



INFORMATION BRIEFING NOTE

DATE: May 2, 2022
PREPARED FOR: Honourable Rob Fleming, Minister of Transportation and Infrastructure
ISSUE: Passenger Rail Shuttle Service Between D'Arcy and Lillooet
PURPOSE: Options for ongoing service between D'Arcy and Lillooet through the Village of Tsal'alh

SUMMARY:

- In March CN discontinued their passenger rail shuttle service between the communities of D'Arcy and Lillooet, serving the Tsal'alh First Nation (Tsal'alh).
- CN informed the ministry of the discontinuation of service in October 2021.
- The rail shuttle service was provided for under a Rail Service Management Agreement signed between BC Rail Partnership (BCRP) and the Tsal'alh in 2002, which was assumed by CN in 2004 when they purchased BCRP.
- In January 2022 CN procured a new bus-on-rail vehicle. A service agreement was signed between the Tsal'alh and a 3rd party provider, with funding provided by CN through July 2022.
- CN has taken the position that they are no longer required to provide the service in the initial agreement and is looking to the Province to help establish a long term solution.
- Ministry staff will be proposing a 12-month extension from CN of the bus-on-rail shuttle service to allow sufficient time to develop a long-term solution with CN and the Tsal'alh.

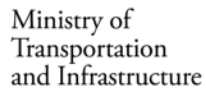
BACKGROUND:

In 2002, "BC Rail Partnership", an operating subsidiary of BC Rail Corporation (BCRC), entered into a Rail Service Management Service Agreement with the Seton Lake Indian Band, now known as the Tsal'alh First Nation (Tsal'alh), for the provision of a passenger rail shuttle service between D'Arcy and Lillooet (see attachment for Regional Map) through the Tsal'alh Village.

The only vehicle access from Seton Portage to Lillooet is via Road 40 and the Mission Mountain Road, a steep, windy gravel route that is frequently made impassable in winter weather. The rail shuttle provides a 30-minute direct service to Tsal'alh, as opposed to the 90 minute, weather dependent, road route noted above.

In 2004, "BC Rail Partnership" was sold to CN as part of the CN Revitalization Agreement (RA). The Rail Shuttle Management Service Agreement was assigned to CN and CN assumed all the BC Rail rights and obligations under that agreement. Under the Revitalization Agreement, CN provided a covenant to continue to provide the rail shuttle services in accordance with the terms of the 2002 agreement.

BC Rail learned in July 2021 from community members that there were safety concerns involving the shuttle in March 2021 and that CN had suspended shuttle service. CN advised BCRC that they conducted a safety review, and the shuttle vehicle was past the end of its service life, unrepairable, and could not be re-certified to operate.



s.13; s.16

GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

N/A

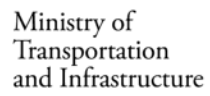
FINANCIAL IMPLICATIONS:

s.13; s.16

Attachments:

- ## 1. Map of Region

PREPARED BY:	REVIEWED BY:	DATE:
Ryan Spillett, Executive Director Infrastructure Development Branch	Kevin Volk, ADM	22-May-1
	Integrated Transportation & Infrastructure Services Division	
	Heather Hill, ADM & EFO	N/A
	Finance and Risk Management Division	
	Kaye Krishna, Deputy Minister	Click or tap to enter a date.



Pronunciation: Tsal'alh Village | sha-LATH

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s.12; s.13; s.16

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

BC Transit – s.12; s.13; s.16; s.17
s.12; s.13; s.16; s.17

OPTIONS:

s.12; s.13; s.16

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



DECISION BRIEFING NOTE

DATE: May 9, 2022

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

ISSUE: Rest Area Ranger Program

PURPOSE: Decision to implement the Rest Area Ranger Program to generate employment for BC youth and enhance the maintenance of ministry owned rest areas within the province.

RECOMMENDED OPTION:

- **OPTION 1:** Implement Youth Employment Program for 2022 through Additional Maintenance Services.

BACKGROUND:

In 2000 the ministry created a Rest Area Ranger (RAR) program to generate employment for BC youth and enhance the maintenance of ministry owned rest areas within the Province. The program was later rebranded as the Youth Employment Program (YEP).

The scope of work included landscaping, litter removal, and painting. YEP students were also often asked to administer ministry surveys with the travelling public.

YEP crews were recruited and supervised by the ministry.

YEP had its last intake in 2010. The program has not been renewed due to STOB 50/salary pressures.

PAST INTERACTIONS:

- None ministry staff are aware of.

DISCUSSION:

With the anticipated increase in highway travellers this year and public desire for a positive rest area experience, stakeholders and trucking industry are demanding higher standards for rest area maintenance and cleanliness.

The ministry is considering recreating the YEP program to enhance maintenance of 78 high volume rest areas along Highways 1, 3, 5, 16, 19 and 97. It is estimated this program would employ up to 30 students.

The YEP program could operate from when students are available for the summer months.

Working in teams, the students will complete general rest area improvements focusing on landscaping, buildings, and signage. General maintenance may also be completed such as litter removal; however, sanitary maintenance will not be preformed by students. Highway maintenance contractors will continue to perform rest area maintenance requirements as per the Highway Maintenance Agreement.

s.13

s.13; s.17

s.13



The duration and/or scope of the YEP may need to be adjusted depending on when the hiring process is completed, and the number of applicants received. Costs of the program will be prorated should the YEP program become operational after June 1, 2022 or result in less student applicants.

GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

Inclusive hiring practices leading to equitable, transparent and merit based hiring and adaptable to individual circumstances (such as part-time, flexible work hours).

FINANCIAL IMPLICATIONS:

- Yes; up to \$^{s.17} in costs for YEP

OPTIONS:

1. Implement Youth Employment Program for 2022 ^{s.13} (78 rest areas, 30 students, ^{s.17}

^{s.13}

APPROVED (Option1) / NOT APPROVED


Honourable Rob Fleming
Minister of Transportation and Infrastructure

May 10, 2022
Date

PREPARED BY:

Jason Templeton, Manager Maintenance Programs
Construction and Maintenance Branch

REVIEWED BY:

Kevin Richter, Associate DM
Highways & Regional Services Division
Heather Hill, ADM & EFO
Finance and Risk Management Division
Kaye Krishna, Deputy Minister

DATE:

22-May-5
22-May-8
22-May-9



INFORMATION BRIEFING NOTE

DATE: May 9, 2022

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

ISSUE: Port Alberni SanTerm Facility

PURPOSE: Background / advice on the San Group meeting invite to tour the SanTerm Facility and discuss supply chain congestion issues.

SUMMARY:

- The San Group is a value-added wood processing company that has become a major employer and economic driver in Port Alberni.
- The San Group believes the facility and connecting modes of transportation will create new options and resiliency in the supply chain for Vancouver Island, British Columbia and Canada
- BC's economic growth and prosperity is linked to a resilient and reliable supply chain network.
- The Province is supportive of initiatives by BC ports and the forestry sector to support economic development, increase BC's trade competitiveness, and support continued, sustainable growth.
- The Province is interested in learning more about the work of the San Group and the Port Alberni Port Authority, particularly as it relates to StrongerBC and the Goods Movement Strategy.

BACKGROUND:

The Port Alberni Port Authority (PAPA) is a Canadian Port Authority under the *Canada Marine Act*. PAPA is financially self-supported through a variety of revenue generating operations that include lumber exports, marina management and property leases. The Port plays an important role in the storage, distribution and marketing of forest products in the central Vancouver Island economy.

San Group is a value-added wood processing company that has become a major employer and economic driver in Port Alberni. It manufactures its wood products in Port Alberni and exports to over 27 countries. In June 2021, San Group and Port Alberni Port Authority (PAPA) signed an agreement under which San Group will operate Berth 3 and invest more than \$15 million into facilities and equipment upgrades including storage silos and dockside cranes. According to San Group, the investment will create over 30 new skilled, high-paying jobs. San Group already has invested approximately \$200 million dollars in its forestry operations in the Port Alberni area. These investments include three sawmills and a manufacturing facility. San Group has signed a long-term lease for 17 acres of terminal space and 600 feet of berthing.

As of March 2022, San Group was setting up operations at the Berth 3 terminal, to be called SanTerm, which is expected to be fully operational in 6-12 months. PAPA will support the operational transition over the next year by providing expertise. San Group will immediately begin work to improve the operational efficiencies of the facility required to meet the company's increasing export needs and the additional shipping opportunities available in the evolving post-pandemic global marketplace. In addition to shipping San Group's forestry products, SanTerm will also handle a variety of other cargo types, including containers and breakbulk.

The forestry sector employed 9,600 individuals on Vancouver Island in 2020. Vancouver Island's forestry sector has experienced challenges in recent years including supply chain issues, poor market condition and labour strikes. Lumber volumes and prices fluctuated sharply over the last year. The Vancouver Island



INFORMATION BRIEFING NOTE

DATE: May 9, 2022

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

ISSUE: BCTFA Quarter 2 and 3 Status Report and Treasury Board Submission List

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

SUMMARY:

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

BACKGROUND:

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

PAST INTERACTIONS:

○ s.12; s.13; s.16; s.17

DISCUSSION:

BCTFA Update:

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

Performance Measures

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

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

Page 38 of 68 to/à Page 39 of 68

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s.13 ; s.16

KEY MESSAGES

DATE: May 24, 2022

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

ISSUE: Meeting with Road Construction Unions

BACKGROUND:

The International Union of Operating Engineers Local 115, Teamsters Local 213, and Labourers Union 1611 would like to meet with the Minister to discuss:

- Ongoing roadbuilding projects
- Achieving equity hiring targets
- Observations on the labour market in construction
- Analysis on the future of the Massey Tunnel replacement project

KEY MESSAGES:

- **Budget 2022 includes the biggest capital plan in the ministry's history**
 - There's no shortage of projects being funded by the province.
 - Over \$6 billion for MOTI in three year service plan period, \$8 billion if you include partner funding.
- **We currently have a number of projects that include labour agreements, and on which your members are participating**
 - CBA on Broadway, Pattullo, Kicking Horse, Highway 1 4 laning.
 - Project labour agreements on Steveston and the Highway 1 & 5 storm reconstruction work.
 - s.13
- **We've got a couple of other big projects that we are still advancing, and where we** s.12; s.13
s.12; s.13

- **Labour force planning is a priority for the Province**
 - We recognize there are labour force challenges across the province in all sectors.
 - We know these challenges are cyclical, and we are committed to building and training BC's workers for the long term.
 - In the meantime, we continue to monitor labour supply and how that aligns with our project schedules.
 - In particular, we're doing our best to sequence the major projects to maximize opportunities for skilled workers.
- **We are promoting and tracking diversity and inclusion**
 - We receive regular reports on both CBA and PLA projects.
 - We're happy with the progress we've seen.
 - Equity targets are something to strive for on a project – but it depends on the availability of workers.
 - Some equity groups are achieving their goals independently – for example we've heard of indigenous communities where unemployment is under 1%.
- **Thank you for your partnerships today on labour agreements.**
- **I would encourage you to stay in touch with MOTI staff as our new projects progress.**



INFORMATION BRIEFING NOTE

DATE: May 25, 2022

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

ISSUE: National Trade Corridors Fund (NTCF) Program

PURPOSE: To provide context about the NCTF program and summarize requests for support from external organizations.

SUMMARY:

- The National Trade Corridors Fund (NTCF) current call for proposals supports projects that will build strong supply chain capacity, address current infrastructure and bottleneck issues and stimulate the post-COVID-19 pandemic Canadian economy.
- Several criteria are considered to evaluate an NTCF submission, including the degree to which a proposal demonstrates committed support from multiple public and/or private sector organizations to either share in project costs, leverage other stakeholder investments or through written letter of support.
- A number of external organizations have approached MOTI for support (financial support or a letter of support) for their applications. For MOTI to decide whether to fund and/or provide letters of support, the ministry assesses the merits of the projects and their alignment with Provincial objectives.

BACKGROUND:

The National Trade Corridors Fund (NTCF) is one component of the Investing in Canada Plan, the federal government's strategy for addressing long-term infrastructure needs in Canada. NTCF funds projects related to airports, ports, railways, transportation facilities, and access roads. Since the launch of the NTCF in July 2017, the federal government has announced 98 projects across Canada and committed more than \$4.2 billion to marine, air, rail, and road projects. To date, Transport Canada (TC) has undertaken five calls for proposals for the NTCF. The deadline for submitting an Expression of Interest (EOI) for the current NTCF call for proposals was March 31, 2022. Applicants whose EOIs were accepted have been notified that they have 60 days (with possible extensions available to the end of June 2022) to submit a CPP for consideration. The fifth and most recent call for proposals, *Increasing the Fluidity of Canada's Supply Chains*, was launched on December 9, 2021, and focuses on two major investment themes:

- **Strengthening Canada's connections to global markets** will target projects that support fluid and reliable trade flows between Canada and global markets, including the United States and Mexico. This theme considers projects that enable an increase in, or generation of, new exports and that improve the transportation system's efficiency and reliability for Canadian supply chains.
- **Building internal trade corridors will target projects** that support the resiliency of Canadian goods trade and supply chains by alleviating capacity constraints and bottlenecks along regional and inter-provincial trade corridors. Other objectives include strengthening modal interconnectivity and operability, and improve producers' access to markets, industrial centres and/or multimodal hubs and gateways.



Project proposals were open to planning studies, technology adoption and application measures, as well as construction or rehabilitation of infrastructure. TC has specified that they may give priority to projects that are shovel-ready and can start in Fall 2022 and may also give preference to projects seeking less than \$50 million from NTCF. To ensure that NTCF funding is used to unlock and leverage other investments, TC's maximum contribution is up to a maximum of 50% of the total eligible expenditures for a project.

NTCF CPP's are assessed on the quality and overall strength of the proposal as well as the project's demonstrated ability to advance the NTCF program objectives, supported by quantitative and qualitative evidence. Strong proposals will:

- Demonstrate commitments from multiple public and/or private sector organizations to either share in project costs or align with other projects that help to achieve high leveraging of federal and other stakeholder investments, and greater capacity for trade;
- Demonstrate broad benefits to Canadians and will include letters of support from industry or other jurisdictions; and
- Align with local, provincial, territorial and/or federal economic, safety priorities and objectives.

DISCUSSION:

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Vancouver Island Economic Alliance (VIEA), Nanaimo Port Authority (NPA), TransLink, the Vancouver Fraser Port Authority (VFPA), Ashcroft Terminal, and Peak Renewables are seeking MOTI's support for their NTCF CPPs through funding and/or letters of support (specific requests identified in Table 2). MOTI's decision to support an organization's CPP must be based on the ministry's assessment of the degree to which the organization's CPP:

- Fulfills NTCF objectives;
- Aligns with and/or leverages MOTI's, or other stakeholder's, investments;
- Provides broad benefits to Canadians; and
- Aligns with provincial safety priorities and objectives.

Applicants are required to have NTCF project funding secured from their respective organizations at the time the CPPs are submitted. The CPP deadline varies by projects however, the majority of MOTI applications are due June 30th, 2022.



FINANCIAL IMPLICATIONS:

s.13

Attachments:

1. Provincially Led NTCF Funding Applications
2. Externally Led NTCF Funding Applications Seeking Provincial Support
3. Letter of Support Template

PREPARED BY:	REVIEWED BY:	DATE:
Polly Vaughan, Senior Program Analyst Integrated Transportation Planning Branch	Kevin Volk, ADM Integrated Transportation & Infrastructure Services Division	22-May-8
	Heather Hill, EFO Finance and Management Services Department	-
	Kaye Krishna, Deputy Minister	22-May-25

Attachment 1: Table 1 - Provincially Lead NTCF Funding Applications

Project (Total Project Cost)	Lead	Description	NTCF Status	MOTI Funding Status & Requests	Partnerships, Letters of Support
s.13					

Attachment 2: Table 2 - External Lead NTCF Funding Applications Seeking Provincial Support

Project (Total Project Cost)	Lead	Description	NTCF Status	MOTI Funding Status & Requests for funding	Partnerships, Letters of Support
s.13					

Attachment 3: Letter of Support TEMPLATE

Honourable Omar Alghabra

Minister of Transport

330 Sparks Street

Ottawa, Ontario K1A 0N5

Omar.Alghabra @parl.gc.ca

Dear Minister Alghabra:

Re: National Trade Corridors Fund – Letter of Support for Proposed Project by xxxxxxxx

s.13

s.13

Sincerely,

Honourable Rob Fleming

Minister, Transportation and Infrastructure

Copy to:

DECISION BRIEFING NOTE

DATE: May 25, 2022

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

ISSUE: Port Expansion Study Funding Request

PURPOSE: Recommend a provincial response to Nanaimo Port Authority's (NPA) request for funding and a letter of support for their proposed Duke Point Phase 4 Feasibility Study.

RECOMMENDED OPTION:

► s.13

BACKGROUND:

Port of Nanaimo

The Port of Nanaimo (the Port) is Vancouver Island's largest trade port. The Port has two deep sea facilities, Duke Point Terminal and Nanaimo Assembly Wharf, and handles a variety of cargo including forestry products, containers and bulk cargo. The Nanaimo Port Authority (NPA) administers, controls and manages the port, harbour, waters and foreshore adjacent to Nanaimo.

NPA's Duke Point Phase 2/3 project is currently underway. The project includes an extension of the existing berth from 182m to 325m, construction of a new truck gate, warehouse and maintenance building and an increase to the container storage yard. Construction is anticipated to begin early 2024.

The \$100 million expansion project is funded by the Province, Transport Canada (TC), DP World and NPA. In 2020, the Province provided a \$15 million grant from the Economic Recovery Plan's Port Enhancement Fund towards the \$100 million Duke Point Phase 2/3 expansion project.

National Trade Corridor Fund (NTCF)

The NTCF is one component of the Investing in Canada Plan, the federal government's strategy for addressing long-term infrastructure needs in Canada. NTCF is a merit-based program that invests in well-functioning trade corridors to help Canadians compete in key global markets and trade more efficiently with international partners. The NTCF funds strategic infrastructure projects to address transportation bottlenecks, vulnerabilities and congestion along Canada's trade corridors.

The fifth NTCF call for proposals, Increasing the Fluidity of Canada's Supply Chains, was launched on December 9, 2021, and focuses on two major investment themes, Strengthening Canada's Connections to Global Markets and Building Internal Trade Corridors. The deadline for submitting an Expression of Interest (EOI) for the current NTCF call for proposals was March 31, 2022. Applicants whose EOIs were accepted have been notified that they have 60 days to submit a Comprehensive Project Proposal (CPP) for consideration. The CPP deadline varies; however, CPPs will not be accepted beyond June 30, 2022.

NTCF CPPs are assessed on the quality and overall strength of the proposal as well as the project's demonstrated ability to advance the NTCF program objectives, supported by quantitative and qualitative evidence. It is recommended that applicants include letters of support as an Annex to their CPP application submissions to help make the proposals more competitive.

PAST INTERACTIONS:

- In 2020, the Province provided a \$15 million grant from the Economic Recovery Plan's Port Enhancement Fund towards the \$100 million Duke Point Phase 2/3 expansion project.
- NPA met with Minister Rob Fleming on November 8, 2021 to discuss potential opportunities to address supply chain and land issues. NPA discussed how the s.13
- On March 31, 2022 NPA submitted a letter to MOTI and JERI s.13

DISCUSSION:

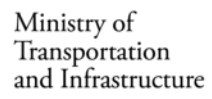
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GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

s.13 MOTI will work with NPA to ensure a GBA+ lens is undertaken during the advancement of the study.

FINANCIAL IMPLICATIONS:


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s.13

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Honourable Rob Fleming
Minister of Transportation and Infrastructure

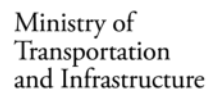
May 26, 2022

Date

Attachments:

1. NPA NTCF Project Description
2. Letter to Province DP 4 Mar 2022
3. Letter of support for NPA

PREPARED BY:	REVIEWED BY:	DATE:
Vikki St-Hilaire, Project Director Integrated Transportation Planning Branch	Kevin Volk, ADM Integrated Transportation & Infrastructure Services Division	22-May-24
	Heather Hill, ADM & EFO Finance and Risk Management Division	-
	Kaye Krishna, Deputy Minister	22-May-25



ATTACHMENT 1: NPA NTCF Project Description

Project	Total Project Cost	Lead	Description	Partnerships, Letters of Support	Project Benefits to the Province
s.13					

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Withheld pursuant to/removed as

s.13 ; s.16 ; s.21



INFORMATION BRIEFING NOTE

DATE: May 26, 2022

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

ISSUE: New Kootenay Lake Ferry

PURPOSE: An upcoming June news release regarding the completion of terminal upgrades for the Kootenay Lake ferry route will also notify the public of the updated timeline for the new ferry completion.

SUMMARY:

- A planned upcoming news release on the completion of the terminal upgrades at Kootenay Lake also provides an opportunity to notify the public that the completion of the new ferry (currently under construction in Nelson BC) is delayed 12 months due to supply chain issues arising during the pandemic. The vessel will now enter service in summer 2024.
- There is no expected impact to the ferry service resulting from this delay. Until the new vessel is ready for service, MV Osprey 2000 will remain in service throughout the year, with MV Balfour providing refit relief, and supplemental summer service.

BACKGROUND:

In September 2020, a \$62.9 million contract to design and build a new Kootenay Lake ferry was awarded to Western Pacific Marine (WPM) of Vancouver. The new 60-car vessel will work alongside MV Osprey 2000 and reduce waits in summer. At time of award, the vessel was expected to enter service in 2023, in time for the summer service.

In a separate contract under the same project, a construction contract for terminal improvements was awarded in April 2021, and the work was largely carried out in summer/ fall 2021. Final construction completes in June 2022. Upgrades include an expanded queuing lot, highway and road improvements, and new washroom facilities.

PAST INTERACTIONS:

- *Not Applicable*

DISCUSSION:

A design-build contract was awarded to Western Pacific Marine in September 2020, based on a pre-pandemic proposal submitted in March 2020. As a result of various global challenges that have transpired during the course of this contract (Covid, global supply chain disruptions, worker shortage, etc.) completion of the new vessel is projected by MOTI project staff to be 12 months behind schedule. With commissioning and training, the new vessel is now expected to enter service in summer 2024.

This delay has impacts for both existing ferries that serve the route. In order to maintain two-vessel operation through the summer of 2023, MV Balfour will require an unplanned drydocking in 2022, and MV Osprey 2000's planned drydocking in fall 2023 will need to be postponed. The drydocking of MV Balfour can still be accommodated in an existing refit budget for that vessel.


GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

No impacts

FINANCIAL IMPLICATIONS:

- None.

PREPARED BY:

Callum Campbell, Director, Inland Ferries
Marine Branch

REVIEWED BY:

Reg Bawa, ADM
Policy, Programs & Partnerships Division
Heather Hill, ADM & EFO
Finance and Risk Management Division
Kaye Krishna, Deputy Minister

DATE:

22-May-24

N/A

22-May-25



DECISION BRIEFING NOTE

DATE: May 30, 2022

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

ISSUE: Fraser River Tunnel Project (FRTT)

PURPOSE: Seeking guidance from Minister's office regarding the timing and approach to the second meeting between Minister, Mayors, and Chiefs in support of FRTT.

RECOMMENDED OPTION:

- s.13; s.16

BACKGROUND:

Minister Fleming approved the recommended option to establish regular meetings regarding the GMC Project with Chiefs and Mayors that mirror the key milestones of the Environmental Assessment (EA) process at an internal meeting on November 15, 2021.

On January 5, 2022 Minister Rob Fleming held the first Minister, Mayors, and Chief's meeting with Mayor Malcom Brodie, Mayor George Harvie, Chief Sparrow of the Musqueam Indian Band (MIB). Chief Ken Baird of Tsawwassen First Nation (TFN) did not attend.

The intention of the January 5, 2022 meeting was to garner support from the participants for regularly occurring meetings and develop shared understanding of the intention and format of the regularly occurring meetings.

The January 5, 2022 meeting was successful in its intention with all in attendance agreeing to regular meetings and supporting the description of meeting format and intention delivered by the Minister.

An action from the January 5, 2022 meeting was to have a follow up meeting directly between Minister Fleming and Chief Sparrow^{s.16}

^{s.16} This meeting was held on March 30, 2022

This meeting was held on March 30, 2022.

The Minister proposed that the meetings happen regularly throughout the life of the project and are scheduled to to match approaching key project milestones and expect they would occur approximately two (2) to four (4) times per year.

s.13; s.16

Engagement between the F RTP staff and MIB and TFN is ongoing and occurring at minimum once per month.

PAST INTERACTIONS:

- *January 5, 2022 Minister Rob Fleming held the first Minister, Mayors, and Chief's meeting with Mayor Malcom Brodie, Mayor George Harvie, Chief Sparrow of the Musqueam Indian Band*
- s.16

Date _____

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