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TRCA-2022-21983

**DISCUSSION:**

s.13

FINANCIAL IMPLICATIONS

- None.

Attachments:

s.13

PREPARED BY:Katherine Styba, District Manager
Peace District, Highway Operations Dept**REVIEWED BY:**Kevin Richter, ADM
Highway Operations Department
Nancy Bain, EFO
Finance and Management Services Department**DATE:**

21-Jun-9

21-Jun-9

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MEETING BRIEFING NOTE

DATE: June 16, 2021.

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

ISSUE: Proposed EasyMile EZ-10 Pilot

PURPOSE: BCAA and the University of British Columbia are proposing a 12-month autonomous shuttle pilot and research project. The AV pilot proposes using a low-speed driverless electric 15 passenger shuttle to transport students and the general public along a 1.1 km loop along East Mall South.

MEETING: Leslie Sims, Director, Strategic Ventures, BCAA on June 22, 2021

PROPOSED KEY MESSAGES:

- The Ministry supports the pilot testing and research of innovative transportation technologies, specifically those technologies that align with the provincial Active Transportation and CleanBC goals as indicated by the recent establishment of the Electric Kick Scooter Pilot Project.
- Ministry staff are working collaboratively with the federal government, industry, and research organizations to support a national framework of guidelines for the safe deployment and piloting of autonomous vehicles.
- The Ministry's goal is to ensure any potential autonomous vehicle trials in the province are conducted according to Transport Canada safety recommendations and best practices.
- Safety is paramount to any potential pilot project and to this end ministry staff have requested that BCAA provide: 1) further detailed information in support of their proposal, specifically a comprehensive safety plan updated as per latest version of Transport Canada guidelines for testing of fully automated vehicles in Canada; 2) letters of support from all of BCAA's partners in the proposed pilot of the EZ-10 low-speed automated shuttle bus.

PAST INTERACTIONS:

- BCAA has met with Ministry staff on several occasions over the past two years. Minister Claire Trevena met with Leslie Simms, Director of Strategic Ventures BCAA, on July 28, 2020 to discuss the proposed EZ-10 pilot project at UBC. The Ministry highlighted the "unexplained breaking incident" during trial testing of the EZ-10 in the U.S. and the need for Transport Canada guidelines on testing prior to any consideration of a potential pilot.

BACKGROUND:

BCAA has approached staff at the Ministry of Transportation and Infrastructure (MOTI) on several occasions over the past two years, including most recently in May 2021, seeking to pilot a low-speed automated shuttle bus vehicle (the EasyMile EZ-10), a fully autonomous vehicle (level 4 – no driver required) capable of carrying up to 12-15 passengers.

In March 2020, Transport Canada informed jurisdictions that they were developing guidelines for the safe testing of low-speed automated shuttle buses due to serious a "unexplained breaking incident" during a trail of the EZ-10 in U.S. that caused the National Highway Traffic Safety Administration (NHTSA) to suspend testing of the EZ-10 on public roads and launch a safety review.



Testing of the EZ-10 resumed in the U.S. in the fall of 2020, with the recommendation from NHTSA that the seats have higher friction material and that seatbelts be installed for all passenger seats. Transport Canada ran a trial of the EZ-10 in collaboration with the Province of Ontario and the City of Ottawa in the fall of 2020. During the six-week pilot the EZ-10 operated as expected without any unexplained safety incidents.

Transport Canada's guidelines for the safe testing of low-speed automated shuttle buses are expected to be finalized and published in the summer of 2021.

DISCUSSION:

BCAA is leasing and importing the EZ-10 from the French company EasyMile. BCAA is seeking the Ministry's "permission" for a pilot project (with passengers) of the EZ-10 on a highway in conjunction with UBC and Rogers Communications at UBC. Specifically, BCAA seeks to pilot the EZ-10 around the UBC campus on a defined 2.2 km loop of roadway along the East Mall between University Boulevard and 16th Avenue. The roadway in question is maintained by UBC but falls under the definition of a provincial highway in the *Motor Vehicle Act* (MVA), meaning that all rules of the road set out in the MVA apply to the operation of an EZ-10 including the requirement for vehicle registration and insurance.

Under Part 13 of the MVA, the province may make regulations to enable the safe testing of the EZ-10 on a highway. A pilot project established under Part 13 requires an Order-in-Council.

Ministry staff most recently met with Leslie Simms, Director of Strategic Ventures BCAA, on May 28, 2021 to discuss the proposed EZ-10 trial at UBC in light of the safe testing of the EZ-10 by Transport Canada in the fall of 2020. BCAA has received \$690,000 in federal funding to support the proposed testing of the EZ-10 at UBC, subject to the approval of the pilot by the province. In support of further ministry consideration of BCAA's proposal, ministry staff have requested that BCAA provide:

1. An updated comprehensive safety plan that incorporates the best practices and guidelines for the safe testing of automated shuttle bus that are expected to be finalized and published by Transport Canada this summer; and,
2. Letters of support from UBC, Rogers Communications, and any other relevant partners who seek to participate in a proposed pilot of the EZ-10 at UBC.

Ministry staff are working collaboratively with Transport Canada, industry, and research organizations to ensure the safe deployment of autonomous vehicles for all road users should government seek to establish an autonomous vehicle pilot.

GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

If government establishes a pilot, the EZ-10 shuttle would transport passengers along a selected route increasing transportation options for a variety of riders, including those with disabilities and mobility requirements, for the duration of the pilot.

FINANCIAL IMPLICATIONS:

- None.

Attachment:

1. BCAA UBC AV Pilot Overview April 2021



PREPARED BY:	REVIEWED BY:	DATE:
Nargiz Rahimova, Policy Analyst Transportation Policy and Legislation Branch	Deborah Bowman, Assistant Deputy Minister Transportation Policy and Programs	21-Jun-10
	Nancy Bain, Executive Financial Officer Finance and Management Services Department	N/A
	Kaye Krishna, Deputy Minister	21-Jun-16

Low-Speed AV Shuttle Research and Pilot Program

Overview:

BCAA and the University of British Columbia are proposing a 12-month autonomous shuttle pilot and research project to provide invaluable data to ensure British Columbians can access modern ways of getting around their communities in the near future. We believe this will be the first project of its kind in British Columbia. The research objectives of the project are to better understand:

- Attitudes, readiness and utilization options for autonomous vehicles. UBC researchers will gather feedback from onboard users, surrounding vehicles and pedestrians,
- Interactions between autonomous vehicles and other road users, including vulnerable users such as cyclists and pedestrians, and
- The use of 5G for improving the safety and connectivity of autonomous vehicles.

The AV pilot proposes using a low-speed driverless electric 15 passenger shuttle to transport students and the general public along a 2.2 km loop along East Mall south. Although the vehicle would be piloted autonomously, a Certified Safety Operator would be on board at all times. The EZ10 shuttle boasts a proven track record of more than 600,000 km driven worldwide in autonomous mode and a strong safety record.

The Future of Mobility

BCAA has over a century of leadership in mobility and road safety in B.C. and wants to make sure our province is ready for the safe use of new transportation options. Autonomous, or driverless, vehicles now exist and are being tested across Canada and the world. Autonomous features such as automatic braking, active cruise control, blind-spot detection and self-parking already come standard on many vehicles. As this technology continues to advance, BCAA wants to ensure there is data and research into autonomous technology, and its implications for safety here in B.C.

Autonomous Shuttle Pilot Project

Benefits

- Builds local, relatable data which will expand knowledge and expertise around AV technology.
- Creates an autonomous vehicle program that is replicable for other organizations or cities.
- Create new research positions (UBC students/researchers) that will provide training and skill development in the AV/EV space.
- Provides shared, electric autonomous transportation to high-density areas of campus that are not well served by other forms of transit.

Vehicle Information

The proposed project will use an EasyMile EZ10 autonomous shuttle. Designed to enable new mobility options for first and last kilometer applications, it is the most deployed driverless shuttle in the world. Electric and driverless, the EZ10 shuttle was first launched in April 2015. It boasts a proven track record of over 200 deployments and more than 600,000 km driven in autonomous mode across various traffic conditions and weather/road environments. The EZ10 is currently deployed on public and private roads

and more than 25 countries over four continents for clients including the world's largest transport operators, city authorities, airports, corporations, business parks, and universities.

EasyMile's unique technology allows autonomous vehicles to navigate safely without dedicated infrastructure in mixed traffic (cars, bikes and pedestrians). The shuttle collects and analyzes data to create a 360-degree picture of its environment – infrastructure, other vehicles and pedestrians, or anything else in its path. Real time processing of the data allows the driverless vehicle system to decide how to behave to progress safely along the road (stop, go, or slow down). EasyMile's powerful localization algorithm calculates a vehicle's position with centimeter-level accuracy in real-time by fusing data obtained via the sensor set. The autonomous vehicle is in constant communication with both its environment (V2X) and the supervision center thanks to a 4G data connection network. The module records the raw data from the various sensors exchanged between the vehicles' hardware and software parts. In case of a critical event, all data is recorded prior and after the event to help understand and diagnose the event.

Route Information

In collaboration with UBC Campus and Community Planning and EasyMile, a route has been selected on campus to optimize safety and learnings during the pilot. The route is an approximately 2.2km loop along one street (East Mall between University Blvd. and Stadium Street). Traffic patterns, pedestrian/cycle traffic, posted speed limits and safe stop availability were all considered in this selection.

In collaboration with UBC Campus and Community Planning, the plan is to create road markings and signage to increase awareness and safety of the AV shuttle operations including:

- Road markings along the route identifying that an AV shuttle is in operation
- Road markings to demark vehicle stops to aid in safety stops along the route
- Signage to inform other road users that an AV shuttle is in operation
- Vehicle-to-infrastructure communication

The use of bells or similar can indicate that the AV is approaching pedestrian and cycle intersections. New technologies are also under review that would provide connected warning systems at key crossings.

Training and Personnel

The low-speed AV shuttle will have a fully trained Safety Operator on board at all times during operation. The training will develop the theoretical knowledge and practical skills to ready the vehicle for safe service, run the vehicle in autonomous mode, operate the vehicle in manual mode when necessary, identify risky aspects in the environment and react accordingly, and perform pre- and post-service checks. These Safety Operators will report to a full-time Chief Operating Officer who receives additional training and certification to manage advanced operations of the vehicles including diagnostics, interventions, and supervision of vehicle, service and staff including training new Safety Operators.

Phased Approach to Testing

Safety is the number one priority. As such, a phased testing approach has been developed to ensure the operation is meeting key safety criteria before passing to each phase. In **all phases**, the Safety Operator will be on board at all times, have access to a remote control and will be trained to take over manual operation of the vehicle if required.

Phase 0: Testing in closed environment, closed to public vehicle traffic

The vehicle will begin testing without passengers on a route closed to public vehicle traffic.

Phase 1: Standard operation, closed to public vehicle traffic

Following successful, safe completion of phase 0, the vehicle will begin passenger operation on a route that is closed to public vehicle traffic.

Phase 2: Testing in closed environment, mixed traffic route

Following successful, safe completion of phase 1, the vehicle will begin testing without passengers on the proposed mixed traffic route. However, the road will be closed to traffic to ensure the route is fully operational and the vehicle is optimized to the route prior to exposure to mixed traffic.

Phase 3: Standard operation, mixed traffic route

Following successful, safe completion of phase 2, the vehicle will begin passenger operation on the mixed traffic route.

Learning Objectives

The research objectives of the project are to better understand attitudes, readiness and use cases for the safe use of autonomous vehicles. UBC researchers will gather feedback from onboard users, surrounding vehicles and pedestrians.

Some of the research topics under consideration include:

1. Road Safety
 - a. Test and evaluate safe AV operations in various conditions.
 - b. Learn about AV road safety and interactions with other road users, particularly vulnerable road users (cyclists, pedestrians and scooters).
 - c. Prepare for AV in the B.C. environment, including insights to inform shared mobility, auto repair and insurance.
2. User Behavior
 - a. Collect data and insights to learn about consumer attitudes, readiness and use cases around AV technology.
 - b. Evaluate the different service types (users and an operations perspective), i.e., on demand or scheduled and multimodal integration.
 - c. Identify consumer behavior insights that could inform how AV technology could be incorporated into other shared mobility systems, such as car share systems.
3. New 5G Network Integration in AVs
 - a. Explore new 5G network capabilities such as real-time connectivity with a focus in performance, including high-speed information systems, wireless communications and ultra-reliable low latency capacity.
 - b. Explore industry standards and infrastructure readiness for connected and automated vehicles.



Partners

BCAA

BCAA serves one in three B.C. households with industry-leading products including; home, car and travel insurance, Evo Car Share, roadside assistance and full auto repair at BCAA's Auto Service Centres across the province. BCAA also has a long history of keeping our roads safe and giving back in ways that improve the lives of British Columbians and communities throughout our province.

UBC

The University of British Columbia (UBC) is a global centre for teaching, learning and research. It is consistently ranked among the top 20 public universities in the world and recently recognized as North America's most international university.

Rogers Communications

Rogers is a proud Canadian company dedicated to making more possible for Canadians each and every day. Founded in 1960, Rogers Communications has grown to become a leading technology and media company that strives to provide the very best in wireless, residential, sports, and media to Canadians and Canadian businesses. Rogers Communications, with UBC, activated the country's first 5G-powered smart campus as a part of their strategic partnership to advance 5G research in Canada.



ICBC Taxi Insurance

The taxi industry's insurance premiums are based on risk, exposure, and actuarial data. A usage-based insurance model was introduced in May 2020, that allows taxis to pay a per km rate during their high exposure times.

On May 1, 2021, ICBC launched a new insurance product, Enhanced Care Coverage, which is expected to reduce insurance premiums for policy holders. It is estimated that taxi companies may see a premium reduction of about 18%. Additionally, as the usage-based insurance represents a variable cost, the reduction in trip volumes will have resulted in a reduction in insurance payments.

s.21

s.16; s.21

RCC Requirements

Passenger safety is a top priority for the Ministry. The introduction of enhanced driving and police information checks brought into force in 2019, are intended to ensure passenger safety. All TNS and taxi drivers are required to meet the requirements.^{s.12; s.13}

s.12; s.13

Taxi Regional Boundaries

Taxi boundaries were established by the Board to prevent taxis from operating outside their municipal jurisdiction. While the VTA wants to see taxi boundaries maintained, other lower mainland

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DISCUSSION:

Majority of contractor disputes are effectively resolved prior to advancing to a formal claim.

As owners, certain contract risks are accepted (such as geotechnical conditions), and as they arise from time to time will sometimes result in financial impacts either in change conditions and/or o contractor claims.

Although an industry standard is not exact, the Perrin Report on the Port Mann Project suggests that a 9% project budget increase is in line with outcomes observed in samples across North America. MOTI manages its claims to a less then 6% rate which are mostly resolved through contingencies without exceeding project budgets.

Claims occur on both DBB and DB contracts. Procurements models are determined through an assessment based on size, scope, logistics and project risks.

Although data shows MOTI does a good job in minimizing claims, the ministry continues to learn and evolve processes to most effectively manage risks and associated claims.

s.13; s.17

PREPARED BY:	REVIEWED BY:	DATE:
Vicki Willow, Executive Director Procurement Contracts and Risk Mgmt	Ed Miska A/Assistant Deputy Minister Highways Services	21-Jun-10
Rodney Chapman, Director, Construction and Maintenance	Kevin Volk, Assistant Deputy Minister Major Projects, Infrastructure and Properties	21-Jun-10
	Kevin Richter, Associate Deputy Minister Highways Operation	21-Jun-15
	Nancy Bain, EFO Finance and Management Services Department	N/A
	Kaye Krishna, Deputy Minister	21-Jun-22

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s.12 ; s.13



INFORMATION BRIEFING NOTE

DATE: June 23, 2021

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

ISSUE: s.12; s.13

PURPOSE: s.12; s.13; s.16; s.17

SUMMARY:

s.12; s.13; s.16

- s.12; s.13; s.16

BACKGROUND:

s.12; s.13; s.16

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PAST INTERACTIONS:

s.12; s.13; s.16

DISCUSSION:

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

Federal Funding Outreach

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

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

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



GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

There are no GBA+ considerations as part of this note; however, the Belleville Terminal project is taking these considerations into mind as part of its design program.

s.12; s.13; s.16

PREPARED BY:	REVIEWED BY:	DATE:
Kevin House, Director, Land Management Properties & Land Management Branch	Andrew Brooke, Executive Director Properties & Land Management Branch	21-Jun-22
	Kevin Volk, ADM Major Projects, Infrastructure & Properties	21-Jun-22
	Kaye Krishna, Deputy Minister	21-Jun-23

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INFORMATION BRIEFING NOTE

DATE: June 28, 2021

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

ISSUE: TransLink Executive and Staff Remuneration

PURPOSE: Release of TransLink's 2020 *Financial Information Act* Filing and Remuneration Report in June 2021

SUMMARY:

- People in British Columbia depend on safe and affordable public transportation – an important part of building back a strong recovery.
- TransLink is an independent transportation authority with reporting responsibilities to its board and mayor's council. The CEO's salary is set by the board. Executive salary ranges are approved by the board and Mayor's Council.
- The federal and provincial Safe Restart funding is focused on building back ridership by addressing service level impacts of the pandemic. There is a formal agreement with clear lines of accountability which preclude contributing to executive salaries. TransLink is required to verify expenditures over the term of the agreement to demonstrate funding directly supports transit services and frontline operations.
- It is important to note that TransLink did not reduce its workforce when ridership fell during the pandemic– as a result, we expect a quick ridership recovery period.
- TransLink's 2020 senior executive compensation totaled \$1.8 million. Despite individual pay increases, this was \$300,000 less than 2019 due to the elimination of one position.
- TransLink says an additional pay period in 2020 accounts for \$19.5 million, or 40%, of the apparent increase in total staff remuneration. Adjusting for this change, TransLink reports a 5.2% increase in staff remuneration between 2019 and 2020, consistent with the previous year.

BACKGROUND:

Under the *Financial Information Act* (FIA) TransLink is required to annually prepare a Statement of Financial Information (SOFI) by June 30 each year. The SOFI contains the salaries and expenses for TransLink employees earning \$75,000 or more and a list of payments to all suppliers over \$25,000. TransLink posted its FIA report on June 25, 2021.

The SOFI is not required to contain staff remuneration information for TransLink's subsidiaries. However, to support transparency and alignment with other public sector organizations, TransLink releases a comprehensive FIA report that provides financial information on its subsidiaries and additional analysis.

As required by the Minister of Finance's FIA Directive, the Ministry of Transportation and Infrastructure (MOTI) must review TransLink's FIA documents prior to their release. This technical assessment is intended to ensure the report meets the requirements of the legislation; it does not assess the information provided in the report. Once complete, the Ministry's Chief Financial Officer signs a compliance memo that is forwarded to the Office of the Comptroller General. A copy of the report is also sent to the Legislative Library for filing.



DISCUSSION:

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Executive Remuneration

In 2020, CEO Kevin Desmond's salary increased from \$445,200 to \$464,000 (4.2%) and his total compensation including pension grew from \$502,800 to \$519,900 (3.4%). s.13; s.16

s.13; s.16

Kevin Quinn, will have a starting salary of \$450,000. Desmond was hired at a salary of \$365,000.

In addition to the CEO, TransLink has four senior executive positions. Remuneration for these executives increased in 2020 as well, which TransLink attributes to increased responsibilities, back pay owed from previous years and internal equity adjustments. Dollar value increases cannot be discerned from the FIA report due to mid-2019 changes in staffing.

Total remuneration and pension for all senior executive positions in 2020, including the CEO, was \$1,835,400, down from \$2,134,800 in 2019 (-14.0%). This is largely attributable to the elimination of one senior executive role, accounting for \$300,000 in annual savings (refer to **Attachment 1**).

TransLink says it did not pay out merit pay to executives last year, amounting to foregone increases of an average of 2.7%, or \$108,000.

TransLink and Operating Subsidiaries Remuneration and Expenses

TransLink says there was an extra pay period in 2020, which accounts for \$19.5 million, or 40% of the \$49.1 million increase in overall employee remuneration. Without the extra pay period, TransLink says remuneration in 2020 increased by only 5.2%, similar to previous years.

With the above noted caveat, remuneration and expenses for TransLink employees in 2020 totaled \$77.6 million. This is an apparent increase of \$8.1 million over the 2019 report, or 12%. The number of TransLink staff (excluding subsidiaries) with total remuneration over \$75,000 increased from 467 in 2019 to 557 in 2020, or 19.2%, which may also be attributable in part to the extra pay period.

Total remuneration and expenses for TransLink's subsidiaries (BC Rapid Transit Company, Coast Mountain Bus Company, West Coast Express and Transit Police) increased 7.9% over 2019, from \$508.7 million to \$548.8 million. TransLink says the increase is largely due to the extra pay period, attributing the remaining increase to new collective bargaining agreements and labour costs (refer to **Attachment 2**).

The number of employees stayed approximately the same, at more than 7,900 for TransLink and its subsidiaries. TransLink reports it had a hiring freeze due to COVID-19.

Transit Police

The number of constables, sergeants and staff sergeants earning over \$75,000 was unchanged at 137. An additional 55 Transit Police support staff, officers and executive earn over \$75,000. Total remuneration and expenses for the Transit Police was \$28.9 million, a \$1.3 million increase, or 4.7%, from 2019 to 2020.



Boards and Mayors' Council

Fees and expenses for all Boards totaled approximately \$779,600, a 7.1% increase over 2019. Fees and expenses for the TransLink Board were \$704,100, up by 9.1% from 2019, which TransLink attributes to more meetings due to COVID-19. Combined fees and expenses for TransLink's subsidiary boards totaled \$75,500, a \$7,600 or 9.1% decrease over 2019 (refer to **Attachment 3**).

Total fees and expenses for the Mayors' Council in 2019 were \$277,800, a decrease of \$2,200, or 0.7%.

Severance Agreements

There were eight severance agreements under which payments commenced between TransLink and its subsidiaries and non-unionized employees in the 2020 fiscal year, up from six in 2019 (refer to **Attachment 4**).

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GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

TransLink's FIA report does not provide salary equity analysis. Four of five of TransLink's senior executive appear to be men, including TransLink's new CEO. TransLink is considering new diversity measures for its Board of Directors recruitment process.

FINANCIAL IMPLICATIONS:

- None.


Attachments:

1. TransLink Senior Executive Team Remuneration
2. TransLink and Subsidiaries Remuneration and Expenses
3. TransLink and Subsidiaries Directors' Fees and Expenses
4. TransLink and Subsidiaries Severance Agreements

PREPARED BY:	REVIEWED BY:	DATE:
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	Nancy Bain, EFO Finance and Management Services Department	N/A
	Kaye Krishna, Deputy Minister	


ATTACHMENT 1: TransLink Senior Executive Team Remuneration

TransLink Senior Executive Team 2020 Breakdown of Remuneration						2020 Total Remuneration as per FIA Report + Pension	Previous Two Years Total Remuneration as per FIA Report + Pension	
Name	Salary	All Other Compensation ¹	Taxable Benefits ²	Total Remuneration per FIA Report	Pension	2020	2019	2018
Kevin Desmond, CEO	\$ 463,964	\$ 8,487	\$ 1,710	\$ 474,161	\$ 45,700	\$ 519,861	\$ 502,791	\$ 450,341
Chris Dacre, CFO	\$ 308,413	\$ 2,704	\$ 1,530	\$ 312,647	\$ 30,379	\$ 343,026	\$ 284,114	N/A
Michael McDaniel, President & GM CMBC	\$ 314,853	\$ 19,088	\$ 2,000	\$ 335,941	\$ 32,893	\$ 368,834	\$ 314,338	\$ 134,547
Dave Jones, Chief Officer	\$ 221,557	\$ 10,393	\$ 356	\$ 232,306	\$ 22,513	\$ 254,819	\$ 159,824	N/A
Michel Landrak President & GM BCRTC	\$ 316,268	\$ 78	\$ 1,346	\$ 317,692	\$ 31,152	\$ 348,844	\$ 126,541	N/A
Rob Malli CFO & EVP, Finance & Corp. Services	N/A	N/A	N/A	N/A	N/A	N/A	\$ 161,901	\$337,649
Haydn Acheson President & GM BCRTC	N/A	N/A	N/A	N/A	N/A	N/A	\$ 365,786	\$ 358,720
Barry Kross, Chief Officer	N/A	N/A	N/A	N/A	N/A	N/A	\$ 219,494	\$ 235,774
	\$1,625,055	\$40,750	\$6,942	\$1,672,747	\$162,637	\$1,835,384	\$2,134,788	\$1,947,164 (total exec)

Notes on Benefits and Other Compensation:

The BC FIA Guidance Package Page 7 states that: Benefits paid on behalf of employees that are neither taxable to the employee nor paid directly to the employee are excluded from remuneration and expenses. Examples would be the employer's portion of contributions to registered pension and superannuation plans, extended health plans and dental plans. These payment types would be included in the schedule of payments to suppliers of goods and services.

1. All Other Compensation may include: Accrued time payouts
2. Taxable Benefits include: MSP; group life; dependent transit pass

ATTACHMENT 3: TransLink and Subsidiaries Directors' Fees and Expenses

TransLink and Subsidiary Boards – Directors’ Fees and Expenses for 2020				
	2020	2019	\$ change	% change
TransLink	\$704,120	\$645,198	\$58,922	9.1%
BCRTC	\$15,900	\$16,500	-\$600	-3.6%
CMBC	\$20,875	\$13,469	\$7,406	55.0%
Transit Police	\$30,642	\$45,603	-\$14,961	-32.8%
WCE	\$8,100	\$7,500	\$600	8.0%
TOTAL	\$779,637	\$728,270	\$51,367	7.1%

ATTACHMENT 4: TransLink and Subsidiaries Severance Agreements

The number of severance agreements under which payments commenced between TransLink and its subsidiaries and non-unionized employees in the 2020 fiscal year compared to 2019 are provided below.

Entity	2020		2019	
	No. of Agreements	Range of Equivalent Months Compensation	No. of Agreements	Range of Equivalent Months Compensation
TransLink	5	2 – 12	2	7 - 19
BCRTC	2	0.25 – 3	3	0.5 – 3
CMBC	1	7	1	16
Transit Police	N/A	N/A	N/A	N/A
WCE	N/A	N/A	N/A	N/A
TOTAL	8		6	

**DISCUSSION:**

s.12; s.13; s.16

GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

Licence renewal fees are applied equally to all passenger transportation licensees as a regulatory requirement to operate.

FINANCIAL IMPLICATIONS:

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

Attachments:

1. s.12; s.13



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PREPARED BY:	REVIEWED BY:	DATE:
Cindy Kim, Senior Policy Analyst Passenger Transportation Branch	Steven Haywood, Ex. Lead Taxi Mod and Ride Hail	21-Jun-24
	Ed Miska, Assistant Deputy Minister Highways Division	21-Jun-25
	Kaye Krishna, Deputy Minister	21-Jun-25

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MEETING BRIEFING NOTE

s.13; s.16



s.13; s.16



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s.13; s.16

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Kaye Krishna, Deputy Minister

DATE:

21-Jun-29

N/A

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CLIFF 303924

s.12





INFORMATION BRIEFING NOTE

DATE: June 30, 2021

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

ISSUE: Quality Assurance Vehicle (QAV) Initiative

PURPOSE: *New Motor Vehicle Act* regulation required to support the Quality Assurance Vehicle (QAV) initiative. The QAV initiative is an investigation measure to be conducted by CVSE to ensure compliance of provincial mechanical vehicle safety inspections being performed by Designated Inspection Facilities (DIF's) and licensed Authorized Inspectors (AI's) in British Columbia (BC).

SUMMARY:

- When DIFs fail to meet their obligation to properly inspect the mechanical components of a vehicle, all road users in BC are potentially put at risk.
- The Vehicle Inspection Program (VIP) is intended to ensure that all vehicles subject to the inspection process meet the minimum level of mechanical safety to operate on highway.

s.13; s.15

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BACKGROUND:

The VIP is a government mandated program that is delivered by private businesses throughout BC. CVSE has regulatory oversight of the inspection program and must ensure a high level of integrity and safety in its delivery of the program.

Vehicles that pass an inspection must meet the minimum mechanical operating standards and are deemed to be safe to operate on a highway. Private and commercial vehicle inspections are performed by trade qualified mechanics who are authorized through CVSE as AIs.

The 2018 Office of the Auditor General audit on Commercial Vehicle Safety recommended MOTI consider reviewing and modernizing regulations and administrative policy to ensure CVSE can efficiently and effectively assess whether DIFs have done inspections in compliance with program expectations, and remove licences from non-compliant facilities where appropriate. In response, CVSE completed an assessment, including the development and implementation of the QAV initiative.

A similar initiative has been operating successfully in Alberta for the past 10 years. s.13; s.15
s.13; s.15

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s.13; s.14; s.15

s.13; s.15

