

**DECISION BRIEFING NOTE**

**DATE:** May 3, 2021

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

**ISSUE:** West Bank First Nation Land Transfer

**PURPOSE:** Recommendation for an Order in Council (OIC) to transfer administration and control of surplus land for addition to Westbank First Nation Reserve.

**RECOMMENDED OPTION:**

- **OPTION 1:** Recommend approval for the province to transfer Old Surplus Road to Canada for the addition to Westbank First Nation's Indian Reserve No. 10.

s.12; s.13; s.16



## OPTIONS:

### 1. Execute an Order in Council to transfer administration and control of the deactivated Highway 97

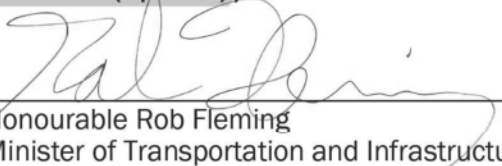
Execute an Order in Council to transfer administration and control of the deactivated Highway 97 shown in solid bold lines and the words "Closed Road" on Plan EPP64238 to Canada for addition to IR 10. The transfer will return this parcel to Westbank First Nation. Minister to present to cabinet for decision.

s.12; s.13; s.16

## Attachments:

1. The British Columbia Gazette, dated, June 22, 2017
2. Plan EPP64238
3. Plan 107723
4. Legal Description

## APPROVED (Option1) / NOT APPROVED

  
Honourable Rob Fleming  
Minister of Transportation and Infrastructure

May 5, 2021  
Date

## PREPARED BY:

Dawn Drummond, Director Manager  
Indigenous Relations

## REVIEWED BY:

Kevin Richter, Associate Deputy Minister  
Highways Operations  
Nancy Bain, ADM & Executive Financial Officer  
Finance and Management Services Department  
*Kevin Richter on behalf of*  
Kaye Krishna, Deputy Minister

## DATE:

21-Apr-30  
21-Apr-30  
21-Apr-30



ATTACHMENT 1: The British Columbia Gazette, dated June 22, 2017



SOUTHERN INTERIOR REGION  
Ministry of Transportation

JUN 27 2017

KAMLOOPS, B.C.

409

# The British Columbia Gazette

PUBLISHED BY AUTHORITY

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VICTORIA, JUNE 22, 2017

No. 25

## MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

### DISCONTINUING AND CLOSING HIGHWAY

Discontinuing and closing road allowance for a portion of **Okanagan Highway 97**, at Tsinstikeptum Indian Reserve No. 10, Kelowna, BC, Westside-Kelowna Electoral District.

Notice is given, pursuant to section 60(2) of the *Transportation Act*, that a portion of Okanagan Highway 97, being a total of 1.19 hectare, more or less, as shown on a Plan of survey EPP64238 recorded in the Provincial Ministry of Transportation and Infrastructure, Kamloops, BC, under "File Number PS 730714", is hereby discontinued and closed.

The portion of Okanagan Highway 97 so discontinued and closed is shown in solid bold lines and the words "Closed Road" on a Statutory Right of Way Plan over part of Tsinstikeptum Indian Reserve No. 10, Osoyoos Division of Yale District, Closing Part of Road Dedicated by Plan H-16773, prepared by H.G. van Gurp, BCLS, the survey of which was completed on the 8th day of April, 2016.

File: PS 730714.

— Jack Bennetto, *District Manager, Transportation, for Minister of Transportation and Infrastructure.* [je22]

PAGE 420

Page 004 of 103 to/à Page 008 of 103

Withheld pursuant to/removed as

s.3



## ATTACHMENT 4

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### *Schedule of Lands*

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#### **CLOSED ROAD – TSINSTIKEPTUM IR No. 10**

##### **In the Province of British Columbia In Osoyoos Division of Yale District**

All of closed road shown on Plan EPP64238 recorded in the Land Title Office, a copy of said plan is recorded as Plan 107723 in the Canada Lands Survey Records.

Lands described are about **1.19** hectares.

## MEETING BRIEFING NOTE

**DATE:** May 3, 2021  
**PREPARED FOR:** Honourable Rob Fleming, Minister of Transportation and Infrastructure  
**ISSUE:** Proposed WestShore Passenger-Ferry  
**MEETING:** Rob Martin, Mayor, City of Colwood on May 26, 2021

### PROPOSED KEY MESSAGES:

- We are acutely aware of the concerns from people commuting in from the West Shore and Malahat, as well as traffic bottlenecks and frustration for people getting around Victoria.
- In developing our South Island Transportation Strategy, we looked at how marine travel could improve the way we get around in the region.
- This involved an assessment of expanded ferry service between Mill Bay and Brentwood Bay including a passenger only service, the BC Ferries proposed Westshore Ferry, and a possible service between Cowichan Bay and Patricia Bay.
- As a result, we feel it's worthwhile to further explore the viability of future marine transportation corridors in the region. We've made this a longer-term priority in the South Island Transportation Strategy.
- I look forward to further discussions with our partners on the South Island about how we can work together to lessen congestion and make life easier for people commuting in from the West Shore.

### PAST INTERACTIONS:

- *The Mayor of Colwood has had several past interactions with Ministry staff on this topic.*

### BACKGROUND:

Two pieces of correspondence were attached to the request for a meeting briefing note. While the incoming correspondence from the Mayor (Appendix 1) does not request a meeting, the topic for the meeting is presumably related to the request to fund a full feasibility study for a West Shore passenger-only ferry. A response to the Mayor from the Minister (Appendix 2) was sent March 5, 2021.

### DISCUSSION:

In March 2019, BC Ferries shared a pre-feasibility study to key stakeholders and mayors in the CRD and held a closed-door meeting to discuss the possibility of a potential passenger-only ferry service between the Westshore at Royal Bay and downtown Victoria at Ships Point; and between Royal Bay and Esquimalt Harbour.

In October 2019, the ministry announced a two-phase process to find out from the public what they think coastal transportation should look like in the future. The recommendation was based on a report conducted by Blair Redlin and released in February of 2019. The report recommended government 'think big' and undertake a 'visioning' exercise to look at the possibility of passenger-only ferries, or a ferry terminal to the Vancouver Airport, among other items. The ministry conducted stakeholder meetings and launched a public engagement website in early 2020 asking the public what they would like to see for coastal ferry services in the future.

CLIFF #298132  
(X-REF. #300737)

Media articles have referenced that Mayors from View Royal and Colwood are supportive of the West Shore passenger-ferry concept and it surfaces intermittently in the media from time to time.

In September 2020, the Ministry of Transportation and Infrastructure released the South Island Transportation Strategy. It includes priorities for improvements to transportation on the South Island across all modes, including marine/ferry, transit, rail, cycling and pedestrian movements.

**GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:**

GBA+ considerations were used during the public engagement process for the development of a provincial vision for coastal ferry services. The engagement was designed to be inclusive and ensure feedback was sought from a suitably diverse range of ferry users.

**FINANCIAL IMPLICATIONS:**

- None – no financial commitments have been made.

**Attachments:**

1. Incoming correspondence from the Mayor of Colwood
2. Minister's response

| PREPARED BY:   | REVIEWED BY:   | DATE:     |
|--|--|-----------|
| Lynda Petruzzelli, Senior Manager<br>Marine Branch<br>(778) 974-5316 | Deborah Bowman, Assistant Deputy Minister<br>Transportation Policy & Programs Division | 21-Apr-16 |
|  | Nancy Bain, Executive Financial Officer<br>Finance and Management Services Department  | 21-Apr-28 |
|  | Vanessa Gedney <i>on behalf of</i><br>Kaye Krishna, Deputy Minister                    | 21-May-3  |









## MEETING BRIEFING NOTE

**DATE:** May 3, 2021

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

**ISSUE:** TransLink's Real Estate Development and Corporate Sustainability Frameworks

**MEETING:** Andy Ross and Murray Dinwoodie, Directors, TransLink, on May 4, 2021

### PROPOSED KEY MESSAGES:

- TransLink's Real Estate Development Framework, and the planned partnership between TransLink and BC Housing, has the potential to benefit our shared goals to increase density and affordable housing at rapid transit stations, while increasing transit ridership.
- I am hopeful that TransLink can also find ways to prioritize the allocation of a portion of future development revenue to affordable housing beyond baseline requirements to support our shared objectives.
- I am pleased that TransLink's Corporate Sustainability Framework advances climate action. I am committed to supporting our mutual sustainability goals, including the Low Carbon Fleet Strategy.

### BACKGROUND:

#### *TransLink's Real Estate Development Framework*

In 2019, TransLink worked with Metro Vancouver to commission a study to examine land value capture tools to act as potential new revenue sources.

The report, released in June 2020, examined development as a revenue source, including: the disposition of surplus lands; strategic acquisition and disposition; and TransLink's participation in development projects. The report recommended TransLink set clear objectives for its future role, if any, in supporting, funding or creating affordable housing. The report also recommended TransLink develop plans for greater involvement in the acquisition and disposition of development sites, and to use developments as a new revenue source.

#### *TransLink's Corporate Sustainability Framework and Program*

TransLink approved its Corporate Sustainability Framework in 2014, including goals for TransLink to improve its social, environmental and financial responsibility. TransLink is updating its framework to incorporate new goals, including a focus on climate action. TransLink's current sustainability projects include its Low Carbon Fleet Strategy (LCFS); issuing green bonds to finance environmental projects; annual carbon credit reporting and credit sales; a renewable energy plan for its facilities; and annual accountability reporting.

### DISCUSSION:

#### **TransLink's Real Estate Development Framework**

TransLink's development objectives, in order of priority, are:

1. Generating new revenue to support transit investment and continuing re-investment in future real estate acquisitions and development projects;
2. Enhancing transit connections and customer experience by creating an amenity-rich environment around transit stations and nodes, to increase ridership and active transportation; and



3. Supporting the Metro Vancouver Regional Growth Strategy, which includes rental and affordable housing supply near transit, by increasing density along the Frequent Transit Network.

s.13; s.16

See Attachment 1 for a jurisdictional scan on transit agencies and real estate development.

s.13; s.16

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<sup>1</sup> The BC Transportation Financing Authority (BCTFA) was established in 1993 as a Crown corporation operating under the Transportation Act with a mandate to plan, acquire, construct, hold, improve or operate transportation infrastructure throughout B.C.



- None.

## 1. Jurisdictional Scan of Transit Agency Real Estate Development

Page 17 of 103 Page 3 of 5



## **ATTACHMENT 1: Jurisdictional Scan of Transit Agency Real Estate Development**

The jurisdictional scan below are from the 2020 TransLink-commissioned study by Coriolis. The report states that in most examples, land value capture mechanisms and participation in urban development by transit agencies are predominantly considered as a means to fund infrastructure, particularly transit as there is a correlation between transit improvements and increased value. There are fewer cases where land value capture is used to fund affordable housing. In the examples below, only Los Angeles and Seattle have affordable housing objectives as part of their framework.

### **Metrolinx, Greater Toronto (Crown Agency)**

Metrolinx has a Transit-Oriented Development (TOD) Program to generate revenue through the disposition of air rights parcels at transit stations, increase ridership, improve the customer experience, and contribute to city building. Metrolinx does not become a partner or inject additional equity; it makes development sites available to developers at fair market value.

### **Calgary Transit (City of Calgary)**

The City of Calgary and Calgary Transit have a city-wide framework for Transit-Oriented Development, primarily as a means of planning higher density development at transit stations but also as a means of revenue generation via the disposition and development of public lands. It involves acquiring additional lands to enhance the potential for development and identifying publicly owned sites that can become catalysts for redevelopment. The City specifically looks for strategic land acquisition beyond infrastructure needs and disposition of remnant parcels post transit construction to recover investments in transit.

### **Edmonton Transit (City of Edmonton)**

The City of Edmonton is pursuing initiatives to facilitate higher density development at transit stations and generate revenue and ridership. One initiative is to facilitate the redevelopment of City-owned park-and-ride sites at suburban stations. The City has also become involved in actual development, with mixed results. In one project the City invested capital to transform a large former industrial site into a residential community with parcels available for sale to developers. City investment included streets, services, parks, and amenities but take-up by developers has been very slow. In another project, the City has partnered with a private sector developer to ready a former commercial site for residential development.

### **Hong Kong Mass Transit Railway Corporation (Majority State-Owned Company)**

The Hong Kong Mass Transit Railway Corporation funds transit infrastructure through urban development at stations. The Corporation obtains from government the development rights for land on and beside transit infrastructure and then tenders development opportunities to the private sector. The corporation enters into profit sharing arrangements or leases.

### **Japan (State Agency-Level Implementation)**

Japan uses a system called Land Readjustment to facilitate the assembly, replotting, and infrastructure investment for lands on the perimeter of growing urban regions. Areas that are appropriate for redevelopment are often owned by large numbers of individuals who do not have the wherewithal for assembly or major infrastructure investment. State agencies are created for readjustment projects and have the authority to assemble the land, invest in infrastructure, and distribute proceeds to the participants.



Page 20 of 101 Page 1 of 5022-22315













## INFORMATION BRIEFING NOTE

**DATE:** May 5, 2021

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

**ISSUE:** Cheekeye Fan Debris Mitigation Barrier Funding Request

**PURPOSE:** Squamish FN is seeking funding from the provincial and federal governments to construct the Cheekeye Barrier structure to protect their lands

### SUMMARY:

- A debris flow hazard was identified within the Cheekeye River system that has the potential to produce up to 2.4 million m<sup>3</sup> of debris onto the Cheekeye Fan.
- Squamish FN partnered with a local developer to design a debris mitigation structure that would allow development in the District of Squamish and Squamish FN lands that are within the debris fan.
- Original cost estimate for this structure was \$45M, <sup>s.13; s.17</sup>  
<sup>s.13; s.17</sup>
- The developer and Squamish FN (with the District of Squamish's support) is looking for funding assistance from the province and/or the federal government to complete this initiative.
- MoTI's involvement with this initiative is an approval authority for the technical aspects of the mitigation works.
- The mitigation structure would be located on crown land not within MoTI RoW, so developer is responsible for the full costs of the mitigation works.

### BACKGROUND:

A debris flow hazard was identified within the Cheekeye River system that has the potential to produce up to 2.4 million m<sup>3</sup> of debris onto the Cheekeye Fan in a 10,000-year return period event (see attached map).

Runout modelling predicts the debris from this size event will impact Hwy 99 and the Cheekeye River Bridge, a CN Rail line, a BC Hydro substation, two existing schools, several residences, an airport (all within the District of Squamish) and Squamish First Nations lands.

Due to this potential hazard, no further development has been allowed within the fan area.

The Squamish FN partnered with local developer Matthews West to form Squamish Sea to Sky Developments (SSSD) with the goal to build a debris flow mitigation structure that would protect the existing infrastructure within the fan area and allow development to occur on District and Squamish FN lands.

SSSD is responsible for designing and constructing the mitigation structure, and the District of Squamish will own the structure and be responsible for maintaining it.

### PAST INTERACTIONS:

- No past interactions with current or previous Minister that ministry staff are aware of.
- May 5, 2021: Meeting with Minister Farnworth and development group to discuss funding options



- December 2020: Meeting with DMs of MoTI, FLNRORD, IRR and EMBC on this issue.

#### DISCUSSION:

Due to the magnitude of the potential debris event and the size of the proposed mitigation structure, a robust process was developed to ensure sufficient due diligence is undertaken prior to the approval of this initiative.

An Executive Committee consisting of one representative from SSSD, the District of Squamish and the Provincial Government was created to oversee the development process.

For the Provincial Government, it was determined that the Deputy Inspector of Dykes (DloD) would be the best representative as this position is responsible for approving the mitigation structure under the Dyke Maintenance Act.

FLNRORD delegated the DloD responsibility to the MoTI Chief Engineer, as MoTI has technical expertise in debris flow mitigation.

The Executive Committee commissioned an Independent Engineering Review Panel made up of three subject matter experts in the field of debris flow hazard assessment and mitigation (Dr. Scott McDougall, Nigel Skermer and Doug VanDine) to review the design process and provide advice to the Executive Committee. The design is being undertaken by BGC Engineering.

The current design is a large earth dam-type structure with a concrete facing located east of Hwy 99 in the Cheekye River valley. The structure is 26m high above the river and approximately 300 m wide.

The original cost estimate for the mitigation structure was approximately \$45M,<sup>s.13; s.17</sup>  
s.13; s.17

SSSD, with support from the District of Squamish is seeking financial assistance from the Province and/or the Federal Government to complete this project.

Squamish FN and the developer have had recent discussions with JERI and EMBC on funding options. Both JERI and EMBC's response has been that there are no existing federal or provincial funding opportunities at this time, but will continue to monitor evolving provincial and federal disaster mitigation funding programs and will help to advance this proposal where it aligns with those program parameters

#### GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

This project is a significant benefit to the indigenous people within the hazard area.

In addition to mitigating the landslide risk to the indigenous community within the hazard area, the project could provide significant economic opportunities (jobs and career training) for Squamish Nation members and member businesses.

Because of this, the Squamish FN is big supporter if this project.



#### FINANCIAL IMPLICATIONS:

- No financial implications to MoTI, our involvement with this initiative is an approval authority for the technical aspects of the mitigation works.

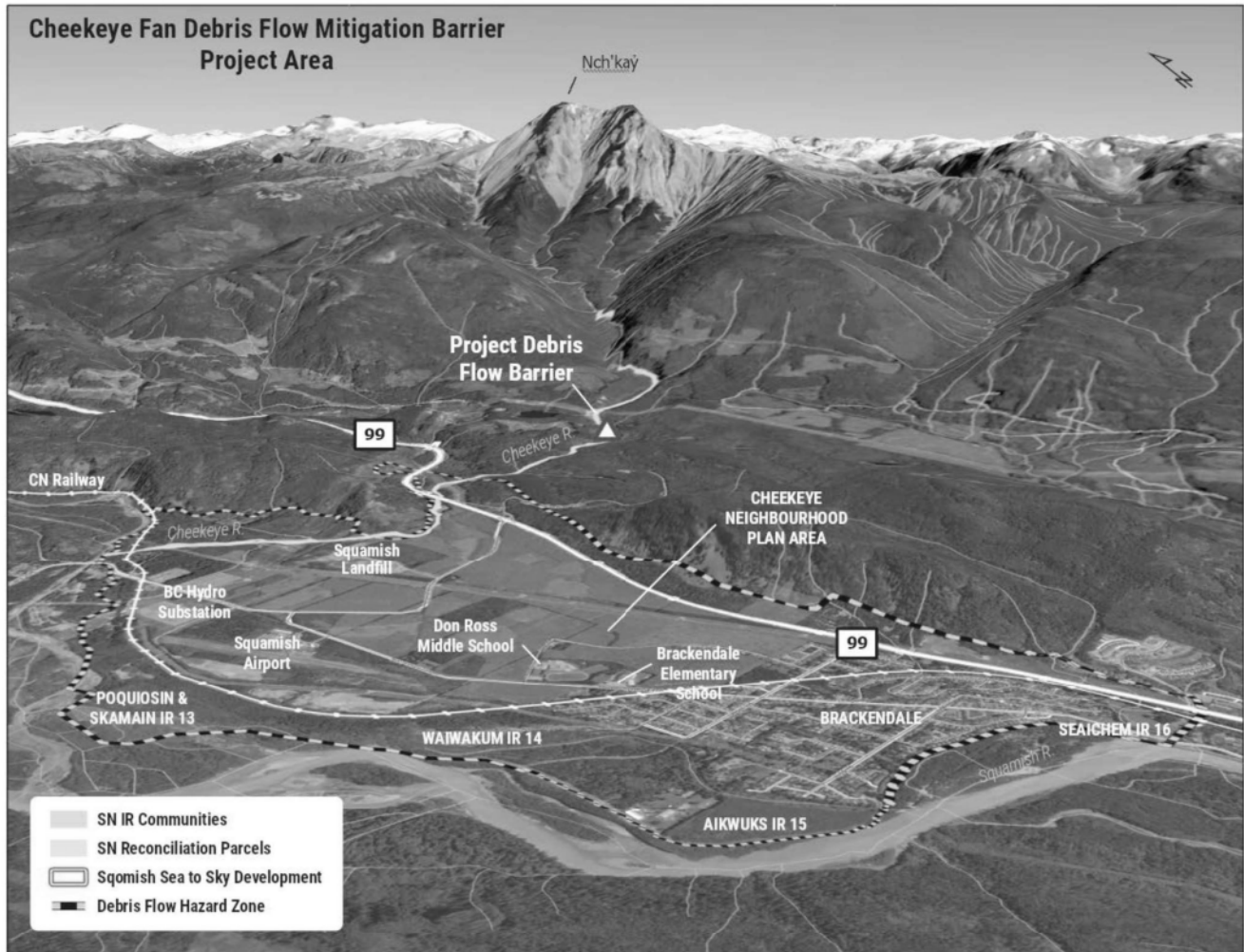
#### Appendix:

- A. Map of the Cheekeye Fan area

| PREPARED BY:   | REVIEWED BY:  | DATE:    |
|--|---|----------|
| Ian Pilkington, Chief Engineer<br>Office of the Chief Engineer | Ed Miska, A/ ADM<br>Highway Services                          | 21-May-4 |
|  | Nancy Bain, EFO<br>Finance and Management Services Department | N/A      |
|  | Kevin Richter, A/Deputy Minister                              | 21-May-5 |



### Appendix A: Map of Cheekeye Fan Area



# DIRECTION BRIEFING NOTE

**DATE:** May 5, 2021

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

**ISSUE:** Climate Change Impacting Transportation Infrastructure

**PURPOSE:** Seeking Funding and Policy Direction for Response and Resiliency

**BACKGROUND:**

The Cariboo District has over 7,700 km of roads, almost 290 structures, and more than 14,000 culverts.

Cariboo geology, topography, wildfire impacts, high ground water levels, snow melt and precipitation have contributed to triggering a series of landslides and other earth movements across the region which are significantly more in frequency and magnitude as compared to previous years.

In addition to funding highway maintenance and rehabilitation, the district spends an average of \$3M annually on drainage and scour protection improvements to increase the resiliency of the side road network to climate change.

In addition, \$5.6M was invested in 2020/21 through StrongerBC to bolster resiliency by stockpiling and placing rip rap and culverts.

Specifically, some of these investments have included installation of new culverts and focused ditching in the Elephant Hill wildfire impacted area, major culvert upgrades at Batinuni Creek, and rip rap placement along the Blackwater Road.

In 2020, 200 sites were impacted by flooding and washouts and 175 were repaired at a cost of \$24M.

The 25 outstanding sites were more complex and required geotechnical investigation and analysis to determine the appropriate repair strategy and work is commencing on the less complex sites.

In spring 2021, 86 sites have been identified as being impacted or at-risk in the north Cariboo and work is underway where spring melt conditions permit. Where road bases are too saturated for heavy equipment, repairs will occur as soon as they dry out.

The cost to complete the 2021 repairs on less complex sites is estimated at <sup>s.13; s.17</sup>

However, 10 sites were identified as major sites requiring extraordinary effort to address.

**PAST INTERACTIONS:**

- Southern Interior Region has been reporting incidents as they occur through the slides and washout system and various briefings and providing status updates as incidents are actioned.
- Staff are regularly interacting with impacted local residents, local governments, BC Cattlemens Association, Indigenous communities, EMBC, and MLA's.
- The local MLA, Regional District, and Indigenous leaders have been vocal with staff and in the media, requesting further investment in the Cariboo side road network and support for rural British Columbians.






**Attachment 1: Cariboo Major Sites Table**
**Cariboo Major Sites:**

| Road/Site/Status  | Event         | Actions          | Road Users   | Cost Estimate |
|---|---------------|------------------|--|---------------|
| H97 @ Cottonwood<br>Open – lane<br>closure                                    | Landslide     | Engineering      | Highway Traffic                                    | s.13; s.17    |
| Quesnel Hydraulic<br>Road<br>Closed – detour<br>+30 minutes,<br>logging route | Landslides    | Engineering      | Agricultural<br>Logging<br>Residential             |               |
| Blackwater Road @<br>Knickerbocker<br>Open                                    | Landslide     | Engineering      | Industrial<br>Residential<br>Commercial            |               |
| H97 @ Chin Hill<br>Open   | Landslides    | Monitoring       | Highway Traffic                                    |               |
| Kersley Dale<br>Landing Road<br>Closed  | Slope failure | Options Analysis | Agricultural (6<br>properties)                     |               |
| Bastin Road @<br>Bastin Hill<br>Open  | Landslide     | Engineering      | Agriculture<br>Logging<br>Mining                   |               |
| Quesnel Hixon<br>Road<br>Closed – loop road                                   | Landslide     | Assessment       | Residential<br>Recreational                        |               |
| Soda Creek<br>McAlister<br>Closed – loop road                                 | Landslide     | Monitoring       | Residential<br>Agricultural                        |               |
| Durrel Road<br>Closed – loop road   | Landslide     | Monitoring       | Residential<br>Agricultural                        |               |
| H20 @<br>Hodgson/Dog<br>Creek Road<br>Open                                    | Landslide     | Engineering      | Communities incl.<br>Indigenous<br>Highway Traffic |               |



**Attachment 2: Site Photos****1. Highway 97 at Cottonwood Slide****2. Quesnel Hydraulic**

### 3. Blackwater Road at Knickerbocker Slide

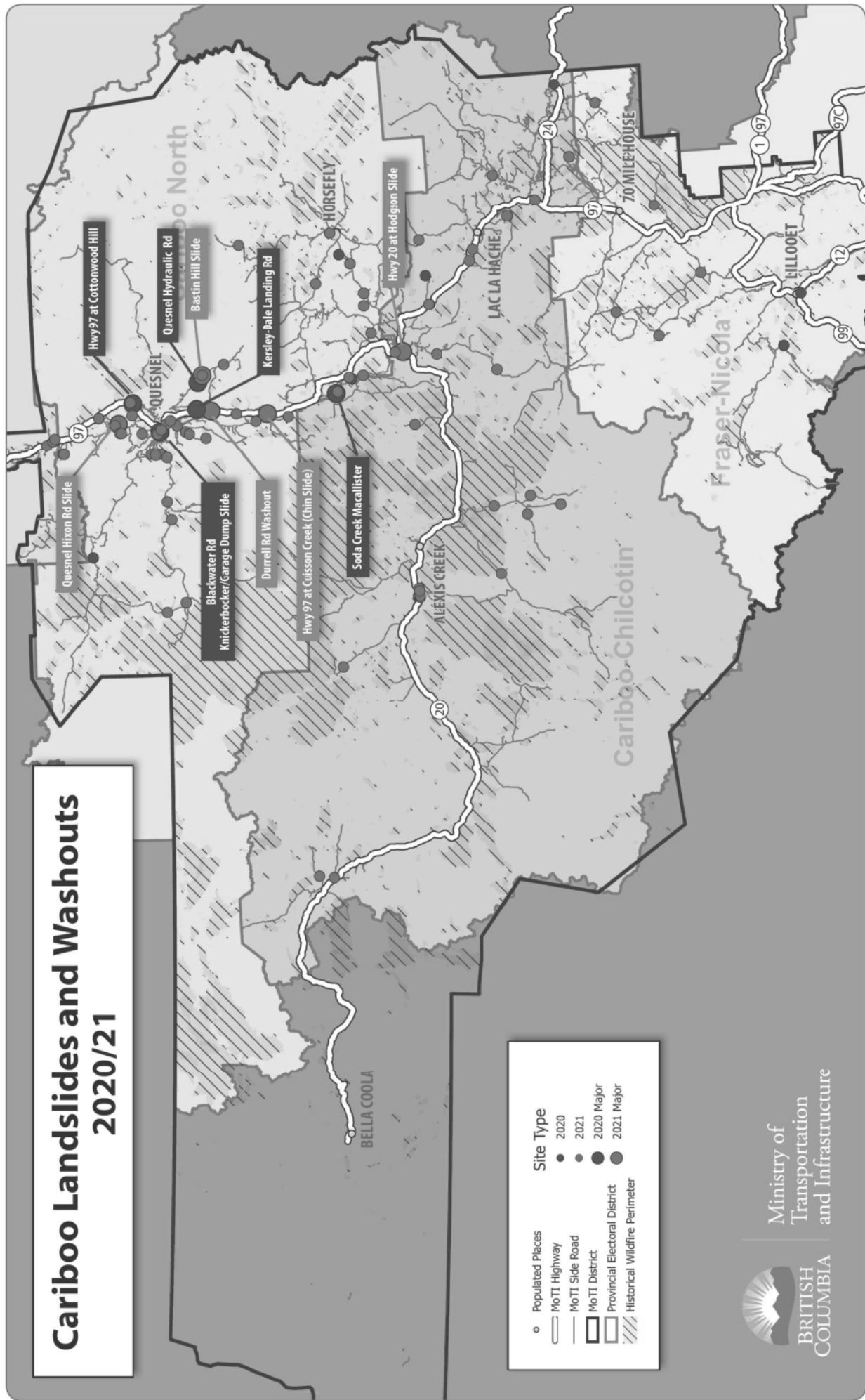


### 4. Highway 97 at Chin Slide





# Cariboo Landslides and Washouts 2020/21





## INFORMATION BRIEFING NOTE

**DATE:** May 11, 2021

**PREPARED FOR:** Honourable Bowinn Ma, Minister of State for Infrastructure

**ISSUE:** Infrastructure Priorities

**MEETING:** Introductory meeting with the Greater Vancouver Board of Trade Regional Transportation and Infrastructure Committee (refer to Attachment for RTI Roster Participants) on May 25, 2021:

- Bridgitte Anderson, President and CEO (tentative)
- David van Hemmen, Director, Advocacy and Stakeholder Relations
- Claudia Kempe, Manager

### SUMMARY:

- GVBOT is interested in discussing BC's infrastructure priorities.
- The Ministry's top Lower Mainland infrastructure priorities are summarized below.

### PAST INTERACTIONS:

- On March 16, 2021 Minister Fleming, Minister Heyman and Minister Ma met with Greater Vancouver Board of Trade (GVBOT) President and Chief Executive Officer, Bridgette Anderson, Director of Advocacy and Communications, David Van Hemmen and Policy Manager, Claudia Kemp to discuss advancing critical infrastructure projects that will reduce congestion, emissions and improve the liveability in Greater Vancouver.

### BACKGROUND:

The Greater Vancouver Board of Trade (GVBOT) is one of Western Canada's leading business associations with a stated purpose to lead, unite and champion business to ensure Greater Vancouver is thriving and the broader region is the best place to live and work.

The GVBOT's Regional Transportation and Infrastructure (RTI) Committee studies the decision-making processes concerning the movement of goods, people, and services in our region. The committee makes sure there is unity among transportation stakeholders, ensures the entire region is properly addressed, advocates for an appropriate balance between the movement of goods and the movement of people, and encourages that appropriate action is taken on a timely basis.

### DISCUSSION:

Budget 2021 commits to \$7.6 billion over three years for priority transportation investments, including many projects in Metro Vancouver/Fraser Valley. Detailed information on each of these projects can be found below:

#### *Surrey Langley Skytrain*

The proposed SLS project will extend the existing Expo Line Skytrain from Surrey to Langley City Centre and will include 16 km of elevated guideway with 8 new stations.

In the 2020 provincial election, the current B.C. government committed to constructing the entire Skytrain extension to Langley.





Minister George Heyman and Minister of State Bowinn Ma's 2020 mandate letters include working with the Mayors' Council to ensure prompt design and construction of SLS.

TransLink developed a business case for Stage 1 of the project after the Mayors' Council voted in late 2018 to suspend Light Rail Transit (LRT) in Surrey and to proceed with planning and project development for SLS.

The Ministry of Transportation and Infrastructure (TRAN) is now fully engaged in project planning, and in particular, opportunities for early works.

### ***Millennium Line Extension to UBC***

In January 2019, Vancouver City Council endorsed the phase 2 SkyTrain extension from Arbutus Street to UBC based on the findings of a TransLink study.

In February 2019, the Mayors' Council endorsed SkyTrain as the preferred technology for phase 2 rapid transit between Arbutus Street (terminus of the Broadway Subway Project) and UBC, as the only technology that could accommodate long-term forecast ridership and future expansion.

In November 2019, UBC, the City of Vancouver and MST Development Corporation signed a Memorandum of Understanding (MOU) to signify their commitment to advocating for phase 2 to be built as soon as possible and calling on federal, provincial and regional governments for funding support.

Any decision on provincial funding for a SkyTrain extension from Arbutus to UBC will depend on the findings of a detailed business case and the priority of this project in the Mayors' Council plan.

### ***George Massey Crossing***

The Highway 99 corridor is a gateway for regional, provincial, national, and international trade and travel.

The new crossing will help facilitate improved movement of goods and people along the corridor while promoting carbon reduction and healthier choices by including rapid bus transit and active transportation infrastructure.

A business case for the project was submitted in December 2020 and includes two 8-lane shortlisted options presented to the public in February and March 2020 – an immersed tube tunnel and a long-span bridge.

The Province's next steps are to review the submission, consult with partners and make a final decision on the preferred option.

The Province is actively engaging with 12 identified Indigenous Groups to conduct meaningful engagement on Indigenous cultural recognition, archaeology, economic development and environmental renewal as part of the project.

### ***Expansion of Rail – Fraser Valley***

The Fraser Valley region is experiencing rapid real time growth and heavy demands on the Provincial transportation network and congestion on Highway 1 continues to increase.

While planning studies have been conducted in the region an opportunity exists for the Province to lead a broader transportation study in the Fraser Valley that would develop a holistic multi-modal transportation strategy for the region. The findings and recommendations from this study would inform transportation and housing investments, and provincial and national trade corridor needs and impacts.



All modes are being considered under the Fraser Valley Integrated Transportation and Development Plan, including commuter rail.

Existing rail corridors and potential for new corridors are being examined for capacity, reliability and viability connected to current and future land-use plans.

### ***Expansion of Rail - Rapid Transit for the North Shore***

The City of North Vancouver and Maple Ridge stand as the only designated Regional City Centre's in Metro Vancouver which have no existing or planned high-capacity rapid transit connections.

In 2018, TRAN established a Partner Working Group (PWG) to bring all stakeholders together to work collaboratively and to develop a scope of work for a Burrard Inlet Rapid Transit (BIRT) study of potential rapid transit options to the North Shore. The PWG included TRAN; Ministry of Municipal Affairs and Housing; Squamish First Nation; District of West Vancouver; City of North Vancouver; District of North Vancouver; City of Vancouver; and TransLink.

The BIRT feasibility study was released in September 2020 and it outlined five potential crossing options to the North Shore for further examination.

Next steps would be to utilize the results of the feasibility study to develop a detailed business case for a potential crossing that would connect the North Shore to the Lower Mainland through rapid transit.

### ***Highway 1 Widening Through the Fraser Valley***

The ministry recently completed the \$61.9M project for Highway 1 widening between 202nd and 216th Streets, including 4km of widening for HOV lanes and a new interchange of 216th Street in Langley.

Public engagement will get underway for the next phase of widening on Highway 1 between 216th and 264th Street in February. This \$205M project was announced in April 2019 and includes 10km of widening for HOV lanes as well as the reconfiguration of 3 structures (CP Rail, Glover and 232nd Street).

Minister of State for Infrastructure Bowinn Ma's mandate letter included working with our ministry to 'Widen Highway 1 through the Fraser Valley to ease congestion, with a goal of completing the widening of the highway as far as Whatcom Road by 2026.'

Ministry is currently working on planning for this widening work and expects to undertake stakeholder consultation later this year.

### ***Expanding Active Transportation Modes***

TRAN has a mandate to double the percentage of trips taken by active transportation by 2030.

In 2019 the Province launched B.C.'s first active transportation strategy Move. Commute. Connect. The implementation of this plan includes initiatives that are being implemented in Greater Vancouver including Everyone Rides Grade 4/5 education program, Bike to Work Week, and the Active School Travel Pilot Project.

The B.C. Active Transportation Design Guide, for planning, design, implementation and maintenance of active transportation infrastructure in British Columbia, was also developed with consultation from the local governments in greater Vancouver.

TRAN has also heavily invested in active transportation infrastructure in the Vancouver region. Through the B.C. Active Transportation Infrastructure Grants Program, formerly known as BikeBC, the Province has



invested approximately \$20M over the last decade. This has created approximately \$62.4M in active transportation infrastructure throughout the region.

Through StrongerBC: BC's Economic Recovery Plan, the Province has provided \$16.7 million towards more than 45 projects that focus on active transportation safety and access. This includes 11 projects in Metro Vancouver valued at almost \$10 million.

#### GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

- None

#### FINANCIAL IMPLICATIONS:

- None

#### Attachments

1. RTI Committee Roster

#### PREPARED BY:

Lesley Ballman, Executive Director  
Major Projects and Alternate Procurement  
(250) 361-6584

#### REVIEWED BY:

Kevin Volk, Assistant Deputy Minister  
Major Projects, Infrastructure and Properties  
Kaye Krishna, Deputy Minister

#### DATE:

21-May-15





2020-21

Updated April 2021

| Name                                       | Title  | Organization                |
|--|--|-----------------------------|
| Jan Pezarro                                | President  | Q4 Consulting               |
| Paul Levelton                              | Director   | KPMG                        |
| Alvin Epp                                  | Managing Partner                                   | Point Nexus Consulting      |
| Andrew McCurran<br>(alternate<br>Eve Hou ) | Director, Strategic Planning & Policy              | TransLink                   |
|  | Manager, Policy Development                        | TransLink                   |
| Catherine Fritter                          | VP & Business Unit Leader                          | Moffatt Nichol              |
| Dave Earle                                 | President and CEO                                  | BC Trucking Association     |
| Derek Stanger                              | Senior Manager - Corporate Development             | CN                          |
| Fred Cummings                              | Regional Manager, Western North America            | Hatch                       |
| Gregory Pinch                              | Account Manager                                    | Impark                      |
| Heather Bell<br>(alternate<br>Dave Frank)  | Aviation Industry Advisor                          | Bell Advisory Services      |
|  | Executive Director                                 | BC Aviation Council         |
| Jeff Phillips                              | Managing Director                                  | Dawson Strategic            |
| Kleo Landucci                              | Chief Commercial & Corporate Affairs Officer       | Ashcroft Terminals          |
| Lisa Baratta                               | Vice President                                     | Westac                      |
| Marian Robson                              |  | Global Public Affairs       |
| Mark Duncan                                | President  | Aeroedge Consulting         |
| Marko Dekovic                              | VP Public Affairs                                  | GTC                         |
| Michael Henderson                          | Consultant   | GVGC                        |
| Michelle Blake                             | Vice President & Resources Business Group Director | HDR                         |
| Peta Wolmarans                             | Manager - Engineering Planning                     | YVR                         |
| Peter Xotta                                | VP Planning & Operations                           | Port of Vancouver           |
| Rob MacKay-Dunn                            | Vice President, Government and Public Affairs      | Urban Development Institute |
| Robin Johnston                             | Consultant - Technical Management                  | Collings Johnston           |
| Solomon Wong                               | President & CEO                                    | InterVISTAS                 |





Ministry of  
Transportation  
and Infrastructure

s.13; s.14; s.17

Page 044 of 103

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Page 045 of 103 to/à Page 046 of 103

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Page 049 of 103 to/à Page 055 of 103

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Page 056 of 103

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Page 057 of 103 to/à Page 063 of 103

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Page 064 of 103 to/à Page 067 of 103

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Page 068 of 103

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Page 069 of 103 to/à Page 070 of 103

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s.14 ; s.17

Page 071 of 103

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s.14 ; s.17 ; s.22



## BULLETS

**DATE:** May 14, 2021

**PREPARED FOR:** Richa Sharma, Minister Assistant, Minister of Transportation and Infrastructure

**ISSUE:** Fraser Valley Engagement Summary

### KEY FACTS

- MoTI undertook individual pre-engagement interviews with regional and local government transportation department staff including FVRD, Abbotsford, Chilliwack, Mission, Metro Vancouver Regional District, Harrison Hot Springs and Kent during the late summer last year (2020).
- As part of the Fraser Valley Rail Pre-Feasibility Study underway to explore passenger rail opportunities on existing rail corridors (including the interurban line), MoTI undertook stakeholder engagement with regional and local government transportation department staff in April 2021.

### DISCUSSION

- Pre-engagement interviews associated with the Fraser Valley Integrated and Development Plan identified the following “emerging themes” on transportation issues:
  - Inter-regional planning (transportation and land use) could provide greater alignment across jurisdictions and transportation agencies. This would inspire systems thinking approaches and facilitate the effective the development of collaborative solutions. For example, cross-regional transit planning is an opportunity for greater integration between TransLink and BC Transit with a focus on providing a seamless user experience.
  - Inter-regional infrastructure constraints, such as Highway 1 congestion, were identified as a central challenge to the Fraser Valley across a variety of modes for both people and goods movement.
  - Community issues concerning local impacts to road and rail due to goods movement, seasonal traffic congestion, or limited capacity and connectivity of the regional transportation network were raised. Specifically, recreational traffic to regional destinations like Cultus Lake and Harrison Hot Springs was highlighted as key concern as local and regional infrastructure have limited capacity to accommodate growing traffic demand.

• s.13

s.13; s.16



Ministry of  
Transportation  
and Infrastructure

s.13; s.16

**PREPARED BY:**

Kathryn Weicker, Director  
Integrated Transportation Planning Branch



## MEETING BRIEFING NOTE

**DATE:** May 19, 2021  
**PREPARED FOR:** Honourable Rob Fleming, Minister of Transportation and Infrastructure  
**ISSUE:** Proposed James Island Subdivision  
**MEETING:** Tsawout First Nation, May 27, 2021

### PROPOSED KEY MESSAGES:

- Ministry staff appreciate the concerns raised by the Tsawout First Nation (TFN) about the proposed subdivision on James Island and have been in consultation with TFN since 2019.
- Ministry staff have shared these concerns with the Ministry's Provincial Approving Officer (PAO) who has the final approval authority on this subdivision.
- Evaluation of the subdivision proposal is underway by the ministry's PAO and no decisions have been made.

### PAST INTERACTIONS:

- None that staff are aware of

### BACKGROUND:

James Island is a 780-acre private island (owned by Discover Land Company) located off of the Saanich Peninsula and falls within the Island Trust in the North Pender Local Trust Area. It can only be accessed by water and air. The island currently has a 5,000 square-foot principal residence, as well as six guest cottages, private docks, an airstrip, pool house, 18-hole golf course and the manager's residence.

A subdivision application was originally received by MOTI in 2009. An updated Preliminary Layout Review (PLR) was granted in 2014. One of the conditions of the 2014 PLR included the need to hire a qualified archeologist to determine AIA requirements, as records indicated the presence of Archeological Sites protected under the Heritage Conservation Act. The current development proposal is for a 79 lot bare land strata development (76 residential lots and three commercial lots).

Consultation with the TFN has been underway since 2019, following a request from the TFN for a referral package for the subdivision application. The ministry provided the referral package and has responded to questions and met with the TFN to discuss the file.

### DISCUSSION:

s.13; s.16; s.17



**s.13; s.16**

The ministry expressed ongoing willingness to the presentation of new information from the Nation regarding impacts. Subsequent meetings with TFN occurred on April 13<sup>th</sup> and 27<sup>th</sup> 2021,<sup>s.13; s.16</sup>

s.13; s.16

s.13; s.16

On April 1, 2021, the North Pender Local Trust Committee (NPLTC) passed a resolution to not approve the subdivision as they do not believe it is in the public interest. The concerns expressed by the TFN as well as the resolution of the NPLTC will be shared with the ministry's PAO who is typically the final approving authority on whether or not this development can proceed.

The PAO's decision is guided by the following legislation: the Local Government Act, the Land Title Act, the Strata Property Act and Bare Land Strata Regulations. Under this legislation, it is a requirement that a PAO must consider and may hear from any parties who may be affected by the subdivision. A final decision on the subdivision has not been made at this time.

On rare occasion, there is an alternate approval process in which the Lieutenant Governor of British Columbia could be asked to consider the subdivision under Section 90 of the Land Title Act (LTA).

*Land Title Act Section 90 - Power of Lieutenant Governor in Council to prohibit deposit of plan*

- (1) The Lieutenant Governor in Council may, when it appears that the deposit of a subdivision plan is against the public interest, order the registrar not to receive the plan for deposit.

Given this proposed subdivision is a strata, the approval is subject to the Bare Land Strata Regulations. There is nothing specific in those regulations that are similar to Section 90 of the LTA; however the BC Government is able to submit an opinion to the PAO regarding the public's interests, which would be considered by the PAO in their review of the file.

**GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:**

The ministry is aware of the presence of Archeological Sites protected under the Heritage Conservation Act and has been engaging with the TFN to ensure their interests and concerns are fully understood. This information will form an important aspect of the materials the PAO considers in making a final decision on the file.



#### FINANCIAL IMPLICATIONS:

- None.

#### Attachments:

1. James Island Location Map and Aerial Photo
2. s.16

| PREPARED BY:  | REVIEWED BY:  | DATE:     |
|---|---|-----------|
| Mike Pearson, P. Eng. District Manager<br>Vancouver Island District<br>(250) 713-2815 | Kevin Richter, Associate Deputy Minister<br>Highway Operations                        | 21-May-19 |
| Janelle Staite, P.Eng<br>Deputy Director, SCR<br>(250) 713-8763                       | Nancy Bain, Executive Financial Officer<br>Finance and Management Services Department | N/A       |
|   | Kevin Richter, A/Deputy Minister  | 21-May-19 |



Figure 1: James Island Location Map



Figure 2: James Island Arial Photo

s.16

Page 079 of 103 to/à Page 081 of 103

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s.16



## INFORMATION BRIEFING NOTE

**DATE:** May 19, 2021

**PREPARED FOR:** Honourable Rob Fleming, Minister of Transportation and Infrastructure  
Honourable George Heyman, Minister of Environment and Climate Change Strategy

**ISSUE:** Federal Transit Funding Announcement

**PURPOSE:** Announcement of \$12.1 billion in federal transit funding for five rapid transit projects in Toronto and Hamilton. BC is interested in what this announcement might mean for prospective federal funding for the Surrey-Langley Skytrain Project.

### SUMMARY:

- On May 11, Canada announced it would provide up to \$10.4 billion for 40% of the capital costs of four "shovel-ready" rapid transit projects in Toronto, estimated to cost \$26.8 billion, including:
  - A 15-stop, 16 km, \$10.9B Ontario Line,
  - A 3-stop, 7.8 km, \$4.4B Scarborough Subway Extension,
  - A 4-stop, 8 km, \$5.6B Yonge North Subway Extension, and
  - A 7-stop, 9.2 km, \$4.7B Eglinton Crosstown West Light Rail Extension.
- On May 13, Canada announced it would provide up to \$1.7 billion for 50% of the eligible costs of the "shovel-ready" 17-stop, 14 km, \$3.4B Hamilton Light Rail Transit project.

### BACKGROUND:

Through the Investing in Canada plan, the Government of Canada is investing \$28.7 billion to support public transit projects, including \$5 billion available for investment through the Canada Infrastructure Bank.

Under the 2018 Investing in Canada Infrastructure Program (ICIP), \$7.5 billion of federal transit funding was allocated to Ontario, of which \$4.9B is for Toronto and \$0.2B for Hamilton (which is allocated in proportion to transit ridership). B.C.'s share of federal ICIP funding was \$2.7B, of which \$2.2B is for Metro Vancouver.

In February 2021, the federal government announced \$14.9 billion in new public transit funding over the next eight years, including an initial \$5.9B over five years starting in 2021/22 and then \$3B per year in permanent funding beginning in 2026/27. The initial \$5.9B includes \$2.75B for zero-emission bus projects, \$400M for active transportation, and \$250M for rural transit and is expected to be disbursed based on funding applications. The permanent funding is expected to be allocated among provinces and territories based on a combination of transit ridership and/or population. Program details are still being confirmed.

Canada has identified that \$2.5 billion (i.e., excluding zero emission, active, and rural) is to expand transit systems in large urban centres by enabling key, high-readiness major transit projects to advance. The initial funding is intended to support transit projects entering construction in the near future as well as to help plan for major transit projects that will be constructed down the road.



In February 2020, B.C. forwarded a business case to Canada for federal funding (\$524 million) for the \$1.6 billion Stage 1 (to Fleetwood) of a SkyTrain extension from King George Station in Surrey to the City of Langley (the Surrey Langley SkyTrain project or SLS). Subsequently, B.C. and Canada have discussed delivering the entire SLS Project as a single stage instead of two stages. B.C. still is in discussions with Canada about federal funding share and the timing of an announcement.

#### ***Summary of Ontario Projects:***

- Ontario Line: This is a new 15-stop 15.6 km subway line (refer to diagram in Appendix) that is proposed to reduce crowding on existing subway lines and connect several communities currently not directly served by rapid transit. Estimated cost is \$10.9 billion with a federal share of up to \$4.02 billion. Construction is expected to be complete by about 2030.
- Eglinton Crosstown West Extension: This is a 7-stop 9.2 km westward extension of the existing Eglinton Line 5 light rail (refer to diagram in Appendix). Estimated cost is \$4.7 billion with a federal share of up to \$1.87 billion. Construction is forecast to be complete by about 2030/31.
- Yonge North Subway Extension: This is a 4-stop, 8 km northward extension of the Yonge Line 1 subway (refer to diagram in Appendix). Estimated cost is \$5.6 billion with a federal share of up to \$2.24 billion. *Federal funding is subject to submission of updated project information and federal Treasury Board approval.*
- Scarborough Subway Extension: This is a 3-stop, 7.8 km eastward extension of the Bloor Danforth Line 2 subway (refer to diagram in Appendix). It will replace the Scarborough rapid transit system, which is expected to reach the end of its useful life in 2023. Estimated cost is \$5.6 billion with a federal share of up to \$2.26 billion. Construction is expected to complete by about 2030.
- Hamilton Light Rail Transit (LRT): This is a 17-stop 14 km LRT line (refer to diagram in Appendix) that will provide a 32-minute trip across Hamilton. Estimated eligible cost is \$3.4 billion with a federal share of up to \$1.7B matched with an equal contribution from the Government of Ontario. *Federal funding is subject to federal Treasury Board approval.*

Federal funding also is subject to environmental review, undergoing a federal climate lens assessment (e.g., including how emissions can be reduced through low carbon construction material and practices), building affordable housing near transit oriented development as feasible, and measures to maximize high quality jobs and benefits for communities including through Community Benefit Agreements with hiring targets of at least 10% for historically disadvantaged communities.

Based on information on Metrolinx's website, the business cases for the Ontario Line and Scarborough Subway Extension have been developed to Metrolinx's "preliminary design" level (i.e., scope and costs defined for funding approval but without full procurement evaluation). Business cases for the other two rapid transit projects are at Metrolinx's "initial" level (i.e., a preferred option has been selected for further planning and preliminary design, but scope and costs are not fully defined). A recent business case could not be identified for the Hamilton LRT project.

#### **PAST INTERACTIONS:**

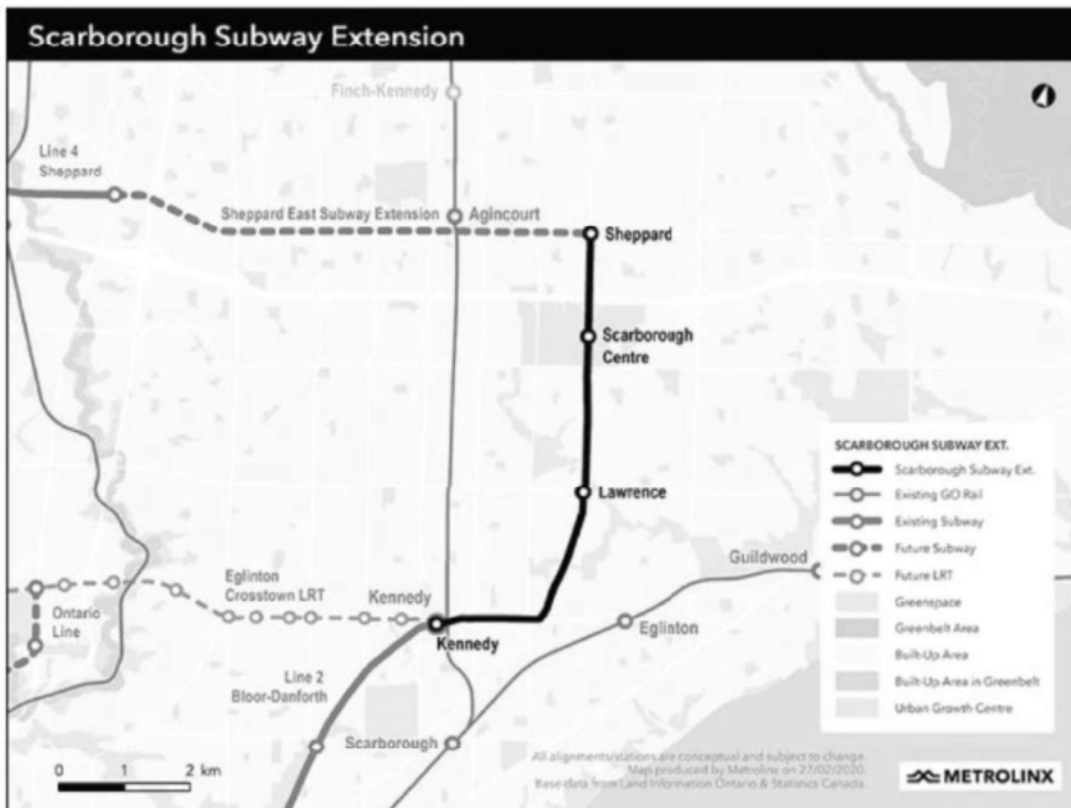
- *None ministry staff are aware of.*

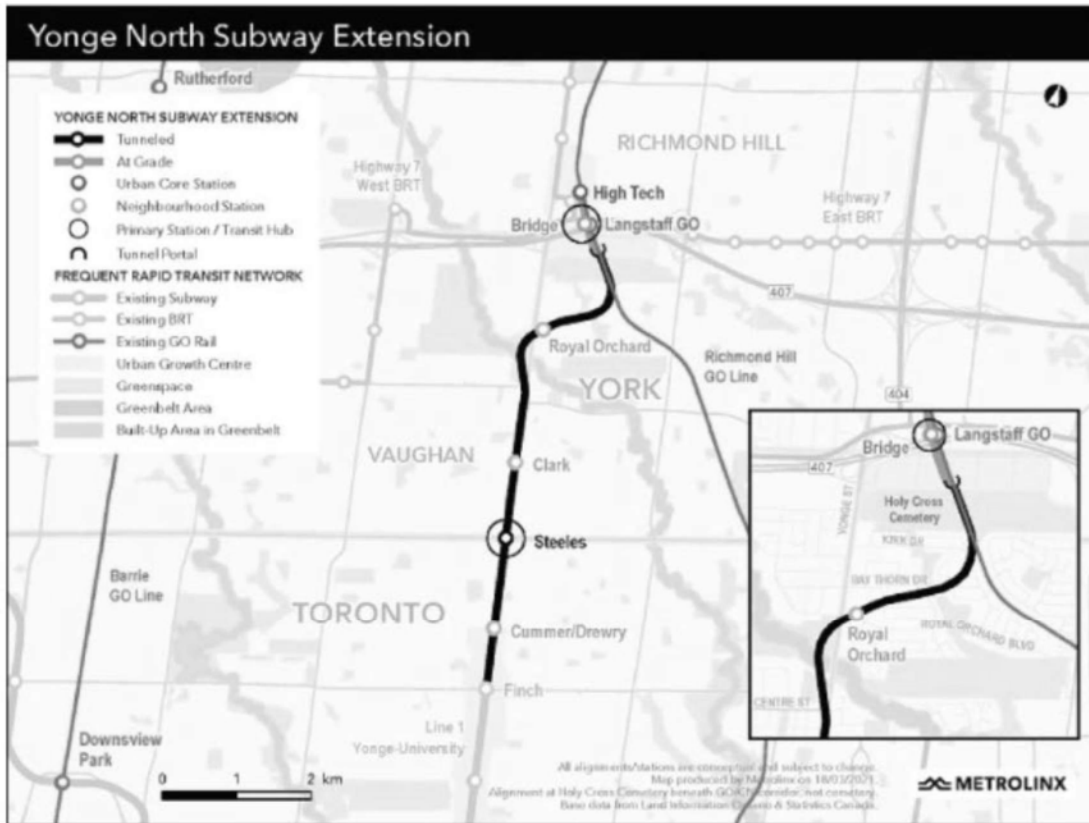






## ATTACHMENT 1: Project Diagrams







Ministry of  
Transportation  
and Infrastructure





## DECISION BRIEFING NOTE

**DATE:** May 20, 2021

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

**ISSUE:** BC Ferries Medical Assured Loading (MAL) Program

**PURPOSE:** Approval to extend Ministerial Order M256/2020 which is set to expire as a provision of the *COVID-19 Related Measures Act* (CRMA) on July 10, 2021.

### RECOMMENDATION:

- Approve request to extend M256/2020 as a provision of CRMA until December 31, 2021 to be consistent with the new sunseting of CRMA itself on December 31, 2021.

### BACKGROUND:

Under the *Emergency Program Act* on July 30, 2020, the Minister of Public Safety and Solicitor General modified BC Ferries' Medical Assured Loading (MAL) program through a Ministerial Order to ensure that patients travelling by ferry could access medical specialist appointments during the provincial state of emergency. To ensure that the order would not expire with the ending of the provincial state of emergency, M256/2020 was made to be a provision of CRMA through an Order-in-Council with a repeal date of July 10, 2021. CRMA is being amended this spring to extend the repeal date of the Act until December 31, 2021.

### DISCUSSION:

Under the order, MAL is available for patients travelling for medical specialist appointments where their medical practitioner has determined an extended wait at a ferry terminal or for a ferry sailing could cause risk to their health. To receive MAL, patients must present at the terminal a completed Ministry of Health Travel Assistance Program form as well as a letter signed by their medical practitioner.

Prior to issuance of M256/2020, BC Ferries' MAL program was the subject of public complaints. The order enables physicians to determine if an extended wait could cause risk to an individual's health, rather than patients having to meet certain program criteria established by BC Ferries. In addition, patients can now also deal directly with their doctor to request a letter. Under BC Ferries' program, the person's doctor applied on behalf of their patient for MAL through BC Ferries.

On May 13, 2021, amendments were introduced to extend the repeal of CRMA until December 31, 2021. MOTI is seeking approval to extend M256/2020 as a provision of CRMA to be consistent with the sunseting of CRMA itself. Extending the order will continue to protect access for people travelling by ferry for medical treatment during the pandemic when the number of sailings being provided by BC Ferries has been changing along with the number of people travelling.

Ministry staff continue to raise MAL with BC Ferries to determine how the company plans to deliver the program once CRMA expires. BC Ferries has not provided definitive information on its plans so it is unclear whether they plan to revert to the way the program was delivered prior to the pandemic or pursue policy and/or administrative changes. The ministry will continue these discussions with BC Ferries.

### GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

- The continuance of M256/2020 beyond July 10, 2021 will benefit a diverse range of ferry users.



FINANCIAL IMPLICATIONS:

- None.

APPROVED / NOT APPROVED

  
Honourable Rob Fleming  
Minister of Transportation and Infrastructure

May 27, 2021  
Date

Appendix:

1. Copy of Ministerial Order M256/2020

| PREPARED BY:  | REVIEWED BY:  | DATE:     |
|---|---|-----------|
| Mark Burnham, Coastal & Inland Ferry Manager<br>Marine Branch | Deborah Bowman, Assistant Deputy Minister<br>Policy & Programs Division | 21-May-19 |
|   | Kaye Krishna, Deputy Minister   |           |



Appendix 1: Copy of Ministerial Order M256/2020

**PROVINCE OF BRITISH COLUMBIA**  
**ORDER OF THE MINISTER OF PUBLIC SAFETY AND SOLICITOR GENERAL**

*Emergency Program Act*

Ministerial Order No. M256

WHEREAS a declaration of a state of emergency throughout the whole of the Province of British Columbia was declared on March 18, 2020 because of the COVID-19 pandemic;

AND WHEREAS individuals require transportation on BC Ferries for medical treatment;

AND WHEREAS section 10 (1) of the *Emergency Program Act* provides that I may do all acts and implement all procedures that I consider necessary to prevent, respond to or alleviate the effects of any emergency or disaster;

I, Mike Farnworth, Minister of Public Safety and Solicitor General, order that the attached BC Ferries Medical Travel (COVID-19) Order is made.

30/07/2020  
Date July 30, 2020

  
Minister of Public Safety and Solicitor General

*(This part is for administrative purposes only and is not part of the Order.)*

**Authority under which Order is made:**

Act and section: Emergency Program Act, R.S.B.C. 1996, c. 111, s. 10

Other: MO 73/2020

## BC FERRIES MEDICAL TRAVEL (COVID-19) ORDER

### Application

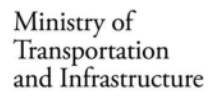
- 1 This order only applies during the period that the declaration of a state of emergency made March 18, 2020 under section 9 (1) of the *Emergency Program Act*, and any extension of the duration of that declaration, is in effect.

### British Columbia Ferry Services – medical travel

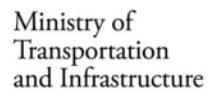
- 2 (1) British Columbia Ferry Services Inc. must implement all procedures necessary to ensure that an individual who arrives at a terminal at least 30 minutes before a ferry is scheduled to sail is loaded on the ferry, along with any vehicle in or on which the individual arrives and any other individual travelling in or on that vehicle, if the individual
  - (a) is travelling to or from medical treatment, and
  - (b) presents both of the following:
    - (i) a letter, dated and signed by a medical practitioner, stating that the individual requires priority loading;
    - (ii) a completed Travel Assistance Program form.
- (2) A letter under subsection (1) (b) (i) is valid throughout the period
  - (a) beginning on the date of the letter, and
  - (b) ending on the earlier of
    - (i) the date that is one year after the date of the letter, and
    - (ii) the date, if any, specified in the letter as its expiry date.







Page 93 of 103 Page 2 of 4



Page 94 of 103 Page 3 of 4



s.13; s.16

#### GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

See There are no anticipated GBA+ implications of this meeting.

#### FINANCIAL IMPLICATIONS:

s.13; s.16; s.17

#### PREPARED BY:

Kipp Fennell  
Director, Indigenous Relations  
Major Projects and Alternative Procurement  
(250) 819-4265

#### REVIEWED BY:

Kevin Volk, Assistant Deputy Minister  
Major Projects, Infrastructure, and Properties  
Nancy Bain, Executive Financial Officer  
Finance and Management Services Department  
  
Kaye Krishna, Deputy Minister

#### DATE:

21-May-20

21-May-21

-











## DECISION BRIEFING NOTE

**DATE:** May 26, 2021

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

**ISSUE:** Sections of Ministerial Order M084 relating to BC Ferries

**PURPOSE:** Approval to repeal sections 10(1)(a) and (2) of M084/2020 (essential goods and supplies)

### RECOMMENDATION:

- Approval to repeal sections 10(1)(a) and (2) of M084/2020.

### BACKGROUND:

Under the *Emergency Program Act* on March 26, 2020, the Minister of Public Safety and Solicitor General issued Ministerial Order M084 relating to local authorities and essential goods and supplies. Under that order, BC Ferries is required under section 10 (1) to implement all procedures necessary to ensure priority loading on ferries for (a) vehicles carrying essential goods and supplies; and (b) residents of ferry sailing destinations. Section 10 (2) requires BC Ferries to consult with government before changing or varying its minimum ferry service levels. While section 10(1)(b) was repealed on July 30, 2020, the other two sections remain in force.

To ensure that the order would not expire with the ending of the provincial state of emergency, M084/2020 was made to be a provision of Covid Related Measures Act (CRMA) through an Order-in-Council with a repeal date of 90 days after the date on which the last extension of the declaration of a state of emergency is made. Emergency Management BC has reached out to MOTI seeking direction on whether to keep the current repeal date relating to the ferries sections of M084 (i.e., 90 days after last extension of state of emergency) or make a regulation to change the repeal date. The Ministerial Order relating to Medical Assured Loading also forms part of the CRMA and a separate briefing note has been prepared on that topic.

### DISCUSSION:

During the early stages of the pandemic when BC Ferries was experiencing traffic level declines of roughly 70%, the company notified MOTI of its intention to seek approval from the BC Ferry Commissioner to reduce services below the minimum levels required in the Coastal Ferry Services Contract (CFSC). The sections of M084 relating to BC Ferries required BC Ferries to consult with the Province before reducing service levels so that there would be an opportunity to reach a consensus with government on changes to service levels before implementing any reductions. Local residents and essential goods were given priority loading to protect access to and from communities which was viewed as necessary particularly when service reductions were being contemplated. MOTI and BC Ferries entered into two agreements that allowed for reduced service levels from April 4 to September 7, 2020. Since that time, BC Ferries has been providing at or above the minimum service levels required in the CFSC.

In December 2020, MOTI and BC Ferries entered into a Safe Restart contribution agreement that protects service levels and fare affordability until March 31, 2024. As this longer-term agreement is in place, section 10 (2) is no longer necessary. The provision relating to priority loading for essential goods and supplies has been somewhat problematic given the queuing areas at some of BC Ferries terminals. While it was helpful during periods of reduced sailings, it will be increasingly difficult for BC Ferries to implement as the peak summer season approaches. In addition, most commercial vehicles on the major routes can get free reservations which guarantees space on a particular sailing. Given these circumstances, MOTI is seeking approval to repeal sections 10(1)(a) and (2) of M084/2020.





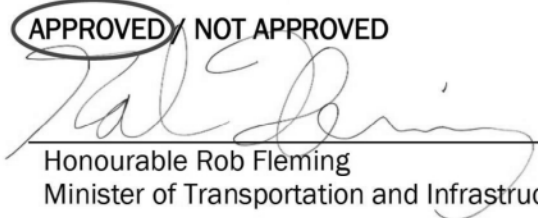
#### GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

- The repeal of sections relating to BC Ferries under M084/2020 are no longer necessary to protect travel for the diverse range of BC Ferries' customers.

#### FINANCIAL IMPLICATIONS:

- None.

**APPROVED / NOT APPROVED**

  
Honourable Rob Fleming  
Minister of Transportation and Infrastructure

May 27, 2021  
Date

#### PREPARED BY:

Lynda Petruzzelli, Senior Manager  
Marine Branch

#### REVIEWED BY:

Deborah Bowman, Assistant Deputy Minister  
Transportation Policy & Programs Division

Kaye Krishna, Deputy Minister

#### DATE:

21-May-25

21-May-26



## BULLETS

**DATE:** May 26, 2021

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

**ISSUE:** s.13; s.16

### KEY MESSAGES

- It is great that the Province, TransLink and BC Transit are working together to provide free transit for youth 12 and under to help make life more affordable for families across B.C.
- Our intention is for as many people as possible to be able to benefit from this new public transit program.
- s.13; s.16
- 
- I recognize that TransLink relies on fare revenues to help pay for transit service costs, and the importance of TransLink continuing to deliver this service. That is why we continue to work with TransLink on its next investment plan to ensure the prompt design and construction of important capital projects and delivery of the services people need.
- We also know that we need to get people back on public transit, which is what this program can help achieve with the federal/provincial Restart funding provided to TransLink for the first three years of the program.
- Ministry staff will continue to work closely with TransLink to understand estimates of foregone revenue amounts over the course of the initiative and we look forward to a September launch just in time for back to school.

### PREPARED BY:

Vanessa Day, Senior Policy Analyst  
Transit Branch



## BULLETS

**DATE:** May 26, 2021

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

**ISSUE:** Discussion with Erinn Pinkerton, BC Transit CEO, and Catherine Holt, Board Chair on accompanied travel for youth 12 years and under on BC Transit's transit network

### KEY MESSAGES

- It is great that the Province, TransLink and BC Transit are working together to provide free transit for youth 12 and under to help make life more affordable for families across B.C.
- Our intention is for as many people as possible to be able to benefit from this new public transit program.
- I understand that BC Transit is working very hard to advance the Free Transit for 12 and Under Program.
- We greatly appreciate the ongoing effort to support a successful September launch of this important provincial priority.
- BC Transit has communicated to the Ministry that their current fare guidelines lack clarity and consistency regarding unaccompanied youth (12 and under) and unaccompanied minors aged 5 and under.
- We acknowledge that BC Transit has been thoughtful and thorough in their approach improving clarity and consistency on this issue; and,
- s.13; s.16
- We also appreciate that for indigenous communities, BC Transit will undertake engagement to learn about what would be appropriate for those communities.