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Withheld pursuant to/removed as

s.13 ; s.16 ; s.17



Briefing Note

CONFIDENTIAL

July 14, 2021

PREPARED FOR: Ministry of Transportation and Infrastructure

ISSUE

To provide the Ministry of Transportation and Infrastructure with high level service hours, vehicles, costing and timelines for BC Transit operated interregional transit service on the Sea to Sky Corridor.

BACKGROUND

In 2017, the Sea to Sky Corridor Regional Transit Study was undertaken as a high-priority action item within the Sea to Sky Transit Future Plan. This study was undertaken in collaboration with the Squamish-Lillooet Regional District (SLRD), the District of Squamish, the Resort Municipality of Whistler (RMOW), the Village of Pemberton, the Lil'wat Nation, the Squamish Nation, the Ministry of Transportation and Infrastructure (MOTI), TransLink, and BC Transit, and was led by a Project Working Group which included members from each of these partners.

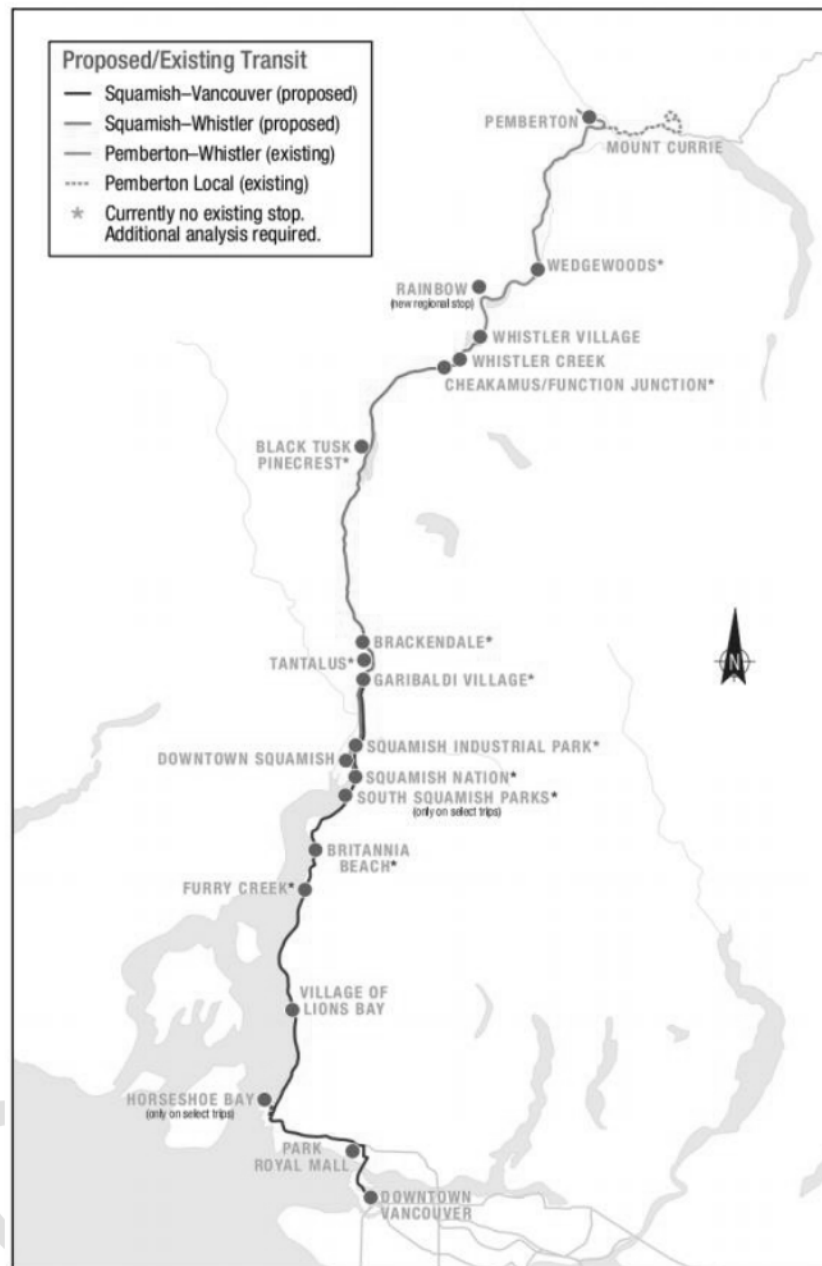
In collaboration with the key stakeholders in the region, the following objectives were identified for the new or expanded interregional transit service:

- *Provide a safe transportation alternative to the single occupant vehicle to reduce congestion and greenhouse gas emissions;*
- *Support local and regional economic activity; and*
- *Provide an affordable transportation link between urban and rural communities, including Indigenous communities, to help connect people to each other, to social and community programs, to employment and to other modes of transportation.*

Based on market demand analysis and engagement, the Sea to Sky corridor was divided into three segments. The three segments include:

- Squamish-Vancouver
- Squamish-Whistler
- Pemberton-Whistler (service already exists)

The map on the following page provides an overview of the different segments and the proposed and existing transit service in the Sea to Sky region.



The primary reason that service has not yet been implemented on the Sea to Sky corridor is related to the complexities of the funding and governance agreements. On November 1, 2018, the BC Transit Board of Directors recommended a Sea to Sky Regional Transit Service Area and a Sea to Sky Transit Commission. At this point in time, in the absence of a final funding model, the Province has not appointed members to the Commission. Local partners have also expressed interest in a regional motor fuel tax to help fund their contribution to the service, which has not been approved.

The market demand analysis that was completed in 2017 determined a daily ridership estimate of approximately 575 riders each weekday. It should be noted though that since 2017 there has been continued growth along the Sea to Sky corridor, meaning these forecasted numbers have likely changed and the 2017 data is no longer relevant to support accurate decision-making. Further to

this, the impacts of the COVID-19 pandemic on commuting and work-from-home trends have been profound, and it is critical to gain an understanding of the long-term impacts this may have on the movement of people on the Sea to Sky corridor.

Therefore, it is highly recommended that the travel demand analysis be updated as soon as possible given the transformational change in both commuting patterns and growth trends in the region. The benefits of undertaking an updated travel demand analysis over the next 6-12 months in collaboration with Local Government Partners, the Ministry of Transportation and Infrastructure and TransLink are as follows:

- It would update the travel demand information and data to support the best possible decision-making for transportation on the corridor
- Demonstrates forward momentum on the project with multi-partner agency/government support
- Re-engages the Local Government Partners and First Nations' communities on the project
- Provides an opportunity in fall 2021 for some type of community engagement

If this travel demand analysis were to start in the fall 2021, then it could be completed by spring 2022. s.13; s.17

s.13; s.17

As a reference, below is the potential market demand analysis for transit services based on an analysis from 2017.

Daily Weekday Transit Ridership Forecasts from 2017

Segment	Daily Weekday Ridership Forecast
Squamish – Metro Vancouver	300
Whistler - Squamish	175
Pemberton - Whistler	100
Total	575

BC TRANSIT SERVICE OPTIONS

The table below provides a high level summary of the base options for the implementation of BC Transit service along the corridor.

Segment	Service Hours	Vehicle Requirement	Service
Squamish - Metro Vancouver	6,500	3	4 Round Trips / Seven Days a Week
Whistler – Squamish	3,500	3	4 Round Trips / Seven Days a Week
Pemberton - Whistler [^]	3,000	3	Existing Service + One New Round Trip
Total	13,000	9	

[^]This Pemberton-Whistler option includes both the existing service and the expansion service

s.16; s.17

Squamish to Metro Vancouver Segment

Introducing transit service on the Squamish-Vancouver segment would immediately address the key market demand between Squamish and Vancouver, which is largely driven by commuters, and also support economic recovery and tourist activity.

s.13; s.16; s.17

s.13; s.16; s.17

s.17

s.17

Therefore, the funding and governance decisions

would be significantly less complex, and the implementation could therefore be streamlined. The tables below provide a draft schedule of the service. Detailed estimated costs can be found in APPENDIX A.

Draft Schedule (seven days a week)

Depart Squamish	Arrive in Metro Vancouver	Depart Metro Vancouver	Arrive in Squamish
6:00am	7:30am	8:00am	9:30am
7:00am	8:30am	9:00am	10:30am
2:00pm	3:30pm	4:00pm	5:30pm
3:30pm	5:00pm	5:30pm	7:00pm

This schedule is for discussion purposes only. Final schedule would be developed through additional engagement and analysis

Squamish to Whistler Segment

Re-introducing transit service on the Squamish to Whistler segment would provide a safe alternative to the single-occupant vehicle and help ease congestion on the corridor. The key market demand between Squamish and Whistler is driven by commuters as well as recreational purposes. From a historical perspective, it should be noted that BC Transit service previously operated between Whistler and Squamish on the Route 98 Squamish Commuter. The Route 98 Squamish Commuter was discontinued due to funding sustainability challenges. This service launched in 2005 and was discontinued in 2011.

The tables below provide a draft schedule of the service. Detailed estimated costs can be found in APPENDIX A.

Draft Schedule (seven days a week)

Depart Squamish	Arrive in Whistler	Depart Whistler	Arrive in Squamish
5:40am	6:55am	7:30am	8:45am
6:40am	7:55am	8:30am	9:45am
2:40pm	3:55pm	4:30pm	5:45pm
3:40pm	4:55pm	5:30pm	6:45pm

This schedule is for discussion purposes only. Final schedule would be developed through additional engagement and analysis

Pemberton to Whistler Segment

Transit service between Pemberton and Whistler currently exists (Route 99 Commuter). There are five round trips total and the service is integrated with the existing local route. The Village of Pemberton administers the Pemberton Valley Transit System with BC Transit, on behalf of the SLRD, Electoral Area C and the Lil'wat Nation. Funding for the system is cost-shared between the SLRD, the Village of Pemberton, the Lil'wat Nation and BC Transit. All revenue collected from the service goes directly to the local government partners to offset their share of the total costs, with the net costs being shared amongst the local government partners. The funding agreement is 48.69% BC Transit and 51.31% Pemberton. The local partners have also expressed interest in a more regionally inclusive funding model if the other segments are ever introduced.

The proposed service improvement for this segment would be one additional round trip per day. The timing of this additional round trip would be determined through additional public engagement.

Existing Route 99 Commuter Schedule

99 Commuter				100 Pemberton Local						99 Commuter		
To Pemberton										To Whistler		
(V)	(Y)	(R)	(BB)	(BB)	(MC)	(CS)	(SC)	(MC)	(BB)	(BB)	(Y)	(V)
Gondola Transit Exchange	Meadow Park Sports Centre	Rainbow Estates	Blackbird Bakery	Blackbird Bakery	Mt Currie Community Centre #10 Rd. and Main	Community Store	School Rd and Creekside Rd	Mt Currie Community Centre #10 Rd. and Main	Blackbird Bakery	Blackbird Bakery	Meadow Park Sports Centre	Gondola Transit Exchange
—	—	—	—	5:57	6:09	6:24	6:30	6:45	6:57	R 7:00	7:31	7:37
6:20	—	—	6:57	—	—	—	—	—	—	R 8:20	8:51	8:57
7:40	—	—	8:17	—	—	—	—	—	—	—	—	—
—	—	—	—	11:25	11:37	11:52	11:58	12:13	12:25	—	—	—
—	—	—	—	2:00	2:12	2:27	2:33	2:48	3:00	—	—	—
4:40	4:46	4:50	5:22	3:55	4:07	4:22	4:28	4:43	4:55	R 5:25	5:56	6:02
6:05	6:11	6:15	6:47	5:25	5:37	5:52	5:58	6:13	6:25	R 6:50	7:21	7:27
9:13	9:19	9:23	9:55	6:50	7:02	7:17	7:23	7:38	7:50	9:58	10:24	10:30
Trips depart from Gondola Transit Exchange Stop #1.				Service provided by Pacific Western Transportation. Transfers to and from regional commuter service at Blackbird Bakery.						R Stops upon request at Emerald, Rainbow, Alpine, Meadow Park, Nicklaus North, Nesters and Village Gate.		

IMPLEMENTATION TIMELINE

BC Transit is currently in the process of engaging with local government partners to identify transit service expansion projects for 2022/23. BC Transit is seeking final commitment by the local government partners by September 2021 for any 2022/23 transit expansion projects that require the procurement of new buses. Once the local government partners have provided this commitment, and if the expansion project is endorsed through BC Transit's expansion evaluation process, and funding is provided by the Province, then the soonest any new expansion could launch is early 2022. It should be noted that for 2022/23 there will be a limited amount of expansion vehicles available. Therefore, if the demand for provincial expansion projects requiring new vehicles in 2022/23 exceeds the supply of available new vehicles, then some projects may not be possible.

The Corridor Study did not identify the specific type of bus that would operate on this corridor. However, given the forecasted demand for this service and based on the operations of other similar routes across the province, the proposed size of the buses operating on the corridor should be no less than a heavy duty bus, which has approximately 36 seats and can carry up to 81 riders (seated and standees). BC Transit currently does not have any contingency or spare vehicles that

could be used to launch or expand service on any of these segments. Given the nature of the service and route topography highway coaches may be best suited for the segments between Whistler-Squamish and Squamish-Vancouver. The lead time for new buses is approximately 18 months. There may be opportunity to accelerate the acquisition of buses through the used market or through lease arrangements.

SERVICE CONSIDERATIONS

The following section provides an overview of other key service considerations as the project advances towards implementation.

Transit Operations and Maintenance Facilities – Determining an operations facility for this service is dependent on the outcome of the governance discussions, service design and the development of the operations contract. In the short-term, it may make sense to operate the service out of the current Whistler operations facility due to the additional capacity that facility currently has¹. However, in terms of minimizing operational costs in the long-run, consideration should be given to developing a new operations facility in Squamish. The operations facility for the Squamish Transit System is currently at capacity, and a process has been initiated to identify solutions. Note too that if the Squamish-Metro Vancouver segment is pursued for the near-term, then a temporary facility in Squamish² would ideally need to be pursued.

Bus Stops – The 2017 Corridor Study identified proposed stop locations for each segment. If implementation was approved, additional engagement would be undertaken with the key stakeholders to finalize stop locations and any associated infrastructure. It should be noted that there are several key highway access challenges along the corridor, including access to Horseshoe Bay and Furry Creek.

Fares – Within the BC Transit model, local partners keep the fare revenue from the transit services operating within their community. Consequently, setting fares is ultimately the responsibility of the participating local partners. The 2017 Corridor Study did not include recommendations for fare rates and it is expected that if any of the service options ever be approved for implementation, that additional engagement to determine fares would take place. s.16; s.17

s.16; s.17

As a reference, the table

below provides a summary of other transit fares for similar services across the province.

Service	One Way Fare	Monthly Pass
Pemberton Commuter (Pemberton-Whistler)	\$4.50 - passengers on this service can transfer onto the Whistler Transit system without an extra charge	Book of 10 tickets = \$36 Monthly Pass \$95
Cowichan Valley Connector (Cowichan-Victoria)	\$10.00 – no transfers	Book of 10 tickets = \$90

¹ The Whistler Transit Operating Centre currently has capacity availability for approximately 15 heavy duty buses

² At the Squamish Transit Operating Centre, eight additional bus parking spots have been secured through the lease of a plot of land adjacent to the current Operating Centre

		Zone A Commuter Pass = \$204 (Access to Cowichan System and CV Commuter) Zone B Commuter Pass = \$246 (Access to Cowichan System, CV Commuter and Victoria Regional Transit system)
Fraser Valley Express (Chilliwack-Abbotsford-Langley)	\$10.00 – no transfers	Book of 10 tickets = \$90 Monthly Pass = \$100
North Okanagan Connector (Vernon-Kelowna)	\$5.00 – no transfers, can pay \$2.50 top up to ride in Kelowna system	Kelowna Monthly passes are accepted = \$70 Vernon Monthly passes are accepted = \$55
Penticton-Kelowna Connector	\$5.00 – no transfers	Sheet of 10 tickets = \$45 Monthly Pass = \$100

Given the forecasted ridership levels estimated as part of the Sea to Sky Corridor Regional Transit Study and the demand changes since 2017, there is a risk that the proposed service levels in this briefing note may not be capable of meeting the level of demand along the corridor. Therefore, fares may need to be set strategically with the purpose of ensuring that demand does not exceed available supply. For the Squamish-Vancouver segment, the proposed fare structure should be done in collaboration with TransLink to explore opportunities for transferability.

Transit Priority - Transit priority is a term used to refer to a variety of physical and operational improvements designed to give transit vehicles and passengers priority over general vehicle traffic. As congestion increases, it is important to consider giving transit priority over general traffic to attract greater numbers of passengers to transit. Transit priority investments also improve reliability by reducing the effect that daily changes in congestion have on transit travel times. Savings in transit travel times will reduce the number of service hours and fleet required to operate service.

In the short-run, BC Transit recommends working with local partners to take advantage of current transit priority initiatives being developed and implemented in Whistler, Squamish, and Metro Vancouver.

RECOMMENDATION

It is recommended that this briefing note be received as information. It is also recommended that the Ministry of Transportation and Infrastructure support BC Transit's proposal to launch an updated travel demand analysis starting in fall 2021 in collaboration with the local government partners and TransLink.

Prepared by: Matthew Boyd

Phone: 250-516-4142

Position: Director, Corporate & Strategic Planning

Date prepared: _____

Reviewed by: Chris Fudge

Position: Director, Government Relations

Date reviewed: _____

Reviewed by: Megan Hill

Position: Director, Budgeting & Forecasting

Date revised: _____

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s.16 ; s.17

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s.16 ; s.17

Page 15 of 44

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s.16 ; s.17



INFORMATION BRIEFING NOTE

DATE: September 13, 2021

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

ISSUE: Fraser Valley Regional Rail Pre-Feasibility Study

PURPOSE: Overview of the Fraser Valley Regional Rail Pre-Feasibility Study

SUMMARY:

- To advance the Minister of State's Mandate commitment the Ministry sought to understand whether there was any merit to investing in a feasibility study for regional rail in the Fraser Valley and initiated a "pre-feasibility" study.
- s.13
- Prior to any further analysis of regional rail, it will be important to understand the role of a rail corridor in the context of the Fraser Valley's regional and integrated transportation system and the benefits to the network from additional Fraser Valley Express transit service, the Highway 1 Widening and the Surrey-Langley SkyTrain extension projects.

s.13

BACKGROUND:

Over the past decades, the Fraser Valley has experienced some of the highest growth rates in the province. This growth has been particularly notable in the communities of Langley, Abbotsford, Chilliwack, and Mission, putting increasing pressure on transportation infrastructure, services and housing affordability.

In October 2020, the contractor initiated a meeting with the South Fraser Community Rail Society to discuss regional rail opportunities in the context of the Fraser Valley Integrated Transportation Development Plan. The Study was launched in December 2020 to further the Minister of State's mandate commitment to explore passenger rail opportunities on existing rail corridors in the Fraser Valley by providing an assessment of regional rail opportunities for the Fraser Valley, and identifies three potential concepts for a passenger rail service to connect the Fraser Valley's major communities:

- West Coast Express Extension – Mission to Abbotsford,
- Interurban Line – Abbotsford to Chilliwack, and
- Valley Link – Langley to Abbotsford with Mission connection.



A rail corridor, commonly known as the Interurban Line extends approximately 75 km from Langley City, to Chilliwack (See Appendix A for a map of the Interurban Line). It is owned and operated by Canadian Pacific Railway (CPR) and Southern Railway for freight use.

The alignment and connections of this corridor have been studied previously (Ministry of Transportation and Infrastructure (MoTI), 2010 and TransLink, 2012), resulting in other priorities being advanced due to challenges including projected ridership, cost relative to alternatives, potential conflicts with freight movement, and limited alignment with regional land use plans. Since these studies, freight movement in the region has grown and is expected to reach 74 trains/day by 2026, up from 52.1 trains/day in 2016.

DISCUSSION:

Development and Growth:

The preliminary concepts demonstrate potential to link areas along the Interurban corridors to accommodate future population and employment growth. While the existing lines generally run through the urban centres, or close to areas identified for growth and intensification, the remainder runs through rural areas predominantly designated as Agricultural Land Reserves. Except for Langley City, current local and regional planning does not consider regional rapid transit. Success of land use integration and multi-modal linkages with the rail line, specifically the potential stop locations will require close engagement and further study to support the development and growth of sustainable, affordable, and resilient communities.

Market and Demand

s.13

s.13

The analysis looked at current and future

(2050) conditions and compared service levels for each concept. s.13

s.13

In comparison, pre-pandemic ridership (2019) on:

- Route 99 “B-Line” supported over 17 million annual riders,
- Route 50 from Victoria and western communities supported approximately 3 million annual riders,
- The West Coast Express (WCE) supported approximately 2.6 million annual riders, and
- Fraser Valley Express (FVX) on Highway 1 supported 253,473 annual riders.

Comprehensive ridership modelling will be required to provide a greater degree of detail and certainty on the potential ridership that could be achieved with a regional rail service. It will be difficult to complete the proposed next steps, particularly completing accurate ridership and demand modelling without first completing a study to analyse existing and future transit opportunities in the region.

Infrastructure and Costs

The rail corridors identified for regional rail concepts are active freight railroads, with varying ownership and operating structures. Access would need to be negotiated through partnerships and cost sharing arrangements. A number of improvements will be required to establish a passenger service including track upgrades to allow for passenger train manoeuvrability and minimize the impacts to freight traffic.

s.13; s.17

s.13; s.17

This estimate is based off comparative

capital costs for similar rail systems.



FINANCIAL IMPLICATIONS:

s.13; s.17

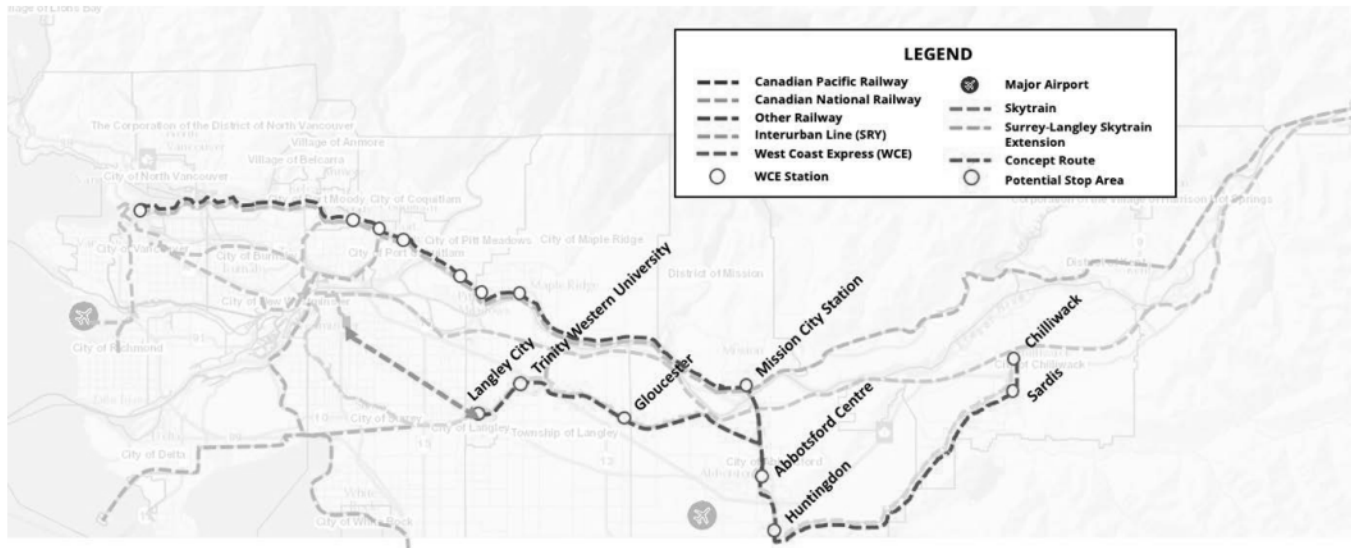
Appendix:

A. Regional Rail Network Concept

PREPARED BY:	REVIEWED BY:	DATE:
Peter Webber, Project Director Integrated Transportation Planning Branch	Kevin Volk, ADM Major Projects, Infrastructure and Properties Nancy Bain, ADM & EFO Finance and Management Services Department Kaye Krishna, Deputy Minister	21-Sep-9 21-Sep-13 -



Appendix A: Regional Rail Network Concept





MEETING BRIEFING NOTE

DATE: September 17, 2021
PREPARED FOR: Honourable Rob Fleming, Minister of Transportation and Infrastructure
ISSUE: Advancement of Belleville Terminal Redevelopment Project
MEETING: Councillor Stephen Andrew, City of Victoria on September 27, 2021

PROPOSED KEY MESSAGES:

- We understand how critical Belleville Terminal is to the regional tourism economy which is why we are advancing business case work on a potential redevelopment strategy.

s.12; s.13

- The Ministry provided the City a list of potential contributions it can make to support the project in January 2021, and I understand council was to consider its response in September, so we await that reply.

s.13; s.16

PAST INTERACTIONS:

- None that staff are aware of.

BACKGROUND:

City of Victoria Council has been supportive of advancing Belleville's re-development as a preclearance facility, highlighting visitor economy growth, reconciliation and climate benefits as major advantages for the project. In September 2020, Mayor Helps wrote to the Minister of Transportation and Infrastructure (MOTI) expressing 'strong support' for the project, indicating federal funding for Belleville as a shared priority with the Province. Mayor Helps has also advocated for Belleville's redevelopment with the federal government (2020).

DISCUSSION:

s.13; s.16



BULLETS

MEETING DATE: September 27, 2021

PREPARED FOR: Honourable George Heyman, Minister of Environment and Climate Change Strategy and Minister Responsible for TransLink

ISSUE: Messaging to TransLink Mayors' Council on new regional revenue tools for 2022 Investment Plan following August 31 meeting

MEETING: Mayor Jonathan Cote, Chair, Mayors Council; Mika Buda, Executive Director, Mayors Council; Tony Gugliotta, Chair, TransLink Board; and Kevin Quinn, CEO, TransLink

- In 2018, the Province enabled new regional funding tools for TransLink to help fund their share of Phase Two of the Mayors' Council 10-Year Investment Plan. These included:
 - Increasing TransLink's DCC rates;
 - 3% increase in the parking rights tax from 21 to 24%; and
 - 1.5 cent per litre increase in the regional fuel tax.
- As part of an MOU signed by the Province and TransLink, the two parties are working together to develop TransLink's 2022 Investment Plan that will include the provincial 40% capital commitment.
 - The intent of this work is to collaboratively develop mutually agreeable strategies and options for consideration by respective jurisdictions including: s.12; s.13; s.16
s.12; s.13; s.16

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



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

PREPARED BY:	REVIEWED BY:	DATE:
Kate Mukasa, Director Transit Branch, TransLink Unit (250) 361-6839	Jodi Dong, Acting Assistant Deputy Minister Transportation Policy & Programs Department	21-Sep-16
	Doug Foster, Assistant Deputy Minister Strategic Initiatives, Ministry of Finance	21-Sep-17
	Nancy Bain, Executive Financial Officer Finance and Management Services Department	N/A
	Kaye Krishna, Deputy Minister	-

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

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

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s.13

FINANCIAL IMPLICATIONS:

- None.

Appendix

A. List of MELT Approved Schools

PREPARED BY:	REVIEWED BY:	DATE:
Samantha Eburne, Director Commercial Vehicle Safety & Enforcement Branch	Ed Miska, A/ADM Highway Services Division	21-Sep-20
	Nancy Bain, EFO Finance and Management Services Department	N/A
	Kaye Krishna, Deputy Minister	-


APPENDIX A: List of MELT Approved Schools - update to date list can be found [here](#):
South Coast Region (19)

Abbotsford	Anmol A1 Holding Jagg Driving School Integrity Driving School
Aldergrove	Community Driving School
Burnaby	Burnaby Professional Driving School Gold Star Professional Driving School
Port Coquitlam	CAN-US Driving School Columbia Driver Training Centre
Langley	Valley Driving School Sarabha Driving School Tricon Driving School
Mission	Nanak Driving School
Surrey	APNA Professional Driving School Best N' Affordable Driving School Big Rig Driving School Class One Driving School Mid Town Driving School Prime Professional Driving School Professional Roadmaster Driving School

Vancouver Island (4)

Courtenay	1st Class Driving School
Nanaimo	Norsed Driving School
Sidney	Crossroads Driving School CSTT Complete School of Truck Transportation

Southern Interior Region (7)

Castelgar	Mountain Transport Institute
Cranbrook	Rocky Mountain Pro Drivers
Kamloops	Columbia Transport Training
Kelowna	Extreme Professional Driver Training Traylor Pro College
Oliver	BC Transport Training & Consulting
Williams Lake	Cariboo Driver Training

Northern Region (3)

Fort St John	Improvement Institute
Prince George	Fox Pro Driver Training Centres
Vanderhoof	E & R Professional Driving Training Centre

s.12; s.13; s.16

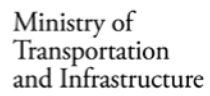
GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

- N/A

FINANCIAL IMPLICATIONS:

- None

PREPARED BY:	REVIEWED BY:	DATE:
Amber Davies, Communications Officer Passenger Transportation Branch	Ed Miska, A/ADM Highway Services	21-Sep-22
	Steve Heywood, Executive Lead Taxi Modernization & Ride Hailing	21-Sep-21
	Nancy Bain, ADM & EFO Finance and Management Services Department	N/A



Pronunciation: Secwepemc | sec-wep-emc

s.15; s.16

PAST INTERACTIONS:

- *Simpchw First Nation have met with Minister Farnworth, Minister Eby, and Minister Fraser regarding this issue.*

DISCUSSION:

s.13; s.16

GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

Historically, industrial work camps, or “man-camps,” have been connected to violence against Indigenous women and girls. The THW occupants are Indigenous, with a significant portion of them female. The RCMP, who have been accused of systemic discrimination and racism, will be responsible for enforcing an injunction.

The THW associate the TMEP, the planned work camp, and the increasing RCMP presence with colonial oppression and violence against Indigenous people.

FINANCIAL IMPLICATIONS:

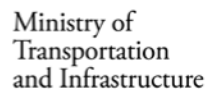
- s.13; s.16; s.17



Attachments:

1. Aerial photos A) and B)

PREPARED BY:	REVIEWED BY:	DATE:
Corrin Peet, A/District Manager Fort George District	Kevin Richter, Associate Deputy Minister Highway Operations	21-Sep-22
	Nancy Bain, EFO Finance and Management Services Department	21-Sep-23
	Kaye Krishna, Deputy Minister	21-Sep-23



Pronunciation: Secwepemc | sec-wep-emc

s.21

s.12; s.13; s.17

PREPARED BY:	REVIEWED BY:	DATE:
Jason Macnaughton, A/ Director Integrated Transportation Planning Branch (236) 508-2947	David Greer, Executive Lead	21-Sep-24
	Nancy Bain, ADM & EFO Finance and Management Services	N/A
	Kaye Krishna, Deputy Minister	21-Sep-24

BRIEFING NOTE

Name of event: Meeting with PJH, MRF, MMM on Cruise

Location: Chilliwack (in person)

Briefing Note

What:

Recent U.S. legislative initiatives regarding cruise ships.

Who:

Premier's Office	TACS	TRAN	IGRS
Premier John Horgan	Minister Melanie Mark	Minister Rob Fleming	Silas Brownsey, DM
Geoff Meggs, CoS	Neilane Mayhew, DM	Kaye Krishna, DM	
Eric Kristianson, ADM	Elizabeth Vickery, A/ADM	Veronica Harrison, Sr. Ministerial Advisor	
Sheena McConnell, Sr. Advisor	Melissa Farrance, Sr. Ministerial Advisor		
Don Bain, Deputy CoS			

Executive Summary:

- The Premier is expected to receive an update earlier this week from the Canadian ambassador to the U.S. on the likelihood of recent legislative initiatives by Alaskan senators to permanently make legal the bypassing of Canadian ports by foreign-flagged cruise ships.

Background:

- On September 23, 2021, US Senator Lisa Murkowski of Alaska tabled the *Cruising for America's Workforce Act* in the US Senate which would permanently exempt large cruise ships carrying more than 1000 passengers from the U.S. *Passenger Vessel Services Act* (PVSA) requirement to stop at a foreign port-of-call.

BRIEFING NOTE

Name of event: Meeting with PJH, MRF, MMM on Cruise

Location: Chilliwack (in person)

- On July 27, 2021, Alaskan Congressman Don Young introduced a new bill in the US House of Representatives called the *Tribal Tourism Sovereignty Act* which would allow ports owned by federally-recognized Indian Tribes or Alaska Native Corporations to satisfy the US PVSA's requirements that foreign-flagged ships stop in a non-US port of call.
- Utah Senator Mike Lee had introduced two new bills in the US Senate on June 9, 2021 entitled the *Open American's Ports Act* and the *Safeguarding American Tourism Act*. Both are aimed at repealing and permanently reforming the PVSA by exempting large cruise ships; adjusting domestic (US) ownership requirements for passenger vessels; and removing the requirement for passenger vessels to stop at a foreign port-of-call. Congressman Tom McClintock introduced both bills in the House a few days later (June 14, 2021).
- If any of these bills were to eventually pass Congress (House and Senate), and be signed by the President, foreign-flagged vessels would be able to bypass Canadian ports such as Vancouver and Victoria permanently.
- The U.S. *Alaska Tourism Recovery Act* passed in May 2021 and allows foreign-flagged cruise ships operating between Seattle and Alaska to temporarily bypass mandatory stops in Canadian ports. The current legislation provides for the automatic rescinding once the Canadian federal order, which prohibits cruise ships in Canadian waters, expires November 1, 2021.
- In addition, cruise ships wishing to resume operations to Alaska must follow a return-to-sail program overseen by the US Centre for Disease Control.
- The Ministry of Transportation and Infrastructure and the Ministry of Tourism, Arts, Culture, and Sport are co-hosting monthly industry

BRIEFING NOTE

Name of event: Meeting with PJH, MRF, MMM on Cruise

Location: Chilliwack (in person)

engagement meetings. At the most recent meeting on September 14, the industry expressed a continued interest in docking in British Columbia and presented a COVID safety strategy and action plan.

Recommendations:

s.13