

Page 001 of 160 to/à Page 005 of 160

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

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s.12 ; s.13 ; s.16

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BULLETS

DATE: March 5, 2021

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

ISSUE: Lady Rose Marine Passenger & Freight Ferry Service

PURPOSE: Speaking points provided for Minister to brief Honourable Josie Osbourne, Minister of Municipal Affairs on the status of the Lady Rose Marine Passenger and Freight Ferry Service

SPEAKING POINTS

- As you are aware, Lady Rose Marine has been impacted by the COVID pandemic and requested additional government funding to remain in business.
- Lady Rose Marine provides passenger and freight ferry services in Barkley Sound between Port Alberni and Bamfield, including stops at remote indigenous communities.
- The contracted service is three round trips a week, stops vary depending on demand. The contract is managed by BC Ferries and paid for by the Ministry of Transportation and Infrastructure,
- Lady Rose Marine also provides non-contracted service to Ucluelet in the peak season to supplement its revenues and help cover the costs of operating the ferry.

s.13; s.16; s.17

Attachment:

1. IBN #301522: Passenger & Freight Ferry Services Operated by Lady Rose Marine Services

Prepared By: Kirk Handran, Executive Director, Marine Branch

INFORMATION BRIEFING NOTE

DATE: February 22, 2021
PREPARED FOR: Honourable Rob Fleming, Minister of Transportation and Infrastructure
ISSUE: Passenger & Freight Ferry Services Operated by Lady Rose Marine Services
s.13; s.16; s.17
PURPOSE:

SUMMARY:

s.13; s.16; s.17

BACKGROUND:

BC Ferries manages a contract on behalf of the Ministry of Transportation and Infrastructure (TRAN) with LRMS to provide passenger/freight marine transportation service. The service is in Barkley sound 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 its fares and services are not regulated by the BC Ferry Commission. While the service contract is periodically re-tendered, LRMS has been the historical provider of the service as there is little to no competition for the unregulated route services.

PAST INTERACTIONS:

- *The operator of this route purchased the MV Tenaka (built 1964) from BC Ferries in 2017. The operator proposed to use the Tenaka to provide a car ferry service. The proposal exceeded the level of service included in the contract (passenger/freight only).* s.13; s.16; s.17
s.13; s.16; s.17

DISCUSSION:

TRAN currently provides \$33,000 per month to support this service which under normal circumstances would cover the cost of operating the ferry service (including revenues from the passenger/freight) plus a profit for the operator. In November, the contractor indicated that due to the COVID-19 pandemic, traffic is down considerably, s.13; s.16; s.17
s.13; s.16; s.17



s.13; s.16; s.17

FINANCIAL IMPLICATIONS:

s.13; s.17

Appendices:

1. Map
2. s.16; s.17
3. s.13; s.16; s.17

PREPARED BY:

Kirk Handrahan, Executive Director
Marine Branch

REVIEWED BY:

Deborah Bowman, ADM
Transportation, Policy & Programs

Nancy Bain, EFO
Finance and Management Services Department

Kaye Krishna, Deputy Minister

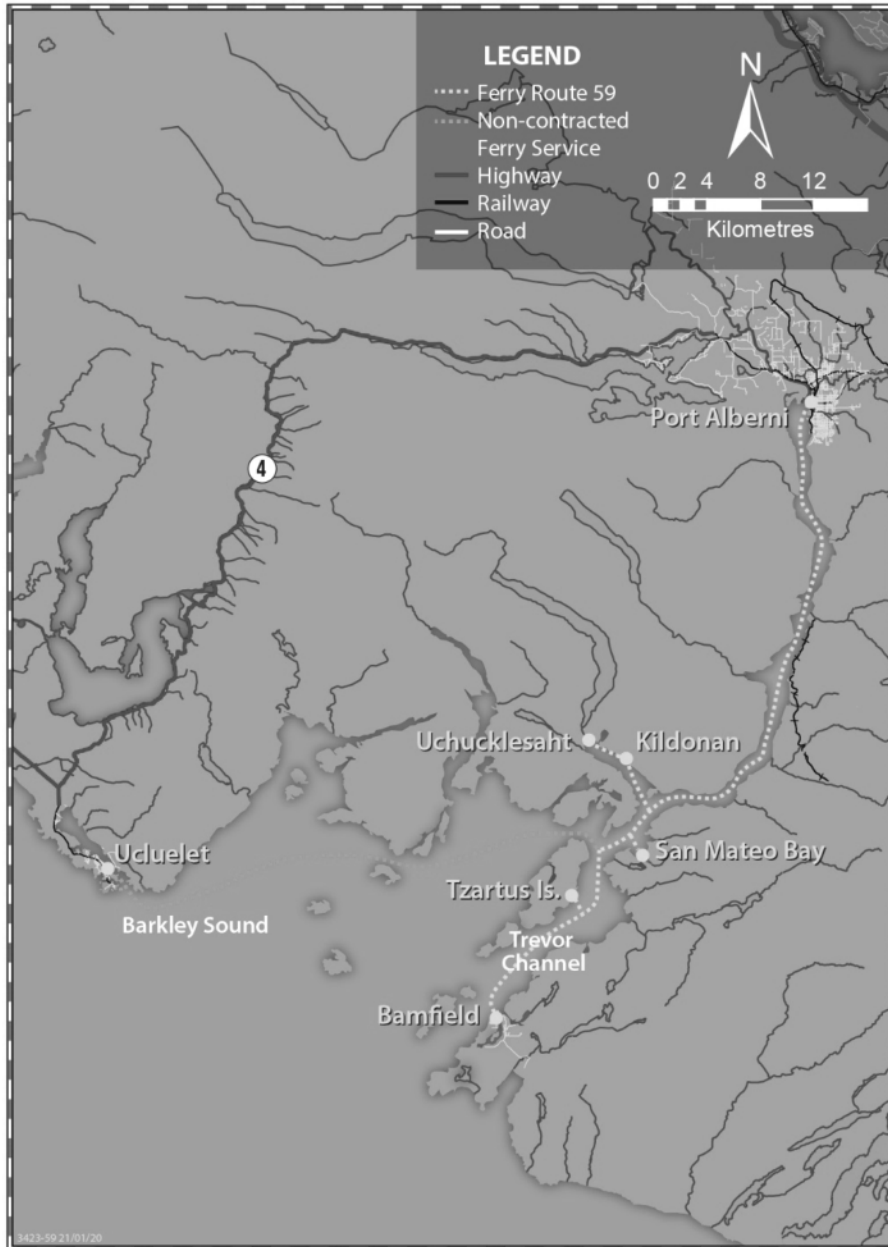
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Appendix 1 - Map



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s.16 ; s.17

Page 021 of 160 to/à Page 024 of 160

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s.13 ; s.16 ; s.17

Page 025 of 160 to/à Page 031 of 160

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



BRIEFING NOTE FOR INFORMATION

DATE: March 8, 2021

PREPARED FOR: Honorable Rob Fleming, Minister of Transportation and Infrastructure
Honorable Bowinn Ma, Minister of State for Infrastructure

TOPIC: North Shore and Sea to Sky Regional Transit

PURPOSE: Mandate commitments to support the planning and development of high-speed transit links for the North Shore and to work with TransLink to improve and expand the network for people living in the Sea to Sky corridor.

SUMMARY:

North Shore

- The Province partnered with TransLink, the City of Vancouver and North Shore municipalities on the Burrard Inlet Rapid Transit study, a feasibility study of a high-speed crossing to the North Shore, which was completed in August 2020.
- The Minister of State for Infrastructure has a mandate letter commitment to support the planning and development of key transit projects, such as a high-speed transit link for the North Shore.
- The Province will continue to work with TransLink on the feasibility, timing, and location of a future crossing.

s.13; s.16

Sea to Sky Corridor Regional Transportation

- Since 2004, residents along the Sea to Sky Corridor from Mount Currie/Pemberton to Squamish have identified a regional transportation service as important for connecting people to jobs and services.
- The Minister of Environment and Climate Change Strategy has a mandate letter commitment to reduce congestion and make transit an option for more people by working with TransLink to improve and expand the network for people living in the Fraser Valley and Sea-to-Sky regions. Both the Minister of Environment and Climate Change Strategy and Minister of Transportation and Infrastructure have a mandate letter commitment to integrate BC Transit and TransLink services.
- Parts of the corridor have transportation service, but no regional network exists. BC Transit and the Ministry of Transportation and Infrastructure have worked with local government partners and First Nations over the past five years ^{s.13; s.16}

s.13; s.16



BACKGROUND:

North Shore

In 2018, the Integrated North Shore Transportation Planning Project (INSTPP) reviewed transportation needs for the North Shore and recommended a feasibility study of rapid transit between the North Shore and the Burrard Peninsula. The Province partnered with TransLink, the City of North Vancouver, the District of North Vancouver, the City of Vancouver and the District of West Vancouver on the Burrard Inlet Rapid Transit (BIRT) study. Mott-Macdonald Ltd. led the BIRT study, which was funded with \$250,000 from the Province and \$50,000 from each of the four municipalities. The study assessed the feasibility of potential North Shore crossing locations with a Partner Working Group consisting of staff from the Province and the region.

Stage One of the BIRT study was completed in March 2020. It considered alignment options for new connections based on topography, geotechnical, structural aspects, weather, environmental impacts and ridership projections. Stage Two was released publicly in September 2020, which included a detailed engineering and planning review of shortlisted options and resulted in five possible routes for future consideration, as shown in Attachment 1 and listed below:

1. Downtown Vancouver to Lonsdale via First Narrows (tunnel crossing);
2. Downtown Vancouver to Lonsdale via Brockton Point (tunnel crossing);
3. Downtown Vancouver to West Vancouver via Lonsdale (tunnel crossing);
4. Downtown Vancouver to Lonsdale via Second Narrows (new bridge crossing); and
5. Burnaby to Lonsdale via Second Narrows (new bridge crossing)

s.13; s.16

Sea to Sky Corridor Regional Transportation

The 2016 Census indicates that 53 percent of Squamish residents work outside the city, either in Whistler or Vancouver. Sixteen percent of the Squamish labour force commutes to Vancouver. A family-owned private bus service, Squamish Connector, operates a commuter bus service between Squamish and Vancouver. Fares start at \$24 per round trip with a 'Connector Pass'. Epic Rides offers daily service between Vancouver (YVR, UBC and Burrard Station) and Whistler with at least 4 round trips daily at \$35 per round trip. A number of private bus companies provide service from Squamish to Whistler but none operate on a schedule that aligns with typical resort work hours.

BC Transit operates local transit services in Pemberton, Whistler and Squamish. Local governments fund their local transit system through fare revenue and property taxes. From 2005 to 2011, BC Transit operated a bus service between Squamish and Whistler which was 53 percent funded by the local governments. The service was discontinued when the local governments could no longer afford their share of the operating costs and vehicle lease fees.

s.13; s.16



s.13; s.16

DISCUSSION:

s.13; s.16; s.17

s.13; s.16; s.17



s.13; s.16; s.17

PROPOSED NEXT STEPS:

s.13; s.16; s.17

FINANCIAL IMPLICATIONS:

s.13; s.16; s.17



s.13; s.16; s.17

Attachments:

1. North Shore Stage 2 Feasible Crossing Options
2. Sea to Sky Corridor Regional Transportation Chronology
3. BC Transit Regional Service

PREPARED BY:

Stephen Harrison, Senior Policy Analyst
Transit Branch

Linda Harmon, Director
Transit Branch

REVIEWED BY:

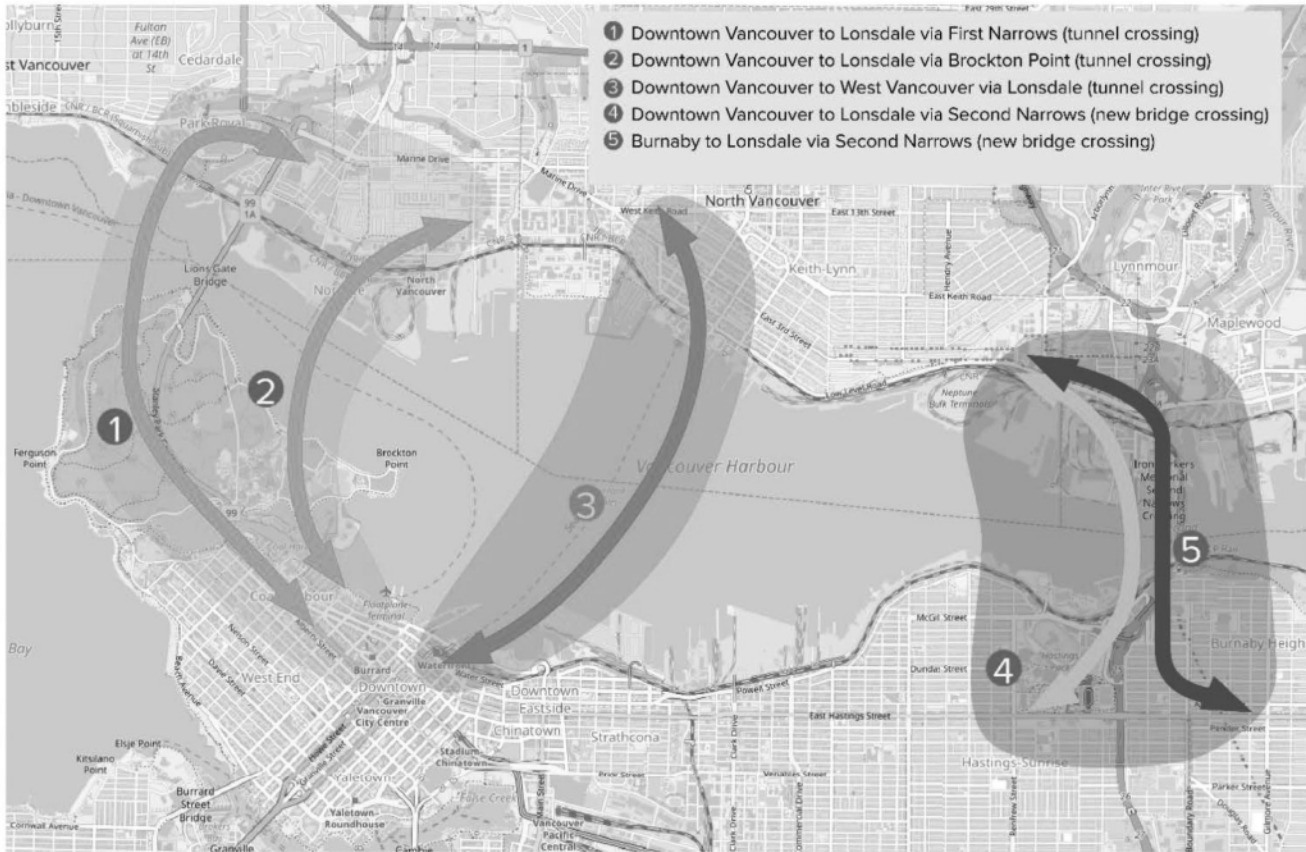
Deborah Bowman, ADM
Transportation Policy and Programs Department
Nancy Bain, EFO
Finance and Management Services Department
Kaye Krishna, Deputy Minister

INITIALS

DB	_____
NB	_____
KK	_____



ATTACHMENT 1: NORTH SHORE STAGE 2 FEASIBLE CROSSING OPTIONS




ATTACHMENT 2: SEA TO SKY REGIONAL TRANSIT CHRONOLOGY

2000	October	Pemberton Commuter (BC Transit), from Pemberton to Whistler, begins service. This service provides transportation for the Lil'wat Nation (Mount Currie) to Pemberton and Whistler.
2004		BC Transit and local governments finalize plans for regional Squamish – Whistler transit service.
2005	January	Squamish-Whistler Commuter, a seasonal regional BC Transit service, begins.
2008	April	Squamish-Whistler Commuter becomes year-round as a pilot project. Funding is provided by provincial government, Squamish and Whistler till end of 2010.
2010		Fares are increased in an attempt to continue service. Squamish continues funding local share for 6 months after Whistler stops funding at the end of 2010.
2010	December	Pemberton Valley Transit Service Review is released and makes a case for increased transit service between Whistler and Pemberton. Pemberton is unable to fund this expansion.
2011	Summer	Service on Squamish-Whistler Commuter discontinued due to inability of local partners to fund it.
2011	December	The province assumes the local government debt on the buses (\$1.6M) used for the regional service.
2012	Fall	Squamish Service Effectiveness Review is undertaken. Review finds that reinstating the Squamish-Whistler service and adding service between Squamish-Vancouver are among the top 5 requests from riders.
2015	Winter	BC Transit initiates 25-Year Sea to Sky Corridor Transit Future Plan in collaboration with local governments and First Nations. https://bctransit.com/pemberton-valley/transit-future/sea-to-sky-transit-future-plan
2016	Summer	BC Transit initiates an Options study as the next step in planning for regional transit. Extensive public engagement occurs. https://www.bctransit.com/documents/1507213432531
2017	Spring	Second public engagement takes place. https://www.bctransit.com/documents/1507213433051
2017	September	UBCM Meetings with local partners - provincial commitment to work with local partners on Regional transit service.



2017	October	S2S Corridor Transit Study Completed (BC Transit). Report included proposed Service levels, routes, preliminary costing. Included 'Next Steps' which included determining Governance Structure and Funding Model. https://www.bctransit.com/documents/1507213434052
2018		Local government partners opt for a Transit Commission form of governance (permitted under the British Columbia Transit Act) and lobby for a regional Motor Fuel Tax.
2018	November	BC Transit Board creates a Sea to Sky Regional Transit Service Area and the Sea to Sky Transit Commission.
2018	December	Local government partners submit names to the Province for the Transit Commission. No appointments are made.
2019		s.12; s.13
2020	September	Squamish Lillooet Regional District hire a new CAO who previously worked on establishing Hwy 16 BC Transit inter-community service.
2020	October	During the BC provincial election, the NDP, Liberals and Green candidates all recognize the need to address Sea to Sky regional transportation.



ATTACHMENT 3: BC TRANSIT REGIONAL SERVICE

Each of the 89 transit systems across the Province are funded, in part, by local property tax. Included in the 89 transit systems are a number of 'regional' transit services, which BC Transit defines as connecting one or more separately funded local transit systems (similar to the proposed Sea to Sky regional route):

- Penticton <> Kelowna (NEW as of Sept 3, 2019) Route 70
- Pemberton <> Whistler Route 99
- Chilliwack <> Abbotsford ("Fraser Valley Express") Route 66
- Abbotsford <> Aldergrove ("Aldergrove Connector") Route 21
- Osoyoos <> Penticton Route 2
- Campbell River <> Comox Route 6
- Cowichan <> Victoria ("Cowichan Valley Commuter") Route 66/99
- Hazelton <> Smithers Route 2
- Skeena <> Terrace <> Kitimat ("Terrace-Kitimat Connector") Route 11
- Kelowna <> Vernon Route 90
- Trail <> Castlegar Route 98
- Nelson <> Castlegar Route 99
- Kimberly <> Cranbrook Route 1
- Summerland <> Penticton Route 1
- Okanagan Falls <> Penticton Route 20
- Port Edward <> Prince Rupert Route 60



INFORMATION BRIEFING NOTE

DATE: March 8, 2021
PREPARED FOR: Honourable Bowinn Ma, Minister of State for Infrastructure
ISSUE: Procurement of Capital Projects
PURPOSE: Low-Bid Model and Claims

SUMMARY:

- Procurement and contracting in MoTI is governed by legislation, trade agreements, corporate policy, and contract law.
- MoTI procures most small to medium size capital expansion contracts using a Design-Bid-Build (DBB) procurement model as governed by the Transportation Act.
- Major capital projects delivered through the Transportation Investment Corp use alternative procurement methods, typically Design-Build (DB) or a DB variation.

s.13; s.16; s.17; s.21

BACKGROUND:

The Ministry's procurement practices are guided by policy, trade agreements and legislation through the Transportation Act ("TA").

The Ministry procures the vast majority of its small to medium capital projects through a traditional DBB and a DM model for larger more complex projects.

- DBB – Low bid model: procured through Invitation to Tender, contract awarded to lowest compliant bidder; for road improvements, resurfacing, upgrades, road and bridge rehab/replacement, seismic work.
- DB Model: procured through a multi-staged process (includes RFQ/RFP), contractor awarded based on qualifications and price; projects such as Pattullo Bridge, Broadway Subway, KHC, GMC, includes inland ferries.

The vast majority of Ministry contracts are tendered through the low-bid model (100-150 annually) and most go well without issue. The Ministry does accept more risk on some contracts, and sometimes these risks will come to fruition (i.e. geotech conditions).

s.13



The TA sets out the authority for the Minister to enter into contracts, and is obligated to follow provisions as set out in Section 4 of the TA that requires a competitive process for the construction or repair of provincial public highway through a public invitation to tender (DBB or 'low bid') process as the base procurement method.

The TA does allow for alternative procurement methods other than the low-bid process with approval by the Minister where the Minister believes that the alternative contracting process will result in a competitively established cost for the project.

s.13; s.16; s.17; s.21

DISCUSSION:

The Ministry is continuing to explore progressive methods and advance procurement and contracting practices that will ensure projects are delivered in a cost-effective manner, on time, and in a way that best achieves maximized benefits ("best bid" or "best value") on projects.

Although the vast majority of ministry construction projects are successfully tendered through the low-bid model, there are possible options that could be considered to address the specific issue of reducing or mitigating claims on projects which include:



s.13; s.16; s.17; s.21

With options as provided above, an assessment of the legal and policy implications including legislation (Transportation Act) would be required to determine feasibility within the framework. However, most of the above options would be achievable under the current legislative framework.



FINANCIAL IMPLICATIONS:

- None.

Attachments:

A. s.13; s.16

PREPARED BY:	REVIEWED BY:	DATE:
Vicki Willow, Executive Director, Procurement Contracts & Risk Management Services (778) 974-5390	Ed Miska, Acting Assistant Deputy Minister Highways Services	21-Mar-4
	Kevin Volk, ADM Major Projects, Infrastructure and Properties Department	21-Mar-4
	Nancy Bain, EFO Finance and Management Services Department	21-Mar-8
	Vanessa Gedney on behalf of Kaye Krishna, Deputy Minister	21-Mar-8

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s.13 ; s.16



MEETING BRIEFING NOTE

DATE: March 9, 2021
PREPARED FOR: Honourable Rob Fleming, Minister of Transportation and Infrastructure
ISSUE: BC Transit's Strategic Plan and Priorities
MEETING: Erinn Pinkerton, President & CEO, BC Transit on March 10, 2021

PROPOSED KEY MESSAGES:

- I would like to thank BC Transit for its help in supporting the provincial commitment to fund free transit for youth twelve and under
- Fleet electrification is an important priority as we work to achieve climate goals and I look forward to seeing this work continue.
- COVID-19 has had significant impact on ridership and it will be important to continue to build back ridership in the future.
- I look forward to continuing to work with BC Transit as we implement mandate letter commitments.

PAST INTERACTIONS:

- *Minister Fleming met with Erinn Pinkerton and BC Transit Board Chair Catherine Holt at introductory meetings in early December 8, 2020.*
- *Minister Fleming addressed BC Transit's Board on Feb 12, 2021.*

BACKGROUND:

BC Transit released its Five-Year Strategic Plan in early 2020, which envisions BC Transit being “your best transportation solution.” Priorities of the plan include a achieving a 100% carbon emission free fleet by 2040, investing in transit priority infrastructure, and technological investments for fare collection and integration with other modes.

Soon after the release of the plan, the focus shifted quickly to providing essential transit service during the COVID-19 pandemic and supporting ridership through the recovery period. The Province and federal government provided \$86 million in Safe Restart funding to BC Transit to benefit local governments to ensure transit service is maintained despite the drop in ridership and fare revenue. Ridership is trending at 50% pre-COVID-19 levels. While Safe Restart funding was provided to BC transit in 2020/21, it will benefit local governments over the next several years as ridership and fare revenue recovers.

DISCUSSION:

s.13; s.16



s.13; s.16

Public Transit Priorities

Delivering on the public transit mandate letter priorities will require close collaboration between the Ministry and BC Transit. BC Transit's Board will be receiving its annual mandate letter in late March / early April (timing has shifted to align with Budget 2021, which will not be tabled until mid-April). Items in the Minister's mandate letter that relate to public transit will be reflected in BC Transit's mandate letter. These include implementing free transit for children 12 and under, improving transit on the South Vancouver Island, better integrating TransLink and BC Transit service, and providing better transit to rural and remote communities. Staff from the Ministry and BC Transit staff are working closely to develop work plans / approaches to ensure we are successful in delivering on our respective mandates.

Mandate Letter Highlights

Free Transit for Youth 12 and Under - s.12; s.13; s.16
 s.12; s.13; s.16

s.13; s.16

s.12; s.13; s.16

Southern Vancouver Island Transportation (Uptown Exchange) – The Ministry is advancing planning work to develop transit and active transportation improvements to serve the near-term goals that will align with the future development of the Uptown site. The study will develop options for improvements s.13; s.16
 s.13; s.16

s.13; s.16 The study will develop order of magnitude cost estimates for a future multi-modal transit hub and supporting transportation infrastructure that satisfies the functional needs and policy goals of BC Transit, Saanich, the Capital Regional District and the Ministry of Transportation and Infrastructure.

The Uptown Mobility Hub Study will support BC Transit advancing long-term plans for the Uptown Transit Hub and Transit Oriented Development opportunities. BC Transit has recently started complementary project pre-



implementation work; however, formal project pre-implementation work is not forecast to begin until 2022/23. s.13; s.16

FINANCIAL IMPLICATIONS:

- There are no direct financial implications expected from this meeting.

Attachments:

1. Biography of Erinn Pinkerton
2. Transit Infrastructure (Overview)

PREPARED BY:

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Transit Branch, BC Transit Unit
(778) 698-9497

REVIEWED BY:

Deborah Bowman, Assistant Deputy Minister
Transportation Policy and Programs Division
Nancy Bain, Executive Financial Officer
Finance and Management Services Department
Kaye Krishna, Deputy Minister

DATE:

21-Mar-5

N/A

21-Mar-9



Ministry of
Transportation
and Infrastructure

ATTACHMENT 1: Erinn Pinkerton Biography

Copyright

**ATTACHMENT 2: BC Transit Infrastructure**

- **Bus Lanes**
 - » Kelowna Rapid Bus
 - » Douglas Street / Highway 1 Victoria
- **Transit Exchanges**
 - » Victoria (UVic, Royal Oak, Langford, Colwood, McTavish, Uptown)
 - » Kelowna (UBCO, Queensway)
 - » Nanaimo (Country Club, Woodgrove Centre)
 - » Prince George (Pine Street Mall, UNBC)
 - » Kamloops (TRU, Downtown)
- **Park & Rides**
 - » Victoria (Sooke, McTavish, Helmcken, Juan de Fuca, 17 Mile - under construction)
 - » Abbotsford (Whatcom, Bourquin)
 - » Cowichan Valley (Frayne Rd, ValleyView)
 - » Chilliwack (Lickman)
 - » Kootenay Boundary (Claymour Junction)
- **Bus Shelter Program**
 - » All BC Transit Systems

Note: many exchanges and Park and Rides are provided by our partners including local governments and MoTI



INFORMATION BRIEFING NOTE

DATE: March 10, 2021
PREPARED FOR: Honourable Rob Fleming, Minister of Transportation and Infrastructure
ISSUE: Agricultural Land Commission (ALC) Hearing
PURPOSE: Approval to advertise for ALC hearing required by March 11, 2021

SUMMARY:

- The ALC approved the Salmon Arm West project in 2016.
- The ministry has applied to the Agricultural Land Commission (ALC) to remove 0.2ha of land from the Agricultural Land Reserve (ALR) for the TCH 1 Salmon Arm West four-laning project.
- The process for this removal now includes a public hearing and the ministry is required to conduct the hearing and provide the results to the ALC to aid in their decision-making.
- The hearing must be advertised prior to the hearing which is tentatively scheduled for March 30, 2021, therefore, approval to advertise is required by March 11, 2021 in order to meet the deadline for advertising submissions.

BACKGROUND:

The TCH Salmon Arm West (SAW) Project is a four-laning project that is under construction. The SAW project impacts ALR land. The ALC has approved the SAW project and the subject parcel is now part of the new, approved right-of-way. Typically, the new right-of-way is not excluded from the ALR unless the ALC decides to amend the ALR boundary.

Removing land from the ALR requires approval from the ALC. The ministry is now requesting exclusion of the subject parcel from the ALR to facilitate consolidation with an adjacent parcel that is not in the ALR. ALC approval of the ALR exclusion application will allow the consolidation to proceed. The ministry has discussed the application with the ALC staff. The next step in the ALC application and approval process is a public hearing.

The public hearing process is a new requirement for the ministry. The ALC now requires all proponents to present the application the hearing. Previously only municipalities and regional districts were required to conduct hearings. The ministry has hired consultants experienced in this process to lead the hearing.

PAST INTERACTIONS:

- The ministry and the ALC have been working together since 2013 on the SAW Project.
- The ALC approved the SAW project on March 30, 2016.

DISCUSSION:

A 0.2ha area is required to be removed from the ALR. The land is a triangular shape surrounded by the TCH and a frontage road accessing the TCH. The parcel has extremely limited use for agriculture given its location and parcel size.



The public hearing will be hosted virtually via Zoom. At the hearing the ministry will show a map of the property but, no formal presentation will be given. The description of the application process will be provided, and the “floor” will be opened for comments. The ministry will collect comments and include these with the final application to the ALC. The ALC will be able to consider comments in their decision. s.13

The ministry is required to advertise the upcoming hearing. The hearing is tentatively scheduled for March 30, 2021 and the deadline for submission of advertising is March 12, 2021. The ministry is seeking approval to advertise the public hearing by March 11, 2021 to allow staff sufficient time to meet the news media deadline of March 12, 2021.

s.13

FINANCIAL IMPLICATIONS:

- Not applicable.

Attachments:

1. Area Map

PREPARED BY:	REVIEWED BY:	DATE:
Jennifer Fraser, TCH Program Director Highways Department	Kevin Richter, Associate Deputy Minister Highway Operations	21-Mar-8
	Nancy Bain, EFO Finance and Management Services Department	N/A
	Kaye Krishna, Deputy Minister	21-Mar-9



INFORMATION BRIEFING NOTE

DATE: March 11, 2021

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

ISSUE: Taxi Recovery Benefits

PURPOSE: To have a discussion with the Victoria Taxi Companies about the recovery benefits available to them

Meeting: Victoria Taxi Companies on March 11, 2021:

- Yellow Cab of Victoria – Paramjit Tiwana, President
- Bluebird Cabs – Harpal Sing Hundal, President
- Victoria Taxi – David Galbraith, President

SUMMARY:

- The federal and provincial governments have rolled out various COVID-19 relief and recovery programs to help businesses financially through the pandemic, including wage subsidies, rent and tax relief, small and medium business grant programs, and other sector-specific funding supports.
- Upon reviewing data provided from JERI, it revealed that the Small and Medium Sized Business Recovery Grant Program had low application numbers from B.C. taxi companies.
- Due to this low number, on Thursday, February 25, 2021 the Passenger Transportation Branch sent out an email to all taxi companies in B.C. reminding them of the Grant Program that is available and encouraging them to take the opportunity (Appendix A).
- Attached to the email was an information sheet about the grant program, specific to taxi companies. This information sheet is provided by JERI and has not yet been updated since program changes were announced March 4th (Appendix B).
- Staff from the Passenger Transportation Branch have reached out to taxi companies over the phone to confirm the receipt of the email and support any questions they have.
- Following the branch's email, on March 4, 2021, the Small and Medium Sized Business Recovery Grant Program announced improvements to the existing program.

BACKGROUND:

The Small and Medium Sized Business Recovery Grant Program made adjustment to the eligibility criteria and extended from March 31, 2021 to August 31, 2021, (or until the funds are fully allocated, whichever comes first).

The previous requirement for a business to have experienced at least a 70% revenue loss at some point in March or April 2020 has been adjusted. Now, a business is required to demonstrate only a 30% revenue loss in any one month between March 2020 to the point of application.

Funding for this grant is up to 45K (10K to 30k for businesses impacted by COVID-19, and an additional 5K to 15K for eligible tourism-relates businesses).



DISCUSSION:

We've heard a positive response from the industry regarding the improvements to the Small and Medium Sized Business Recovery Grant Program.

FINANCIAL IMPLICATIONS:

- None.

Appendices:

- A. Letter to the Taxi Companies
- B. Small and Medium Sized Business Recovery Grant Program: B.C. Taxi Company Information

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REVIEWED BY:

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Highway Services
Nancy Bain, EFO
Finance and Management Services Department

Kaye Krishna, Deputy Minister

DATE:

N/A



Ministry of
Transportation
and Infrastructure

APPENDIX A: Letter to the Taxi Companies



Passenger
Transportation
Branch

Re: Industry Update – Small and Medium Sized Business Recovery Grant Program – B.C. Taxi Company Information

Dear Taxi Owner Operators:

The Passenger Transportation Branch would like to highlight and remind taxi companies of the Small and Medium Sized Business Recovery Grant Program that is available in British Columbia. As the program runs until March 31, 2021 (or until the funds are fully allocated, whichever comes first), we do not want you to miss out on an opportunity that could benefit your company.

The Ministry of Jobs, Economic Recovery and Innovation has compiled the attached information sheet for taxi companies interested in applying for the Small and Medium Sized Business Recovery Grant Program. The purpose of this funding is to provide eligible B.C. businesses with economic relief in response to the COVID-19 pandemic and to ensure they have the support they need.

If you are a taxi driver that owns and operates your vehicle, you may be eligible to receive the Business Recovery Grant. Here are a couple tips to note, specific to your industry:

- You will need to apply for the grant using your own business registration number **NOT** the cab company's legal name
- If you do not currently have a business registration number, please apply through BC Registries
- Tourism top-up eligibility
 - To receive the tourism grant top-up, you must declare that you are a tourism business in your application
 - You are a tourism business if you cater to persons travelling to and staying in places outside their usual environment for not more than one consecutive year for leisure business and other purposes

To determine your eligibility for funding, **access the link here:**

<https://www2.qa.gov.bc.ca/gov/content/economic-recovery/business-recovery-grant>

Please note: Not all businesses are eligible and not every application will be approved. Once your application submission is received and reviewed, approved businesses will receive funding.

If you have any questions, please direct them to passengertransportationbr@gov.bc.ca

Thank you,

The Passenger Transportation Branch



APPENDIX B: Small and Medium Sized Business Recovery Grant Program: B.C. Taxi Company Information



Small and Medium Sized Business Recovery Grant Program

B.C. Taxi Company Information

Info Sheet – February 22, 2021

The Business Grant Program provides fully funded grants to eligible B.C. businesses to ensure they have the support they need throughout the COVID-19 pandemic. The program runs until March 31, 2021 or until the funds are fully allocated, whichever comes first.

If you are a taxi driver that owns and operates your vehicle, you may be eligible to receive the Business Recovery Grant. Before applying, here are a few tips, specific to your industry:

- You will need to apply for the grant using your own business registration number **NOT** the cab company's legal name.
- If you do not currently have a business registration number, please [apply through BC Registries](#).

<p>How much funding is available?</p>	<p>A non repayable base grant of \$30,000 is available to eligible small and medium sized B.C. businesses impacted by COVID-19.</p> <p>If your business relies on tourism domestic or international tourism, you may be eligible for an additional \$5,000 to \$15,000.</p>
<p>How does the Grant program work?</p>	<p>The Business Grant Program has two steps. Visit the B.C. government's program page to learn how the program works, determine eligibility requirements and see what you need to apply.</p> <p>Then you're ready for Step One: start your application.</p> <p>After you apply, the B.C. government adjudicates your application. They will reach out if they have any questions or need more information.</p> <p>If eligibility is confirmed, you move to Step Two: completing your recovery plan.</p>
<p>Grant program information:</p>	<ul style="list-style-type: none"> • https://gov.bc.ca/businessrecoverygrant • 中小型企业复苏补助金计划 (PDF, 476KB) • 中小型企业復甦補助金計劃 (PDF, 520KB) • ਛੋਟੇ ਅਤੇ ਦਰਮਿਆਨੇ ਆਕਾਰ ਦੇ ਬਿਜ਼ਨਸ ਲਈ ਰਿਕਵਰੀ ਗਰਾਂਟ ਪ੍ਰੋਗਰਾਮ (PDF, 206KB) • Programme de subvention pour la relance des petites et moyennes entreprises (PDF, 82KB) • برنامج منح الإعانة للمشاريع الصغيرة والمتوسطة (PDF, 129KB) • برنامه کمک هزینه بازاریابی برای کسب و کارهای کوچک و متوسط (PDF, 125KB) • 중소기업회복보조금 (PDF, 359KB) • Programa de subvenciones para la recuperación de las pequeñas y medianas empresas (PDF, 75KB) • Programa ng Gawad sa Pagbawi ng Maliit at Katamtamang Laki na Negosyo (PDF, 85KB) • Chương trình Trợ cấp Phục hồi cho Doanh nghiệp Nhỏ và Vừa (PDF, 132KB) • 中小企業回復助成金プログラム (PDF, 491KB)



Small and Medium Sized Business Recovery Grant Program

B.C. Taxi Company Information

Info Sheet – February 22, 2021

<p>Base grant eligibility</p>	<p>A business must meet all eligibility criteria to receive a base grant: *Please note, seasonal businesses should provide information relevant to their specific business cycle.</p> <ul style="list-style-type: none"> • Majority share of the business is owned by one or more B.C. residents • Business has been operating in B.C. for at least 18 months as of the date of application • Business's sole or primary operations are located and conducted in B.C., is registered in B.C., is current and pays taxes in B.C. • Business is *currently operating (seasonal or temporarily closed businesses are also eligible) • Business employs up to 149 people in B.C. for at least four months of the calendar year <ul style="list-style-type: none"> ○ Includes businesses that had employees or contracted staff prior to February 1, 2020 ○ For businesses that do not have staff, please tell us in your application how the grant funding will support your recovery and benefit your community • Business had positive cash flow for the last financial statement, prior to February 1, 2020 • *Business experienced revenue losses compared to the same period of 2019 of: <ul style="list-style-type: none"> ○ At least 70% at some point during March or April 2020 and ○ At least 30% at some point during May 2020 to present • Business's ownership has not prepared the business for closure, dissolution or for sale following February 1, 2020 <p>Businesses may determine their eligibility and find out what they need to apply online: www.gov.bc.ca/businessrecoverygrant</p>
<p>Tourism top-up eligibility</p>	<p>To receive the tourism grant top-up, you must declare that you are a <u>tourism business</u> in your application. You are a tourism business if you cater to persons travelling to and staying in places outside their usual environment for not more than one consecutive year for leisure business and other purposes.</p>
<p>Need help?</p>	<p>Monday to Friday, 9am to 5pm PST (except stat. holidays) Phone: 1-833-254-4357 Email: BusinessRecoveryGrantProgram@gov.bc.ca</p>

**BACKGROUND:**

s.13

Since May 2020, taxi operators have had a choice of insurance options available to them following changes directed by government to ICBC and BCUC.

Flat rate insurance covering all aspects of the taxi use, or usage-based insurance where the operator pays a smaller flat rate fee to cover the periods when the driver is not actively engaged in pickup and delivery and a per-km rate in addition for the higher risk period when pickup and delivery occurs.

This new usage-based product has substantially lowered taxi premiums. Of note, prior to the introduction of the usage-based insurance, taxi premiums at all phases of driving are already subsidized by basic rate payers, with the flat-rate portion being the most subsidized.

Despite these subsidies, the taxi industry is requesting further assistance from the government in order to maintain operations.

s.13; s.16

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s.13

s.13; s.16

DISCUSSION:

Due to COVID-related changes implemented by ICBC, taxi companies will see a COVID rebate of 19% on the flat rate portion of their premiums for vehicles that were insured between April 1, 2020 and September 30, 2020.

The introduction of the new usage based insurance product means that taxi companies have the option to keep the flat rate (for all phases of operation) or move to distance-based policies (distance-based for Phases C and D with all other operation included in the flat-rate portion of their policy). Over 65% of the provincial taxi fleet (29% of all taxi companies) have moved to distance-based policies (1735 out of 2658 taxis) and are seeing substantially reduced premiums as a result.

s.13; s.16

FINANCIAL IMPLICATIONS:

- s.13; s.16

Attachments:

Appendix A: ICBC Taxi Data on C and D kms

PREPARED BY:

REVIEWED BY:

DATE:



Ministry of
Transportation
and Infrastructure

Steven Haywood, Executive Lead,
Taxi Modernization & Ride Hailing

Ed Miska, A/ADM
Highway Services
Nancy Bain, EFO
Finance and Management Services Department
Kaye Krishna, Deputy Minister

21-Mar-1

21-Mar-1

Click or tap to
enter a date.



INFORMATION BRIEFING NOTE

DATE: March 16, 2021

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

ISSUE: Taxi insurance

PURPOSE: The taxi industry is requesting ICBC insurance amendments to reduce their operating costs during the COVID-19 pandemic.

SUMMARY:

- The taxi industry has suffered major service reductions associated to the COVID-19 pandemic and the accompanied provincial health officer restrictions on travel, congregations, and the drop in tourism across the province.
 - The taxi industry is operating generally at 50% pre-pandemic levels, with portions of the industry operating at far less
- Insurance is a large operating cost for the taxi industry due to risk factors, actuarial data, and processed claims.
- The taxi industry is requesting that government remove portions of the usage-based insurance per-km rate with the current flat rate portion to extend to cover the additional phase at no additional cost.
 - Known as Phase C kms, whereas the taxi operator has been requested to pickup a passenger and is on route for the pickup
 - Phase A and B are off shift/on shift
 - Phase D is when a passenger is picked up and within the vehicle
- Most policy holders will see cost savings with Insurance Corporation of British Columbia's (ICBC) December announcement of Enhanced Care Coverage.
 - Taxi operators with both Basic and full Optional coverage will see premium reductions of about 18%
 - Both on the flat rate and per-km portions of their policy
 - In effect for policy renewals after May 1, 2021

s.13; s.16



BACKGROUND:

In March 2020, government directed ICBC and the BCUC to offer a usage-based insurance product for the taxi industry to match the product made available to the ride hail industry.^{s.13; s.16}
s.13; s.16

Since May 2020, taxi operators have had a choice of insurance options available to them following changes directed by government to ICBC and BCUC.

s.13

s.13; s.16

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s.13



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s.13; s.16

DISCUSSION:

Due to COVID-related changes implemented by ICBC, taxi companies will see a COVID rebate of 19% on the flat rate portion of their premiums for vehicles that were insured between April 1, 2020 and September 30, 2020.

The introduction of the new usage based insurance product means that taxi companies have the option to keep the flat rate (for all phases of operation) or move to distance-based policies (distance-based for Phases C and D with all other operation included in the flat-rate portion of their policy). Over 65% of the provincial taxi fleet (29% of all taxi companies) have moved to distance-based policies (1735 out of 2658 taxis) and are seeing substantially reduced premiums as a result.

s.13; s.16



FINANCIAL IMPLICATIONS:

- s.13; s.16

Appendix:

A. ICBC Taxi Data on C and D kms

PREPARED BY:	REVIEWED BY:	DATE:
Steven Haywood, Executive Lead, Taxi Modernization & Ride Hailing	Ed Miska, A/ADM Highway Services	21-Mar-1
	Nancy Bain, EFO Finance and Management Services Department	21-Mar-1
	Kaye Krishna, Deputy Minister	21-Mar-16



Appendix A: ICBC Taxi Data on C and D kms

Those on fixed insurance = total rates paid from May 2020 to December 31, 2020

Those on distance-based insurance = total base rate from May 2020 to December 31 and total in C and D for same date range

s.13; s.16



INFORMATION BRIEFING NOTE

DATE: March 17, 2021

PREPARED FOR: Kaye Krishna, Deputy Minister

ISSUE: Office of the Auditor General (OAG) Performance Audit – Northern Transportation Service (BC Bus North)

PURPOSE: The Deputy Minister will be receiving an ‘Audit Plan and Acknowledgement Letter’ from the OAG and will be requested to sign off on the Plan by March 26, 2021

SUMMARY:

- The OAG has completed its ‘Audit Planning Phase’ and will now be moving into the ‘Conducting Phase’. As with standard OAG Audit protocols, the OAG will be providing the Deputy Minister with an ‘*Audit Plan Acknowledgement and Confirmation letter*’ and “*Audit Plan Summary*” by March 22, 2021 and will be requesting DM sign off on or before March 26th.

BACKGROUND:

Performance audits review the wider management issues of an organization or program and whether it is achieving its objectives effectively, economically and, efficiently. They are sometimes called "value for money" audits because they can advise whether there is value received for the money being spent.

Although northern transportation service is not referenced in the current OAG’s Performance Audit Coverage Plan 2020/21 – 2022/23, the OAG has confirmed with the ministry that it will proceed with an audit of Northern Transportation services (with a focus on the Ministry’s oversight in the delivery of BC Bus North service).

PAST INTERACTIONS:

- *Staff from the OAG held an exploratory meeting with Ministry staff (Transit Branch) on August 19th, 2020 to discuss the possibility of conducting an audit of northern transportation services.*
- *On November 4th, 2020, the Assistant Auditor General wrote to the Deputy Minister of Transportation and Infrastructure to advise that a performance audit of northern inter-city bus service (which might include BC Bus North and the Highway 16 Transportation Action Plan) is under active consideration and offered a follow up meeting (which has been set for December 10th).*
- *The Assistant Auditor General, met with the Deputy Minister on December 10th, 2020 to discuss initial thoughts in terms of conducting this audit.*
- *The Deputy Auditor General, also met with the Deputy Minister on February 1st to discuss more general matters related to the OAG and OAG audits.*

DISCUSSION:

The OAG has landed on the following two 'Audit Objectives':

"To determine whether the Ministry of Transportation and Infrastructure is providing effective oversight of the delivery of interim long-distance bus service to B.C. northern Communities." AND

"To determine whether the Ministry of Transportation and Infrastructure is developing a sustainable solution for long-distance ground transportation that reflects the needs of northern communities."

The OAG has also proposed a number of lines of enquiry and specific audit criteria (see Appendix A). Ministry staff have met with OAG staff on a number of occasions to discuss the lines of enquiry and the Ministry's feedback has been reflected in the audit planning phase. ^{s.13}

s.13

s.13

The final Audit Plan which will include the OAG's audit criteria will be transmitted to the Deputy Minister on March 22nd for review and sign off by March 26th.

Ministry Engagement with the OAG

Ministry staff have been working closely with the OAG during the planning phase of this audit. Engagement has been collegial and cooperative in nature. OAG staff have held several 'planning interviews' with staff from the Ministry, BC Transit, Northern Heath and the Passenger Transportation Board to help gain a better understanding of the transportation services being provided in the north and to refine the scope of the audit. Further interviews will be arranged during the "Conducting Phase" off the audit.

Staff that will be involved in this OAG audit were able to participate in a half day training session "OAG Performance Audit Orientation" held in January that was delivered by the Office of the Comptroller General and Legal Services Branch.

The Ministry's key contact for this audit is the Executive Director, Transit Branch (BC Transit). A number of key/priority meetings between the Ministry and the OAG have also been attended by the ADM of Transportation Policy and Programs and the Executive Director, Financial Policy, Compliance and Governance.

Document Management

An MS TEAMS Channel has been set up as a document repository to facilitate document transmission / document management for this OAG Performance Audit. Several documents have already been provided to the OAG during the Planning Phase, and several more documents have been requested (Appendix 3). In order to ensure document control, only the Ministry's key contact for this audit will be uploading documents to the MS TEAMS site. Prior to the completion of the audit, the Deputy Minister will be required to confirm that all relevant documents with respect to this audit have been provided to the OAG.

Audit Plan Acknowledgement and Confirmation Letter

OAG staff have advised Ministry staff that the final 'Audit Plan and Confirmation Letter' might not be identical to what is provided in Appendix A as they are still finalizing the Plan. Should the Deputy Minister wish to discuss the final Plan prior to sign off, staff can arrange a separate briefing.



Ministry of
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s.12; s.13; s.16

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XRef: #297587



Ministry of
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and Infrastructure

CLIFF #301930
XRef: #297587

s.12; s.13; s.16



DECISION BRIEFING NOTE

DATE: March 19, 2021

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

ISSUE: Reduced Least Risk to Fish Window for George Massey Crossing Project

PURPOSE: Update Project schedule for the Immersed Tunnel in the GMC Business Case to reflect the recent *Fisheries Act* Authorization for the Pattullo Bridge Replacement Project.

RECOMMENDED OPTION:

▶ s.13; s.16

BACKGROUND:

The recommended immersed tube tunnel (ITT) option in the GMC Business Case, submitted to government in December 2020, is based on instream works being undertaken between July 15 to February 28. This period is referred to as the least risk to fish window (fish window), and is regulated by Fisheries and Oceans Canada (DFO) based on life stages of pacific salmon.

s.13; s.16

PAST INTERACTIONS:

- Technical briefings with identified Indigenous groups and the Metro Vancouver Task Force between early January and February 5, 2021 indicated the in-service date for the immersed tunnel option was Q4 2029.

DISCUSSION:

s.13; s.16

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Withheld pursuant to/removed as

s.13 ; s.16 ; s.17



DECISION BRIEFING NOTE

DATE: March 22, 2021
PREPARED FOR: Honourable Rob Fleming, Minister of Transportation and Infrastructure
ISSUE: Mandatory Entry Level Training (MELT) Regulations

s.12; s.13



s.12; s.13

PREPARED BY:

REVIEWED BY:

DATE:

Ed Miska, A/ADM
Highway Services Department

March 19, 2021

Nancy Bain, ADM & Executive Financial Officer
Finance and Management Services Department
Kaye Krishna, Deputy Ministe

March 20, 2021

March 22, 2021

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s.12 ; s.13



MEETING BRIEFING NOTE

DATE: March 22, 2021

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

ISSUE: Container Trucking Industry

MEETING: Unifor Representatives on March 29, 2021:

- Gavin McGarrigle – Western Regional Director, Unifor
- Mario Santos – National Representative, Unifor
- Paul Nagra – President, Unifor VCTA

PROPOSED KEY MESSAGES:

- Fairness in the trucking industry is important to our government. We have listened and consulted with industry to promote a healthy, stable and balanced sector.
- Under the *Container Trucking Act*, the Office of the BC Container Trucking Commissioner (OBCCTC) issues licences to trucking companies, enforces regulatory compliance, and sets trucking rates.
- In 2020, the Ministry and Container Trucking Commissioner jointly commissioned a study to better understand off-dock truck trips that support containerized shipping throughout the Lower Mainland. The report was released publicly in September and the Commissioner has consulted with stakeholders including labour groups and trucking companies.
- s.13

PAST INTERACTIONS:

- *Unifor has been actively engaged with the Ministry of Transportation and Infrastructure on the Container Trucking Regulation since it was implemented and the Joint Action Plan was signed in 2014.*

BACKGROUND:

Unifor is Canada's largest union in the private sector, representing 315,000 workers in every major area of the economy. Unifor represents the largest number of unionized container truckers operating in the lower mainland, representing 6 companies and 281 drivers. Unifor drivers at licenced companies have been working under expired collective agreements since August 1, 2019. Unifor bargains based on rates set by the OBCCTC.

In 2014, in response to the work stoppage by truck drivers servicing Port of Vancouver container terminals, the Provincial and Federal governments, Unifor, and United Truckers Association agreed on a plan (Joint Action Plan) to address issues including rate undercutting. At the same time, the provincial government introduced the *Container Trucking Act*, *Container Trucking Regulation* and created the OBCCTC to enforce the regulatory regime including paying minimum rates.

s.13



Off-Dock

In May of 2020, the Province and the OBCCTC commissioned a study to better understand off-dock truck trips that support containerized shipping throughout the lower mainland. The report was released publicly in September and the Commissioner has actively sought feedback from stakeholders including Unifor who provided a written response. The Commissioner has provided a draft set of recommendations to the Province which are currently being reviewed.

Licensing

From September 2019 to the end of February 2020 the OBCCTC conducted stakeholder engagement on proposed reforms to the Container Trucking Services (CTS) licensing process and the truck tag policy. The purpose of the licensing reform process was to enhance compliance and to ensure that appropriate amount of truck tags were assigned across the licensed fleet. This was meant to ultimately benefit drivers by better matching the number of drivers with available on-dock work.

Following conditional approvals in September of 2020, 22 companies (which include a company with Unifor drivers) sought a stay of the licensing process and applied to seek a judicial review of the license application process. The courts granted the stay application; therefore, these companies continue to operate under their 2018 CTS Licenses pending the results of the judicial review. Timing for outcomes of the judicial review is unknown.

DISCUSSION:

In general, Unifor holds the following position:

s.13

Recent government action in support of drivers include:

- Raised base wage rates (2.6% June 2018 and 2% June 2019), raised minimum daily call out rates from \$200 to \$300 and implemented a \$25 flat positioning move rate.
- Effective April 1, 2020 trip zone definitions were amended to make the system fairer for truckers and long-distance trip rates were increased, improving incomes for those drivers. Also as of April 1 the Independent owner-operator hourly rate was increased by 10%.

There is an opportunity for the Province and the Commissioner to take steps to affect positive changes for the industry in response to concerns raised by stakeholders in the off-dock report. Any recommended changes to rates and regulation should be considered through the lens of the established core principles for container trucking (fairness, stability, efficiency and competitiveness), and all stakeholders including licensees, industry associations and labour representatives must work together on viable solutions.



FINANCIAL IMPLICATIONS:

- None

PREPARED BY:	REVIEWED BY:	DATE:
Anthony Fotino, Project and Programs Analyst Integrated Transportation Planning Branch s.22	David Greer, Executive Lead Partnerships Department	21-Mar-17
Lovina Sager, Senior Project and Program Analyst Integrated Transportation Planning Branch (778) 974-6370	Nancy Bain, Executive Financial Officer Finance and Management Services Department	N/A
	Kaye Krishna, Deputy Minister	21-Mar-22



MEETING BRIEFING NOTE

DATE: March 24, 2021

PREPARED FOR: Honourable George Heyman, Minister of Environment and Climate Change

ISSUE: TransLink's HandyDART Modernization Program

MEETING: Fay Kramer, TransLink, Public Affairs Senior Advisor and Dan Coulter, Parliamentary Secretary for Accessibility, on March 25, 2021.

PROPOSED KEY MESSAGES:

- It is a priority for this government to make sure everyone can access the important services they depend on, including public transit. That is why we are committed to funding 40% of the capital costs in the Mayors' Council's 10-Year Vision that includes a 30% increase in HandyDART service by 2027.

s.13; s.16

- Our focus right now 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.

PAST INTERACTIONS:

- *None ministry staff are aware of.*

BACKGROUND:

In 2017, TransLink completed a Custom Transit Service Delivery Review which assessed HandyDART operations and policy alternatives and provided recommendations about the HandyDART program, service policies, service profile and service delivery model. The TransLink Board of Directors (Board) endorsed the review's recommendations which focused on improving HandyDART customer experience and increasing the availability of service. TransLink has since been working to implement the recommended actions, and 13 of the 19 recommendations are fully complete, to date. Work is underway to develop a HandyDART Modernization Program to address the outstanding recommendations that require longer-term approaches.

The HandyDART Modernization Program aims to improve the HandyDART experience from beginning to end, including how people register, how they book their trips and how they pay for the paratransit service. It is the result of work and consultations with the HandyDART Users Advisory Committee, frontline HandyDART staff, and customers.



TransLink is currently considering the following package of new initiatives to expand transportation options and ensure HandyDART service is sustainable into the future:

- Implementation of Compass Card on HandyDART for more convenient payments (Fall 2021);
- Introducing Online Booking to supplement the existing phone booking system (late 2021 - early 2022, depending on IT system readiness);
- Potential New Fare Structure with discounts for eligible customers that match the conventional system (pending Board decision); and
- Potential New Registration Process with a personalized consultation to better meet the needs of customers (pending Board decision).

Upcoming HandyDART customer and stakeholder engagement will gauge support for the package of changes and solicit perspectives on how to balance the benefits and trade-offs of the various improvements. Engagement will be open March 29 to April 25, 2021 and will include various physically distant approaches including surveys, advertising, telephone town halls and virtual workshops.

Following consultations, TransLink anticipates bringing recommendations to the TransLink Board for direction in June 2021.

DISCUSSION:

The introduction of Compass Card on HandyDART and Online Booking to supplement the existing phone booking system has already been decided, and TransLink is seeking information from the public to support customers' transition to Compass and answer any questions. Some of the proposed benefits of this change include easier payment, the ability to book trips on weekends, and seamless travel across all modes on TransLink's system. It also delivers on the *2017 Custom Transit Service Delivery Review's* recommendation to implement a "Family of Services approach" across the transit network. s.13; s.16

s.13; s.16

s.13; s.16



FINANCIAL IMPLICATIONS:

s.13; s.16; s.17

Attachments:

1. HandyDART Modernization Program Engagement Presentation

PREPARED BY:

Vanessa Day, Senior Policy Analyst
TransLink Unit, Transit Branch
(778) 69-83367

REVIEWED BY:

Deborah Bowman, Assistant Deputy Minister
Transportation Policy and Programs
Nancy Bain, Executive Financial Officer
Finance and Management Services Department

Kaye Krishna, Deputy Minister

DATE:

21-Mar-23

N/A

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enter a date.

HandyDART Modernization Program

March 2021

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Together all the way



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



MEETING SUMMARY

MEETING DATE: March 26, 2021
MEETING: s.13; s.16
MINISTRY STAFF: Dawn Drummond, Vicki Willow
ISSUE: MOTI's Procurement Policy

Discussion:

s.13; s.16

MOTI Message:

- MOTI is working hard with MIRR and Citizen Services to look at Indigenous procurement
- MOTI continues to look at procurement options under current policy and legislation
- Procurement changes may not necessarily solve poor performing contractor problems so MOTI is looking at ways to supplement with approaches that may help to mitigate future problems.
- Challenge to restrict contractors to just BC as there are trade agreements in place.

s.13; s.16



Ministry of
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and Infrastructure

s.13; s.16

PREPARED BY:

Paula Cousins, Regional Executive Director
Southern Interior Region



INFORMATION BRIEFING NOTE

DATE: March 30, 2021

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

ISSUE: Trans-Canada Highway (TCH) Kamloops to Alberta Program Project ^{s.12; s.13; s.17}

PURPOSE: s.12; s.13; s.17

SUMMARY:

s.12; s.13; s.17

BACKGROUND:

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

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

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

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



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

PAST INTERACTIONS:

- None.

DISCUSSION:

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

FINANCIAL IMPLICATIONS:

- None.

PREPARED BY:

Jennifer Fraser, Director TCH Program
Southern Interior Region, Highways Department

REVIEWED BY:

Kevin Richter, Associate DM
Highways Department
Nancy Bain, EFO
Finance and Management Services Department
Kevin Richter A/Deputy Minister

DATE:

21-Mar-25

21-Mar-30

21-Mar-30



DECISION BRIEFING NOTE

DATE: March 31, 2021

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

ISSUE: Safe Restart Funding Agreement with Northern Development Initiatives Trust

PURPOSE: The Ministry is entering into an agreement to provide funding for northern transportation services.

RECOMMENDED OPTION:

- ▶ **OPTION 1:** Approve and sign the Safe Restart Funding Agreement with Northern Development Initiatives Trust.

BACKGROUND:

Safe Restart funding has been approved to fund northern transportation services. Northern Development Initiatives Trust (NDIT) has signed a Safe Restart Contribution Agreement that will see the Province provide NDIT with \$7.9 million in 2020/21 to manage a 'Northern Transportation Services Fund' through March 2025 which will include developing and administering a program(s) to deliver public transportation (which may include intercity bus service and community transportation for rural and remote locations). The term of the Agreement is March 30, 2021 to March 31, 2026 (the term has intentionally been extended beyond March 2025 to allow NDIT the ability to disperse funds beyond March 2025).

DISCUSSION:

BC Bus North operates four long-distance intercity routes in northern British Columbia. Annual operating costs are cost-shared with Western Economic Diversification and the Province through to March 2022. The provincial contribution to the BC Bus North service is through BC Transit's annual operating budget. There is no long-term source of funding for BC Bus North.

As part of the Five Point Highway 16 Transportation Action Plan, Community Transportation Grants were made available to small rural communities, many of which are Indigenous, to establish their own transportation services. The grants supported the purchase of a vehicle and operating costs. In 2017, there were twelve grant recipients located along Highway 16 from Prince Rupert through to Vanderhoof/Saik'uz and stretching north to Ginglox and Takla Lake. In 2020, Indigenous Service Canada provided a portion of the funding required to extend operating support through March 2022. There is no long-term funding identified for the Community Transportation Grant program.

The \$7.9 million is based on the current operating costs of BC Bus North, the annual operating cost for the Community Transportation Grant Program, and an NDIT management fee of up to 6 percent. ^{s.13; s.16}
 s.13; s.16



MEETING BRIEFING NOTE

DATE: March 30, 2021
PREPARED FOR: Honourable Rob Fleming, Minister of Transportation and Infrastructure
ISSUE: Use of Domestic Structural Steel Fabrication on Transportation Projects
MEETING: Ken Neumann, National Director, United Steelworkers (USW) on March 31, 2021

PROPOSED KEY MESSAGES:

- ✔ We're pleased that Canadian steel has been used on many of our major projects.
- ✔ We are interested in hearing how we can use our infrastructure projects to create jobs, particularly as we recover from the pandemic.
- ✔ Current procurement processes do not specify the supply and fabrication sources for structural steel, but the Ministry of Transportation and Infrastructure will take away feedback from today's discussion into consideration.

s.13

PAST INTERACTIONS:

- *United Steel Workers and Ironworkers' International have sent previous correspondence requesting use of domestic steel fabrication on BC Transportation Projects (refer to attachments 1 and 2).*

BACKGROUND:

TRAN does not specify supply and fabrication sources; however, steel from outside of Canada and the USA is verified to meet TRAN standards.

TRAN requires that structural steelwork be fabricated in plants certified by the Canadian Institute of Steel Construction or the Canadian Standards Association. Fabrication plants outside of North America can acquire this certification.

Canadian steel has been used on many TRAN structures, including the Pitt River Bridge and the Kicking Horse Canyon Park Bridge.

DISCUSSION:

Current major steel fabricators serving the BC market are located in Vancouver, Armstrong, Edmonton, Winnipeg and Quebec.

Most TRAN steel bridge girders are fabricated in BC for projects in our capital program.

No single Canadian fabrication plant has the capacity to fabricate the steel required for all major projects. They develop Fabricator Joint ventures to bid on these projects.

On Design Build and Design Build Finance projects, concrete girder and steel girder suppliers are in competition and incentivizing steel may be seen as an unfair advantage by other industries.



s.13; s.16

s.13; s.14; s.16

s.13; s.16

FINANCIAL IMPLICATIONS:

- N/A

Attachments:

1. February 19, 2021 Letter to Minister Fleming
2. August 24, 2021 Letter to Premier Horgan and For Minister Trevena

PREPARED BY:	REVIEWED BY:	DATE:
Kenedee Ludwar, A/ Executive Director Engineering Services s.22	Ed Miska, A/Assistant Deputy Minister Highway Services	21-Mar-30
	Kevin Volk, Assistant Deputy Minister Major Projects, Infrastructure and Properties	21-Mar-30
	Nancy Bain, Executive Financial Officer Finance and Management Services Department	N/A
	<i>Vanessa Gedney on behalf of</i> Kaye Krishna, Deputy Minister	21-Mar-30



Ken Neumann
National Director / Directeur national

February 19, 2021

Via email: minister.transportation@gov.bc.ca

The Honourable Rob Fleming
Minister of Transportation & Infrastructure
PO Box 9055 Prov Stn Govt
Victoria, BC V8W 9E2

Re: Pattullo Bridge Replacement Project

Dear Minister,

We are writing to you follow up on our letter dated August 24, 2020 to Premier Horgan and the former Minister of Transportation and Infrastructure Claire Trevena.

We would welcome the opportunity to discuss with you the Pattullo Bridge replacement project and more specifically British Columbia's government's opportunity to support the domestic steel industry by preserving and creating good steel making jobs here in Canada.

We would very much appreciate scheduling a meeting with you to discuss the matter. We are available to meet you at your earliest opportunity and look forward to a favourable response to this request.

Regards,

Ken Neumann
National Director

Stephen Hunt
Director, District 3

/slq



Ken Neumann
National Director / Directeur national

August 24, 2020

Via email: premier@gov.bc.ca; minister.transportation@gov.bc.ca

The Honourable John Horgan
Premier of British Columbia
PO Box 9041
Stn Prov Govt
Victoria, British Columbia
V8W 9E1

The Honourable Claire Trevena
Minister of Transportation and Infrastructure
PO Box 9055 Prov Stn Govt
Victoria, BC V8W 9E2

Re: *Pattullo Bridge Project*

Dear Premier Horgan and Minister Trevena:

We writing to you on behalf of 225,000 members of the United Steelworkers across Canada.

We understand that the Government of British Columbia has awarded the Pattullo Bridge replacement, one of the largest ongoing infrastructure projects in the Province, to the General Contractor Acciona/Aecon. We are also advised that a consortium of Canadian Fabricators including Canam Bridges, has partnered with Algoma Steel in Sault St. Marie Ontario to supply steel plate based fabrications. Algoma Steel is the only steel maker in Canada that can provide the fabricated steel plate that will be needed for the project. We also understand that the General Contractor is considering the use of offshore steel and fabrication in the construction of the Pattullo Bridge.

Algoma Steel currently employs close to 3000 Steelworkers members in Sault St. Marie. On behalf of those members, we ask that the Government of British Columbia support the use of domestic steel and fabrication to preserve and create good steel making jobs here in Canada. In our view, it would be unconscionable for the Government of BC, or any Canadian government, to us its power of procurement to award contracts to bidders that would source their steel from offshore. This is especially true as the Canadian industrial economy attempts to rebuild in the wake of the pandemic that has devastated many communities across Canada.

United Steel, Paper and Forestry, Rubber, Manufacturing, Energy, Allied Industrial and Service Workers International Union
Syndicat international des travailleurs unis de la métallurgie, du papier et de la foresterie, du caoutchouc,
de la fabrication de l'énergie, des services et industries connexes

We would ask to discuss this issue at your earliest convenience. Canada steelworkers are counting on the government of British Columbia to do the right thing and support our domestic steel industry.

Yours sincerely,



Ken Neumann
National Director



Steve Hunt
USW District 3 Director



Marty Warren
USW District 6 Director

KN/SH/MW/slq

cc. Mark Ayotte, USW Area Coordinator
Mike DaPrat, USW Local 2251
Rebecca McCracken, USW Local 2724

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Withheld pursuant to/removed as

s.12 ; s.13