



The first outcome of this work has been the drafting of a research document that reviews previous storm events that identifies common themes and opportunities for systems-based recovery and resiliency strategies. The next stage of work will be developing a strategy to improve the resiliency of BC's infrastructure and guidance how it can be applied across Canada.

Working Group on Climate Change Adaptation in the Transportation Sector

As part of the Federal Government's National Adaptation Strategy, the Council of Minister's Responsible for Transportation and Highway Safety approved the creation of a Federal/Provincial/Territorial (FPT) Working Group on Climate Change Adaptation in the Transportation Sector to advance FPT collaboration and joint action on this topic.

The goal of the Working Group is to advance FPT collaboration and action on climate change adaptation in the transportation sector, including:

- Identifying and understanding interdependencies between modes and key vulnerabilities in the system, to guide priorities for action
- Sharing resources and training for FPT decision-makers on transportation adaptation initiatives
- Identifying needs and gaps for new technical standards/guidance, or updates to technical standards/ guidance particularly relevant for the transportation sector to support adaptation and increased climate resiliency
- Discuss transportation adaptation initiatives and pilots (including funding mechanisms and Return on Investment where possible, or innovative technologies) and creating/sharing case studies on initiatives completed by jurisdictions
- Sharing information on any other relevant work jurisdictions may be undertaking on climate change adaptation in the transportation sector

This group will be led by Transport Canada (TC) and report to the federal Policy Planning and Support Committee (PPSC), the Council of Deputy Ministers and the Council of Ministers. The Terms of Reference are included in Appendix B.

DISCUSSION:

All three forums will be complementary, with the overall goal of establishing:

- a foundational body of knowledge on recovery and infrastructure resilience
- risk based framework for assessing the likelihood and consequences of damage to public infrastructure, and
- strategies for developing, evaluating and implementing systems based solutions to infrastructure resiliency challenges.



Recovery Progress from the November Atmospheric River Event

Highway 5 (Coquihalla): Contract underway to design and permanently rebuild the three washed out bridges on the corridor and return highway to four lanes (currently still two-lanes at the bridge locations)

Highway 5 southern section: Contract to rebuild the section of highway washed out in the Othello section north of Hope to be tendered this summer

Highway 1: RFPs to design and permanently rebuild the three major washed out sections in the Fraser Canyon to be tendered late summer (currently still some sections of single lane alternating traffic)

Highway 8: Temporary reconstruction to re-establish connection between Merritt and Spences Bridge still underway.

FINANCIAL IMPLICATIONS AND CHALLENGES:

N/A.

Appendices

- A. Agenda for F/P/T DMs of Infrastructure Annual Meeting
- B. Terms of Reference for F/PT Working Group on Climate Change Adaptation in the Transportation Sector

PREPARED BY:	REVIEWED BY:	DATE:
Ian Pilkington, Chief Engineer, ITIS Division (250) 882-2877	Kevin Volk, ADM Integrated Transportation & Infrastructure Services Division Heather Hill, ADM & EFO Finance & Risk Management Division Kaye Krishna, Deputy Minister	22-Jun-9
		N/A
		Click or tap to enter a date.



APPENDIX A

AGENDA

Federal-Provincial-Territorial Deputy Ministers of Infrastructure Annual Meeting

June 20-21, 2022

Cordova Ballroom, Pinnacle Harbourfront Hotel, Vancouver, British Columbia

To facilitate registration at the venue, please **PRE-REGISTER online**, at: www.scicsonline.ca
using registration PIN: **787936**

Meeting Objectives

- Engage in a frank and open discussion on opportunities, challenges and priorities for infrastructure in Canada.
- Advance information sharing on the infrastructure context and priorities in jurisdictions in order to advance collaboration and strengthen relationships.
- Promote continued advancement of efforts in the area of resilient infrastructure.

DAY 1 – June 20, 2022

1:00 PM – 5:30 PM VANCOUVER PORT AUTHORITY BURRARD INLET TOUR

Session Objectives:

- Provide tangible insights of key challenges and realities associated to the operation of a major infrastructure system (such as the Port of Vancouver), including with regards to possible cascading impacts of a changing climate and leading practices and solutions,
- Offer perspectives from high-profile infrastructure stakeholders from the Vancouver area on opportunities and experiences in advancing the climate-resiliency of the built environment.

Activity:

- Boat Tour of the Port of Vancouver including a focus on strategic infrastructure considerations, such as logistical impacts of the Fall 2021 flooding on supply chain management (approx. 3h)
- On-site presentations by key infrastructure stakeholders from the Vancouver area (approx. 1.5h). Presentations (TBC):
- Guest presenters being confirmed

6:30 PM DM DINNER

Location: Hydra Estiatorio, 475 Howe St, Vancouver, BC

Session Objectives:

- Create opportunities for relationship building and collaboration

DAY 2 – June 21, 2022



7:45 - 8:30 AM REGISTRATION AND BREAKFAST (45 minutes)

To facilitate registration at the venue, please **PRE-REGISTER online**, at: www.scicsonline.ca using registration PIN: **787936**

Coffee, tea, juice, water and light breakfast available

SESSION #1

8:30 AM OPENING REMARKS

LEAD: Co-Chairs (10 minutes)

Session Objectives:

- To welcome participants and provide an overview of the agenda

Description:

- Opening remarks by DM Krishna and DM Gillis (5 minutes each)

SESSION #2

8:40 AM LESSONS LEARNED FROM B.C. ON POST-DISASTER REBUILDS

LEAD: DM KRISHNA (55 minutes)

Session Objectives:

- Offer tangible and reflective insights on the impacts and ongoing recovery responses to the 2021 climate-related events in B.C. (heat dome, wildfires, flooding) and their impacts on infrastructure systems and the communities and economies they support, including by sharing promising avenues and considerations in building back better.
- Foster discussion on the infrastructure challenges presented by a changing climate, including in the context of cascading and slow-onset impacts. This will include results of early research and common thoughts.

Description:

- Presentation by B.C. officials (Ministry of Transportation and Infrastructure) on post-disaster rebuilds following the November 2021 flooding, with a focus on resilience and systems-based approaches.

SESSION #3

9:35 AM FPT LIGHTNING TALKS: SPOTLIGHT ON SUCCESS

LEAD: DM KRISHNA (45 minutes)

Session Objectives:

- Provide a collegial opportunity to share experiences and lessons learned in advancing infrastructure adaptation and resiliency across jurisdictions.

Description:

- In this session facilitated by ADM Volk (BC), interested PTs will share their experiences in a brief overview (e.g., 5 minutes ea.) of past climate events that have impacted infrastructure



and lessons learned from recovery, as well as current initiatives to integrate resilience considerations into decision-making, including the following questions:

1. Which types of infrastructure in your province or territory have already been negatively impacted by climate change?
 2. Have any new climate-related risks emerged in the past few years that you hadn't expected?
 3. When thinking about climate change and infrastructure risks - what keeps you up at night?
 4. What words of advice do you have for your colleagues in the room based on your experience to date with climate impacts to infrastructure?
 5. Do you feel prepared if there were an event in your territory or jurisdiction?
- Question and answer period with presenters if time permits.
 - A pan-jurisdictional analysis of key infrastructure resiliency initiatives will be provided to participants as a background document for this session.

10:20 AM HEALTH PAUSE (15 minutes)

Coffee, tea, water provided.

SESSION #4

10:35 AM GUEST SPEAKERS ON STRATEGIC OPPORTUNITIES FOR SCALING-UP INFRASTRUCTURE RESILIENCE

LEAD: DM GILLIS

(45 minutes)

Session Objectives:

- Offer insights and recommendations for federal, provincial and territorial governments to accelerate and scale-up infrastructure resiliency across jurisdictions.

Description:

- Presentation by the Canadian Institute for Climate to offer strategic recommendations stemming from their recent series of reports on the costs of climate change for infrastructure in Canada
 - Presenters to be confirmed
- Questions and answers with presenters

SESSION #5

11:00 AM FPT COLLABORATION TOWARD ACCELERATING INFRASTRUCTURE RESILIENCE

LEAD: DM GILLIS

(25 minutes)

Session Objectives:

- Building upon recommendations provided in the previous session, foster FPT discussions on what would be of interest to pursue.
- Seek engagement and consensus on work of the FPT Director-level Resilient Infrastructure Working Group (i.e. areas of most interest for information-sharing, collaborative work).

Description:

- Update from the FPT Director-level Resilient Infrastructure Working Group



- Facilitated DM discussion on proposed next directions and areas of work in the Canadian context

SESSSION #6

11:45 AM CLOSING REMARKS ON RESILIENCE

LEAD: Co-chairs

(10 minutes)

Session Objectives:

- Reflect on meeting objectives, key action items and next steps

Description:

- DMs Gillis and Krishna offer closing remarks to wrap up resilience sessions (5 minutes each)

11:55 PM LUNCH

Buffet style sandwiches and salad, with coffee, tea, water, soda.

SESSION #7

1:00 PM INFC UPDATE

LEAD: DM GILLIS

(30 minutes)

Session Objectives:

- Provide an update on federal files and create opportunities to make cross-linkages to PT work where relevant

Description:

- Presenter: Gerard Peets, ADM, Policy and Results, Infrastructure Canada (20 minutes)
 - Current state of INFC programming and immediate and future priorities
- Questions (10 minutes)

SESSION #8

1:30 PM ROUNDTABLE UPDATE ON INFRASTRUCTURE PLANS / PRIORITIES

LEAD: DM KRISHNA

(1 hour 35 minutes)

Session Objectives:

- Provide an opportunity for PTs to speak to broad infrastructure plans, priorities and challenges in their respective regions
- Allow for open and frank discussion to highlight common challenges and priorities and provide foundational directions for conversation on thematic engagement



Description:

- PT Roundtable on infrastructure priorities, beyond resilience. PTs to provide brief remarks responding to the following questions: (8 minutes/jurisdiction)
 - What are the priorities of your jurisdiction over the next three years? Over the next 10 years?
 - What are the specific challenges your jurisdictions face in advancing the priorities outlined?

3:05 PM HEALTH PAUSE (15 minutes)

- Refreshments and light snacks provided

SESSION #9

3:20 PM GOVERNANCE AND THEMATIC ENGAGEMENT

LEAD: DM GILLIS

(20 minutes)

Session Objectives:

- Consider additional opportunities and themes for multilateral engagement, including at the Ministerial level

Description:

- Revisit TORs and co-chair (15 minutes)
- Options for future Ministerial engagement (5 minutes)

SESSION #10

3:40 PM WRAP UP AND CLOSING REMARKS

LEAD: Co-chairs

(10 minutes)

Session Objectives:

- Reflect on meeting objectives, key action items and next steps
- Discuss future multilateral opportunities at the DM level

Description:

- Recaps follow-up items (2 minutes)
- Discussion of next DM FPT meeting (2 minutes)
- DMs Gillis and Krishna offer closing remarks to wrap up meeting (3 minutes each)



APPENDIX B

Terms of Reference

Federal/Provincial/Territorial (FPT) Working Group on Climate Change Adaptation in the Transportation Sector

Reporting to: PPSC

Formed: March 2022

Expected Completion: Ongoing

Objectives:

The primary objective of the FPT Working Group is to advance FPT collaboration and action on climate change adaptation in the transportation sector, including:

- a. Identifying and understanding interdependencies between modes and key vulnerabilities in the system, to guide priorities for action
- b. Sharing resources and training for FPT decision-makers on transportation adaptation initiatives (e.g. improved access to tools and resources available)
- c. Identifying needs and gaps for new technical standards/guidance, or updates to technical standards/guidance particularly relevant for the transportation sector to support adaptation and increased climate resiliency
- d. Discuss transportation adaptation initiatives and pilots (including funding mechanisms and Return on Investment where possible, or innovative technologies) and creating/sharing case studies on initiatives completed by jurisdictions
- e. Sharing information on any other relevant work jurisdictions may be undertaking on climate change adaptation in the transportation sector

Deliverables:

The FPT Working Group will provide regular updates to the Policy and Planning Support Committee (PPSC), the Council of Deputy Ministers (CoDM), and the Council of Ministers (CoM) on activities including analysis of issues and identification of solutions to advance FPT interests. Specific early deliverables include:

- 1) Development of a Terms of Reference for approval at the summer 2022 CoDM meeting; and,
- 2) Development of a Workplan for approval by CoDM by September 30, 2022, that outlines collaborative actions to help advance jurisdictions' own priorities and generate benefits for the broader system.

Expected Outcome:

FPT Transportation Ministers are presented with updates on the activities of the Working Group and options/recommendations for advancing climate change adaptation in Canada's transportation sector, focusing on both short-term adaptation priorities while supporting longer-term initiatives in the sector, considering both current and future climate impacts.



Working Method:

The Working Group's membership will be comprised of the federal government, as represented by officials from Transport Canada, and all interested provincial and territorial governments, as represented by officials from the ministries that those governments deem most appropriate for the role.

Sub-groups may form to focus on particular issues (e.g., specific topics/deliverables, individual research projects, stakeholder engagement, information sharing, etc.) as needed.

On the agreement of the full membership, the FPT Working Group will be co-chaired by Transport Canada and [co-chair TBD]. The Co-Chairs will be responsible for approving meeting times and agendas and leading FPT Working Group meetings.

Secretariat functions of the FPT Working Group will be shared between Transport Canada and [co-chair TBD]. The Secretariat will propose meeting times and agendas, and will draft meeting minutes and materials for PPSC, CoDM and CoM meetings.

The FPT Working Group will coordinate with existing FPT working groups and committees related to transportation and climate change adaptation as much as possible to mitigate duplication of efforts and to leverage existing work.

The FPT Working Group will engage in a range of activities to advance the Working Group's objectives. This will include, at a minimum, the following, but may include other activities agreed upon by FPT Working Group members should additional opportunities or needs present themselves:

- Participation in regular FPT Working Group meetings;
- Development and implementation of a Workplan;
- Solicit stakeholders' views and participation to identify key needs and gaps, and areas of work;
- Support CoM, CoDM and PPSC meetings;
- Monitor work underway and completed under the Workplan; and
- Share best practices, knowledge and experience from respective jurisdictions.

Meetings and Teleconferences:

The FPT Working Group will meet quarterly via teleconference, with the possibility of more frequent meetings at key times (e.g. start-up phase, and to support CoM and CoDM meetings). Meeting times and agendas will be proposed and approved by the Co-Chairs.

External Consultation:

FPT Working Group members may engage external parties in order to solicit stakeholders' views and expertise, understand needs and challenges, and to evaluate potential opportunities.

From time-to-time, external parties may be invited to present on topics at the regularly scheduled FPT Working Group teleconferences.

Budget:



FPT Working Group activities will be supported by members' existing resources. No additional dedicated pool of funding is being sought.

Annexes: Annex 1: Leadership and Participation on Working Group

Annex 1: Leadership and Participation

Co-Chairs: Maxine Bilodeau (Transport Canada), [co-chair TBD]

Membership:

Transport Canada	Maxine Bilodeau
British Columbia	Ian Pilkington
Alberta	Alan Windhorst
Saskatchewan	Michèle Birns-Hahn
Manitoba	Meagan Greentree
Ontario	Zainab Shahid Shawn Skrepnek
Quebec	Carline Ponsart
New Brunswick	Jim Doyle Morgan Brophy
Prince Edward Island	Olivia Cox
Nova Scotia	Arlene Valère
Newfoundland and Labrador	Jerry Collins Joshua Barrett
Yukon	Adam Luciano
Northwest Territories	TBC
Nunavut	TBC



INFORMATION BRIEFING NOTE

DATE: June 15, 2022.

PREPARED FOR: Honourable Rob Fleming, Minister of Transportation and Infrastructure and
Honourable George Heyman, Minister of Environment and Climate Change Strategy and
Minister Responsible for TransLink.

ISSUE: Highway 99 Corridor Transit Study

PURPOSE: To provide an update on the initiation of the Highway 99 Corridor Transit Study.

SUMMARY:

- The Highway 99 Corridor Transit Study (the Study) will explore opportunities for bus rapid transit along the Highway 99 Corridor (the Corridor).
- The Study emerged out of a shared understanding that the Ministry of Transportation and Infrastructure (the Ministry) and TransLink have an opportunity to better facilitate rapid bus transit facilities along the Corridor that complement the Highway 99 Tunnel Program.
- The Study is anticipated to start in June and conclude with a final report and recommendations by the end of 2022.
- The Study will identify rapid bus transit preferred practices for the Corridor, that can be aligned with the Fraser River Tunnel Project (FRTTP) 2030 opening.

BACKGROUND:

Within Metro Vancouver, Highway 99 is a major north-south corridor that serves urban and rural communities on each side of the Fraser River. The Corridor is a gateway for regional, provincial, national, and international travel. In 2009, the Ministry completed the implementation of bus-on-shoulder along the Corridor between King George Boulevard and Bridgeport Road. These were the first bus-on-shoulder lanes in B.C. and required adjustments to design standards as well as operating agreements with TransLink.

Since that time, several sections have been constructed along the Corridor and influenced ongoing planning for other improvements on Highway 99. On August 18, 2021, the Ministry announced the Highway 99 Tunnel Program (the Program), which includes a new, eight-lane immersed tube tunnel (ITT) with a dedicated transit lane in each direction, as well as a separated active transportation corridor for cyclists and pedestrians. The Program also includes four key Corridor Improvement projects along Highway 99, work began in January 2022 on the Corridor Improvements as a preliminary solution to help alleviate traffic congestion and improve transit and cycling infrastructure along Highway 99 while planning, procurement and permitting for the new ITT continues.

To support transit ridership, the Program will bridge the gaps of the bus-on-shoulder lane system that will extend for approximately 30km between Bridgeport Road and King George Interchange, and advance rapid bus transit along the Corridor.



DISCUSSION:

The Ministry and TransLink have an opportunity to better facilitate bus rapid transit and multi-modal travel options for the Corridor that would complement the Program. The Study will align with the Program, Transport 2050 and explore opportunities to implement rapid bus transit and transit priority measures through the Corridor. Short to long-term transit improvements will be defined and presented based on technical analysis. Additionally, the study will provide broad consideration of multi-modal objectives, including the connectivity with the Major Bikeway Network, access to transit stations, and pedestrian connections.

The Study builds on recommendations from the Independent Technical Review in 2018 and subsequent Rapid Transit Review in 2020 which identifies rapid bus transit as the preferred transit option for the Corridor. The Study will explore practices with respect to design treatments for highways, ramp interchanges, transit priority at ramp intersections, station areas, and will refer to TransLink's station design guidelines for rapid bus transit to confirm the template for Highway 99. Ministry staff will use the Study to identify preferred practices for the Corridor to consider for future improvement options and improve the existing bus-on-shoulder facilities.

The Study area will focus on the Corridor, south of the Oak Street Bridge connecting key destinations such as the Vancouver International Airport, the Bridgeport Canada Line station, Tsawwassen Mills, BC Ferries Tsawwassen Terminal, South Surrey Park and Ride, White Rock, and the Peach Arch Canada-U.S. border crossing.

This approach will translate into service improvements from infrastructure enhancements and developing an understanding of the service structure that connects to and crosses the Corridor. The service structure provided in Transport 2050 schematically outlines connections between urban nodes and Frequent Transit Development Areas. Conceptually, services from the South Surrey and Tsawwassen area are interlined with and cross Highway 99 services. This allows for service improvements to occur.

Transit priority is essential to the success of the FRTTP to increase ridership and achieve the vision of providing full highway rapid bus service by 2030 opening of the ITT.

The Ministry and TransLink are collaborating and have engaged Urban Systems to lead the Study, valued at \$150,000. The Study started in June and will conclude with a final report and recommendations by the end of 2022.

The working group will include TransLink representatives and Ministry representatives. Identified stakeholders and interested parties will be updated throughout the Study. A stakeholder workshop will be facilitated with the Indigenous groups, City of Richmond, the City of Delta, TransLink, the Ministry, and Transportation Investment Corporation staff. The input received will help to shape the final recommendations and Ministry's understanding of Indigenous interests. Further consultation would be required before any provincial decisions or investments are made.



Urban Systems has developed a work plan for the Study. Key milestones are expected as follows:

Item	Timeframe
Kick-off Meeting	June 2022
Final Work Plan	June 2022
Stakeholder Workshop	July 2022
Draft Study	November 2022
Final Report and Recommendations	December 2022

GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

The province is committed to supporting the diverse needs of communities and industry. It is important to understand that there are existing, built-in inequities in the system that need to be located, addressed, and prevented. The provincial planning process includes outreach to diverse stakeholders, including local community organizations, business associations and special interest groups – including disability and accessibility groups (for example, regarding streetscape design, station entrances, service disruption, and accessibility during construction). The study will look at opportunities to apply a GBA+ lens and identify any impacts to stakeholders.

FINANCIAL IMPLICATIONS:

- N/A

PREPARED BY:

Sean Nacey, Director
Major Projects and Alternate Procurement

REVIEWED BY:

Kevin Volk, ADM or Associate DM
Integrated Transportation & Infrastructure Services Division
Heather Hill, ADM & EFO
Finance and Risk Management Division
Kaye Krishna, Deputy Minister

DATE:

22-Jun-10

N/A

22-Jun-15



MEETING BRIEFING NOTE

DATE: June 20, 2022

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

ISSUE: Widening of Sumas Way/Vye Road and Lonzo/Riverside Encampments

MEETING: Mayor Henry Braun, City of Abbotsford on June 21, 2022

PROPOSED KEY MESSAGES:

Lonzo/Riverside Encampment

- Ministry staff work closely with multiple provincial government partners, including BC Housing, to provide outreach and find alternative accommodations for the campers at these sites. Homelessness Policy and Partnerships Branch leads a bi-weekly cross-ministry encampment coordination update.
- The ministry will continue to participate in regular cleanup of these sites. A full cleanup and recovery of the site will be organized once housing has been secured and the encampments are dismantled.

Highway 1 Widening

- The ministry has taken an integrated approach to planning the 264th Street to Whatcom Road project and engaging with City of Abbotsford staff has been invaluable.
- Continued engagement is essential to maximize the benefits to the region.
- The ministry will continue project planning and will have a completed concept plan for government's consideration s.13; s.16

Flood Response

- Commend you and your staff on the flood response and being recognized with a National Award of Excellence from the Canadian Public Relations Society.
- Recognize that there are multiple First Nation, provincial, federal, and international government agencies that play a role in flood response and resiliency.
- The ministry is committed to working as part of this multi agency response to understand the implications to our infrastructure.

Vye Road

- The Vye Road/Highway 11 Nexus Lane Extension is being led by the City of Abbotsford in partnership with the Province and Feds, and we s.13; s.16

s.13; s.16



PAST INTERACTIONS:

- Mayor Braun recently wrote requesting truck parking and affordable housing be incorporated into the Highway 1 – 264th Street to Whatcom Road Project.

BACKGROUND:

Lonzo/Riverside Encampment

The Lonzo encampment is located at the Lonzo Park n' Ride which is in the northwest quadrant of the Highway 1/Highway 11 interchange. The parcel is owned by the BC Transportation Financing Authority (BCTFA). The City of Abbotsford has a license agreement with BCTFA to operate a park n' ride. Immediately west of the Lonzo Park n' Ride is another encampment under the Highway 1 Riverside Underpass.

The ministry has received numerous complaints from local residents and elected officials requesting the clean-up and removal of these encampments.

Highway 1 Widening

The ministry has engaged with the City of Abbotsford staff over the last 16 months. They have help shaped the project understanding and design: s.13; s.16
s.13; s.16

Flood Response

The City of Abbotsford has recently concluded their initial public engagement on 4 flood enhancement options in the Sumas Prairie.

On June 13, council approved a hybrid option that enhances pump stations, upgrades existing dikes, and builds new dikes to create a floodway. s.13; s.16
s.13; s.16

Vye Road

The Vye Road and Highway 11 project is being managed by the City of Abbotsford, with cost share contributions from the provincial and federal government. s.13; s.16; s.17
s.13; s.16; s.17
s.13; s.16; s.17



DISCUSSION:

Lonzo/Riverside Encampment

There are currently 35-40 people sheltering at the Lonzo and Riverside encampments. The ministry continues to support cleanups of the sites, with most recent occurring on May 24th and May 25th. Other supports for the encampment include:

- Daily outreach through BC Housing and Community Integration Specialists (SDPR);
- Weekly peer-led site clean-ups;
- On-site sanitation trailer;
- Mobile Health unit offering primary care and overdose prevention supports (4 days a week); and
- Community-based and municipal health and sanitation supports.

BC Housing has confirmed a 12 to 18 month decampment plan, dependant on available housing, including the relocation of a shelter and rent supplements. In the interim, the site can be managed to prevent further growth with cooperation of the partners.

Highway 1 Widening

The project remains a priority of the ministry, and a concept plan is expected to be submitted to government s.13; s.16

Flood Response

There is a multi-agency provincial response, being led by Emergency Management BC (EMBC). At present, MoTI staff have been engaged at a high level as the City of Abbotsford has been working to identify their preferred option.

The ministry's technical staff are ready to engage more deeply with City of Abbotsford staff and local First Nations to ensure our infrastructure is compatible with the long-term plans for flood mitigation in the region.

Vye Road

s.13; s.16

s.13; The Vye Road components are largely the same as originally designed.

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

GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

Staff working on the project, and those within the Lower Mainland District who are working on the Lonzo encampment have received GBA+ training, and have available Mental Health and Wellness supports as required.



FINANCIAL IMPLICATIONS:

Lonzo/Riverside Encampment

- Any costs to MoTI are covered by current operating budgets; however, BCTFA owns the property, and bears the majority of costs associated with clean up and maintenance.

Highway 1 Widening

- The project is currently funded for project development only, and a concept plan will be brought forward to Government s.13; s.16

Flood Response

- This fall, the ministry will bring forward a proposal to Government for project development funding to support the planning of infrastructure improvements through the Sumas Prairie.

Vye Road

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

Attachments:

- Information Briefing Note #310324: Highway 11 Vye Road

PREPARED BY:	REVIEWED BY:	DATE:
Elena Farmer, District Manager Lower Mainland District (604) 219-4900	Kevin Richter, Associate DM HRS Division	22-Jun-17
Trent Folk, Project Director South Coast Region (250) 819-9044	Heather Hill, ADM & EFO Finance and Risk Management Division	22-Jun-20
	Vanessa Gedney for Kaye Krishna, Deputy Minister	22-Jun-20



Project Budget Timeline:

- 2013: the Province, the City of Abbotsford (City) and the Federal Government announce project.
Project Budget of \$25M.
- 2014-2016: project put on hold due to scope changes and a budget increase was not supported by the City.
- 2017: project reinitiated with revised scope and **Revised Project Budget of \$30M.**
- 2019: A review of the design increased project estimates to a **Revised Project Budget of \$38.33M.** This budget increase was approved by Ministry's Capital Program Board (CPB).
- 2020. RFP released. s.13; s.16; s.17 s.13; s.16; s.17

The project is currently in construction at 40% completion (as of April 2022).

PAST INTERACTIONS:

- Since September 2021 (on a monthly basis), the Ministry, the City and Eurovia had multiple Value Engineering workshops to discuss the scope and cost reduction options.
- The ministry is a member of the Project Board and has monthly meetings to discuss project scope, schedule, and budget.
- The ministry has worked with the City of Abbotsford during each budget uplift in 2013, 2019, and 2020.

DISCUSSION:

s.13; s.16; s.17

s.13; s.16; s.17


s.13; s.16; s.17

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RECOMMENDATION:

s.12; s.13


Honourable Rob Fleming
Minister of Transportation and Infrastructure

June 22, 2022

Date

Attachments:

s.12; s.13

PREPARED BY:	REVIEWED BY:	DATE:
Fiona Downey, Senior Policy Analyst Passenger Transportation Branch	Kevin Richter, Associate Deputy Minister Highways and Regional Services Division	22-Jun-17
	Heather Hill, ADM & EFO	22-Jun-20
	Kaye Krishna, Deputy Minister	22-Jun-20

Page 25 of 36 to/à Page 33 of 36

Withheld pursuant to/removed as

s.12 ; s.13

INFORMATION BRIEFING NOTE

DATE: June 24, 2022

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

ISSUE: Vancouver Fraser Port Authority (VFPA) New Truck Licensing System (TLS)

PURPOSE: To provide background on the revised TLS Rolling Truck Age Program, information on the exception applications, and potential impacts from the new system.

BACKGROUND:

The VFPA was scheduled to launch a new TLS Rolling Truck Age program on February 1, 2022. The program proposed to age out truck models older than 10 years from the TLS with a goal to improve air quality and support cleaner communities.

On January 14, 2022, the VFPA deferred the implementation of new TLS Rolling Truck Age Program after concerns from drivers, unions, and the Federal Transport Minister were raised surrounding the implementation timeline. An engagement process occurred from February 7 – April 29, 2022, involving Indigenous groups, local governments, community organizations, and industry stakeholders.

Older trucks produce considerably more emissions. Container trucking companies will now have to meet this minimum truck age requirement along with safety and environmental standards to be eligible to access the Port. Since August 1, 2019 applicants into the TLS have been required to have trucks that are 2014 or newer to be eligible for access. As of January 1, 2023, new or replacement trucks added to the TLS must be 2016 or newer.

Truck engines and exhaust systems built in 2007 onwards produce 85% less particulate matter and from 2010 onwards produce 20 times less nitrogen oxides than their older counterparts. Every few years, manufacturing standards advance, and new technology is introduced that reduce the environmental impacts of new drayage trucks.

As per VFPA, when trucks 2009 and older are removed from the fleet, it will result in the following benefits:

- Reduction of 15,000 tonnes of greenhouse gases (CO₂e) – the equivalent of removing 3,000 passenger vehicles from the road each year
- Reduction of 575 tonnes of nitrous oxides (NO_x) – the equivalent of removing 80,000 passenger vehicles
- Reduction of 37 tonnes of particulate matter 2.5 (PM_{2.5}), a known carcinogen – the equivalent of removing 200,000 passenger vehicles

On-road heavy-duty transport (includes long haul and drayage) comprises 34% of transport emissions, or 13.7% of total provincial emissions. As of 2018, there were approximately 175,000 medium and heavy-duty (MHD) vehicles licensed in B.C., of which around 45,000 were class 8 heavy-duty trucks (gross vehicle weight above 15,000 kg). On-road MHD GHG emissions have risen approximately 26% since 2007, while truck populations have grown 32% (from 133,000 to 175,000).

DISCUSSION:

The revised TLS will have a rolling truck age of 12 years (previously slated to be 10 years). Below are the staggered implementation dates:

Truck Model Year	Effective Date
2006 and Older	Companies: September 15, 2022
	Independent Operators: November 15, 2022
2007	February 15, 2023
2008 and 2009	July 1, 2023
2010	February 1, 2024
2011+	February 1, 2024 (12 year rolling truck age applies as of this date, allowing only 2011 trucks and newer. Trucks will age out annually on this date.

As per the VFPA, approximately 80% of the 1,800 vehicles serving the Port are already compliant with the Rolling Truck Age Program. Since 2019, over 1,200 TLS trucks have been replaced with compliant trucks. There is also a replacement rate of 25-35 trucks per month.

The VFPA has opened an application period for exceptions:

- TLS holders in good standing with non-conforming trucks may apply for a conditional exception for those trucks that meet or exceed VFPA established safety, environmental, and aesthetic standards. They must meet standards of a compliant 12 year old truck.
- Extensions may be granted for up to 2 years.
- Trucks must not only currently meet the standards, but must continue to do so for the duration of the exception.
- Trucking companies that hold an Access Agreement may apply on behalf of their company owned fleet or on behalf of any Independent Operator (I/O) joined to their agreement. Independent Operators not currently employed with a company fleet, but that are still part of the Commissioners IO list, may apply on their own behalf.

The Port is also introducing a temporary grace period for applicants that have ordered a brand new truck for which delivery has been delayed. This will be considered on a case by case basis. Once the grace period extension has been granted, you will lose the opportunity to replace their truck with a used truck instead.

Potential Benefits:

- Improves the environmental performance of the TLS drayage fleet
- Encourages re-investment in equipment which may, in turn, create more industry stability
- Reduces the likelihood of service disruptions and congestion caused by truck breakdowns and unscheduled repairs
- Enhances the safety of the driver and public vehicular traffic through improved truck design and technology, including enhanced driver views, sensors, warning signals, etc., and greater operating reliability.

RECOMMENDED RESPONSE:

- This policy lies solely with the VFPA and involves port access and is not in the purview of the Province or the Container Trucking Commissioner
- Emissions in the sector continue to rise.
- The CleanBC program includes a focus on cleaner transportation, and the commercial trucking industry has a role to play in helping us promote a cleaner sector.
- In 2020/2021, the ministry is spent \$500K towards year two of the CleanBC Heavy-Duty Vehicle Efficiency Program to educate and encourage truckers to install fuel-saving devices like single-wide tires, side skirts and boat tails on their trucks. This funding (\$500K) is combined with CleanBC funding (\$900K) to create an annual total budget of \$1.4M for the program. This action supports the CleanBC plan as well as the National Task Force on Heavy-Duty Vehicle retrofits work.
- The Ministry partners with BCTA to deliver the heavy-duty vehicle efficiency program. The program cost-shares the purchase and installation of fuel-saving equipment for heavy-duty vehicles with qualified companies, as well as educate the industry about driving practices that significantly reduce fuel usage and related GHG emissions. This results in cost savings for operators and drivers in the sector.
- We recognize the Port of Vancouver's truck age program is also another initiative towards reducing heavy duty vehicle emissions.

FINANCIAL IMPLICATIONS:

No implications for the Ministry at this time.

Independent operators with ineligible trucks will face the most adverse impacts.

May lead to more use of tagged trucks to pull containers from the Port, and transfer to unlicensed trucks that do not meet the age requirement to provide off-dock services. These unlicensed truck drivers may be paid less than required rates.

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DATE:

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N/A

22-Jun-24