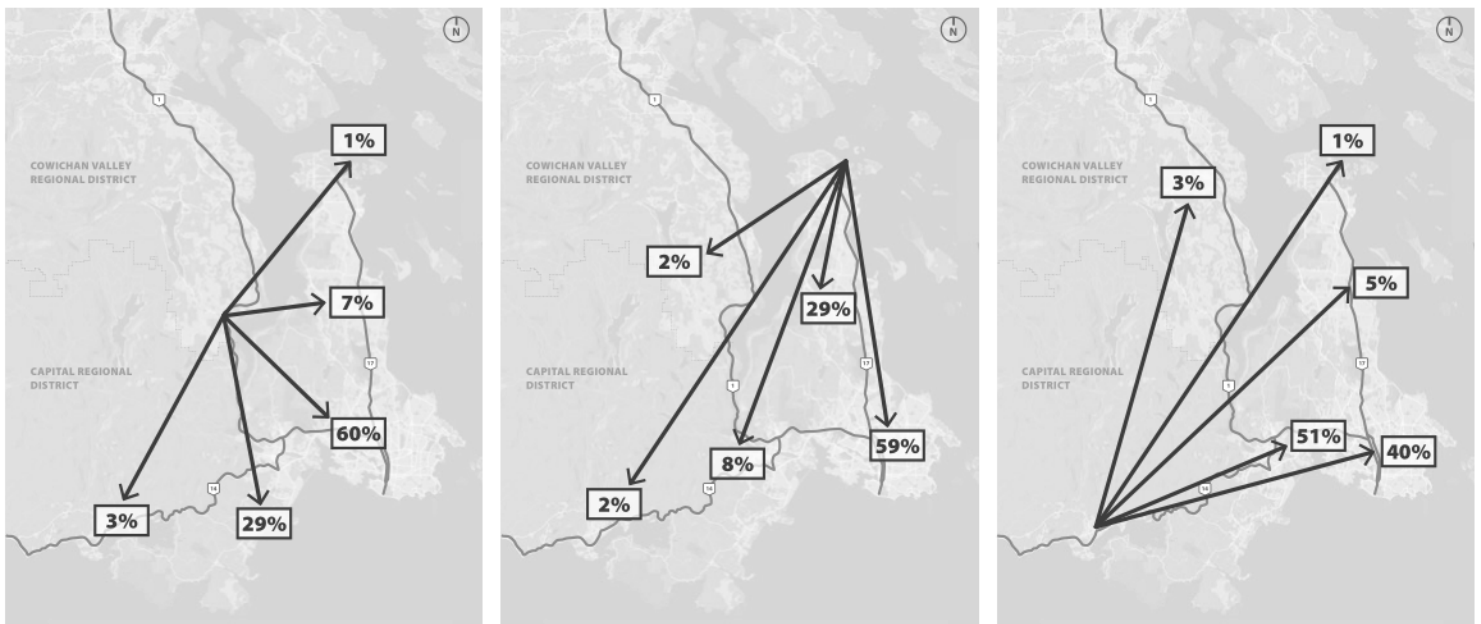


Figure 6 – Distribution of Daily Travel Across Key Gateways

Aligning Goals and Aspirations

Aspirations

Plans and strategies developed for communities throughout the South Island by the Province and Indigenous, local and regional governments share a common vision of an integrated sustainable transportation network.

These aspirations lay the foundation for a vision for the South Island and highlight how an integrated transportation system supporting different travel options plays a vital role in achieving those future goals. Although the plans and strategies are unique and may point to slightly different actions, they are well aligned and point to a common vision. The Strategy supports and reinforces key aspirations from these plans and strategies, including:

✓ **Take Action on Climate Change**

- Reduce greenhouse gas emissions
- Tap into alternative fuel sources
- Support community liveability by complementing transportation investments with land use planning, housing development, economic and employment clusters
- Support CleanBC

✓ **Connect Communities**

- Increase the connections between all modes of travel
- Enhance transit services to sub-regional population centres
- Support projects that lessen barriers to affordability and allow for inclusivity of travel
- Support projects that improve access to economic opportunities and social services

✓ **Reduce Vehicle Dependency**

- Provide sustainable travel choices
- Promote sustainable travel options

✓ **Ensure Sustainable Travel Options**

- Improve reliability of sustainable travel networks
- Increase the connectivity between different modes

✓ **Support Active Transportation and Healthy Living**

- Establish active transportation network plans
- Continued investment in walking and cycling infrastructure

✓ **Grow the Economy**

- Ensure efficient movement of goods and services
- Provide attractive travel options to encourage tourism



Goals

The ministry has developed four goals to advance the South Island Transportation Strategy:

- 1. Ensure sustainable options for a variety of travel modes**
- 2. Strengthen connections between travel modes and improve connections between communities**
- 3. Improve the safety and reliability of the transportation network**
- 4. Support and encourage active transportation options**

Remaining flexible in the face of COVID-19

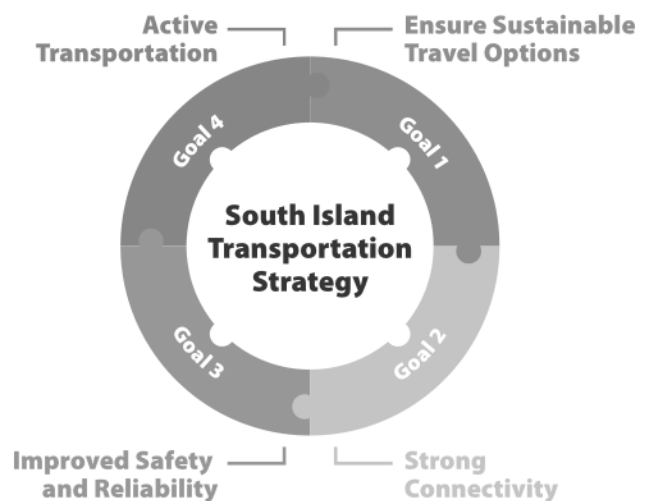
The COVID-19 pandemic poses an immediate and still-evolving challenge to the transportation network and society as a whole. Its long-term effects remain unknown. The pathway of implementation and timing to achieve the goals of the South Island Transportation Strategy will require flexibility as we recover from the pandemic.

The path forward will use this experience to make our communities more resilient and adaptable to respond to the potential for future outbreaks or other disasters that may impact the region in the future.

These goals reflect the priorities and aspirations of the region and the province, and support integrated transportation planning by focusing on:

- Leveraging existing plans, while expanding their geographic scope and time horizon
- Contributing to the design of affordable, liveable communities
- Building efficient transportation networks
- Achieving GHG targets and aligning with CleanBC and the Active Transportation Strategy
- Ensuring innovative solutions that respond to South Island and B.C. conditions
- Advancing an Integrated Transportation and Development Planning strategy

Given the integrated nature of the Strategy, success will require the collective achievement of all of the goals. Strategies and priorities will therefore need to directly support or consider all four goals, rather than focus on any individual goal.



Goal 1

Ensure sustainable options for a variety of travel modes

Integrating transportation investment and policies with land use, housing, and economic development policies to support sustainable development will have positive effects on affordable housing, accessibility, climate change and the quality of life in the region.

Policies, programs and strategies to accelerate the move from gas-powered transport to alternative fuels such as electric vehicles, are also key elements to advance this goal. Sustainability objectives will be addressed by supporting and encouraging people to take public transportation and engage in active transportation wherever possible.

Since the completion of the dedicated bus lane facilities on Douglas Street/ Highway 1, northbound commuters on West Shore routes have seen travel time savings of up to 20 minutes during the PM peak.

Specific strategies include:

- Working with partners to establish an economic vision for the South Island
- Promoting investment, economic development and job opportunities near affordable housing and services
- Encouraging growth and densification in thoughtfully designated growth areas serviced by public transportation and active transportation networks
- Supporting and implementing bus lanes on highways and other inter-regional service corridors
- Implementing transit priority treatments at intersections along highways
- Supporting the provision of strategically located transit exchanges and park and rides
- Improving access to sustainable transportation choices for Indigenous communities
- Adding electric vehicle charging stations
- Developing policies and support infrastructure to increase use of energy efficient vehicles and alternative fuels
- Support policies and programs that encourage the shift away from single occupancy vehicles towards sustainable travel choices

The priorities to support and advance these strategies include:

Short-term

- Prioritizing transit stop improvements servicing Indigenous communities
- Installing electric vehicle charging stations at mobility hubs
- Supporting BC Transit's Low Carbon Fleet Program to electrify its fleet
- Prioritizing transit by installing transit queue jumpers along the Highway 17 corridor

Medium-term

- Supporting and advancing the Rapid Transit Corridor along Highway 1 between Victoria and the Western Communities through partnership with BC Transit
- Supporting BC Transit, View Royal and Colwood in establishing a Transit Priority Corridor along Old Island Highway

Long-term

- Exploring the viability of future marine transportation corridors
- Exploring the potential of commuter rail on the Island Rail Corridor between Westhills and Victoria



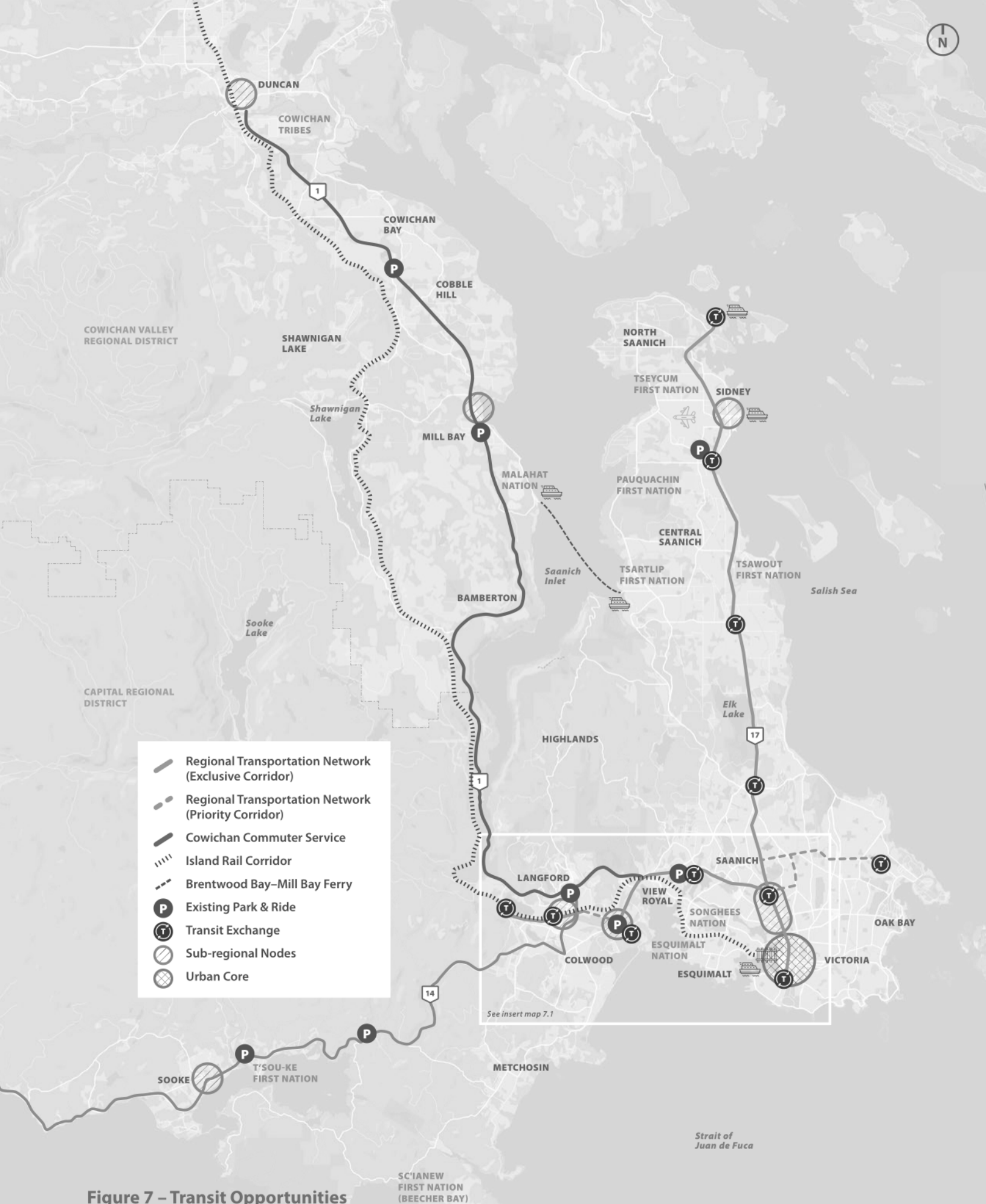
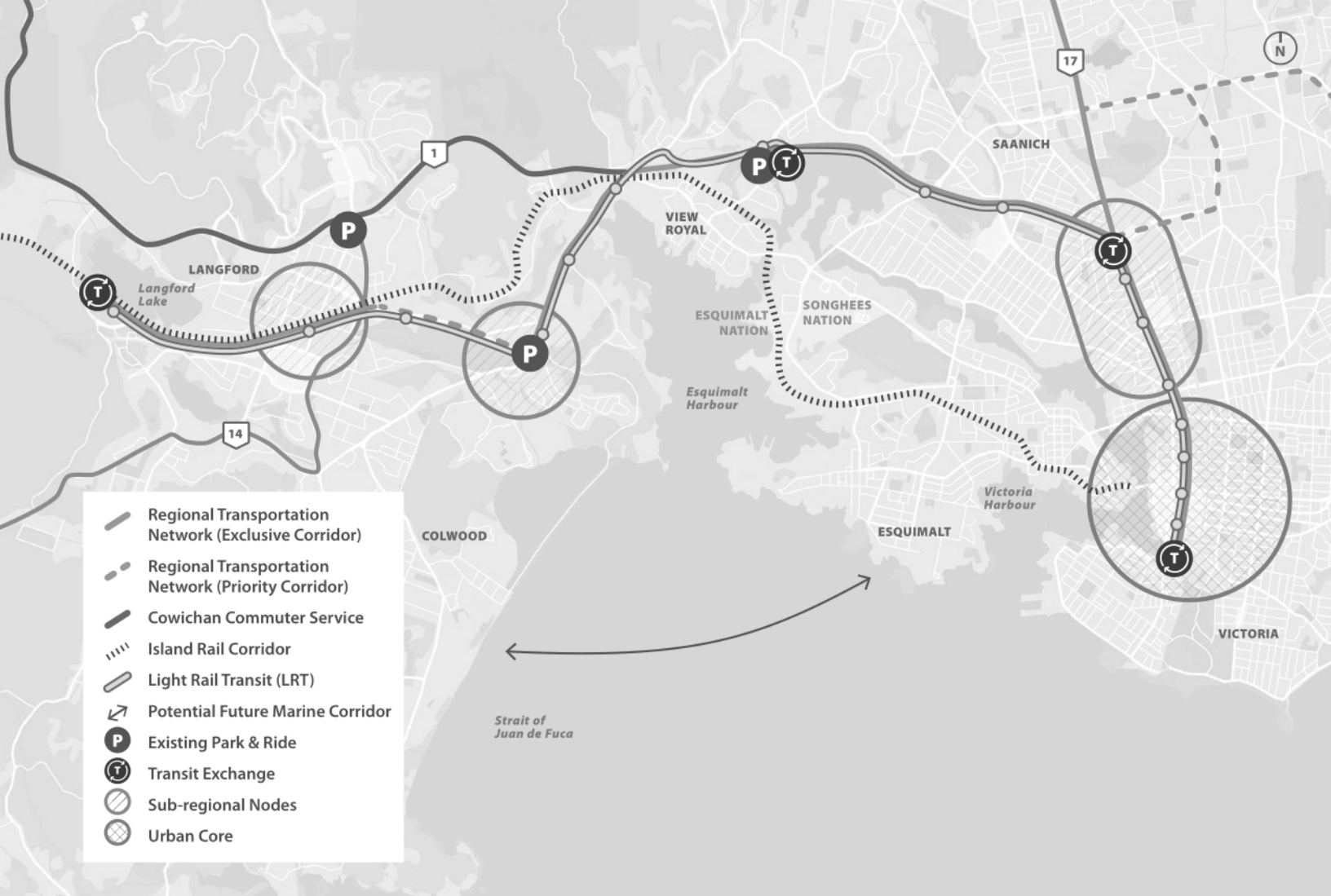


Figure 7 – Transit Opportunities



Insert Map 7.1 – Core Transit Opportunities



Goal 2

Strengthen connections between travel modes and improve connections between communities

Better integration between communities, and employment and industry centres, will enable more people to access services, participate in economic opportunities and support resource sectors across the South Island and beyond.

Integrating travel will be accomplished by identifying the missing links that prevent or discourage people from using sustainable choices, and partnering with Indigenous, local and regional agencies to close those gaps. This will include addressing the 'first and last mile' barriers within the region. By providing better travel choices in land use and development that align with regional growth strategies, the Strategy will support sustainable growth and the creation of integrated communities.

Specific strategies include:

- Connecting communities in the South Island, including Indigenous communities
- Supporting attractive intermodal connections at mobility hubs serving inter-regional travel
- Implementing policies and regulations to support new forms of mobility for sustainable choices that are aligned with regional growth strategies
- Identifying and prioritizing gaps in and between the networks
- Working with local and regional government to expand bike share and car share

The priorities to support and advance these strategies include:

Short-term

- Advancing development of key transportation hubs that accommodate all travel modes across the region in partnership with BC Transit
- Advancing the development of new park and ride stalls in the CRD and CVRD to increase capacity
- Adding secure bike parking/storage at key locations

Medium-term

- Continuing to assess the need for enhancement of inter-city transit commuter services (Cowichan Commuter Service)
- Working with Indigenous, local and regional governments to include Active Transportation Infrastructure in rehabilitation projects that improve inter-regional connections

Building Sustainable Communities

The Capital Regional District (through the Regional Growth Strategy) and the Cowichan Valley Regional District (through the Cowichan 2050 Regional Collaboration Framework) have identified growth management, housing affordability and liveability and sustainable transportation as key policy areas.



Goal 3

Improve the safety and reliability of the transportation network

Safe, reliable and cost-effective networks for all travel modes are critical for the movement of people of all ages and abilities and goods throughout the region, and are necessary to support all of the goals of this Strategy.

The safety and reliability of inter-regional travel will be addressed through upgrades that improve travel times for transit, active transportation users and general-purpose traffic, and that target high crash locations.

Specific strategies include:

- Exploring regional trail enhancements to increase safety of people walking and cycling
- Focusing on intersection improvements to protect vulnerable road users
- Implementing facilities that support sustainable modes and goods movement
- Supporting Vision Zero initiative
- Implementing highway safety and reliability improvements
- Targeting investments to improve network connectivity and redundancy

The priorities to support and advance these strategies include:

Short-term

- Prioritizing active transportation and pedestrian accessibility during project development within ministry projects
- Prioritizing transit facilities and improvements during project development within ministry projects
- Constructing the Leigh Road/Highway 1 Four-Laning and Median Barrier
- Completing the Connie to Glintz Lake/Highway 14 Project including park and ride, and pedestrian underpass

Medium-term

- Advancing work on the Keating Cross Road/Highway 17 project
- Advancing planning, engineering and design work to improve safety, efficiency and active transportation along Highway 1 over the Malahat



Safety is the ministry's number one priority for all modes of transportation. Work will continue to identify and address the remaining priority sites. Future infrastructure projects will incorporate active transportation and transit priorities during planning, design and construction.

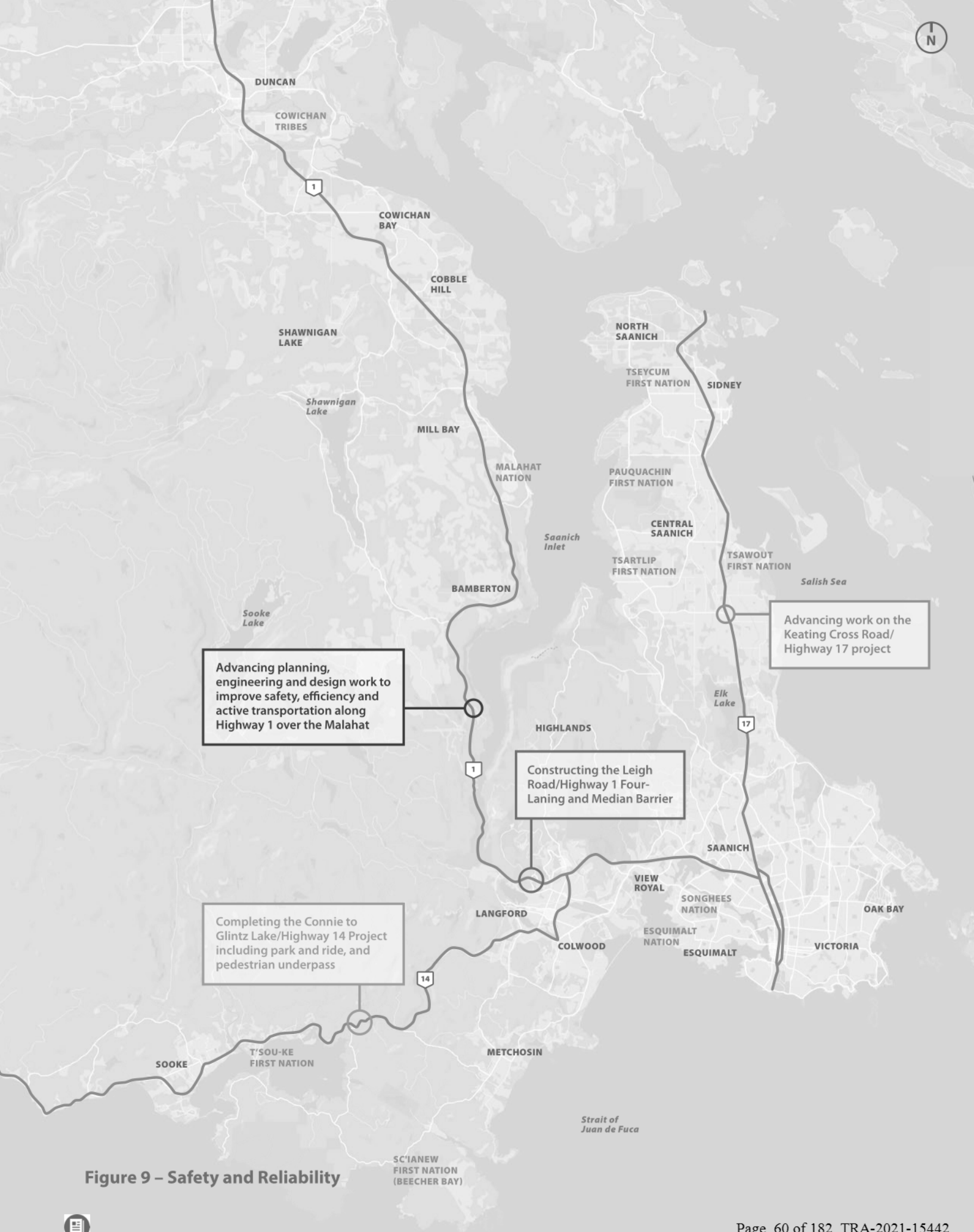


Figure 9 – Safety and Reliability

Goal 4

Support and encourage active transportation options

Active transportation infrastructure facilities and networks for all ages and abilities provide transportation options that are accessible to all, and create effective connections to essential community services.

They are also a key component to sustainable land use, housing and economic development and reduce the reliance of single-occupancy vehicles, resulting in lower GHGs. Support for active transportation will be accomplished primarily through partnerships to establish and improve active transportation infrastructure, as well as identifying gaps in inter-regional networks. This aligns with the Province's Active Transportation Strategy, as well as strategies developed by Indigenous, local and regional governments.

Specific strategies include:

- Implementing active transportation facilities along corridors serving inter-regional travel
- Supporting upgrades to active transportation facilities and crossings of highways
- Exploring pedestrian and cycling separations for regional trail networks
- Improving comfort and safety of active transportation crossing highways around key urban and sub-regional population centres
- Identifying and prioritizing intersection accessibility issues on urban highways
- Expanding funding for regional active transportation priorities
- Encouraging and supporting regional policies and directions for incentives for sustainable travel modes serving designated urban centres, gateways and sub-regional population centres

The priorities to support and advance these strategies include:

Short-term

- Encouraging growth of inter-regional trails in the CRD and CVRD: Galloping Goose Regional Trail, Lochside Regional Trail, E&N Rail Trail, Trans Canada Trail
- Supporting Active Transportation Infrastructure Grant applications that align with the British Columbia Active Transportation Design Guide
- Prioritizing the installation of bike lockers at mobility hubs

Medium-term

- Working with regional and local governments to advance grade separation of inter-regional trails, add specific bike signals and remove conflict points

With CleanBC, we're building a more sustainable transportation system through BC's Active Transportation Strategy, Move. Commute. Connect.

Active transportation means helping people get out of their cars, with safe, easier options for everyone which includes:

- Double the trips taken with active transportation by 2030
- Provide incentives that encourage safe active transportation for all ages and abilities
- Help communities build integrated and accessible active transportation systems
- Deliver universal design principles for active transportation infrastructure





Summary of Priorities



South Island Transportation Strategy



Goals

Strategies

Priorities

1. Ensure sustainable options for a variety of travel modes		2. Strengthen connections between travel modes and improve connections between communities		3. Improve the safety and reliability of the transportation network		4. Support and encourage active transportation options	
<ul style="list-style-type: none">Working with partners to establish an economic vision for the South IslandPromoting investment, economic development and job opportunities near affordable housing and servicesEncouraging growth and densification in thoughtfully designated growth areas serviced by public transportation and active transportation networksSupporting and implementing bus lanes on highways and other inter-regional service corridorsImplementing transit priority treatments at intersections along highwaysSupporting the provision of strategically located transit exchanges and park and ridesImproving access to sustainable transportation choices for Indigenous communitiesAdding electric vehicle charging stationsDeveloping policies and support infrastructure to increase use of energy efficient vehicles and alternative fuelsSupport policies and programs that encourage the shift away from single occupancy vehicles towards sustainable travel choices		<ul style="list-style-type: none">Connecting communities in the South Island, including Indigenous communitiesSupporting attractive intermodal connections at mobility hubs serving inter-regional travelImplementing policies and regulations to support new forms of mobility for sustainable choices that are aligned with regional growth strategiesIdentifying and prioritizing gaps in and between the networksWorking with local and regional government to expand bike share and car share		<ul style="list-style-type: none">Exploring regional trail enhancements to increase safety of people walking and cyclingFocusing on intersection improvements to protect vulnerable road usersImplementing facilities that support sustainable modes and goods movementSupporting Vision Zero initiativeImplementing highway safety and reliability improvementsTargeting investments to improve network connectivity and redundancy		<ul style="list-style-type: none">Implementing active transportation facilities along corridors serving inter-regional travelSupporting upgrades to active transportation facilities and crossings of highwaysExploring pedestrian and cycling separations for regional trail networksImproving comfort and safety of active transportation crossing highways around key urban and sub-regional population centresIdentifying and prioritizing intersection accessibility issues on urban highwaysExpanding funding for regional active transportation prioritiesEncouraging and supporting regional policies and directions for incentives for sustainable travel modes serving designated urban centres, gateways and sub-regional population centres	
<div>Transforming South Island Transportation</div> <div><div>S</div> Short-term<div>M</div> Medium-term<div>L</div> Long-term</div>							
<div><div>S</div> Prioritizing transit stop improvements servicing Indigenous communities</div> <div><div>S</div> Installing electric vehicle charging stations at mobility hubs</div> <div><div>S</div> Supporting BC Transit’s Low Carbon Fleet Program to electrify its fleet</div> <div><div>S</div> Prioritizing transit by installing transit queue jumpers along the Highway 17 corridor</div> <div><div>M</div> Supporting and advancing the Rapid Transit Corridor along Highway 1 between Victoria and the Western Communities through partnership with BC Transit</div> <div><div>M</div> Supporting BC Transit, View Royal and Colwood in establishing a Transit Priority Corridor along Old Island Highway</div> <div><div>L</div> Exploring the viability of future marine transportation corridors</div> <div><div>L</div> Exploring the potential of commuter rail on the Island Rail Corridor between Westhills and Victoria</div>		<div><div>S</div> Advancing development of key transportation hubs that accommodate all travel modes across the region in partnership with BC Transit</div> <div><div>S</div> Advancing the development of new park and ride stalls in the CRD and CVRD to increase capacity</div> <div><div>S</div> Adding secure bike parking/storage at key locations</div> <div><div>M</div> Continuing to assess the need for enhancement of inter-city transit commuter services (Cowichan Commuter Service)</div> <div><div>M</div> Working with Indigenous, local and regional governments to include Active Transportation Infrastructure in rehabilitation projects that improve inter-regional connections</div>		<div><div>S</div> Prioritizing active transportation and pedestrian accessibility during project development within ministry projects</div> <div><div>S</div> Prioritizing transit facilities and improvements during project development within ministry projects</div> <div><div>S</div> Constructing the Leigh Road/Highway 1 Four-Laning and Median Barrier</div> <div><div>S</div> Completing the Connie to Glintz Lake/Highway 14 Project including park and ride, and pedestrian underpass</div> <div><div>M</div> Advancing work on the Keating Cross Road/Highway 17 project</div> <div><div>M</div> Advancing planning, engineering and design work to improve safety, efficiency and active transportation along Highway 1 over the Malahat</div>		<div><div>S</div> Encouraging growth of inter-regional trails in the CRD and CVRD:<div><div>›</div> Galloping Goose Regional Trail<div>›</div> Lochside Regional Trail<div>›</div> E&N Rail Trail<div>›</div> Trans Canada Trail</div></div> <div><div>S</div> Supporting Active Transportation Infrastructure Grant applications that align with the British Columbia Active Transportation Design Guide</div> <div><div>S</div> Prioritizing the installation of bike lockers at mobility hubs</div> <div><div>M</div> Working with regional and local governments to advance grade separation of inter-regional trails, add specific bike signals and remove conflict points</div>	



Implementing the Strategy

Implementing the South Island Transportation Strategy will require a collective effort from the Province and Indigenous, regional and local governments. Together, we must establish and support decisions on how to plan and build for future growth, while recognizing that people will continue to make individual choices based on their lifestyle goals and preferences.

By bringing land use, transportation and regional growth planning together, we will be better poised to focus government policy and coordinate economic development initiatives. This will allow for distribution of some of the anticipated growth we will see in future decades, and the building of affordable, liveable communities and supplying convenient, efficient and comfortable transportation systems as a realistic alternative to driving.

Since 2017, the Province has invested or committed to investing over \$500 million in the South Island. We remain committed to further investments which will help achieve the goals of this Strategy. But the successful creation of a fully integrated transportation network across all modes of travel will require more than just provincial investment in infrastructure.

This Strategy represents a shift in our collective approach to building capacity in the South Island network. This will take meaningful collaboration and partnerships with Indigenous, local, regional and federal governments to effectively implement the priorities and commitments outlined in this Strategy.

As we move forward, additional work with our partners will be paramount to better understanding their specific economic, environmental, climate change and land use development goals to advance specific priorities.

While the long-term effects of COVID-19 remain unclear, the immediate impacts highlight the need for resilient and integrated transportation networks with the goal moving forward to build back better.



Conclusion

The COVID-19 pandemic has affected all British Columbians and has served as an important lesson about building communities and transportation networks that can adapt to rapid and wide-spread changes.

While many aspects of our daily lives have been impacted, the long-term effects of the pandemic remain unknown. What has not changed is our core values and vision for improving the lives of British Columbians. An integrated transportation strategy represents one aspect of a holistic approach to sustainable development, a healthy and competitive economy, climate action, and more equity for everyone that lives in this region and across the province.

The South Island Transportation Strategy demonstrates the Province's commitment to increasing the capacity of all transportation networks through sustainable travel choices and smart investment decisions.

It provides a clear path forward to addressing the transportation challenges in the South Island and advancing the many opportunities in the region to support an integrated transportation network for all modes of travel.

The Sooke River Road Intersection Project was completed in 2019. This project improved safety for drivers, transit users, cyclists and pedestrians on a busy section of Highway 14 near the local school.





Ministry of
Transportation
and Infrastructure

Transforming South Island Transportation





BRIEFING NOTE FOR DECISION

DATE: January 18, 2021

PREPARED FOR: Honourable Rob Fleming, Minister of Transportation and Infrastructure

ISSUE: Additional Funding Request to maintain the Lady Rose Marine Service

RECOMMENDED OPTION:

1. s.13; s.17

BACKGROUND:

BC Ferries manages a contract on behalf of the Ministry of Transportation and Infrastructure (MoTI) with Lady Rose Marine Service Ltd. to provide passenger/freight marine transportation service. The service is from Port Alberni to Bamfield, with stops at several First Nation communities that don't have road access. The route may include stops at San Mateo Bay, Kildonan, Uchucklesaht, Trevor Channel and east side of Tzartus Island (Appendix 1). Contracted service is three round trips a week, stops vary depending on demand. This route is one of the Unregulated Routes (Route 59) in the Coastal Ferry Services Contract meaning that it's fares and services are not regulated by the BC Ferry Commission. While the service contract is periodically re-tendered, Lady Rose Marine has been the historical provider of the service as there is little to no competition for the unregulated route services.

PAST INTERACTIONS:

s.13

DISCUSSION:

s.13; s.17



s.13; s.17



s.13; s.17

APPROVED (OPTION 1) / NOT APPROVED

Honourable Rob Fleming

Date

Attachments:

1. Map
2. Supporting Correspondence

PREPARED BY:

Kirk Handrahan, Executive Director
Marine Branch
(778) 974-5301

REVIEWED BY:

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

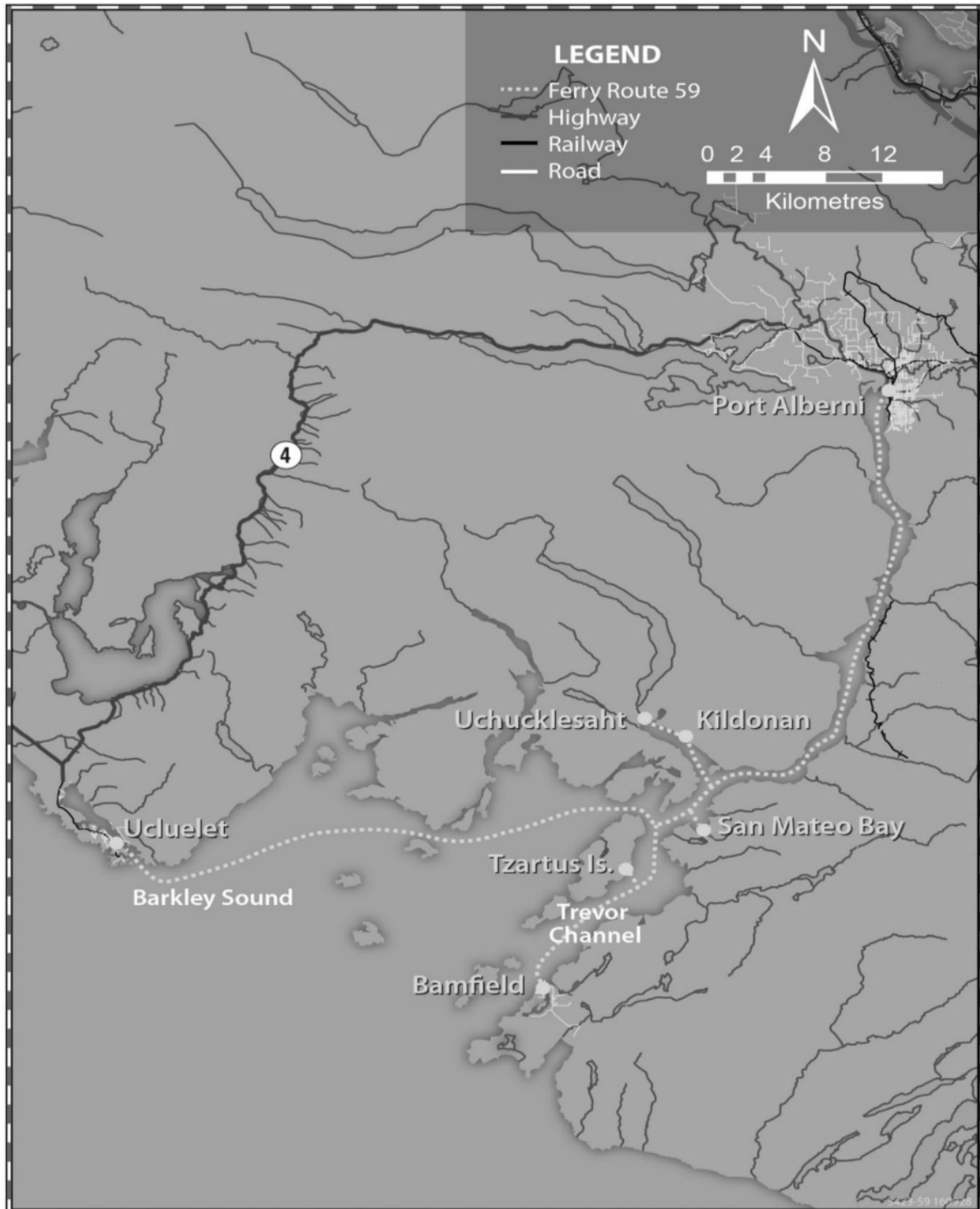
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Kaye Krishna, Deputy Minister

Appendix 1 - Map Route 59



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s.21

Page 073 of 182

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s.16 ; s.17



BRIEFING NOTE FOR INFORMATION

DATE: January 18, 2021
PREPARED FOR: Honourable Rob Fleming, Minister of Transportation and Infrastructure
ISSUE: Air Canada Withdrawing Service from Prince Rupert

SUMMARY:

- **Due to the aviation impacts of COVID, Air Canada announced on January 12, 2021, that they will be suspending services at Prince Rupert and Kamloops airports, effective January 23rd.**

BACKGROUND:

Due to the aviation impacts of COVID, Air Canada announced on January 12, 2021 that they will be suspending services at Prince Rupert Airport effective January 23.

PAST INTERACTIONS:

Andrew Brooke, Executive Director of Programs and Corporate Initiatives, spoke with Rick Leach, Airport Manager at Prince Rupert Airport, and with Jonathan Richardson, VP of Marketing at Pacific Coastal Airlines (PCA), following Air Canada's announcement.

DISCUSSION:

Transportation options for connecting Prince Rupert include:

- **Road** – Highway 16 is a critical element of the primary highway system in British Columbia, connecting Prince Rupert into the full continental road system.
- **Ferries** – BC Ferries offers service from Prince Rupert to Port Hardy, Bella Bella, Shearwater, Klemtu and Skidegate.
- **Rail** – VIA Rail offers trips from Prince Rupert through Prince George on Wednesdays, Fridays and Sundays, while receiving inbound passenger trains on Mondays, Thursdays and Saturdays.
- **Air** – Northwest Regional Airport at Terrace-Kitimat is a one-hour forty-minute drive from Prince Rupert. It offers multiple flights daily to Vancouver on both Air Canada and WestJet as well as service three-times weekly to Prince George. Given the isolated island nature of the Prince Rupert Airport and the need to access the airport via ferry, many in the community already utilize Northwest Regional in place of Prince Rupert Airport.

While scheduled services to Prince Rupert Airport are not an option for PCA given the size of aircraft they use and the resulting travel times from Vancouver, PCA has reached out to the City of Prince Rupert to indicate that they are available to serve Prince Rupert on a charter basis if asked.

- **BC Bus North** – Travels twice weekly eastbound between Prince Rupert and Prince George (Friday and Sunday), with westbound trips on Thursday and Saturday. This service initiated following the withdrawal of Greyhound services in Western Canada.



- **Northern Health Connections** – Available for those who need to access health services not available in their home community. Travels from Prince Rupert to Prince George, an 11 hour trip (Monday, Wednesday, Thursday and Saturday). Fares: Prince Rupert to Terrace (\$10) to Prince George (\$20) connection to Vancouver (\$40).
- **Community Vehicle** – the Friendship House Association of Prince Rupert has a 13-passenger van that serves the Indigenous communities around Prince Rupert and Terrace. Funded under TRANS Community Transportation Grant Program, the community vehicle offers multiple trips weekly to Terrace, designed to enable clients to shop or attend appointments in Terrace and return home the same day.

FINANCIAL IMPLICATIONS:

- None.

PREPARED BY:

Tara Moorhouse, Sr. Transportation Analyst,
Programs and Corporate Initiatives Branch
236-478-0232

REVIEWED BY:

Deborah Bowman, ADM
Transportation Policy and Programs Department

Kaye Krishna, Deputy Minister

INITIALS

DB

Vanessa Gedney

obo KK



BRIEFING NOTE FOR INFORMATION

DATE: January 19, 2021

PREPARED FOR: Kaye Krishna, Deputy Minister, Ministry of Transportation and Infrastructure

ISSUE: Belleville Terminal Redevelopment Strategy

SUMMARY:

- **The Belleville Terminal (Belleville) is an important economic and tourism gateway to BC and Canada, representing \$190M per year in total economic output to the Province.**
- **Belleville's terminal infrastructure is near the end of its useful life and a decision must be made on how to proceed. Under the federal *Agreement on Land, Rail, Marine and Air Transport Preclearance* (LRMA) with the United States (US), Belleville's redevelopment must include a transition to a preclearance security model in order to maintain US customs services on the South Island.**

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

BACKGROUND:

Belleville, in Victoria's Inner Harbour, is owned by the BC Transportation Financing Authority (BCTFA) and managed by TRAN.

Belleville serves two ferry routes between Vancouver Island and Washington State. Clipper Navigation operates a passenger-only service between Seattle and Victoria and Black Ball Ferry Line provides vehicle service between Port Angeles and Victoria. Pre-COVID-19, through these operators, Belleville welcomed a total of approximately 680,000 annual one-way trips into the Greater Victoria Region (approx. 341,000 roundtrips).

Infrastructure Planning

Since assuming responsibility for Belleville in 2014 from Provincial Capital Commission, TRAN initiated a multi-phased upgrade strategy to address longstanding deficiencies with the facility:

- **Phase 1** (2016/17) addressed immediate safety concerns by completely replacing the Black Ball wharf and performing essential short-term repairs to the Clipper wharf at a cost to the Province of \$18M.
- **Phase 2** (2018) The City of Victoria undertook a David Foster Way improvement program to the segment of Belleville in front of the terminal. The City 100% funded this work spent approximately \$2M.



- **Phase 3** (2022/25) is TRAN's longer term revitalization plan to address Belleville's undersized and outdated passenger-handling facilities and replace Clipper's wharf. It would also bring Canada Border Services Agency (CBSA) and US Customs & Border Protection (USCBP) facilities up to modern border security standards. (In Development)

Notwithstanding the work conducted at Black Ball and Clipper in 2016/17, the existing Belleville passenger facilities and Clipper's wharf still requires urgent repair and replacement as these marine assets and buildings are nearing the end of their useful lives. While roughly \$1M was spent rehabilitating the most urgent components of Clipper's wharf during Phase 1, that only provided a short-term extension of its life. Clipper's wharf will reach the end of its useful life in 3-5 years and its terminal building, built as a temporary structure in 1993, is overdue to be replaced.

Border Services

Belleville redevelopment planning is also impacted by US and Canadian agreements on border security such as *LRMA*. Ratified in 2019, *LRMA* put all southern Vancouver Island operators using USCBP services (including Black Ball, Clipper, and Sidney-Anacortes Ferry) on two years notice to transition their facilities to either the (preferred) preclearance (all US-bound border security occurs before leaving Canada, like at Vancouver International Airport) or post-inspection (all US-bound border security occurs once in the US) security model.

In fall 2019, the Province, Belleville operators, local municipalities and other stakeholders expressed their intentions to Canadian and US border agencies to work towards a preclearance transition at Belleville (pending Provincial Treasury Board direction and detailed business case work) due to it being a strategic tourism asset and high value gateway to the province. ^{s.13}

s.13

Belleville's Tourism Economy

Belleville is a major international tourism gateway for Greater Victoria and Vancouver Island. While typically considered 'ferry operators', both companies derive a significant portion of their revenue from holiday package sales with local hotels and tour operators. Approximately 70% of Belleville's annual ridership are US-origin and contribute ~\$114M annually in consumer spending to the economy of southern Vancouver Island (15% of all international tourism spending in Greater Victoria). The overall economic impacts of these expenditures include \$190M in total economic output, \$105M in GDP, 1,686 permanent jobs, and \$11M in government revenues, annually.

Belleville's visitors stay longer and spend more in the local economy compared to other visitors: the average US passenger arriving through Belleville stays between 2-3 days and spends \$440 per trip (overseas passengers spend \$628 per visit), compared to the average Victoria cruise ship passenger who stays 1-day and spends \$83 per trip.

s.13

As the home-base for USCBP operations on the South Island, Belleville also supports the operation of the Sidney-Anacortes ferry service (provided by Washington State Ferries), which generates a further \$35M in economic output, \$19.5M in GDP, and 313 jobs annually.



s.13; s.17

Beyond maintaining and growing the economic vitality of the regional tourism sector, the Project also demonstrates linkages to broader Provincial objectives such as CleanBC's carbon-neutral building targets, barrier-free accessibility, and adherence to the '10 Draft Principles' by supporting reconciliation and economic self-determination for local Indigenous groups. In 2018, TRAN established a Project liaison committee with the Esquimalt & Songhees Nations and has worked collaboratively with both to determine social, cultural, and economic opportunities for them, which have been incorporated into the Concept Plan and Project design.

s.12; s.13

The Project Team has also drawn upon the experience of several external stakeholders in the development of the Concept Plan and facility design, including both border agencies (CBSA & USCBP), the City of Victoria, Destination Greater Victoria, and the Greater Victoria Harbour Authority.

Federal and Third-Party Funding

s.12; s.13; s.16

In addition to exploring federal funding opportunities, TRAN /TACS are also working to secure contributions from both ferry operators and the City of Victoria. ^{s.13; s.17}

s.13; s.17



TRAN has also worked with City of Victoria council and staff to secure in-principle support for several municipal contributions s.13; s.17

s.16

s.12; s.13

FINANCIAL IMPLICATIONS:

s.12; s.13; s.17

ATTACHMENT:

- 1. Schedule A

PREPARED BY:

Kevin House, Director – Land Management
(250) 361-6679

REVIEWED BY:

Kevin Volk, ADM
Major Projects, Infrastructure and Properties Department
Nancy Bain, EFO
Finance and Management Services Department

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Corridor Reliability	
Number of unplanned closure hours for incidents	170 hours
Number of incident related closures	56
Number of avalanche paths (Excludes KHCP)	63
Number of avalanche related closures	37
Closure hours for avalanches	105 hours/year
Longest avalanche-related closure	14 hours
Detour Route for Sicamous to Golden Closure, Destination Kamloops	~920km, ~11hrs (H1 = 360km, 4.5hrs)
Detour Route for Sicamous to Golden Closure, Destination Hope	~680km, ~11hrs (H1 = 562km, 6hrs)
Tourism Route	
Number of tourists annually	1M people/year
Value of annual visits	\$400M/year
Infrastructure Deterioration	
Number of structures over 50 years old	34
Number of 2-lane Bridges	22 (17 >50 years old)
Number of retaining walls on 2-lane section	9
Number of major culverts on 2 lane section	5
Number of snow sheds	3
Traffic Volume	
Average Annual Daily Traffic Volume	6500 vehicles/day (East of Salmon Arm) 11,000 vehicles/day (West of Salmon Arm)
Average Annual Summer Daily Traffic Volume (vehicles per day)	13,000 vehicles
Peak Daily Traffic Volume	21,000 vehicles


Topic 2: Federal Cost Share on TCH – Kamloops to Alberta (2016 – Present)

- Eligible project costs include engineering, assessments, project delivery and construction. On average 30-40% of a project cost is provided by the Federal Government.

Project (West to East)	Completi on Date	Capital Budget Allocation (millions)			KM
		Prov	Federa l	Total	
Completed Projects					
Pritchard to Hoffman's Bluff	2017	\$39.3	\$22.6	\$61.9	6.5
Monte Creek to Pritchard	2016	\$58.0	\$10.9	\$68.9	10.7
North Fork Bridge	2018	\$23.2	\$9.0	\$32.2	3.8
Donald to Forde Station Road	2019	\$12.1	\$7.3	\$19.4	2.5
Malakwa Bridge	2016	<u>\$20.1</u>	<u>\$10.2</u>	<u>\$30.3</u>	<u>2.7</u>
Total completed projects		\$152.7	\$60.0	\$212.7	26.2
Projects in Construction					
Chase Four-Laning – Chase Creek Road to Chase West	2022	\$88.1	\$0	\$88.1	3.3
Salmon Arm West – 1 st Ave to 10 th Ave	2022	\$89.0	\$26.4	\$115.6	2.2
Illecillewaet	2021	\$69.7	\$15.5	\$85.2	2.0
Kicking Horse Canyon 4	2024	<u>\$385.6</u>	<u>\$215.2</u>	<u>\$600.8</u>	<u>4.8</u>
Total Projects in construction		\$632.4	\$257.1	\$889.7	12.3

s.13; s.17

*Project announced by the Federal government, awaiting provincial decision

**Total does not include projects awaiting provincial decision

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Withheld pursuant to/removed as

s.16



s.16

Topic 4: Community Benefits Agreement

The TCH program is being delivered under the Community Benefits Agreement (CBA). There are three projects currently under construction with labour provided by BC Infrastructure Benefits (BCIB).

The Ministry and BCIB work closely together to ensure contractors and subcontractors understand the CBA by jointly preparing tender or procurement documents and hosting bidder meetings to provide clarity about how labour is supplied through BCIB. The Ministry and BCIB have weekly check-ins calls, BCIB project staff attend construction meetings on site, Ministry staff attend BCIB worker training, and lessons learned workshops are conducted at milestones with learnings applied to the future projects.

The CBA has operated successfully for two construction seasons.

The employment breakdown for TCH projects is as follows (information provided by BCIB):

People	Chase West			Illecillewaet		Cumulative	
		#	%	#	%	#	%
Gender	Female	2	5.56%	9	10.84%	11	9.24%
	Male	34	94.44%	74	89.16%	108	90.76%
Indigenous	Yes	8	22.22%	17	20.48%	25	21.01%
	No	28	77.78%	66	79.52%	94	78.99%
Trainee	Yes	2	5.56%	8	9.64%	10	8.40%
	No	34	94.44%	75	90.36%	109	91.60%
Other	Yes	34	94.44%	42	50.60%	76	63.87%
Priority	No	2	5.56%	41	49.40%	43	36.13%
	Note: Date Range April 1, 2020 - Nov 21, 2020						

*Note: Salmon Arm West commenced construction in December 2020 and labour numbers are not available at this time.

Appendix:

A. Amended and Restated CWA

PREPARED BY:

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Highways Department
(250) 318-7195 (c)

REVIEWED BY:

Kevin Richter, Associate Deputy Minister
Transportation & Infrastructure
Nancy Bain, EFO
Finance and Management Services Department
Kaye Krishna, Deputy Minister

INITIALS

KR

N/A

KK

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Withheld pursuant to/removed as

s.16



BRIEFING NOTE FOR INFORMATION

DATE: January 19, 2021

PREPARED FOR: Honourable Rob Fleming, Minister of Transportation and Infrastructure

ISSUE: Suspension of Air Services in Northern BC

MEETING: MLAs Dan Davies (Peace River North) and Michael Lee (Vancouver-Langara) on January 20, 2021

PURPOSE: Central Mountain Air (CMA) will be suspending a number of routes in Northern BC

SUMMARY:

- **CMA CEO has indicated in a letter to Premier Horgan and others that CMA will suspend a number of routes in northern BC and northern Alberta, including routes from Prince George connecting to Fort Nelson, Fort St John, Kamloops and Edmonton.**
- **It is anticipated that these route suspensions will be made public on January 20, 2021.**

BACKGROUND:

CMA has been serving western Canadian airports from its home base in Smithers since 1987, with operational bases in Vancouver, Calgary and Smithers. CMA provides scheduled services to Castlegar, Fort Nelson, Fort St John, Kamloops, Kelowna, Prince George, Terrace and Vancouver, with charter services available throughout western Canada. They operate a fleet of 28 aircraft ranging from the 9 passenger Piper Navajo to the 50 passenger de Havilland Dash 8.

The COVID-19 pandemic has had a devastating impact on the aviation sector, with transportation demand significantly reduced. Air Canada, for example, recently noted passenger volumes at 8% of their normal pre-COVID levels. All carriers have reduced their schedules to reflect this, resulting in limited options for passengers and lowered revenues for airports. CMA had suspended a number of routes early in the pandemic, but had reinstituted most connections on a reduced basis in June 2020 – this includes a number of the routes now identified for suspension.

DISCUSSION:

The letter from CMA indicates the need for financial support from government and itemizes a number of assurances provided by the federal government that support was coming. To date, support in the aviation sector has been limited.

BC, through the Ministry of Transportation and Infrastructure, recently signed an agreement to distribute \$2.176M in federal support to small BC-based air carriers serving remote communities. This funding is for the six-month period that concluded December 31, 2020. Transport Canada has indicated that up to two additional six-month periods may be added to this funding to cover additional support needed in 2021.

To support distribution of these funds, the Ministry is working with the expert advice and guidance of the BC Aviation Council (BCAC). To access funds, 30 BC based small carriers including CMA have been invited to submit a letter of interest no later than end-of-day January 19, 2021, identifying how they meet the federal criteria for these funds and the levels of support that they would require. At the deadline, seven carriers including CMA had submitted letters of interest. The other six carriers are Air Nootka, Iskwew Air, North Cariboo Air, Pacific Coastal Airlines, Tofino Air and Villers Air.



Following the close of this intake, the Ministry along with BCAC will complete a due diligence review and assessment to ensure eligibility and accuracy of the submissions made. All submissions deemed eligible will receive a proportionate amount of the federal funding. BCAC has committed to an expedited process for assessing applications, indicating that review and assessment should be completed within one to two weeks.

FINANCIAL IMPLICATIONS:

- None.

Attachment:

1. Letter from MLAs Davies and Lee

PREPARED BY:
Reg Faubert, Manager, Programs and Air Policy
Programs and Corporate Initiatives Branch
(778) 974-4977

REVIEWED BY:
Deborah Bowman, ADM
Transportation Policy and Programs
Nancy Bain, EFO
Finance and Management Services Department
Kaye Krishna, Deputy Minister
Transportation and Infrastructure

INITIALS
DB
N/A
KK

ATTACHMENT 1: I



Ministry of
Transportation
and Infrastructure



LEGISLATIVE ASSEMBLY
of BRITISH COLUMBIA

Honorable Omar Alghabra
Minister of Transport Ottawa, ON
Email: Omar.Alghabra@parl.gc.ca

Honorable Rob Fleming
Minister of Transportation and Infrastructure Victoria, BC
Email: Rob.Fleming@gov.bc.ca
Email: Minister.Transportation@gov.bc.ca

January 15, 2021

RE: CMA – Suspension of Scheduled Air Services in Northern BC

Dear Ministers:

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Ministry of
Transportation
and Infrastructure

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INFORMATION BRIEFING NOTE

DATE: January 20, 2021

PREPARED FOR: Honourable Rob Fleming, Minister of Transportation and Infrastructure

ISSUE: COVID-19 Transportation Industry Supports

PURPOSE: To provide an update on support for transportation sector industries severely impacted by COVID-19

SUMMARY:

- The transportation sector consists of a number of industries that have been impacted in different ways by COVID-19. Many industries have been declared essential services and have had the opportunity to continue to operate through the first and second wave.
- Some industries, while they have been deemed essential, are critically linked to tourism or other passenger directed activities and have been severely impacted by the pandemic. These include taxi and ridehail, transit, ferries, air carriers, limousine and motor coach.
- Some industries such as taxi, ridehail, transit and ferries have started to rebound and/or have had the opportunity for federal and provincial financial assistance. Others, such as air carriers and the motor coach industry have had limited access to financial assistance.
- TRAN, through the Passenger Transportation Branch (Branch), Passenger Transportation Board (Board) and ICBC have taken steps to minimize the impacts of COVID-19 on the on-road transportation industry. Additionally, the provincial and federal governments established financial relief programs to support businesses impacted by COVID.

s.13



BACKGROUND:

The motor coach industry play an important role in the BC tourism and transportation sectors. Many low-income groups, remote communities with no public transportation options, sport teams and elders, rely on motor coach services to move from one place to another.

The tourism sector, which generated \$20.5 billion in 2018, depends on the motor coach, taxi, and limousine industries to transport tourists to businesses, sightseeing and event locations across the province.

The BC Motor Coach Coalition (BCMCC) is a group of 12 transportation companies operating private inter-city buses, charter buses, sightseeing, airport and ferry shuttles in BC. The coalition was established to advocate for increased support for the motor coach industry as it continues to experience losses due to the ongoing COVID-19 pandemic.

According to a BCMCC October 29, 2020 statement, the motor coach industry's monthly gross revenues have declined by at least 95% since March 2020. Additionally, the coalition's members are estimating that their 2021 revenues will be less than 50% of "normal" levels.

COVID Support Measures

In order to limit the financial impact of COVID on the on-road passenger transportation industry, in March 2020, the Board allowed operators to temporarily reduce or suspend scheduled services until further notice.

The Ministry amended the Passenger Transportation Regulation to allow passenger transportation licensees to defer their licence renewal payments for a period of up to one year if they were not operating. This regulation remains in effect until June 1, 2021. Additionally, annual taxi license fees were reduced from \$100 to \$50 per taxi with a maximum of \$5,000 per company.

ICBC implemented an insurance policy change, which allowed fleet operators to suspend their insurance if vehicles were not in use without incurring costs. As such, licensees were able to change the insurance from their basic rate plan to Rate Class 919, which does not have any associated premiums or insurance coverage.

ICBC also waived exit taxes when a licensee cancels the prorated licence on multijurisdictional vehicles (MJV), replacing it with a licence for use solely in BC. Motor coach licensees must make this change between March 11 and September 30, 2020 to qualify.

Additionally, for each vehicle taken out of operation, ICBC provided a refund of the multijurisdictional vehicle (MJV) tax¹ for the remaining months in the licensee's Pro Rate insurance term.

The federal and provincial governments established a number of programs to provide financial assistance to all small and medium-sized companies to cushion the effect of COVID-19.

¹ The MJV tax is a BC tax paid on multijurisdictional vehicles that are based in BC or other jurisdictions and licensed under the prorated agreement -the International Registration Plan (IRP).



The federal government established the Canada Emergency Business Account (CEBA) to provide interest-free loans of up to \$40,000 (recently increased to \$60,000) to businesses that are seriously impacted by the pandemic. The CEBA application deadline is March 31, 2021.

The federal government also established the Canada Emergency Wage Subsidy (CEWS) and the Canada Emergency Rent Subsidy (CERS) to provide wage and rent relief respectively, to businesses impacted by the pandemic. Both programs are available until June 2021.

Additionally, the BC government established the Small and Medium-Sized business Recovery Grant program to provide fully funded grants of up to \$30,000 to businesses to ensure support during and beyond COVID-19. The program also provides an additional \$10,000 funding to eligible tourism related businesses that have been heavily impacted by the pandemic.

Impact of COVID Support Measures

Although the transportation industry benefitted from federal and provincial financial relief programs, the BCMCC claims that the assistance programs are insufficient to provide lasting support due to the high interest being paid on motor coach loans. Further, BCMCC argues that some motor coach companies do not meet the eligibility criteria for some of the programs.

For instance, to qualify for rent subsidy through the CERS program, motor coach companies that are renting a space/land for their operations must have an "arm's length" relationship with the land/property owner. Given that approximately 10% of motor coach licensees also own the properties from which they operate, they do not qualify for rent assistance through CERS.

The CERS program also provides an additional 25% lockdown support for businesses that were temporarily shut down or significantly limited by a mandatory public health order. Given that the BC motor coach industry has not been subject to a public health order to stop operations, they do not meet the criterion to access the CERS lockdown support.

ICBC changes were well received by industry. However, most of these temporary changes expired on August 20, 2020. As such, when the motor coach industry resumes operations, licensees will be required to pay MJV tax on coaches that were not in use during COVID. Currently, motor coach operators pay up to \$18,000 per year in MJV tax on each coach under 5 years. This poses a huge financial burden for the industry in its early stages of recovery.

Further possible supports for the transportation industry:

The BCMCC has indicated that many motor coach companies will go bankrupt if no assistance is provided by mid-April. Taxi and limousine companies have stated similar concerns.

- None.

1. Proposal from John Wilson, President & Chief Executive Officer, The Wilson's Group of Companies

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**WILSON'S TRANSPORTATION
SOLUTION FOR CONTINUING ESSENTIAL BUSING FOR FIRST NATIONS AND SMALL
COMMUNITIES AND FIRST NATIONS
FOR DISCUSSION WITH MINISTER FLEMING, JANUARY 18, 2021**

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s.21

BRIEFING NOTE FOR DECISION

DATE: January 25, 2021

PREPARED FOR: Kaye Krishna, Deputy Minister

ISSUE: Environmental Assessment Certificate (EAC) Amendment Engagement

PURPOSE: Approval to proceed with the Environmental Assessment Certificate (EAC) amendment engagement for the George Massey Crossing (GMC) Corridor Improvements

RECOMMENDED OPTION:

► s.13

BACKGROUND:

Following the release of the results of the Independent Technical Review of the George Massey Crossing in December 2018, the Province committed to:

- Safety Improvements - \$40 million in immediate improvements to be completed in 2021;
- Corridor Improvements - identify measures to reduce congestion, as well as improve safety and reliability for transit and cycling that could be completed in advance of the Crossing project; and
- Crossing - complete a Business Case for a new Crossing in fall 2020.

Corridor Improvements

The construction of \$150 million in Corridor Improvements on Highway 99, including a new Steveston Highway Interchange and transit/cycling priority measures, have been included in the GMC Business Case.

The Corridor Improvements will provide traffic and congestion relief in advance of a new Crossing solution and contribute to the overall crossing benefits, with completion of these Corridor Improvements anticipated in 2025.

Environmental Assessment Certificate Amendment

The original George Massey Tunnel Replacement (GMTR) project EAC was approved in 2017 and this EAC remains active. The scope of GMTR generally included improvements from Bridgeport Road to the Highway 91 interchange along Highway 99. While the GMTR EAC is active, as long as the corridor improvements are substantially started by February 2022, improvements by the Ministry in the approved area must comply with the scope and requirements of the GMTR approval.

Engaging with stakeholders, including Indigenous groups, regulators, and municipalities prior to submitting an EAC amendment application is required for the EAC amendment process.

PAST INTERACTIONS:

- *Project engagement has been consistent and on-going throughout the GMC project development.*
- *The early engagement requirements of the EAO for an EAC amendment have not yet commenced.*



DISCUSSION:

As the GMTR EAC is currently active, construction of the Corridor Improvements requires the following two minor EAC amendments, altering the EAC's Certified Project Corridor:

- Additional lands at Bridgeport Interchange to construct a bus-only connection to Highway 99 southbound and pedestrian and cycling improvements; and
- Changes to the lands required for the Steveston Interchange to support expansion to Steveston Highway and the northbound on-ramp to Highway 99.

The proposed EAC amendment also seeks to revise the definition of activities that are currently allowed under the early works clause, Site Preparation in Advance of Construction, to allow the Corridor Improvements to proceed under this clause.

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

Project staff would advise TBS of any planned stakeholder contact.

Completing early engagement on the Corridor Improvements and submitting the amendment to the EAC is on the critical path for the schedule (see Table 1 below)

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

To support commencement of Corridor Improvement construction as soon as possible, the Ministry has scheduled the completion of early engagement and submission of the EAC amendment by the end of March 2021. It is anticipated that EAO review of the amendment application will take four to six months. Once the EAC amendment is secured in summer 2021, the Steveston Interchange RFP can be released, and the other corridor improvements can commence construction.



The required early engagement activities include notifications (letters) and meetings with Indigenous groups and stakeholders identified in Appendix 1 to build an understanding of each Indigenous groups and stakeholder concerns and interests, and how those interests may be adversely affected by the proposed amendment. Copies of the letters and meeting records will be shared with the EAO.

FINANCIAL IMPLICATIONS:

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

APPROVED (Option 1) / NOT APPROVED


Kaye Krishna
Deputy Minister

January 25, 2021
Date

Attachments:

1. Meeting/Engagement Plan

PREPARED BY:

Alycia Traas
Major Projects & Alternative Procurement
(250) 650-6553

REVIEWED BY:

Kevin Volk
Major Projects, Infrastructure, and Properties
Nancy Bain, EFO
Finance and Management Services Department

INITIALS

KK



ATTACHMENT 1: Meeting/Engagement Plan

Send notification and hold meeting	City of Richmond	Early engagement, input to EAC amendment process.	Starting week of 8 February
Send notification and hold meeting	City of Delta	Early engagement, input to EAC amendment process.	Starting week of 8 February
Letter/Meeting	Vancouver Airport Authority	They will not participate in EAC amendment process, want a briefing on Bridgeport IC plans.	Starting week of 8 February
Send notification	Metro Van	Early engagement, input to EAC amendment process.	Week of 8 February
Send notification	TransLink	Early engagement, input to EAC amendment process.	Week of 8 February
Send notification and hold meeting	Agricultural Land Commission	Early engagement, input to EAC amendment process.	Starting week of 8 February
Send notification and hold meeting	Identified Indigenous Groups	Early engagement to satisfy EAO requirements. Tsawwassen First Nation Halalt First Nation Katzie First Nation Kwantlen First Nation Lake Cowichan First Nation Lyackson First Nation Musqueam Indian Band Penelakut Tribe Semiahmoo First Nation Stz'uminus First Nation Cowichan Tribes Tsleil-Waututh First Nation	Starting week of 8 February



BRIEFING NOTE FOR DECISION

DATE: January 28, 2021

PREPARED FOR: Honourable Rob Fleming, Minister of Transportation and Infrastructure

ISSUE: *British Columbia Ferry Regulation (BCFR)*

PURPOSE: Ministerial approval to amend the *BCFR* to be consistent with provincial statutes regarding guide and service dogs

RECOMMENDED OPTION:

s.13



BACKGROUND:

On August 14, 2020, Bill 13 (*Miscellaneous Statutes Amendment Act, 2020*) received royal assent. As part of the miscellaneous amendments, the Ministry of Public Safety and Solicitor General (PSSG) made changes to the *Guide Dog and Service Dog Act* (GDSDA).

The GDSDA establishes a process so that guide and service dog teams can receive certification and get government cards demonstrating their dogs have met certain training standards. The legislative changes were necessary as there has been widespread misunderstanding that certification of guide and service dogs is mandatory. The amendments are intended to make it easier for guide and service dog teams to access public premises, transportation, and tenancies, in part by clarifying: (1) certification for guide and service dogs is voluntary and (2) that nothing in the GDSDA, and no action taken under the GDSDA, takes away from the Human Rights Code.

DISCUSSION:

s.13



s.13


FINANCIAL IMPLICATIONS:

None.

OPTIONS:

s.13

APPROVED (Option 2) / NOT APPROVED


Honourable Rob Fleming
Minister of Transportation and Infrastructure

February 1, 2021
Date



Appendices:

1. BC Ferry Regulation
2. Human Rights Fact Sheet regarding Guide & Service Dogs

PREPARED BY:
Lynda Petruzzelli, Senior Manager
Marine Branch
(778) 974-5316

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

Kaye Krishna, Deputy Minister

INITIALS
<hr/> DB
<hr/> N/A
<hr/> KK



APPENDIX 1

Coastal Ferry Act **British Columbia Ferry Regulation**

[includes amendments up to B.C. Reg. 546/2004, December 31, 2004]

Contents

- 1 Definitions
- 2 Application of other Acts
- 3 Requirement to obey corporation employees
- 4 Children travelling on a ferry
- 5 Skates, skateboards and bicycles
- 6 Cargo and vehicle inspection
- 7 No U-turns
- 8 Traffic control signs and devices
- 9 Stopping, standing and parking of vehicles, only as authorized
- 10 Vehicle breakdown on terminal or ferry
- 11 Vehicle unlawfully on terminal or ferry
- 12 Parking restrictions
- 13 Parking fees
- 14 Vehicles subject to tow-away for non-payment of fees
- 15 Travel time restriction for vehicles overweight or oversized
- 16 Inspections to monitor compliance with other Acts
- 17 Special permit required for certain vehicles and loads
- 18 Requirement to pay fares
- 19 Requirement to obey signs and rules
- 20 Embarking and disembarking
- 21 Public safety and protection of property
- 22 Offence

Definitions

1 In this regulation:

"corporation" means the British Columbia Ferry Corporation;

"driver" has the same meaning as in the *Motor Vehicle Act*;

"highway" means highway as defined in section 1 of the *Motor Vehicle Act*;

"operator" has the same meaning as in the *Motor Vehicle Act*;

"pedestrian" means pedestrian as defined in section 119 of the *Motor Vehicle Act*;

"vehicle" means vehicle as defined in section 1 of the *Motor Vehicle Act*.

Application of other Acts



2 The Motor Vehicle Act, the Transportation Act and the Commercial Transport Act apply on terminals and ferries to pedestrians and to the operation of vehicles.

[am. B.C. Reg. 546/2004, App. s. 5.]

Requirement to obey corporation employees

3 The driver of a vehicle and any pedestrian entering or using a terminal or boarding a ferry must obey the directions and instructions of employees of the corporation relating to the use and operation of the terminal or ferry.

Children travelling on a ferry

4 Children under 12 years of age are not permitted to travel on a ferry unless accompanied by an adult.

Skates, skateboards and bicycles

5 A person must not

- (a) ride or operate skates or a skateboard on a terminal or ferry, or
- (b) ride or operate a bicycle on a terminal or ferry, other than as directed by an employee of the corporation.

Cargo and vehicle inspection

6 On a terminal or ferry the driver of a vehicle, at the request of an employee of the corporation, must produce, to be taken in hand by the employee for the purpose of inspection,

- (a) every licence and permit issued, in respect of the driver or of the vehicle, its operation or its cargo, under the Motor Vehicle Act, the Commercial Transport Act or this regulation, and
- (b) all pertinent bills of lading or cargo manifests.

No U-turns

7 A person must not make a U-turn, or otherwise reverse the direction in which a vehicle is proceeding, while driving or operating a vehicle on a terminal or ferry, except

- (a) to comply with traffic control signs or devices, or
- (b) as directed by an employee of the corporation.

Traffic control signs and devices

8 (1) If a sign or device on a terminal or ferry indicates the direction or manner in which pedestrians must proceed, a pedestrian must not proceed other than as indicated, except in accordance with the instructions of an employee of the corporation.

(2) If a sign or device on a terminal or ferry indicates the direction or manner in which vehicles must proceed, a person must not drive or operate a vehicle other than as indicated, except in accordance with the instructions of an employee of the corporation.

Stopping, standing and parking of vehicles, only as authorized

9 On a terminal or ferry a person must not stop a vehicle, stand a vehicle, park a vehicle or leave a vehicle unattended except

- (a) in areas designated for public parking,



(b) as indicated by, or in the course of complying with, visible signs, signs restricting parking or devices that are in or on the terminal or ferry, or

(c) in accordance with the instructions of an employee of the corporation.

Vehicle breakdown on terminal or ferry

10 If a vehicle breaks down or is otherwise disabled on a terminal or ferry, an employee of the corporation, at the cost of the owner or operator of the vehicle, may arrange for towing or removal of the vehicle from the terminal or ferry, or for other assistance.

Vehicle unlawfully on terminal or ferry

11 If a vehicle is unlawfully stopped, left standing, parked or left unattended on a terminal or ferry, an employee of the corporation, at the cost of the owner or operator of the vehicle, may arrange for towing or removal of the vehicle from the terminal or ferry.

Parking restrictions

12 (1) A public parking lot on a terminal may be used only for ferry patron parking or as necessary by vehicles taking ferry patrons to or from the terminal.

(2) A person must not park a vehicle in a public parking lot on a terminal in contravention of any posted signs.

Parking fees

13 A person who parks a vehicle in a public parking lot on a terminal must

(a) stop and pay any parking fee in effect for that lot, according to the rates and method established by the corporation, and

(b) ensure that a valid parking ticket or permit is displayed in the parked vehicle.

Vehicles subject to tow-away for non-payment of fees

14 On a terminal, if a vehicle is parked in a public parking lot for which parking fees are in effect and a valid parking ticket or permit is not displayed prominently in the vehicle, an employee of the corporation, at the cost of the owner or operator of the vehicle, may arrange for towing or removal of the vehicle from the terminal.

Travel time restriction for vehicles overweight or oversized

15 If the corporation requires that drivers of overweight or oversize vehicles, operated under special permits issued in accordance with the regulations under the Motor Vehicle Act and the Commercial Transport Act, proceed on a terminal or ferry only at specified hours and on certain days of the week,

(a) every driver of an oversize vehicle to which the requirement applies must comply with the requirement, and

(b) every owner and every operator of an oversize vehicle to which the requirement applies must ensure compliance with the requirement.

Inspections to monitor compliance with other Acts

16 An employee of the corporation who is authorized by the corporation to carry out inspections under this section and has reasonable grounds to believe that a vehicle is being



operated on a terminal or ferry in contravention of the Transport of Dangerous Goods Act or the regulations under that Act, or of the Canada Shipping Act or the regulations under that Act, or of the Transportation of Dangerous Goods Act (Canada), or the regulations under that Act, may carry out an inspection of the vehicle to determine whether or not the vehicle is being so operated.

Special permit required for certain vehicles and loads

17 A person must not bring any of the following onto a terminal or ferry unless the person holds a valid special permit under the Motor Vehicle Act allowing the person to do so, or unless otherwise permitted by the corporation:

- (a) vehicles with pneumatic tires that are flat or not inflated with air or vehicles with metal tires;
- (b) animals that are being led, ridden or driven;
- (c) push-carts, wheelbarrows or similar devices;
- (d) vehicles or loads in respect of which there are reasonable grounds, in the opinion of an employee of the corporation, to believe that bringing the vehicle or load onto the terminal or ferry, the presence of the vehicle or load on the terminal or ferry or operating the vehicle on the terminal or ferry might endanger persons or property or render the use of the terminal or ferry unsafe.

Requirement to pay fares

18 (1) The driver of a vehicle and any pedestrian entering on or using a terminal or ferry must stop and pay the fare or fares required, according to the rates fixed by the corporation under the British Columbia Ferry Tariff.

(2) A person who enters a terminal or who boards a ferry must present proof of payment of the fare or fares required, if requested to do so by an employee of the corporation.

(3) A person who does not present proof of payment of the fare or fares required, when requested to do so under subsection (2), must pay the fare or fares.

(4) An employee may order a person to leave a terminal, a ferry that is docked, or both if the person

- (a) does not pay the fare or fares as required by subsection (1), or
- (b) does not pay the fare or fares required to be paid under subsection (3) after having refused or failed to comply with a request under subsection (2) to present proof of payment of the appropriate fare or fares.

Requirement to obey signs and rules

19 If a person

- (a) does not obey a sign posted by the corporation on a terminal or ferry, or
- (b) fails to comply with the rules of the corporation for a terminal or ferry when required to do so by an employee of the corporation,

any employee of the corporation may

- (c) deny the person permission to enter the terminal or to board the ferry, or

(d) order the person to leave the terminal or to leave the ferry at the first safe opportunity and at a time when the ferry is docked.

Embarking and disembarking

20 A person must not

(a) board a ferry against the orders or without the permission of the master or officer in charge of the ferry, or

(b) disembark from a ferry other than

(i) as directed by the master or officer in charge of the ferry, and

(ii) in the manner, at a time and according to the procedures established by the corporation.

Public safety and protection of property

21 (1) A person must not operate, use or activate any alarm, emergency device or emergency equipment installed on a terminal or ferry, except in an emergency.

(2) A person who operates, uses or activates an alarm, emergency device or emergency equipment on a terminal or ferry must immediately report the matter to

(a) the first available employee of the corporation, or

(b) in accordance with any posted rules.

(3) A person must not

(a) impede an employee of the corporation who is engaged in

(i) the navigation or operation of a ferry, or

(ii) the management or operation of a terminal,

(b) interfere with the operation of a terminal or ferry,

(c) damage, tamper with or remove any sign, equipment, fitting or device installed on a terminal or ferry,

(d) on a terminal or aboard a ferry, enter or occupy any place not intended for public use or access, unless authorized to do so,

(e) smoke or carry lighted smoking material in the interior passenger areas of terminals or ferries, or on the vehicle decks of ferries,

(f) sell or offer for sale any item or merchandise on a terminal or ferry, unless authorized in writing by the corporation,

(g) solicit for any purpose on a terminal or ferry, or

(h) bring any animal other than a certified assistance dog into the interior areas or passenger lounges of a terminal or ferry.

(4) A person who brings an animal, other than a certified assistance dog, on board a ferry must ensure that the animal remains, and is safely secured on, the designated vehicle deck of the vessel during the voyage.

Offence



22 (1) A person who contravenes section 3, 5, 6, 7, 8 (1) or (2), 9, 12 (2), 13, 15, 17, 18 (1), 20 or 21 (1), (3) or (4) commits an offence.

(2) A person who disobeys an order under section 18 (4) or 19 (d) commits an offence.

(3) A person who enters a terminal or ferry, although denied permission to do so under section 19 (c), commits an offence.

Note: *this regulation originally was made under the authority of section 26 of the Ferry Corporation Act, R.S.B.C. 1996, c. 137, and replaces B.C. Reg. 644/76.*

[Provisions of the Coastal Ferry Act, S.B.C. 2003, c. 14, relevant to the enactment of this regulation: section 76]



APPENDIX 2: Human Rights Fact Sheet regarding Guide & Service Dogs



Protections for people with disabilities who require a guide or service dog:

What you need to know



This fact sheet has been created to help you understand the rights of people with disabilities in British Columbia (BC) who require a guide or service dog.

BC has a law to protect and promote human rights. It is called the BC Human Rights Code or the Code. The Code protects people from being treated badly or denied a service or benefit on the basis of certain personal characteristics. Physical disability and mental disability are both protected characteristics under the Code. A person can file a complaint with the BC Human Rights Tribunal if they believe they have been discriminated against or harassed because of their disability.

People with a disability who require a guide or service dog are protected from discrimination when accessing services available to the public. This fact sheet is about discrimination in public services. However, people with a disability who require a guide or service dog are also protected by the Code in employment and housing (see the resources at the end of this Fact sheet for more information).

* Definitions used in this Fact Sheet

In British Columbia, it is **discrimination** if you are treated badly or denied a service or benefit because of a personal characteristic, such as having a disability.

Disability is a condition that limits a person's senses or activities. It may be physical or mental, visible or invisible.

Accommodation or the **duty to accommodate** refers to what is required in the particular circumstances in order to avoid discrimination.

The Code requires service providers to accommodate people with disabilities who rely on guide or service dogs in the course of their daily lives. This means that service providers must take all reasonable steps to avoid discriminating against people with disabilities. **Service providers** include:

- Restaurants and hotels
- Recreation centres
- Taxis
- Public transit and ferries
- Stores and shopping malls
- Other facilities that are open to the public

* What sort of disabilities are guide and service dogs used for?

Many people are familiar with **guide dogs**, which assist people who are visually impaired. **Service dogs** assist people with other physical or mental disabilities, which may not always be apparent.

* The Human Rights Code and other laws

The Human Rights Code prevails over other laws where there is a conflict. Certification of guide dogs and service dogs is voluntary under BC's Guide Dog and Service Dog Act. Human rights law protects people with disabilities who rely on guide and service dogs **even if the dog is not certified under the Guide Dog and Service Dog Act**.

Service providers should not refuse service to someone who identifies that they have a disability merely because the person's guide or service dog is not certified under the Guide Dog and Service Dog Act or is not wearing a vest or other visible identifier.

* The Duty to Accommodate Persons with Disabilities

Persons with disabilities who rely on a guide dog or service dog have a right to access and use all public services and places. Service providers (including employers, landlords and strata corporations) must accommodate persons with disabilities to the point of undue hardship. This is called the duty to accommodate.

As an example, in a case called *Feldman v. Real Canadian Superstore*, the BC Human Rights Tribunal found that the store discriminated against Ms. Feldman, a blind woman, by asking her to provide identification for her guide dog before allowing her into the store. Requesting identification for a guide or service dog may be found to be discriminatory in circumstances where a person's disability and reliance on a guide or service dog is obvious. Where it is not obvious a service provider can ask if the dog is a guide or service dog.

* Accommodation to the Point of Undue Hardship

Service providers have a duty to accommodate people with disabilities to the point of **undue hardship**. This means that a service provider must show that they could not have done anything more within reason to accommodate the person.

There may be situations where the service provider cannot accommodate the individual with a guide or service dog.

The Code recognizes that the right to be free from discrimination must be balanced with health and safety considerations, but many situations can be managed without causing undue hardship. For example, in a restaurant, a customer with an allergy could be seated at a table far away from an individual and their service dog.

If a human rights complaint is filed, the service provider must be prepared to show that they could not have done anything else that was reasonable to accommodate the person with a disability. In a case called *Belusic v. Yellow Cab of Victoria*, the complainant was blind and required a guide dog for assistance. The complainant called a taxi, which arrived, but the driver drove away when he saw the guide dog. The driver lied about driving away claiming he had to pick up his son. One day before the hearing, the driver admitted to driving away because he did not want a dog in his car. The BC Human Rights Tribunal held that the complaint was justified and the respondent was ordered to pay for damages and compensation for expenses. **Thus, service providers must make every effort to accommodate a person with a disability and their guide or service dog.**



Protections for people with disabilities who require a guide or service dog: What you need to know



* How do I know if I have a Human Rights complaint?

To make a complaint about a discriminatory service under the *BC Human Rights Code*, all of the following must be true:

- ✓ You have a disability, or the service provider believed you have a disability
- ✓ The service provider treated you badly or denied you a service of benefit
- ✓ There is a connection between how you were treated and your disability
- ✓ The treatment occurred while you were accessing or trying to access a service that is generally available to the public

You must file your complaint within twelve months after the event happens. (Note: There are some exceptions to this time frame). Filing a complaint starts a legal process that is similar to a court proceeding.

* Where can I get help or more information

You can get information about BC's human rights laws through the **BC Human Rights Clinic**. The Clinic can help you understand your rights under the Human Rights Code. The Clinic also provides qualifying applicants with free legal assistance for provincial human rights complaints. Talk to someone at the Clinic to see if you are eligible and to apply for services:

BC Human Rights Clinic

300-1140 West Pender Street, Vancouver, B.C. V6E 4G1
Tel: 604 622-1100 Toll Free: 1 855 685-6222
Fax: 604 689-7611
Web: www.BCHRC.net

If someone has made a complaint against you, you are a **respondent**. **Respondents** and **Victoria-area complainants** can get information by contacting:

University of Victoria

Law Centre Clinical Law Program
Suite 225 – 850 Burdett Avenue, Victoria, B.C. V8W 1B4
Tel: 250 385-1221 Toll Free: 1 866 385-1221
E-mail: reception@thelawcentre.ca

You may be directed to the **BC Human Rights Tribunal** to file your complaint. The Tribunal's website also has information regarding rights and responsibilities under the Code.

BC Human Rights Tribunal

Suite 1170 – 605 Robson Street, Vancouver, B.C. V6B 5J3
Tel: 604 775-2000 Toll Free: 1 888 440-8844
TTY (for hearing impaired): 604 775-2021
Web: www.bchrt.gov.bc.ca

In addition to protections under the Human Rights Code, the Guide Dog and Service Dog Act (GSDSA) and regulation govern how guide

* Dealing with discrimination and harassment

There are certain actions you could take if you are being discriminated against or harassed.

- If it is safe to do so, tell the person that their actions or comments are unacceptable and ask them to stop.
- Keep a written record of exactly what happened and when, and of what was said.
- If the discrimination or harassment happens at work, in your apartment building, or in a store or restaurant, ask your employer or landlord or the manager to do something about it.
- Use internal complaint processes to file a complaint at work or school. For example, if the discrimination or harassment occurs at work and you belong to a union, ask your union representative for help.

and service dogs and their handlers are certified to access provisions under this Act. Certification under the GSDSA is strictly voluntary and not necessary to access public services, but it does allow certified teams to file a complaint under the GSDSA with Security Programs Division, if denied access or accommodation. For more information contact:

Ministry of Public Safety and Solicitor General

Security Programs Division

Tel: 250-387-6414 Toll Free (in BC): 1-855-587-0185 (press option 5)
Email: guideandservicedogs@gov.bc.ca
Web: <https://www2.gov.bc.ca/gov/content/justice/human-rights/guide-and-service-dog>

Security Programs personnel are available during regular business hours: Monday to Friday 8:30 AM – 4:30 PM

This fact sheet deals with discrimination in public service, however, people with disabilities who require a guide or service dog are also protected in employment, tenancy and housing. For more information see the links below:

Employment: <https://www2.gov.bc.ca/assets/gov/law-crime-and-justice/human-rights/human-rights-protection/protection-in-employment.pdf>

Tenancy: <https://www2.gov.bc.ca/gov/content/housing-tenancy/residential-tenancies/starting-a-tenancy/pets>

Strata Housing: <https://www2.gov.bc.ca/gov/content/housing-tenancy/strata-housing/operating-a-strata/bylaws-and-rules/pet-bylaws>

For general information about accessibility, contact BC's Accessibility Secretariat at: <https://www2.gov.bc.ca/gov/content/governments/about-the-bc-government/accessibility/contact-accessibility-secretariat>

BRIEFING NOTE

Naming the New Crossing that will replace the Pattullo Bridge

Location – TBC

Briefing Note

What:

With the replacement of the Pattullo Bridge, there is an opportunity to consider a new name for the crossing.

Who:

Honourable Premier John Horgan

Honourable Rob Fleming, Minister of Transportation and Infrastructure

Honourable Bowinn Ma, Minister of State for Infrastructure

Executive Summary:

- *During the Pattullo Bridge Replacement project consultation, several Indigenous groups have expressed the expectation that the new crossing will have an Indigenous name.*

s.13; s.16

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BRIEFING NOTE

Naming the New Crossing that will replace the Pattullo Bridge

Location – TBC

Background:

- *There are significant Indigenous interests at the Project location, including former Musqueam and Kwantlen reserves, a sacred site with ancestral remains, traditional fishing sites, and archaeological resources.*
- *The existing bridge was named for Thomas Dufferin Pattullo, who served as Premier of British Columbia from 1933 to 1941.*
- *Conditions attached to the Project's Environmental Assessment Certificate issued by the Environmental Assessment Office in 2019, includes a requirement to develop an Indigenous Cultural Recognition Plan in consultation with Indigenous groups with elements such as Indigenous art, cultural pieces, signage (historical information) and potentially an Indigenous bridge name.*
- *Through engagement, Indigenous groups have noted an expectation that the new bridge will be given an Indigenous name to reflect local Indigenous culture and history due to the significance of the Project location.*
- *The provincial government has introduced legislation (Declaration on the Rights of Indigenous Peoples Act) to implement the United Nations Declaration on the Rights of Indigenous Peoples (UN Declaration).*

Recommendations:

s.13; s.16



BRIEFING NOTE FOR INFORMATION

DATE: January 29, 2021

PREPARED FOR: Honourable Rob Fleming, Minister of Transportation and Infrastructure

TOPIC: Forest Service Roads

ISSUE: Ministry of Forests, Lands, Natural Resource Operations and Rural Development (FLNRORD) Management of Forest Service Roads Audit findings

SUMMARY:

- **Office of the Attorney General (OAG) conducted an audit of FLNRORD's management of Forest Service Roads (FSR) to investigate whether FLNRORD managed safety and environmental risks on forest service roads in accordance with its policies.**
- **FLNRORD received 9 recommendations:**

Inventory

- 1) Develop and implement policy, procedures and practices designed to ensure that information on forest service roads, including those under road use permits, is complete, accurate and easily accessible to ministry staff, including BC Timber Sales staff. This includes location, length, the ministry entity responsible for administration, and the permit holder responsible for maintenance.

Inspection and Maintenance

- 2) Develop and implement a plan to inspect and maintain bridges and major culverts on forest service roads in accordance with its policy.
- 3) Review and reconcile the Engineering Manual and Engineering Program Funding Policy to provide consistent guidance for determining forest service road inspection frequency, scheduling maintenance work, and closing and deactivating roads.
- 4) Review existing or implement new policy, procedures and practices to enable natural resource districts to accurately and consistently track ministry inspections and maintenance on forest service roads.
- 5) Assess whether the natural resource districts are inspecting forest service roads as required by policy and take action to reconcile any gaps.
- 6) Take action to reconcile the discrepancy between policy requirements for maintaining forest service roads and the extent of maintenance that actually occurs, given resource allocations.
- 7) Develop and implement policy, procedures and practices that enable business areas to accurately and consistently track inspections and maintenance on forest service roads.
- 8) Assess whether it is inspecting and maintaining forest service roads as required by policy and take action to reconcile any gaps.



- From 2017/18 to 2019/20, districts received between 14% and 20% of their total budget requests for FSR maintenance; and
- Unfunded work included almost \$9M in high-priority maintenance and repairs.

The report further highlighted:

- FLNRORD's information on inventory, condition inspections, and maintenance for forest service roads was inconsistent, difficult to share and at times inaccurate;
- 87% of bridges were inspected based on their bridge inspection policy (i.e. inspected every 3 years). Some of the other bridges not inspected for more than 10 years;
- Districts did not maintain forest service roads as required by policy;
- The ministry has prioritized forest service roads for deactivation based on risk but faces pressure from non-industrial users to keep them open.

DISCUSSION:

FLNRORD audit provides an opportunity to review our own asset management practice in terms of inventory, asset condition, and management of critical rehabilitation needs to identify strengths and opportunities for improvement.

MOTI Asset Inventory

MOTI's asset portfolio consists of 47,000 km of roads, 3,000 bridges and over 2,000 other structures (large culverts, large retaining walls, tunnels, etc.). In addition, ancillary infrastructure includes 185,000+ culverts, 450+ webcams, 20,000 luminaires, 200+ rest areas, etc.

The Ministry uses a corporate inventory system to track infrastructure assets owned by the Ministry.

System	Purpose
Corporate Highway Resource Information System (CHRIS)	<ul style="list-style-type: none"> • Provides detail on the inventory of the road network, including bridges, culverts, signs, retaining walls, barriers, etc. • First inventory system implemented in the late 1980's • Current (CHRIS) system was implemented in 2004 • A comprehensive project to ensure inventory data is accurate was conducted in advance of the 2018/19 Maintenance Contract renewal project • Process in place to annually update inventory data as part of Maintenance Contract annual adjustment process with input from each contractor in each service area

Highway Surfacing	s.17
Highway Improvements	
Concession Projects	
Bridge Rehabilitation, Replacement	
Seismic Renewal Program	
Sideroad Surfacing	
Sideroad Improvements	
Asset Management and Information Systems	
Electrical Systems and Services	
Invasive Plant Management	
Road Safety Improvement Program	
Community Safety Enhancement Program	
Guardrail, Rehabilitation and New	
Livestock and Wildlife Fencing	
Avalanche Safety	
Total	\$350,000,000

- The Ministry was successful in securing a lift in bridge funding for a three-year period (ending 2022/23) this will allow to undertake additional bridge replacement and rehabilitation projects.

MOTI Strengths and Opportunities for Improvement based on FLNRORD's Audit

FLNRORD Audit Recommendation	MOTI Assessment
1) Develop and implement policy, procedures and practices designed to ensure that information on forest service roads, including those under road use permits, is complete, accurate and easily accessible to ministry staff, including BC Timber Sales staff. This includes location, length, the ministry entity responsible for administration, and the permit holder responsible for maintenance.	<p>MoTI uses various systems to collect inventory information and condition data; employees responsible for asset management have access to these systems as required to fulfill their responsibilities.</p> <p>These systems contain complete and accurate inventory and condition data.</p> <p>Some systems are aging and may require replacement or enhancement.</p>
2) Develop and implement a plan to inspect and maintain bridges and major culverts on forest service roads in accordance with its policy.	<p>MoTI has policy in effect to ensure annual inspection of bridges by MoTI operations staff; this is further supported by enhanced bridge inspections every 5 years and regular monitoring and inspections by maintenance contractor staff.</p> <p>s.12; s.13</p> <p>Opportunity to expand bridge inspection policy to include other structures such as large culverts and retaining walls</p>
3) Review and reconcile the Engineering Manual and Engineering Program Funding Policy to provide consistent guidance for determining forest service road inspection frequency, scheduling maintenance work, and closing and deactivating roads.	<p>MoTI has specifications that determine frequency of road and bridge inspections by maintenance contractors and MoTI staff. Maintenance activities and standards are clearly defined in maintenance agreements.</p> <p>MoTI is advancing development of an Asset Management framework including an Asset Management policy and strategic asset management plan to enhance the ministry's asset management practice.</p>



FLNRORD Audit Recommendation	MOTI Assessment
4) Review existing or implement new policy, procedures and practices to enable natural resource districts to accurately and consistently track ministry inspections and maintenance on forest service roads.	<p>Maintenance contractors are responsible for monitoring and patrolling roads and bridges, documenting deficiencies and scheduling repairs. MoTI conducts audits on contractors to ensure patrol frequencies are met and deficiencies are corrected in the timeframe specified.</p> <p>The Bridge Management Information System (BMIS) is the repository for bridge inspection information and allows MoTI to report on # of inspections completed and outstanding.</p>
5) Assess whether the natural resource districts are inspecting forest service roads as required by policy and take action to reconcile any gaps.	<p>MoTI conducts audits on maintenance contractors to ensure patrol frequencies are met and deficiencies are corrected in the timeframe specified</p> <p>HQ Bridge Engineering monitors completion of bridge inspections based on policy and takes action to ensure inspections are complete and accurate.</p>
6) Take action to reconcile the discrepancy between policy requirements for maintaining forest service roads and the extent of maintenance that actually occurs, given resource allocations.	<p>MoTI has evaluated the forecasted condition of assets over the next ten years and determined that the current funding level will be insufficient to maintain condition of assets.</p>
7) Develop and implement policy, procedures and practices that enable business areas to accurately and consistently track inspections and maintenance on forest service roads.	<p>Road and bridges inspections completed by Maintenance contractors routinely monitored and audited by Districts</p> <p>Asset management systems are accessible to MoTI staff and allow for monitoring and tracking of asset condition and inspections.</p>
8) Assess whether it is inspecting and maintaining forest service roads as required by policy and take action to reconcile any gaps.	<p>Completion of bridge inspections monitored by HQ Bridge Engineering</p> <p>Province wide asset condition monitored by Maintenance and Rehabilitation branch annually and reported to ministry of Finance as part of the MoTI's Routine Capital report.</p>
9) Develop and implement an approach to support the effective oversight of forest service roads under road use permits, including defining the roles and responsibilities of the natural resource districts, BC Timber Sales and the Compliance and	<p>Not applicable to MoTI</p>



FLNRORD Audit Recommendation	MOTI Assessment
Enforcement Branch in overseeing maintenance by road use permit holders.	

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FINANCIAL IMPLICATIONS:

- None.



BRIEFING NOTE FOR INFORMATION

DATE: January 29, 2021

PREPARED FOR: Honourable Rob Fleming, Minister of Transportation and Infrastructure

TOPIC: Federal Air Carrier Relief

ISSUE: Distribution of federal relief funds to small air carriers in British Columbia

SUMMARY:

- **The Federal government has provided \$2.176M to the Province for distribution as COVID-19 relief for small air carriers serving remote communities.**
- **While these funds are ostensibly for the period July through December 2020, they will be distributed using conditional grant agreements with forward looking conditions such as the continuation or restoration of service to remote communities.**
- **The Ministry has utilized the expert advice and guidance of the British Columbia Aviation Council (BCAC), which represents all aspects of the aviation industry including airlines and airports, in determining the appropriate disbursement of these funds among eligible air carriers (see analysis in Appendix 1).**
- **BCAC has determined an allocation of funds to eight air carriers as outlined in Table 1 and can inform recipient air carriers of their allocation by February 2, 2021.**

BACKGROUND:

On August 6, 2020, Transport Canada (TC) announced COVID-19 relief for small air carriers serving remote communities with an investment of up to \$174 million over 18 months if needed, with an initial \$75M commitment for the six-months from July through December 2020. Of this \$75M, approximately \$40M was assigned to the territories where all communities are remote and flight legs are lengthy.

TC was not prepared to distribute this funding to carriers and requested provinces do so. Negotiations, interrupted by the provincial Interregnum, concluded in December. BC then engaged the BCAC to apply their expert advice and guidance to determine the appropriate distribution of these funds (see analysis in Appendix 1 and allocation of funds in Table 1).

In determining the \$2.176M allocation to BC, TC applied a definition of remote that only includes communities with airports where aviation provides the only reliable year-round access. Consequently, TC considers only Bella Bella, Fort Ware, Masset, Sandspit and Tsay Keh as remote. In dispersing the funds, BC is able to use a broader definition of remote which includes communities more than 4 hours distant by road to the nearest service centre (e.g., Fort Nelson) as well as communities reliant on float plane access (e.g., Hartley Bay).

DISCUSSION:

On January 5, 2021, BCAC contacted all small air carriers inviting them to self-select whether their operations were consistent with the intent of this funding envelope and, if so, to provide a Letter of Interest by January 19, 2021, outlining how their operations fit the program and details of their financial position. Eight air carriers responded with Letters of Interest. BCAC reviewed and determined that all eight provided some service that was consistent with the program and were all eligible for some level of



assistance. Follow up calls were held with each of the eight carriers in the week of January 25, 2021, to build a fulsome understanding of their operations into remote communities.

s.13

- Operations to remote communities,
- Employment levels,
- Fleet size,
- Losses including losses attributable to continued service to remote communities, and
- Relative importance to provincial connectivity.

Table 1: BC Aviation Council, Funding Distribution		
		s.13; s.17
	Carrier	Base
1	Pacific Coastal Airlines	Vancouver
2	Central Mountain Air	Smithers
3	Inland Air	Prince Rupert
4	Tofino Air	Tofino
5	North Cariboo Air	Prince George ¹
6	Air Nootka	Gold River
7	Villers Air	Fort Nelson
8	Iskwew Air	Vancouver
	TOTAL	100.0% \$2,176,000

In determining this distribution, BCAC reflects an in-depth knowledge of the entire provincial air services network. This allocation addresses the needs of a wide number of remote BC communities, including Fort Nelson and numerous small coastal Indigenous communities. It recognizes the importance, and the losses, of all carriers that submitted Letters of Interest and, by including each carrier, ensures that any conflict between supported carriers is minimized. It enables continued employment in smaller and remote communities such as Prince Rupert, Fort Nelson and Gold River.

While all carriers were provided the opportunity to submit Letters of Interest, funding is only considered for those that did subsequently submit a Letter of Interest. There is potential for concerns from any eligible carriers not included in this funding, which could be addressed in a subsequent funding round. There is also the potential for concern from larger carriers such as Air Canada and WestJet who are not eligible for these funds or from carriers regarding needed support for other routes.

FINANCIAL IMPLICATIONS:

- None.

¹ North Cariboo Air is based in Calgary. The service supported with these funds is based in Prince George.



NEXT STEPS:

While the Ministry is relying on the expert advice and guidance of the BCAC in determining the appropriate allocation of these funds, the actual flow of funds will be direct from government to the recipient airlines. To facilitate this flow of funds:

- BCAC will advise each recipient small air carrier of their funding allocation by February 2, 2021; and
- Following BCAC's notification, Ministry staff will engage with each recipient small air carrier to put in place a conditional grant agreement (CGA) that will identify a condition of funding (continued service to one or more remote communities) and govern the flow of funds (full grant issued upon signed of CGA).

It is anticipated that funding agreements can be in place the week of February 1, 2021, and that cheques can be issued immediately thereafter.

Ministry staff will then continue their engagement with TC to ensure that additional support as identified by TC for two subsequent six-month periods will occur.

Appendices:

1. ^{s.13}

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REVIEWED BY:

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

Kaye Krishna, Deputy Minister

INITIALS

DB

N/A

KK



Ministry of
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and Infrastructure

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MEETING BRIEFING NOTE

DATE: January 27, 2021

PREPARED FOR: Honourable Rob Fleming, Minister of Transportation and Infrastructure

ISSUE: Vancouver Taxi Association's Industry Concerns

MEETING: Vancouver Taxi Association Board on January 28, 2021:

1. Mohan Singh Kang, President	7. Vikas Giri, Director
2. Tagdeer Singh Gill, Vice President	8. Terry Maglio, Director
3. Kuleep Singh, Treasurer	9. Harmail Bassi, Director
4. Avtar Singh Sumal, Director	10. Maheshinder Sidhu, Director
5. Balraj Sing Bhangoo, Director	11. Joginder Whalla, Director
6. Harman Kang, Director	

PROPOSED KEY MESSAGES:

- I understand that these are not normal times, however, I'd like to assure you that our government is committed to fighting COVID-19 and ensuring British Columbia's economic recovery.
- To help support industries and businesses financially impacted by COVID-19, the provincial and federal governments have been working hard to identify opportunities to provide relief, including through licensing renewal deferrals, temporary insurance suspensions, the provincial Small and Medium Sized Business Recovery Grant Program and the Canadian Emergency Business Account and Canada Emergency Wage Subsidy
- I am aware of your concerns and suggestions regarding the new ICBC usage-based insurance model, my team is engaged with ICBC and are looking at options.

BACKGROUND/DISCUSSION

The Vancouver Taxi Association (VTA) is a group of ten taxi companies operating in the Metro Vancouver area.

In August 2019, the Passenger Transportation Board (Board) published its operational policy on TNS, which differed significantly from policies established for the taxi industry. This includes regional operational areas for TNS as opposed to municipal based for taxis, no caps on TNS fleets whereas the taxi industry has a set number of vehicles, and a rate structure for TNS that only takes into account a minimum rate as opposed to the taxi industry that has a minimum rate and time/distance rates.

Following the publication of the Board's policy, the VTA filed a petition seeking a judicial review of the policy and subsequent Board decisions to license Uber and Lyft, stating that the Board's decisions were unfair as they did not take into account the lack of fleet size for the ride hail companies and the economic impact on the taxi industry. On January 20, 2021 the Supreme Court of Canada dismissed the petition.

Other issues facing the VTA include:

- Reduced ridership and revenue due to COVID and competition from TNS companies. Ridership is currently at about 50% of pre-COVID levels.



- b) Taxis pay high insurance premiums due to risk, exposure, and actuarial data. A usage-based insurance model was introduced in May 2020, that allows taxis to pay a per km rate during their high exposure times. However, the taxi industry would like to see a portion of those premiums waved due to customer cancellations rising since ride hail has been introduced.
- c) Higher costs for VTA group members operating as taxi and TNS: Passenger transportation companies operating as taxi and TNS are required to obtain separate licences in order to provide both services. As such, they are required to pay an annual fee of \$5,000 for TNS licence renewal, in addition to their annual taxi renewal fees, which is dependent on fleet size (maximum of \$5,000). Additionally, companies providing TNS services are required to pay a \$0.30 fee for every trip provided in a non-wheelchair accessible vehicle.
- d) Data submission: As of September 2019, taxi and TNS companies are required to submit trip data to the Ministry. Some taxi companies have expressed concerns about the costs associated with updating their systems in order to meet data submission requirements.

OPPORTUNITY

As part of its effort to modernize the Passenger Transportation Regulation (PTR), the Ministry is planning to consult with the VTA and other passenger transportation stakeholders. Through consultations, the Ministry intends to gather feedbacks on proposed amendments to the PTR, listen and adopt industry concerns.

In December 2020, ICBC announced changes to auto insurance coverage starting May 2021. The new Enhanced Care coverage is expected to lower premiums by up to 20% for non-fleet and fleet customers including taxi operators.

Ministry staff are engaged with ICBC to determine if there are other options that could be leveraged to lower insurance premiums.

FINANCIAL IMPLICATIONS:

- None.

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Ed Miska,
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Nancy Bain, Executive Financial Officer
Finance and Management Services Department

Kaye Krishna, Deputy Minister

DATE:

SH

EM

N/A

Vanessa Gedney

OBO

BRIEFING NOTE FOR INFORMATION

DATE: February 1, 2021
PREPARED FOR: Honourable George Heyman, Minister of Environment and Climate Change Strategy
ISSUE: TransLink Governance
MEETING: Mayors' Council on Regional Transportation on February 3, 2021:
s.16

PURPOSE: s.16

PROPOSED KEY MESSAGES:

- Our focus is on working with TransLink to deliver on immediate needs in response to COVID-19 to ensure the continued delivery of essential transit services in Metro Vancouver and move important projects forward such as the Surrey-Langley SkyTrain to help re-start the economy.
- The Province has a good relationship with the Mayors' Council, and we recognize the importance of TransLink governance to the Mayors' Council.
- We remain committed to exploring improvements to TransLink's governance model that best serve people in Metro Vancouver.
- We also recognize that there are many challenges for TransLink to address this year and that stability and focus will be paramount in navigating what promises to be a very difficult 2021.

BACKGROUND:

When TransLink was created in 1999, 12 of 15 board members were local elected officials, while the remaining three were either Members of the Legislative Assembly from the region or Cabinet ministers. The board was responsible for preparing and implementing strategic, service, capital and operational plans for the regional transportation system.

The Province then replaced the initial governance model with a Mayors' Council and unelected board members in 2007. The responsible minister at the time directed that elected officials would create the broad transportation vision for the region while a professional board should have more of an implementation role for that vision.

Since then, the Province has made several changes to TransLink's governance, including assigning responsibility to the Mayors' Council for approving TransLink's 10-Year Investment Plans and 30-Year

Regional Transportation Strategies in 2014. However, responsibility for TransLink operations, including setting budgets, remains with the board. Details on the Mayors' Council's and board's responsibilities, representatives for both and the organizational structure is included in Attachment 1.

TransLink's board may include: the Mayors' Council Chair and Vice Chair (at their option); up to two provincial appointees; and seven members appointed by an independent screening panel. TransLink's board currently has a full complement of 11 members.

In April 2016, as part of the Funding Strategy for its 10-Year Vision, the Mayors' Council asked the Province to return TransLink control to elected officials. The Mayors' Council contended that the TransLink decision making should be in the hands of elected officials who are directly accountable and responsive to the communities they serve.

In 2017, the BC NDP committed in its election platform to work with Metro Vancouver municipalities to develop a new governance model to provide TransLink with the structure, funding model and certainty to make good transportation decisions. ^{s.16}

Municipal Affairs and Housing to provide the mayors with direct accountability for TransLink's budget.

In March 2018, to help TransLink move forward with transit development, the Province removed the requirement that TransLink hold a referendum before implementing new funding sources and in April that same year, the Mayors' Council wrote to Minister Robinson to request a governance review.

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During the October 2020 provincial election, the Mayors' Council again raised the issue of governance, asking party leaders if they supported a review to put decision-making back in the hands of local governments, instead of the board. In response, the BC NDP stating it was open to discussing governance challenges and ideas for improvement.



On December 9, 2020, Mayor Côté wrote to Premier Horgan and Minister Heyman to advise that the Mayors' Council had approved a new motion at its December 3, 2020 meeting, restating that governance changes are still one of the Mayors' Council's top priorities (see Attachment 2).

PAST INTERACTIONS:

- s.16



DISCUSSION:

The Mayors' Council has raised these governance concerns since at least 2013; however, the governance model has not changed. Although provincial transit priorities in Metro Vancouver have focused on advancing the Mayors' Council's 10-Year Vision and pandemic response, ^{s.16}

s.13

The Province is currently engaged with TransLink on developing its next Regional Transportation Strategy (RTS), which will help advance provincial transportation and housing priorities. The Province has also committed to funding 40% of the capital costs of the Mayors' Council's 10-Year Vision, to fund projects with local support that will also reduce congestion and emissions. The Province has also enabled new revenue tools to support the Vision and removed the referendum requirement to enable new revenue tools.

s.13

s.13

FINANCIAL IMPLICATIONS:

- None.

Attachments:

1. TransLink's Governance Model (TransLink)
2. December 9, 2020 Letter from Mayor Côté

PREPARED BY:

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Transportation and Infrastructure

INITIALS

DB

NB

KK

ATTACHMENT 1: TRANSLINK'S GOVERNANCE MODEL (TransLink)

The South Coast British Columbia Transportation Authority (commonly known as TransLink) is a regional transportation authority created by the *South Coast British Columbia Transportation Authority Act*. TransLink is governed by the Mayors' Council on Regional Transportation and TransLink's Board of Directors.

Independent Screening Panel

Under TransLink's governing legislation, an independent Screening Panel is constituted annually. The following entities must each appoint one member by June 30:

- Greater Vancouver Gateway Society
- Organization of Chartered Professional Accountants of British Columbia
- Mayors' Council on Regional Transportation
- Minister Responsible for TransLink
- Vancouver Board of Trade

The Screening Panel recruits candidates to replace TransLink directors whose terms are expiring. The Screening Panel provides the shortlist of candidates to the Mayors' Council on Regional Transportation by September 15. The Mayors' Council then appoints individuals, from the candidate list, to fill upcoming director vacancies.

The Mayors' Council on Regional Transportation (Mayors' Council)

The Mayors' Council is composed of the 21 mayors in Metro Vancouver, the Chief of the Tsawwassen First Nation, and the elected representative of Electoral Area "A". The Mayors' Council:

- appoints Mayors' Council Chair and Vice Chair
- appoints seven TransLink Board members, from a candidate list presented by the Screening Panel
- approves long-term transportation strategies (≥ 30 years)
- approves 10-year transportation investment plans
- approves first-time short-term fares and short-term fare increases (increases in short-term fares (i.e. passes shorter than 3 days in duration) beyond two per cent per year, based on April 1, 2008 fares)
- approves changes in customer satisfaction survey processes
- approves changes in customer complaint processes
- oversees sale of major facilities and assets
- approves variations in TransLink director compensation levels
- approves TransLink's Executive Compensation Plan

TransLink Board of Directors

The TransLink Board of Directors is composed of seven individuals appointed by the Mayors' Council (from a candidate list presented by the Screening Panel), the Mayors' Council Chair and Vice-Chair (at their option), and up to two members appointed by the Province. The TransLink Board of Directors:

- appoints TransLink Chair and Vice Chair
- appoints TransLink CEO
- supervises the management of the affairs of TransLink
- submits long-term transportation strategies to the Mayors' Council for approval
- submits 10-year transportation investment plans to the Mayors' Council for approval
- approves TransLink's annual operating budgets
- proposes to Mayors' Council changes to customer satisfaction survey processes and conducts surveys annually
- proposes to Mayors' Council changes to customer complaint processes and implements approved processes
- publishes annual reports
- holds public annual general meetings
- establishes subsidiaries and appoints their Board Chair and members

TransLink Governance

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ATTACHMENT 2: DECEMBER 9, 2020 LETTER FROM MAYOR COTÉ



**MAYORS'
COUNCIL**
On Regional Transportation



400 - 287 Nelson's Court
New Westminster, BC V3L 0E7
info@mayorscouncil.ca

December 9, 2020

The Honourable John Horgan
Premier of British Columbia
and
The Honourable George Heyman
Minister of Environment and Climate Change Strategy and Minister Responsible for
TransLink
Parliament Buildings
Victoria, BC V8V 1X4

[Sent via e-mail: premier@gov.bc.ca and ENV.minister@gov.bc.ca]

Premier Horgan and Minister Heyman,

On behalf of the Mayors' Council, I want to congratulate you on the swearing-in of the new Cabinet, and to thank the Province of B.C. again for its support of TransLink through the pandemic. Our region's residents and its economy are dependent on a fully functioning transit system, and your support has been instrumental in protecting this critical service.

I am writing to convey to you a motion approved by the Mayors' Council at its December 3, 2020 meeting to write to both of you to outline our interest in the Province of BC reviewing and improving TransLink governance as one of our top priorities.

As you know, the Mayors' Council's long-standing position is that TransLink must be made accountable to elected local leaders. The conversation about TransLink governance is a critical one for the region to get right. The Mayors' Council recognizes and appreciates the changes that it and TransLink have made in recent years to make the current system more effective, but gaps and challenges remain that can only be addressed through a new governance model.

The Mayors' Council welcomed the commitment in your 2017 election platform to "work with Metro municipalities to develop a new TransLink governance model that provides the structure, the funding model and the certainty to make good transportation decisions to manage the system well...." It also welcomed the response you provided to our all-party questionnaire in the 2020 election to be open to "opportunities to improve how we work to deliver the services that people count on, including looking at how critical services like transit are overseen and delivered."

.../2



- 2 -

The Mayors' Council would like to follow up on the offer made in that questionnaire response that, "a re-elected BC NDP government would be happy to talk about challenges with the current model, and your ideas for how it could be improved to better deliver the services that people in the region count on."

Yesterday, I met with Minister Heyman to brief him on TransLink's key transit and transportation priorities. We agreed to a follow up meeting on our governance concerns, which is appreciated.

The Mayors' Council recognizes the extraordinary challenge we all face in managing a successful pandemic recovery. This is the primary focus of our work. We feel that efforts to improve governance can and should be done without compromising a successful COVID-19 recovery and rebuilding effort.

Sincerely,

A handwritten signature in black ink, appearing to be "Jonathan X. Côté", with a long horizontal flourish extending to the right.

Mayor Jonathan X. Côté
Chair

cc. Members of the Mayors' Council