

Berniaz, Kate TRAN:EX

From: Rorison, Trish TRAN:EX
Sent: October 14, 2021 11:39 AM
To: Berniaz, Kate TRAN:EX
Cc: Mahbobi, Emily TRAN:EX; Gauvin, Katia A TRAN:EX
Subject: RE: EVCS highway signs - follow up needed

Hi Kate – let's discuss today. I'm sure we can find a solution as the ministry does have a lot of experience in developing and installing signs but will wait to hear more details.

Trish

From: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>
Sent: October 13, 2021 4:33 PM
To: Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>
Cc: Mahbobi, Emily TRAN:EX <Emily.Mahbobi@gov.bc.ca>; Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>
Subject: EVCS highway signs - follow up needed

Hi Trish,

As part of the plan to promote the EV Charging Stations, the regional staff are working to get Highway signs installed to direct people to the EV charging stations. As a whole network approach, this involves MOTI locations as well as BC Hydro and FortisBC charging points. This is going very slowly. See more details below.

Can we discuss a strategy to move this ahead?

Thanks,

Kate

From: Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>
Sent: October 13, 2021 3:54 PM
To: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>
Cc: Jones, Tara TRAN:EX <Tara.Jones@gov.bc.ca>
Subject: EVCS highway signs - follow up needed

Hi Kate,

As you you'll note from the email chain below, there are lots of people involved in highway signs.

For the MOTI stations, Jason Templeton and Tara Jones are working on getting signs in place. For the BC Hydro and FortisBC highway signs, it seems a bit more complicated and both organizations are frustrated with the slow progress in getting signs up.

Cc'ing Tara and she can answer questions.

~Katia

From: McLean, Ross TRAN:EX <Ross.McLean@gov.bc.ca>
Sent: October 13, 2021 2:11 PM
To: Templeton, Jason TRAN:EX <Jason.Templeton@gov.bc.ca>; Deogan, Karamjeet S TRAN:EX <Karamjeet.S.Deogan@gov.bc.ca>; Hardy, Jennifer L TRAN:EX <Jennifer.L.Hardy@gov.bc.ca>
Cc: Bennett, Dylan TRAN:EX <Dylan.Bennett@gov.bc.ca>; Cowper, Joanna TRAN:EX <Joanna.Cowper@gov.bc.ca>; Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>; Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>; Jones, Tara TRAN:EX <Tara.Jones@gov.bc.ca>
Subject: RE: Voice Mail (44 seconds) EVCS highway signs

Hi Jason;

Jennifer Hardy (cc'd) has been working with the various partners on our EV signing within MoTI right of way. I would suggest reaching out to her to get an update on both progress to date and process used by the ministry.

Regards

Ross McLean

Manager, Provincial Sign Program
Ministry of Transportation & Infrastructure
#231-447 Columbia Street
Kamloops B.C. V2C 2T3
Ph: (250) 554-7138
C: (250) 851-1502

From: Templeton, Jason TRAN:EX <Jason.Templeton@gov.bc.ca>
Sent: October 13, 2021 1:32 PM
To: Deogan, Karamjeet S TRAN:EX <Karamjeet.S.Deogan@gov.bc.ca>; McLean, Ross TRAN:EX <Ross.McLean@gov.bc.ca>
Cc: Bennett, Dylan TRAN:EX <Dylan.Bennett@gov.bc.ca>; Cowper, Joanna TRAN:EX <Joanna.Cowper@gov.bc.ca>; Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>; Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>; Jones, Tara

TRAN:EX <Tara.Jones@gov.bc.ca>

Subject: RE: Voice Mail (44 seconds) EVCS highway signs

Hi Karamjeet and Ross,

Recently we have been working with other agencies (BC Hydro/Charge North) and local governments (MPs, MLAs) to improve our messaging (web/social media) and signage for our EVCS program. To date, we have developed a information webpage and blog (links below) and are working on signage to be installed at the EVCS themselves for directions how to use, troubleshooting, etc.

<https://www.tranbc.ca/2021/10/06/helpful-tips-to-charge-your-electric-vehicle-and-extend-your-range-in-bc/>
<https://www2.gov.bc.ca/gov/content/transportation/driving-and-cycling/traveller-information/ev-station>

In addition to the messaging and signage added at the stations, we would like to add rest area EV signage for our sites. Signage would come from the I-021 series requiring STOE approval. We would also like to add, at the request of local governments, signage along the highway for distance to the next station where there is limited availability. Namely, this would be in the north where there can be several hundred kilometers between stations. We don't have a sign record for such as sign, but I was thinking a sign record/design could be created similar to a I-048.

BC Hydro is also looking to add wayfinding signage for their stations as well along the highways, would it be best for them to work with local districts to install their signage under permit?

Any support or direction you could provide would be appreciated.

Thanks,

Jason Templeton
Manager Maintenance Programs
Ministry of Transportation and Infrastructure
129 – 10th Avenue South
Cranbrook, BC, V1C 2N1
Office: 250-420-6548
Cell: 250-919-5784

From: Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>

Sent: October 13, 2021 1:59 PM

To: Jones, Tara TRAN:EX <Tara.Jones@gov.bc.ca>; Templeton, Jason TRAN:EX <Jason.Templeton@gov.bc.ca>

Cc: Bennett, Dylan TRAN:EX <Dylan.Bennett@gov.bc.ca>; Cowper, Joanna TRAN:EX <Joanna.Cowper@gov.bc.ca>;

Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>

Subject: RE: Voice Mail (44 seconds) EVCS highway signs

Hi Tara,

s.13

Thank you,

~Katia

From: Jones, Tara TRAN:EX <Tara.Jones@gov.bc.ca>
Sent: October 12, 2021 1:28 PM
To: Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>
Cc: Bennett, Dylan TRAN:EX <Dylan.Bennett@gov.bc.ca>; Cowper, Joanna TRAN:EX <Joanna.Cowper@gov.bc.ca>; Templeton, Jason TRAN:EX <Jason.Templeton@gov.bc.ca>
Subject: RE: Voice Mail (44 seconds) EVCS highway signs

Hi Katia,

We have been trying to work with the Districts to organize installation of highway EV signage. The sign choices for EV stations in Rest Areas fall under the information "I" series at the below link:
https://www2.gov.bc.ca/assets/gov/driving-and-transportation/transportation-infrastructure/engineering-standards-and-guidelines/traffic-engineering-and-safety/traffic-engineering/traffic-signs-and-pavement-markings/standard-traffic-signs/standard-traffic-signs/information_signs.pdf

The EV Highway signage requires traffic engineering sign off/approval, and we have not had any sign plans developed from the traffic group since early 2020. Dylan has been working with the Districts to organize signage for this year's sites but we will need to follow up on previous years sites with the traffic group...

Thanks,
Tara

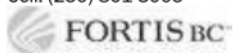
From: Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>
Sent: October 12, 2021 11:52 AM
To: Jones, Tara TRAN:EX <Tara.Jones@gov.bc.ca>; Bennett, Dylan TRAN:EX <Dylan.Bennett@gov.bc.ca>; Cowper, Joanna TRAN:EX <Joanna.Cowper@gov.bc.ca>; Templeton, Jason TRAN:EX <Jason.Templeton@gov.bc.ca>
Subject: FW: Voice Mail (44 seconds) EVCS highway signs

Hello,

The phone message is from Michael Leyland at FortisBC. He's calling about the highway signage plan – or lack thereof. He said he talked to the West Kootenay district office and they had no knowledge of established standards for EV charging station wayfinding signs.

I believe there is documentation on this. Can we share with Michael Leyland? How can we get some action of these EVCS signs? I know BC Hydro has been struggling with highway signs as well.

Michael Leyland
Manager, Innovative Initiatives
2850 Benvoulin Road
Kelowna, B.C. V1W 2E3
Tel: (250) 469-8085
Cell: (250) 801-3005



~Katia

From: Microsoft Outlook s.15
Of 2504698085

On Behalf

Sent: October 12, 2021 11:43 AM

To: Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>

Subject: Voice Mail (44 seconds)

You received a voice message from 2504698085

Caller-Id: 2504698085

Berniaz, Kate TRAN:EX

From: Rorison, Trish TRAN:EX
Sent: May 31, 2022 11:27 AM
To: Gauvin, Katia A TRAN:EX; Berniaz, Kate TRAN:EX
Cc: Gordon, Max GCPE:EX; Duffus, Robert GCPE:EX
Subject: RE: EVCS - federal minister in BC Jul 11

Hi Katia -looping in our GCPE colleagues. EMLI should be alerted as well but I'll let GCPE know and we can mention to our CTAP colleagues when we have more info about the opportunity and if MRF or MBM will participate.

From: Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>
Sent: May 31, 2022 11:16 AM
To: Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>; Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>
Subject: EVCS - federal minister in BC Jul 11

Hello Trish and Kate.

Minister Wilkinson would like to do an in-person kick-off event with media in attendance at one of the charging stations they funded. Given the issues we are having at Mt Terry Fox, Hanceville, and Buckley Bay (all three are funded by NRCAN), we will need to handle this opportunity carefully. The date is July 11.

How would you like to address?

~Katia

From: Kelly, Michael <Michael.Kelly@nrcan-rncan.gc.ca>
Sent: May 31, 2022 10:34 AM
To: Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>
Cc: Aron, Michelle <michelle.aron@NRCAN-RNCAN.gc.ca>; Pereira, Kathleen <Kathleen.Pereira@nrcan-rncan.gc.ca>; Hayden, Tobey <Tobey.Hayden@nrcan-rncan.gc.ca>; Hinton, Eileen <eileen.hinton@NRCAN-RNCAN.gc.ca>
Subject: For Partner Consideration: EV Week Kick-Off Announcement July 11th - EVAFIDI Projects P-043 & P-098

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good day Katia,

My name is Michael Kelly and I work on the events team at NRCAN communications. As you may know, NRCAN has an annual EV Week and Minister Wilkinson would like to do an in-person kick-off event with media in attendance for the following two projects funded through the Electric Vehicle and Alternative Fuel Infrastructure Deployment Initiative (EVAFIDI):

Proponent: BC Ministry of Transportation and Infrastructure
Project Number: P-043
Total Project Funding: \$1,786,364

Description An NRCan contribution of \$700,000 to install 18 electric vehicle fast-chargers on the Yellowhead Highway in British Columbia.

Proponent: BC Ministry of Transportation and Infrastructure

Project Number: P-098

Total Project Funding: \$1,880,000

Description: An NRCan contribution of \$520,000 to install 14 EV chargers in BC.

The July 11th date is firm as the Minister will be kicking off a week of EV announcements throughout the country but a time and location have not yet been specified. Ideally, an in-person event will take place at a location where there are EV Chargers in the backdrop. I am not sure whether the two aforementioned projects are underway. If not, we would seek your advice for a suitable location where other charging stations have been installed that were funded in part by NRCan.

But the first step is confirming if your Minister or another designate would be available to participate.

If you could advise at your earliest convenience this week it would be greatly appreciated.

Many thanks in advance and we'll look forward to hearing from you,

Michael Kelly (he/him/il)

michael.kelly@nrcan-rncan.gc.ca

613-324-8501

Senior Communications Advisor

Strategic Communications Division

Communications and Portfolio Sector

Natural Resources Canada

Please feel free to communicate with me in the official language of your choice.

Conseiller principal en communications

Division des communications stratégiques

Secteur des communications et du portefeuille

Ressources naturelles Canada

Veillez communiquer avec moi dans la langue officielle de votre choix.

Berniaz, Kate TRAN:EX

From: Gauvin, Katia A TRAN:EX
Sent: April 6, 2022 12:55 PM
To: Berniaz, Kate TRAN:EX
Subject: RE: Status of new EVCS

- Mt Terry Fox – should be open by the end of April
- Hanceville – waiting for access to the Tšilhqot'in National Government portal to submit consultation files (95% of the construction work is done)
- Una – power turned on and waiting for commissioning (testing with an EV)
- Motz Road (near Terrace) – open to the public
- Buckley Bay upgrade – underway and should be done before end of May

Planned locations for next construction season: Mile 80 rest area; upgrade to Boulder Creek rest area; Illecillewaet truck stop; Shelter Bay rest area; Community of Woss

From: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>
Sent: April 6, 2022 12:29 PM
To: Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>
Subject: FW: Status of new EVCS

Katia- Trish would like to provide an update at the division meeting today. Can you update below to me by 1:30 (general update is fine)?

Thanks,
Kate

From: Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>
Sent: February 15, 2022 3:38 PM
To: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>
Subject: Status of new EVCS

As of the last construction meeting:

- Mt Terry Fox – Waiting on Kiosk to arrive still – hopefully early March.
- Hanceville – MOTI received starlink satellite, Westcana doesn't have it quite yet.
- Una – Chargers just arrived, work is resuming.
- Motz – Waiting for BC Hydro connections.

Motz Road will probably be the first one to open as it only needs BC Hydro connection then can be tested. No date from BC Hydro though.

From: Gauvin, Katia A TRAN:EX
Sent: February 15, 2022 3:00 PM
To: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>
Subject: RE: EVCS usage data

They're pretty much all done expect for things like getting them powered up by BC Hydro, getting Starling working on the Hanceville, and then connecting them and testing them (requires driving an EV over for the test and working remotely with FLO to start the chargers). I'm not sure if we want to say that.

From: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>
Sent: February 15, 2022 2:54 PM
To: Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>
Subject: FW: EVCS usage data

Can you review Trish's question. Then it can go to Max. Thanks

From: Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>
Sent: February 15, 2022 2:46 PM
To: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>
Subject: RE: EVCS usage data

With updates below and one question

From: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>
Sent: February 15, 2022 2:32 PM
To: Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>
Subject: FW: EVCS usage data

Trish- Please review and approve. It can then go to Max and Gene.

Kate

- Does the ministry collect data on EV charger usage in BC?

The BC Ministry of Energy, Mines Low Carbon Innovation has a data license agreement with PlugShare for information on the location of public charging sites and types of chargers at those locations. For more detailed information about charger usage, please contact PlugShare directly.

- Are there plans for further expansion of B.C.'s EV charging network?

The BC Ministry of Transportation and Infrastructure is developing a Five-Year Electric Vehicle Charging Station (EVCS) Rollout Plan to determine the best approach to the future expansion of BC's EV charging

network installing of EV charging stations in highway rest areas and other strategic locations along highways.

- If so, how many EV charging sites does the ministry plan to build in five years?

As part of the Five-Year EVCS Rollout Plan, the BC Ministry of Transportation and Infrastructure is evaluating the best locations of charging stations along highways to ensure EV drivers can get from one end of the province to the other with the ability to charge their vehicles en route.

- Are there plans to build EV charging stations in strategic areas by interior and northern highways?

Yes. The Five-Year EVCS Rollout Plan includes installing charging stations on highway locations where there are gaps, such as the interior region and along northern routes.

- What are the current coverage gaps in B.C.?

The main gaps in coverage are along Highway 37, Highway 97 north of Prince George, and Highway 20.

- Has construction been completed on the four new EV charging sites the ministry announced in late August?

The installation of EV charging stations of the four new locations (Hanceville rest area, Motz Road near Terrace, Una rest area, and Mt Terry Fox rest area) will be complete by spring 2022. (Have any been completed? Would be good to show progress)

From: Gordon, Max GCPE:EX <Max.Gordon@gov.bc.ca>

Sent: February 15, 2022 2:09 PM

To: Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>; Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>

Subject: RE: EVCS usage data

Hi Kate and Katia. I'm looping in my colleague Gene because I won't be working tomorrow. Please reply all to this and future emails to ensure Gene remains looped in 😊

Thanks,
Max

From: Gordon, Max GCPE:EX

Sent: February 15, 2022 10:18 AM

To: Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>; Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>

Subject: RE: EVCS usage data

I'd like to add a line directing the reporter to PlugShare for usage data. My counterpart at EMLI, Katie Frost, is working with Jenna LeBlanc to find determine whether this will work. As such, the highlighted addition below is pending EMLI approval. We'd also need to give PlugShare a heads up that a reporter may come calling.

From: Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>

Sent: February 15, 2022 10:10 AM

To: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>

Cc: Gordon, Max GCPE:EX <Max.Gordon@gov.bc.ca>

Subject: RE: EVCS usage data

Kate, for your input:

- Does the ministry collect data on EV charger usage in BC?

The BC Ministry of Energy, Mines Low Carbon Innovation has a data license agreement with PlugShare for information on the location of public charging sites and types of chargers at those locations. For more detailed information about charger usage, please contact PlugShare directly.

- Are there plans for further expansion of B.C.'s EV charging network?

The BC Ministry of Transportation and Infrastructure is developing a Five-Year EVCS Rollout Plan to expand BC's EV charging network by installing EV charging stations in highway rest areas and other strategic locations along highways.

- If so, how many EV charging sites does the ministry plan to build in five years?

As part of the Five-Year EVCS Rollout Plan, the BC Ministry of Transportation and Infrastructure is evaluating the optimal number and location of charging stations along highways to ensure EV drivers can get from one end of the province to the other. The Plan will include identifying emerging technologies that can help address power availability concerns along key routes.

- Are there plans to build EV charging stations in strategic areas by interior and northern highways?

The Five-Year EVCS Rollout Plan includes installing charging stations in highway locations where there are gaps, such as the interior region and along northern routes.

- What are the current coverage gaps in B.C.?

The main gaps in coverage are along Highway 37, Highway 97 north of Prince George, and Highway 20.

- Has construction been completed on the four new EV charging sites the ministry announced in late August?

The installation of EV charging stations of the four new locations (Hanceville rest area, Motz Road near Terrace, Una rest area, and Mt Terry Fox rest area) is almost complete.

From: Gordon, Max GCPE:EX <Max.Gordon@gov.bc.ca>

Sent: February 15, 2022 9:04 AM

To: Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>

Cc: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>

Subject: RE: EVCS usage data

Thanks for looping me in on this, Katia. I've reached out to my counterparts at EMLI GCPE to see if they have any messaging ready to go re: data collection.

From: Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>

Sent: February 15, 2022 8:47 AM
To: LeBlanc, Jenna EMLI:EX <Jenna.LeBlanc@gov.bc.ca>
Cc: Gordon, Max GCPE:EX <Max.Gordon@gov.bc.ca>
Subject: RE: EVCS usage data

Thanks, Jenna.

From: LeBlanc, Jenna EMLI:EX <Jenna.LeBlanc@gov.bc.ca>
Sent: February 14, 2022 5:16 PM
To: Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>
Cc: Gordon, Max GCPE:EX <Max.Gordon@gov.bc.ca>
Subject: RE: EVCS usage data

Hi Katie,

We have a data license agreement with PlugShare. We don't get any usage data from PlugShare though. It is just location information on where the public charging sites are and the type of chargers at each sites.

Cheers,
Jenna

From: Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>
Sent: February 14, 2022 12:23 PM
To: LeBlanc, Jenna EMLI:EX <Jenna.LeBlanc@gov.bc.ca>
Cc: Gordon, Max GCPE:EX <Max.Gordon@gov.bc.ca>
Subject: EVCS usage data

Hi Jenna,

We received a request for MOTI EVCS information. One of the questions is whether MOTI collects data on EV charger usage in BC. We don't collect data, so typically get data from EMLI. Can you please tell me more about EMLI's data sources?

Thanks so much,
~Katia

Katia Gauvin (Env. Tech., B.Sc., M.A.)
Sr. Program Analyst
Transportation Programs
BC Ministry of Transportation & Infrastructure
778 698-8825

Written on lək'wəŋən Peoples' lands, where the Songhees and Esquimalt First Nations' historical relationships with this land continue today.

Berniaz, Kate TRAN:EX

From: Ianniciello, Christina EMLI:EX
Sent: September 23, 2022 5:26 PM
To: Berniaz, Kate TRAN:EX; Rorison, Trish TRAN:EX; Merkley, John TRAN:EX
Cc: Citron, Ryan EMLI:EX
Subject: RE: MOTI input for TB sub
Attachments: s.12; s.13

Thanks, see attached the draft. s.12; s.13
s.12; s.13

Have a good weekend,
Christina

From: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>
Sent: September 23, 2022 4:04 PM
To: Ianniciello, Christina EMLI:EX <Christina.Ianniciello@gov.bc.ca>; Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>; Merkley, John TRAN:EX <John.Merkley@gov.bc.ca>
Cc: Citron, Ryan EMLI:EX <Ryan.Citron@gov.bc.ca>
Subject: RE: MOTI input for TB sub

Hello Christina,

Please see our additions for inclusion in the s.12; s.13
s.12; s.13

Let us know if you have any questions. We can provide further detail as needed over the next weeks to support a successful submission.

Thanks,
Kate

From: Ianniciello, Christina EMLI:EX <Christina.Ianniciello@gov.bc.ca>
Sent: September 22, 2022 12:26 PM
To: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>; Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>; Merkley, John TRAN:EX <John.Merkley@gov.bc.ca>
Cc: Citron, Ryan EMLI:EX <Ryan.Citron@gov.bc.ca>
Subject: RE: MOTI input for TB sub

s.12; s.13

s.12; s.13

From: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>
Sent: September 22, 2022 12:12 PM
To: Ianniciello, Christina EMLI:EX <Christina.Ianniciello@gov.bc.ca>; Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>; Merkley, John TRAN:EX <John.Merkley@gov.bc.ca>
Cc: Citron, Ryan EMLI:EX <Ryan.Citron@gov.bc.ca>
Subject: RE: MOTI input for TB sub

Hi Christina,

Sorry for the delay on this. s.12; s.13
noon tomorrow.

we will have it to you by

Kate

From: Ianniciello, Christina EMLI:EX <Christina.Ianniciello@gov.bc.ca>
Sent: September 21, 2022 5:37 PM
To: Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>; Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>; Merkley, John TRAN:EX <John.Merkley@gov.bc.ca>
Cc: Citron, Ryan EMLI:EX <Ryan.Citron@gov.bc.ca>
Subject: MOTI input for TB sub

Hi folks,

s.12; s.13

Thanks,
Christina

Christina Ianniciello

A/Executive Director, Clean Transportation Branch
British Columbia Ministry of Energy, Mines and Low Carbon Innovation
Office: 250-952-2613 | Cell: 250-858-4958
www.gov.bc.ca/zeroemissionvehicles

Energizing BC - clean, sustainable and productive



Rethink Reduce Reuse Repair Recycle

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Withheld pursuant to/removed as

s.12 ; s.13 ; s.17

ADVICE TO MINISTER

CONFIDENTIAL

ISSUES NOTE

Ministry of Transportation and Infrastructure

Date: September 10, 2021

Minister Responsible: Rob Fleming

Electric Vehicle Charging Stations

ADVICE AND RECOMMENDED RESPONSE:

s.13

ADVICE TO MINISTER

s.13

BACKGROUND:

The adoption of zero emission vehicles in British Columbia is an important CleanBC strategy to reduce greenhouse gas emissions. The Ministry is working in partnership with FortisBC, BC Hydro and the Ministry of Energy, Mines and Low Carbon Innovation to build a provincial network of electric vehicle (EV) charging stations. The Ministry of Transportation and Infrastructure's (ministry) mandate is to install EV chargers in highway rest areas. In July 2018, the ministry announced that the Province would be installing new EV charging stations on highways around B.C. Since then, the ministry has commissioned 22 new charging sites—see table below. Eight of the locations provide 50kW direct current fast charging (DCFC) stations, which can charge a battery to provide around 100 kilometers of range in about 20 minutes depending on the vehicle.

Existing MOTI EV Charging Stations

Station name	Chargers
Loon Lake rest area: Highway 97C between Merritt and Kelowna	2 x 25kW, 1 x Level 2
Anarchist Mountain rest area: Highway 3 east of Osoyoos	2 x 25kW, 1 x Level 2
Fishtrap rest area: Highway 5 between Kamloops and Barrier	2 x 50kW, 1 x Level 2
Little Fort rest area: Highway 5 between Barriere and Clearwater	2 x 50kW, 1 x Level 2
Wire Cache rest area: Highway 5 between Clearwater and Avola	2 x 25kW, 1 x Level 2
Wasa rest area: Highway 95 between Canal Flats and Cranbrook	2 x Level 2
Spillimacheen rest area: Highway 95 between Radium Hot Springs and Golden	2 x Level 2
Kootenay Bay Ferry: Highway 3A near Crawford Bay	2 x Level 2 (FortisBC upgrading this site to fast chargers)
Hope Slide Viewpoint: Highway 3 east of Hope	2 x 50kW, 1 x Level 2
Taylor River rest area: Highway 4, between Port Alberni and Tofino	2 x 25kW, 1 x Level 2
Buckley Bay rest area: Highway 19 between Qualicum Beach and Courtenay	2 x 25kW, 1 x Level 2
Port Renfrew Community Centre: Highway 14 at Port Renfrew	2 x 50kW, 1 x Level 2
Slim Creek rest area: Highway 16, 120km east of Prince George	2 x 25kW, 1 x Level 2
Boulder Creek rest area: Highway 16, 50km west of Hazelton	2 x 25kW, 1 x Level 2
Australian rest area: Highway 97 36km south of Quesnel	2 x 50kW, 1 x Level 2
Kidd Creek rest area: Highway 3 21km east of Creston	2 x 50kW, 1 x Level 2
South Cariboo Visitor Center: Highway 97 at 100 Mile House	2 x 50kW
Mount Robson Visitor Centre: Highway 16 at Mount Robson Provincial Park	2 x 25kW, 4 x Level 2
East Pine rest area: Highway 97 70km west of Dawson Creek	2 x 25kW, 1 x Level 2
Savory rest area: Highway 16 west of Endako	2 x 25kW, 1 x Level 2
Cluculz rest area: Highway 16 east of Vanderhoof	2 x 25kW, 1 x Level 2
Red Hill rest area: Highway 1 south of Ashcroft	2 x 50kW, 1 x Level 2

New Locations Opening 2022

Hanceville Lookout rest area: Highway 20, 85km west of Williams Lake	2 x 50kW, 1 x Level 2
Una rest area: Highway 97, 30km northeast of Vernon	2 x 25kW, 1 x Level 2
Motz Road: near the Highway 37/16 junction just east of Terrace	2 x 50kW, 1 x Level 2
Mount Terry Fox rest area: Highway 5, just north of Valemount	2 x 50kW, 1 x Level 2

Communications Contact:
Program Area Contact:

Max Gordon
Kate Berniaz

250-896-1866
250-419-8544

Minister's Office	Program Area	ADM	Comm. Dir
	AC	DB	

Berniaz, Kate TRAN:EX

From: Rorison, Trish TRAN:EX
Sent: July 15, 2021 2:29 PM
To: Berniaz, Kate TRAN:EX
Subject: Issues with Maintenance for EV charging stations and northern rest stops
Attachments: IMG_4325.jpeg

Can you look at this and make sure I've captured the essence/ details and I'm not being repetitive?

Hi Deborah – Last week, our regional colleagues in the north notified my team of issues with the EV charging stations (EVCS) at the Savory and Boulder Creek rest areas - both along Hwy 16. Staff in the Skeena District had been contacted by an EV owner, s.22 regarding his frustration with two charging stations at the Savory Rest Area that were not working. When he called the maintenance line for the MOTI contractor (listed at the EVCS), the person on the other end of the line didn't know about charging stations and couldn't help. s.22 then contacted MOTI staff who did try to help but s.22 couldn't use the alternate 'trickle' charger as he didn't have an adaptor with him at the time. Our understanding is s.22 had to pay to have his vehicle towed.

Through the online EVCS community (PlugShare), he noticed that someone else also had issues with faulty charging stations at the Boulder Creek Rest Area. In that case, the EV owner had to pay \$350 to have their vehicle towed as well.

These are two recent examples of maintenance issues with EVCS in rest areas. Attached is a snippet of an online discussion on PlugShare that highlights the frustration of EV owners who can't rely on EVCS to work. Discussions with staff confirmed, once an issue is identified, the earliest a faulty EVCS can be repaired is 48 hours. Currently, the charging stations are not monitored regularly and there is no way to update the public about EVCS that aren't operational. It's up to the PlugShare community to share this information. While that is a good space to share information, it doesn't provide support and highlights the frustrations of EV owners with our rest area EVCS.

While a new maintenance contract is coming into effect in September, that contract has patrols every 2 months. Once identified, the repairs can happen within 24 hours – providing the parts are readily available. The contractor will be required to input information into PlugShare about issues with EVCS. As we do now, we will may still be relying on the EV community to notify of us of issues with the EVCS.

TPCI staff are preparing and RFP for a 5-year EVCS plan for the north to identify and address maintenance and equipment issues as well as develop a long term plan for an EVCS network in the north. That plan isn't likely to be implements for a year.

Next Steps –

- Use DriveBC to alert EV owners of possible issues with EVCS at rest areas – once we know of them.
- Continue to monitor PlugShare to proactively identify issues and respond to concerns. Currently, we monitor PlugShare weekly and share issues and concerns with regional staff.
- Ensure the current maintenance contractor has staff that can support EV owners who have issues with the charging station.
- Improve maintenance at EVCS at rest areas to better respond to issues in a timely manner.

s.22 is in contact with the Skeena region staff. He has been generous with offers to support the development of the 5-year plan and is open to working with MOTI staff to find ways to better notify EV owners of issues with specific charging stations. He has asked to meet with MOTI/ TPCI staff to discuss how best to support EVCS along provincial corridors in the north.

Best,

Trish

Trish Rorison I A/Executive Director

Programs and Corporate Initiatives

Ministry of Transportation and Infrastructure

Mobile: (250) 880-2153

Pronouns: Her/ She/Hers

Grateful to live, work and play on the traditional territories of the Coast Salish Peoples, specifically of the Lək̓ʷəŋən (Songhees and Esquimalt/Xwsepsum Nations) and W̱SÁNEĆ (Tsartlip/W̱JOŁŁP, Tseycum/WSIḲEM, Tsawout/SṪÁUTW, and Pauquachin/BOḲÉĆEN Nations) people.

Berniaz, Kate TRAN:EX

From: Gordon, Max GCPE:EX
Sent: November 5, 2021 2:04 PM
To: Rorison, Trish TRAN:EX; Berniaz, Kate TRAN:EX
Subject: RE: TRAN Media Request: EV charging stations - Highway 16 (Prince George)

Yeah, that makes sense.

From: Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>
Sent: November 5, 2021 2:03 PM
To: Gordon, Max GCPE:EX <Max.Gordon@gov.bc.ca>; Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>
Subject: RE: TRAN Media Request: EV charging stations - Highway 16 (Prince George)

We can but it also implies it may not get fixed for a long time.

Kate – did Katia get back on status of this one? I would like to say we are working on it and only mention supply issues if that is, in fact, the case.

From: Gordon, Max GCPE:EX <Max.Gordon@gov.bc.ca>
Sent: November 5, 2021 2:02 PM
To: Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>; Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>
Subject: RE: TRAN Media Request: EV charging stations - Highway 16 (Prince George)

Thanks Trish. You don't want to say anything about supply issues?

From: Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>
Sent: November 5, 2021 1:54 PM
To: Gordon, Max GCPE:EX <Max.Gordon@gov.bc.ca>; Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>
Subject: RE: TRAN Media Request: EV charging stations - Highway 16 (Prince George)

Hi Max – here are my recommended edits. Kate – any changes?

- Making electric vehicles more affordable and investing in charging stations is part of the B.C. government's CleanBC Roadmap.
- Providing safe and reliable electric vehicle charging stations that drivers can count on is a priority and we have placed EV charging stations at some rest stops along Ministry highways including along Highway 16.
- We know these stations are being used as more people acquire electric vehicles. This station (where?) does host two Delta 25kW chargers and one backup FLO Level 2 charger.
- Ministry staff do monitor these stations but sometimes, there are issues with them and we always welcome EV users to bring any issues to our attention.
- As well, we like to remind drivers they may need to carry an adapter to use a Level 2 charger.
- Other issues for the 25kW chargers include broken clips. User misuse, including pulling too hard on the plug, may be the reason for this damage.

s.13

- We recognize the importance to EV drivers of having chargers in convenient locations.
- We are looking at installing more EV charging stations and updating the current technology and hope to have more to say in the coming months.

From: Gordon, Max GCPE:EX <Max.Gordon@gov.bc.ca>

Sent: November 5, 2021 1:45 PM

To: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>; Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>

Subject: RE: TRAN Media Request: EV charging stations - Highway 16 (Prince George)

Hi both, just a reminder on this as it was due to the reporter yesterday.

Thanks 😊

From: Gordon, Max GCPE:EX

Sent: November 5, 2021 10:58 AM

To: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>; Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>

Subject: RE: TRAN Media Request: EV charging stations - Highway 16 (Prince George)

Here is some content from the previous media responses sent to Rod mixed in with the new content the north provided for this request. Let me know 😊

- Making electric vehicles more affordable and investing in charging stations is part of the B.C. government's CleanBC Roadmap.
- Providing safe and reliable electric vehicle charging stations that drivers can count on is a priority.
- Ministry EV charging station locations along Highway 16 host two Delta 25kW chargers and one backup FLO Level 2 charger. Drivers may need to carry an adapter to use the Level 2 charger.
- Several of the 25kW chargers have broken clips. User misuse, including pulling too hard on the plug, may be the reason for this damage.
- The Delta cable supplier has advised us that there are serious shipping and logistics issues at their end due to global supply chain disruptions, and we can expect further delays up to several months in receiving the replacement cables.
- We recognize the importance to EV drivers of having chargers in convenient locations.
- The ministry is exploring options to resolve this ongoing issue to help EV drivers reach their destination safely and in good time.

From: Gordon, Max GCPE:EX

Sent: November 4, 2021 10:10 AM

To: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>; Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>

Subject: RE: TRAN Media Request: EV charging stations - Highway 16 (Prince George)

Good morning,

I received this through northern highways this morning. Based on the email chain, it sounds like this is still with one of you for approval.

- MOTI EV charging station locations along Highway 16 include: Cluculz rest area, Mount Robson Visitor Centre, Slim Creek rest area, Boulder Creek rest area, and Savory rest area.
- These locations host two 25kW chargers and one Level 2 charger.

- Several of the 25kW chargers have broken clips. User misuse may be the reason for the broken clips (like pulling too hard on the plug).
- The ministry has ordered replacement cables and expects a shipment to arrive in the next few months.
- In August, the 25kW chargers at Cluculz rest area and East Pine rest area (Highway 97) required software re-configuration and the ministry worked with Delta to resolve.

Trish, do you think this should go by Reg as well?

From: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>
Sent: November 3, 2021 4:01 PM
To: Gordon, Max GCPE:EX <Max.Gordon@gov.bc.ca>; Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>
Subject: RE: TRAN Media Request: EV charging stations - Highway 16 (Prince George)

Katia has reached out to the region to get more info and suggested response.

From: Gordon, Max GCPE:EX <Max.Gordon@gov.bc.ca>
Sent: November 3, 2021 3:57 PM
To: Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>; Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>
Subject: RE: TRAN Media Request: EV charging stations - Highway 16 (Prince George)

Hi both – any updates?

From: Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>
Sent: November 3, 2021 2:41 PM
To: Gordon, Max GCPE:EX <Max.Gordon@gov.bc.ca>; Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>
Subject: RE: TRAN Media Request: EV charging stations - Highway 16 (Prince George)

Ha! Likely

From: Gordon, Max GCPE:EX <Max.Gordon@gov.bc.ca>
Sent: November 3, 2021 2:35 PM
To: Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>; Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>
Subject: RE: TRAN Media Request: EV charging stations - Highway 16 (Prince George)

He didn't offer than info. Knowing Rod, he's likely driving the corridor and testing each one.

From: Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>
Sent: November 3, 2021 2:33 PM
To: Gordon, Max GCPE:EX <Max.Gordon@gov.bc.ca>; Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>
Subject: RE: TRAN Media Request: EV charging stations - Highway 16 (Prince George)

Hi Max – did Rod say where he got that info? We're looking into info now.

From: Gordon, Max GCPE:EX <Max.Gordon@gov.bc.ca>
Sent: November 3, 2021 2:24 PM
To: Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>; Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>
Subject: FW: TRAN Media Request: EV charging stations - Highway 16 (Prince George)

Hi Trish and Kate,

I sent this to Jeremy, but he recommended I run it past the two of you. Is this something you can speak to?

Thanks,
Max

From: Pope, Danielle GCPE:EX <Danielle.Pope@gov.bc.ca>
Sent: November 3, 2021 2:11 PM
To: Estoque, Katrina TRAN:EX <Katrina.Estoque@gov.bc.ca>; Gordon, Max GCPE:EX <Max.Gordon@gov.bc.ca>
Subject: TRAN Media Request: EV charging stations - Highway 16 (Prince George)

Hi Katrina – (copying Max here in case the e-mobility folks have anything to add as well).

We have a request from Rod Link, asking about the status or reason for EV charging stations along Highway 16 stopping working. Is this something folks in the region would know about?

Thanks!
Danielle

Reporter

Rod Link, Reporter
Terrace Standard
rodlink@terracestandard.com
250-638-7283

Deadline Thursday, November 4, 2021 4:00 PM

Request

Reporter is checking on the status of the ministry's EV charging stations along Hwy16 west of Prince George. He notes: "Several, if not all, and thinking of the Boulder Creek rest stop one just west of Kitwanga, for example, were out of service. We did a story early September and was told then fixing them was waiting on replacement parts."

QUESTIONS:

- Can you tell me why these chargers were out of service at the same time for the same reason? (Seems odd. Defective equipment? Mistreatment of the stations?)

Recommendation

Background

Berniaz, Kate TRAN:EX

From: Rorison, Trish TRAN:EX
Sent: October 6, 2021 2:09 PM
To: Berniaz, Kate TRAN:EX
Subject: RE: MOTI EV charging station (EVCS) program - budget confirmation request

Let's discuss. I'd prefer a video chat if that works.

From: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>
Sent: October 6, 2021 11:31 AM
To: Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>
Subject: RE: MOTI EV charging station (EVCS) program - budget confirmation request

Hi Trish-

I talked to Alan and he said that the base budget for EVCS is \$1.6 but up to \$300k is recoverable through federal funding (thus the reference to \$1.3). I would argue that we should only be looking at the overage above \$1.6. We are now in a situation with timing where our Buckley Bay project at risk and our corresponding NRCan agreement.

Can we discuss?

Thanks,
Kate

From: Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>
Sent: October 6, 2021 9:21 AM
To: Postans, James TRAN:EX <James.Postans@gov.bc.ca>
Cc: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>; Sexton, Shane TRAN:EX <Shane.Sexton@gov.bc.ca>
Subject: RE: MOTI EV charging station (EVCS) program - budget confirmation request

Thanks James – we'll work with the region to draft a submission.

Cheers,

Trish

From: Postans, James TRAN:EX <James.Postans@gov.bc.ca>
Sent: October 6, 2021 9:20 AM
To: Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>
Cc: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>; Sexton, Shane TRAN:EX <Shane.Sexton@gov.bc.ca>
Subject: RE: MOTI EV charging station (EVCS) program - budget confirmation request

Hi Trish,

Yes – although I think the region can probably support you since it looks like they have updated project details

The next full CPB meeting is Oct 27 although I believe we will need one earlier on as there are a number of items up for decision by the regions.

Let us know if you need any assistance.

James

From: Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>
Sent: October 5, 2021 2:07 PM
To: Postans, James TRAN:EX <James.Postans@gov.bc.ca>
Cc: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>; Sexton, Shane TRAN:EX <Shane.Sexton@gov.bc.ca>
Subject: RE: MOTI EV charging station (EVCS) program - budget confirmation request

Thanks James – do you want us to do a Capital Board submission for this?

Trish

From: Postans, James TRAN:EX <James.Postans@gov.bc.ca>
Sent: October 5, 2021 1:08 PM
To: Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>
Cc: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>; Sexton, Shane TRAN:EX <Shane.Sexton@gov.bc.ca>
Subject: RE: MOTI EV charging station (EVCS) program - budget confirmation request

Hi Trish – I have not forgotten!

I had Shane follow up on this project and they are asking to issue a PFA that reflect a \$550k increase to the project.

The proposed budget in TIP for this project is:

s.17

This is due to a) increased project costs but also b) reduction in claimable Federal funding.

So – because it's overall the \$500k threshold, it will need to come to the Capital Program Board for approval (apologies) but I do have sufficient contingencies to manage within the TIP.

Hope this helps,

James

From: Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>

Sent: October 4, 2021 11:11 AM
To: Postans, James TRAN:EX <James.Postans@gov.bc.ca>
Cc: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>
Subject: FW: MOTI EV charging station (EVCS) program - budget confirmation request

Hi James – just checking on this one.

From: Marsh, Patricia A TRAN:EX <Patricia.A.Marsh@gov.bc.ca>
Sent: September 28, 2021 11:05 AM
To: Postans, James TRAN:EX <James.Postans@gov.bc.ca>; Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>
Subject: FW: MOTI EV charging station (EVCS) program - budget confirmation request

Hi James, could you please advise Trish whether this increased budget amount can be managed?

Thanks so much.....Pat

From: Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>
Sent: September 27, 2021 2:48 PM
To: Marsh, Patricia A TRAN:EX <Patricia.A.Marsh@gov.bc.ca>
Cc: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>; Watmough, Tania TRAN:EX <Tania.Watmough@gov.bc.ca>
Subject: RE: MOTI EV charging station (EVCS) program - budget confirmation request

Hi Pat – just following up on this one.

Trish

From: Rorison, Trish TRAN:EX
Sent: September 20, 2021 1:39 PM
To: Marsh, Patricia A TRAN:EX <Patricia.A.Marsh@gov.bc.ca>
Cc: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>
Subject: MOTI EV charging station (EVCS) program - budget confirmation request

Hi Pat – Looking for your approval for the budget request below. We understand from Greg Humphry this should be fine but wanted you to be aware of it and see if you had any concerns.

Request: Approval to exceed the 2021/22 EVCS budget by \$0.351M to support key projects that improve the customer experience.

The EVCS program is a BCTFA capital program that receives a grant of \$1.6M from the Ministry. The table below identifies all committed and proposed EVCS program costs for 2021/22, including project completion dates, risks and impacts, and status. The total estimated 2021/22 cost for the program is \$1.951M with a budget of \$1.6M. With this budget, the BCTFA will have a shortfall of up to \$0.351M for 2021/22.

Funding confirmation is required before we can proceed with two projects, and there are risks from delays or not proceeding. The Buckley Bay rest area upgrade is tied to a Natural Resources Canada agreement. To complete the project by March 31, 2022 and receive \$100K from the federal government, Chief Financial Officer approval is required by September 29. The FLO driver services provides preventative maintenance and extended warranty for fast chargers. Approval is required as soon as possible.

Financial considerations: In addition to the 1.6M annual budget for EV CS, we receive grant funding (reimbursement) from Natural Resources Canada (\$350k under the current agreement) and were slightly under budget last year. Greg expects there is financial room to support this request.

Next steps: If you support this request, please forward it to Pat for consideration.

Thank you
~Katia

Project description	Cost	Completion date	Risks and impacts	Status
Westcana construction of four sites: 1. Una rest area 2. Motz Road near Terrace 3. Mount Terry Fox rest area 4. Hanceville rest area	Contract in place: \$1,429,000	December 31, 2021	<ul style="list-style-type: none"> Low risk of delays in construction; delays could impact the agreement with NRCan as we committed to these stations being open by 2022 	<ul style="list-style-type: none"> Work has started; equipment has been ordered Funding is in place and committed
Raylec upgrades to Buckley Bay rest area EV charging station	Estimated cost: \$350,000	March 31, 2022	<ul style="list-style-type: none"> Lack of funding for this project would significantly impact the agreement with NRCan and lead to a loss of \$100K in fed. funding Not proceeding with this project means continued sub-optimal service in a high visibility location (at ferry to Denman/Hornby) Significant risk of delays given we are approaching end of Sept. (mostly due to shipping of equipment); will require some flexibility from NRCan as the agreement states January 2022 	<ul style="list-style-type: none"> Existing as and when with Raylec; they have experience building EV charging stations Waiting for funding confirmation to order equipment
FLO driver services	Quote: \$72,000	ASAP	<ul style="list-style-type: none"> Preventative maintenance, extended warranty, and 	<ul style="list-style-type: none"> Waiting for funding

			global management services are required to ensure sound operation of the fast chargers	confirmation to purchase the service
Contract misc. (claims, contracts, signage, material)	Estimated: \$50,000	March 31, 2022	<ul style="list-style-type: none"> • Needed to cover unforeseen expenses; high likelihood 	<ul style="list-style-type: none"> • No confirmation needed as funding is in budget
TOTAL	\$1,951,000			

Best,

Trish

Trish Rorison I A/Executive Director
 Programs and Corporate Initiatives
 Ministry of Transportation and Infrastructure
Mobile: (250) 880-2153

Pronouns: Her/ She/Hers

Grateful to live, work and play on the traditional territories of the Coast Salish Peoples, specifically of the Lək̓ʷəŋən (Songhees and Esquimalt/Xwsepsum Nations) and W̱SÁNEĆ (Tsartlip/W̱JOłEłP, Tseycum/WSIḲEM, Tsawout/S̱ĀUTW, and Pauquachin/BOḲÉĆEN Nations) people.

Berniaz, Kate TRAN:EX

From: Gauvin, Katia A TRAN:EX
Sent: May 21, 2022 9:46 AM
To: Berniaz, Kate TRAN:EX
Subject: EVCS INFRASTRUCTURE - estimates
Attachments: MOTI EVCS List May 2022.pdf

1. EV Charging Infrastructure:

- a. MOTI is working in partnership with the Ministry of Energy, Mines and Low Carbon Innovation (EMLI), BC Hydro, and FortisBC to build a province-wide public network of EV charging stations. BC Hydro and FortisBC are responsible to install stations in communities and MOTI fills the gaps between communities by installing in highway rest areas. EMLI supports accessibility of clean transportation options through [GoElectric](#) investments.
- b. The attached PDF lists all the locations MOTI has built, the ones that are paused, and the ones that are planned. We currently have 24 stations in operation along BC highways.
- c. MOTI is preparing a longer-term EVCS rollout plan ("Five-Year EVCS Rollout Plan"):
 - i. The plan will identify options for charging along Highway 37, Highway 97 north, and Highway 20. These are more challenging routes with very limited access to the electrical grid. Charging stations along these routes will require considerable resources to build.
 - ii. The plan will also identify options for improving existing charging stations, including upgrades and operations scenarios. For example, MOTI has been in conversations with BC Hydro on the potential for BC Hydro to take MOTI operations as they have an extensive program and resources. A single operations program would reduced costs, improve service, and streamline the experience for users.
- d. EMLI recently published the '[Zero-Emission Vehicle Update 2021](#)'. Following are some highlights:
 - i. In 2021, light-duty ZEV sales represented 13% of all new light-duty vehicle sales in B.C., the highest uptake rates of ZEVs in North America.
 - ii. There were 79,587 light-duty ZEVs registered in B.C. as of December 30, 2021.
 - iii. At the end of 2021, there were over 3,000 public charging stations and four hydrogen fuelling stations in B.C.

From: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>
Sent: May 18, 2022 4:27 PM
To: Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>
Subject: FW: Estimates

Katia,

Did I already send you this? Could you draft bullets on this first thing tomorrow? A lot of this could come from the Info note on EV charging.

Thanks,
Kate

From: Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>
Sent: May 17, 2022 9:10 AM
To: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>
Subject: FW: Estimates

Hi Kate – can you assign as per my notes below? This is for today and a quick, easy to reference document.
Trish

if we could prepare a few points – we don't need a full note, just something to slip into the binder

1. EV Infrastructure – data on what we have built and what we have planned – expect questions on whether enough is being done – reach out to EMLI to see if they have some holding lines re: how much has been done. Should MRF reference work with EMLI on this?
2. Active Transportation – there is a table floating around that details \$\$ put into these major projects - I think was used for a budget note – concerned about what is being classified as AT.... May need to discuss – I believe we have our own table and we can discuss what we can reasonably say re: non-TP investments. I think we stay circumspect but I'll ask if the other divisions are mentioning anything about AT investment.

Updated MOTI list May 2022

	Name	Route	Description	Charging Stations	Comment
1	Loon Lake rest area	Highway 97C	between Merritt and Kelowna	2 x 25 kW and 1 x Level 2	completed in Feb 2018 (2017-18)
2	Anarchist Mountain rest area	Highway 3	east of Osoyoos	2 x 25 kW and 1 x Level 2	completed in Oct 2018 (2018/19)
3	Fishtrap rest area	Highway 5	between Kamloops and Barrier	2 x 50 kW and 1x Level 2	completed in Oct 2018 (2018/19)
4	Little Fort rest area	Highway 5	between Barriere and Clearwater	2 x 50 kW and 1x Level 2	completed in Oct 2018 (2018/19)
5	Wire Cache rest area	Highway 5	between Clearwater and Avola	2 x 25 kW and 1 x Level 2	completed in Oct 2018 (2018/19)
6	Wasa rest area	Highway 95	between Canal Flats and Cranbrook	2 x Level 2	completed in Oct 2018 (2018/19)
7	Spillimacheen rest area	Highway 95	between Radium Hot Springs and Golden	2 x Level 2	completed in Nov 2018 (2018/19)
8	Kootenay Bay ferry landing	Highway 3A	near Crawford Bay	2 x Level 2	FortisBC added 2 x 50 kW fall 2021; completed in Nov 2018 (2018/19)
9	Hope Slide viewpoint	Highway 3	east of Hope	2 x 50 kW and 1x Level 2	completed in Dec 2018 (2018/19)
10	Taylor River rest area	Highway 4	between Port Alberni and Tofino	2 x 25 kW and 1 x Level 2	completed Jan 2019 (2018/19)
11	Buckley Bay rest area	Highway 19	between Qualicum Beach and Courtenay	2 x 25 kW and 1 x Level 2	Originally completed Feb 2019 (2018/19) upgrades delayed; further electrical testing
12	Port Renfrew Community Centre	Highway 14	Port Renfrew	2 x 50 kW and 1x Level 2	completed Aug 2019 (2019/20)
13	Slim Creek rest area	Highway 16	120km east of Prince George	2 x 25 kW and 1 x Level 2	Completed May 2020 (2020/21)
14	Boulder Creek rest area	Highway 16	50km west of Hazelton	2 x 25 kW and 1 x Level 2	Completed May 2020 (2020/21); upgrade planned 2022/23
15	Australian rest area	Highway 97	36km south of Quesnel	2 x 50 kW and 1x Level 2	Completed Jan 31, 2020 (2019/20)
16	Kidd Creek rest area	Highway 3	21km east of Creston	2 x 50 kW and 1x Level 2	Completed Feb 2020 (2019/20)
17	100 Mile House Info Center	Highway 97	100 Mile House	2 x 50 kW	Completed Jan 24, 2020 (2019/20)
18	Mount Robson Visitor Centre	Highway 16	Mount Robson Provincial Park	2 x 25 kW and 4 x Level 2	Completed Jul 13, 2020 (2020/21)
19	East Pine rest area	Highway 97	70km west of Dawson Creek	2 x 25 kW and 1 x Level 2	Jan 2021 (2020/21)
20	Savory rest area	Highway 16	west of Endako	2 x 25 kW and 1 x Level 2	Jan 2021 (2020/21)
21	Cluculz rest area	Highway 16	east of Vanderhoof	2 x 25 kW and 1 x Level 2	Jan 2021 (2020/21)
22	Redhill rest area	Highway 1	south of Ashcroft	2 x 50 kW and 1 x Level 2	Jan 2021 (2020/21)
23	Hanceville Lookout rest area	Highway 20	85km west of Williams Lake	2 x 50 kW and 1 x Level 2	Opening delayed; consultation with Tsilhqot'in National Government
24	Una rest area	Highway 97	30km northeast of Vernon	2 x 25 kW and 1 x Level 2	Opened April 2022
25	Thornhill (Motz Rd) Roundabout	Highway 16	just outside Terrace	2 x 50 kW and 1x Level 2	Opened April 2022
26	Mount Terry Fox rest area	Highway 16	20km west of Mount Robson	2 x 50 kW and 1 x Level 2	Opening delayed; further electrical testing

27	Shelter Bay rest area	Highway 23		2 x 50 kW and 1 x Level 2	Survey completed; single phase; planned 2022/23
28	Mile 80 rest area	Highway 97	north of Fort St John	2 x 50 kW and 1 x Level 2	Design completed; planned 2022/23
29	Illecillewaet rest area	Highway 1	near Revelstoke	1 x 50kW	Truckstop with limited space, so 1 x 50kW; accessible from one direction; planned 2022/23
30	Community of Woss	Highway 19	Northern Vancouver Island	2 x 50 kW and 1 x Level 2	Design completed; planned 2022/23; 'Namgis Nation approved the project

Electric Vehicle Charging Stations (EVCS) Program Update

September 22, 2021

The ministry's EVCS program began in 2018 with a media release in which Ministry Trevena stated that "Our goal is to build a seamless network of electric vehicle charging stations to make it easy and convenient for people to drive from one end of B.C. to the other, powered by clean energy." This goal plays a part in supporting the CleanBC plan.

Since 2018, the ministry has installed fast chargers and Level 2 backups at 22 locations across B.C., with another four stations opening in early 2022. Given this is a new sector, our ministry's approach has been to 'learn as we go.' We now have an opportunity to bring together what we have learned to optimize our efforts and provide better service to British Columbians.

This update provides a summary of initiatives to continue to build the network and improve service.

1. EXPANSION OF THE EVCS NETWORK

a) Construction of new EVCS

Westcana is starting construction at Hanceville Lookout (Hwy 20) and Mount Terry Fox (Hwy 16) next week. Construction at Motz Road (Hwy 16) and Una rest area (Hwy 27) will begin later in October.

The EVCS team is planning upgrades to the Buckley Bay EVCS. The cost of the upgrades (\$350K) takes us over our \$1.6M budget, so CFO approval is required to proceed. Not getting approval for funding will significantly impact our agreement with NRCan and lead to a loss of \$100K in federal funding.

b) Five-Year EVCS Rollout Plan

Ministry staff are completing the evaluation of nine proposals to develop a five-year EVCS rollout plan, and will have a decision on Thursday, Sep 23.

2. EVCS OPERATIONS IMPROVEMENTS

The ministry's EVCS program is growing, and a more organised approach is needed to operate the EVCS. HQ is working with regional staff to ensure that our EVCS are operating well.

a) Ongoing Delta 25kW charger issues

Ongoing issues are mainly due to the handles breaking and the delays in getting replacements. There are no short-term solutions. However, in the longer term, the ministry is pursuing a few options:

- The Maintenance and Rehabilitation Branch is making a bulk purchase of replacement EV chargers (all types) and cables to help with the maintenance contractor repair times.
- The EVCS team is looking at replacing some of the Delta 25kW chargers with the ABB 25kW chargers, which are new on the market.
- Another option we are exploring is replacing the 25kW chargers with 50kW chargers using phase converter technology.

b) Maintenance schedule

Regional staff are updating the maintenance contract specifications to include new service level expectations. Ongoing.

c) Connected service for EVCS

Most of our 50kW charging stations are supported with an internet-based connected service. The service includes a portal to view the status of the chargers and remote support to address issues. This is an important service to ensure the chargers receive crucial updates and to resolve issues more quickly.

d) BC Hydro's approach

Regional and headquarter staff met with BC Hydro to learn about their maintenance and customer service approach. Although we can't adopt their model, we can certainly borrow some of their good ideas. Staff will discuss and report back on what we learned and how we plan to go forward.

CUSTOMER OUTREACH AND COMMUNICATIONS PLAN

We have an EVCS program customer outreach and communications plan in place to ensure EV drivers know when there are issues with our charging stations and have the knowledge needed to travel safely on our highways. Following are components of the plan:

a) PlugShare

The ministry monitors PlugShare twice each week to look for any issues. Maintenance contractors and ministry staff also share information on PlugShare to ensure EV drivers are aware of these issues and to provide updates.

b) Webpage

Web Services is preparing content for a new EVCS program webpage. This page will host key information about our EVCS program and serve as a landing page for news releases and other important links.

c) TRANBC

TRANBC is preparing a blog that provides information to EV drivers to safely use ministry infrastructure, particularly in winter weather. We are consulting on the content with EV owners who live in the north.

d) Signage

Another way to provide information to EV drivers is through signage.

1. Information signs at EVCS: The Community Energy Association is creating EVCS signs for the ministry. The signs, posted at the charging stations, will provide key information to EV drivers. The Maintenance and Rehabilitation Branch is paying for these signs.
2. Distance signs: Regional staff will add distance signs along highways to let EV drivers know the distance to the next EVCS.

e) News releases

On August 31, GCPE published a news release to let the public know about four new EVCS we are building in the fall: <https://news.gov.bc.ca/releases/2021TRAN0054-001700>

In October, we will let the public know about the communications improvements we are making, so EV drivers always have the most up-to-date information about our EVCS.

3. OPPORTUNITY TO PARTNER WITH BC HYDRO

There is the possibility that BC Hydro could assume responsibility of the operation of our EVCS program. This is something we will revisit once we have resolved some of the ongoing issues with the program (e.g., Delta charger issues).

Berniaz, Kate TRAN:EX

From: Rorison, Trish TRAN:EX
Sent: September 22, 2022 12:36 PM
To: Ianniciello, Christina EMLI:EX; Berniaz, Kate TRAN:EX; Merkley, John TRAN:EX
Cc: Citron, Ryan EMLI:EX
Subject: RE: MOTI input for TB sub

Hi Christina - Thanks for those thoughts. Kate is working with our colleagues here in the ministry. They'll loop you and your team in as needed. I know there is an urgency but we are working with our colleagues here in MOTI and info will be coming back as soon as possible.

Trish

From: Ianniciello, Christina EMLI:EX <Christina.Ianniciello@gov.bc.ca>
Sent: September 22, 2022 12:26 PM
To: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>; Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>; Merkley, John TRAN:EX <John.Merkley@gov.bc.ca>
Cc: Citron, Ryan EMLI:EX <Ryan.Citron@gov.bc.ca>
Subject: RE: MOTI input for TB sub

s.12; s.13

From: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>
Sent: September 22, 2022 12:12 PM
To: Ianniciello, Christina EMLI:EX <Christina.Ianniciello@gov.bc.ca>; Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>; Merkley, John TRAN:EX <John.Merkley@gov.bc.ca>

Cc: Citron, Ryan EMLI:EX <Ryan.Citron@gov.bc.ca>

Subject: RE: MOTI input for TB sub

Hi Christina,

Sorry for the delay on this.s.12; s.13
noon tomorrow.

we will have it to you by

Kate

From: Ianniciello, Christina EMLI:EX <Christina.Ianniciello@gov.bc.ca>

Sent: September 21, 2022 5:37 PM

To: Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>; Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>; Merkley, John
TRAN:EX <John.Merkley@gov.bc.ca>

Cc: Citron, Ryan EMLI:EX <Ryan.Citron@gov.bc.ca>

Subject: MOTI input for TB sub

Hi folks,


s.12; s.13

Thanks,
Christina

Christina Ianniciello

A/Executive Director, Clean Transportation Branch
British Columbia Ministry of Energy, Mines and Low Carbon Innovation
Office: 250-952-2613 | Cell: 250-858-4958
www.gov.bc.ca/zeroemissionvehicles

Energizing BC - clean, sustainable and productive

 Rethink Reduce Reuse Repair Recycle

Berniaz, Kate TRAN:EX

From: Berniaz, Kate TRAN:EX
Sent: December 8, 2021 2:52 PM
To: Gauvin, Katia A TRAN:EX; Rorison, Trish TRAN:EX
Cc: Jones, Tara TRAN:EX
Subject: RE: MOTI Proposed EV Charging Stations in Woss

That is great news. Thank you to both of you for your patient work on this file. It will be a great addition to Woss with economic development opportunities.

Kate

From: Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>
Sent: December 8, 2021 2:43 PM
To: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>; Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>
Cc: Jones, Tara TRAN:EX <Tara.Jones@gov.bc.ca>
Subject: FW: MOTI Proposed EV Charging Stations in Woss

This is good news! The 'Namgis have given the ok for us to build a charging station at Woss on northern Vancouver Island. This location has been under review for two years and will a gap in the network.

Thank you to Tara Jones for navigating this process.

We will request a design from GNEC, which is the first step in the building process.

From: Geza Vamos <Geza.Vamos@namgis.bc.ca>
Sent: December 8, 2021 2:04 PM
To: Jones, Tara TRAN:EX <Tara.Jones@gov.bc.ca>; Brian Svanvik <Brian.Svanvik@namgis.bc.ca>
Cc: Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>; Cowper, Joanna TRAN:EX <Joanna.Cowper@gov.bc.ca>
Subject: RE: MOTI Proposed EV Charging Stations in Woss

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hi Tara,

Please see 'Namgis Response attached.

Cheers.



Geza Vamos, RPF Forester
Geza.Vamos@namgis.bc.ca / 250-974-5556. Outside hours Cell 1-604-616-9874

Namgis First Nation
49 Atli St Box 210 Alert Bay, BC Canada
<http://www.namgis.bc.ca>

From: Jones, Tara TRAN:EX <Tara.Jones@gov.bc.ca>
Sent: Monday, November 1, 2021 2:20 PM
To: Geza Vamos <Geza.Vamos@namgis.bc.ca>; Brian Svanvik <Brian.Svanvik@namgis.bc.ca>
Cc: Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>; Cowper, Joanna TRAN:EX <Joanna.Cowper@gov.bc.ca>
Subject: RE: MOTI Proposed EV Charging Stations in Woss

Hi Geza,

Please see attached engineering drawings and Google Earth pin for the proposed Woss charging station.

I do not have ESRI shapefiles created for this site, but could have our GIS department put that together for you.

This location was chosen as our Ministry of Transportation charging stations are typically installed within rest areas however the rest areas around this part of Vancouver Island did not have feasible power or cell service. This location was close to some amenities, and is within the road right of way.

Please let me know if you have further questions about this proposed charging station installation.

Best regards,

Tara Jones

Regional Project Manager

Ministry of Transportation and Infrastructure
Northern Region
4825 Keith Avenue
Terrace, BC, V8G 1K7

Direct Line: 778-702-1483
Mobile: 778-233-5066
Tara.Jones@gov.bc.ca



For current highway conditions: <http://www.drivebc.ca>

Visit us at: www.gov.bc.ca/tran

From: Geza Vamos <Geza.Vamos@namgis.bc.ca>
Sent: November 1, 2021 2:11 PM
To: Jones, Tara TRAN:EX <Tara.Jones@gov.bc.ca>; Brian Svanvik <Brian.Svanvik@namgis.bc.ca>
Cc: Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>; Bennett, Dylan TRAN:EX <Dylan.Bennett@gov.bc.ca>
Subject: RE: MOTI Proposed EV Charging Stations in Woss

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hi Tara,

Can you please share ESRI shapefiles and engineering drawings for the most recent design/location of the Woss charging station? s.16

s.16

Cheers.



Geza Vamos, RPF Forester
Geza.Vamos@namgis.bc.ca / 250-974-5556. Outside hours Cell 1-604-616-9874

Namgis First Nation
49 Atli St Box 210 Alert Bay, BC Canada
<http://www.namgis.bc.ca>

From: Jones, Tara TRAN:EX <Tara.Jones@gov.bc.ca>
Sent: Thursday, September 16, 2021 9:06 AM
To: Brian Svanvik <Brian.Svanvik@namgis.bc.ca>
Cc: Referrals <referrals@namgis.bc.ca>; Geza Vamos <Geza.Vamos@namgis.bc.ca>; Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>; Bennett, Dylan TRAN:EX <Dylan.Bennett@gov.bc.ca>
Subject: RE: MOTI Proposed EV Charging Stations in Woss
Importance: High

Good Morning Brian,

Last September, we met to review the Ministry's proposed Electric Vehicle Charging Station in Woss. We are still seeking to install an EV charging station site at this location due to a gap of publicly available charging stations in northern Vancouver Island.

Can you please provide an update on how the discussions with Chief and Council went regarding the EV charging station installation? If the project has not yet been presented to Chief and Council, I would like to resubmit our initial consultation package including design drawings and proposed construction schedule, please advise and I will resubmit this information package.

Background information on the Ministry of Transportation and Infrastructures EV Charging Station program: The program works in conjunction with BC Hydro to install a robust public EV charging network across the province. The Woss area and Northern Vancouver Island in general are lacking in public EV charging stations which is what has prompted our team to select this site as a priority location. It should also be noted that this Woss EV site location is within the Woss community boundary and is also situated on previously disturbed road right-of-way off Englewood Drive.

I look forward to hearing from you.

Kind regards,

Tara

Tara Jones
Regional Project Manager
Ministry of Transportation and Infrastructure
Northern Region
4825 Keith Avenue
Terrace, BC, V8G 1K7

Direct Line: 778-702-1483
Mobile: 778-233-5066
Tara.Jones@gov.bc.ca



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Visit us at: www.gov.bc.ca/tran

From: Jones, Tara TRAN:EX
Sent: September 23, 2020 9:04 AM
To: 'Brian.Svanvik@namgis.bc.ca' <Brian.Svanvik@namgis.bc.ca>
Subject: RE: MOTI Proposed EV Charging Stations in Woss

Good Morning Brian,

I just wanted to check in regarding the Woss EV Station. During our call on September 9th you mentioned you would hopefully be discussing the proposed project with Chief and Council mid September. I look forward to hearing how that went if you want to provide an update that would be greatly appreciated.

Thank you.

Best regards,

Tara Jones
Assistant Project Manager
Ministry of Transportation and Infrastructure
Northern Region
4825 Keith Avenue
Terrace, BC, V8G 1K7

Direct Line: 250-615-3922
Mobile: 778-233-5066
Tara.Jones@gov.bc.ca



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Visit us at: www.gov.bc.ca/tran

From: Jones, Tara TRAN:EX
Sent: September 9, 2020 10:38 AM
To: 'Brian.Svanvik@namgis.bc.ca'
Subject: RE: MOTI Proposed EV Charging Stations in Woss

Hi Brian,

I just wanted to touch base with you regarding the Woss EV station. Were you able to meet with Chief and Council last month? If so, are you still able to call in to the conference call this afternoon?

Thank you,

Tara

Tara Jones
Assistant Project Manager

Ministry of Transportation and Infrastructure
Northern Region
4825 Keith Avenue
Terrace, BC, V8G 1K7

Direct Line: 250-615-3922
Mobile: 778-233-5066
Tara.Jones@gov.bc.ca



For current highway conditions: <http://www.drivebc.ca>

Visit us at: www.gov.bc.ca/tran

From: Jones, Tara TRAN:EX
Sent: August 6, 2020 1:05 PM
To: 'Brian.Svanvik@namgis.bc.ca' <Brian.Svanvik@namgis.bc.ca>
Cc: Louttit, Mark TRAN:EX <Mark.Louttit@gov.bc.ca>; Bedard-Thompson, Terry TRAN:EX <Terry.Bedard-Thompson@gov.bc.ca>; Callander, Alan TRAN:EX <Alan.Callander@gov.bc.ca>; Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>; Franssen, Morganne TRAN:EX <Morganne.Franssen@gov.bc.ca>; Referrals <referrals@namgis.bc.ca>
Subject: MOTI Proposed EV Charging Stations in Woss

Dear Brian,

Thank you very much for attending the conference call on Tuesday, August 4th, 2020 regarding the Ministry of Transportation (MOTI) Electric Vehicle (EV) charging stations proposed at Woss.

For your records, please note that in attendance at our meeting was Mark Louttit, Manager of Electrical Engineering & Design, Alan Callander, Manager of Climate Action group and Terry Bedard-Thompson, Advisor with the Indigenous Relations Team for MoTI and myself, Project Manager for the province's Electric Vehicle Charging Station Program.

I wanted to summarize our discussion and provide you with some additional information about the EV charging project in order to support your upcoming discussions with the Namgis leadership later this month.

First by way of background, our EV program works in conjunction with BC Hydro to install a robust public EV charging network across the province. The Woss area and Northern Vancouver Island in general are lacking in public EV charging stations which is what has prompted our team to select this site as a priority location. It should also be noted that this Woss EV site location is within the Woss community boundary and is also situated on previously disturbed road right-of-way off Englewood Drive.

During our call you highlighted Namgis's primary concern regarding the cumulative impacts of the numerous projects ongoing in the Namgis traditional territory and the lack of adequate consultation with some projects. We want to ensure you that we are prepared to work jointly with Namgis on this initiative and to seek ways to move forward on the proposed EV infrastructure in a collaborative manner.

You also referenced the fact that MoTI utilizes Remote Access to Archaeological Data (RAAD) as our primary source of information for archaeological information for work in previously disturbed right-of-way. You also noted that due to the minimal amount of excavation required for the electrical wiring and conduit that this project will not likely be of a high concern to the Namgis leadership. However, you will be bringing this to their attention at the next Chief and Council meeting scheduled for the end of August 2020.

Please note that the proposed construction schedule to complete the installation is before the end of November 2020. Our work typically takes 2-3 months from start to finish, including BC Hydro's time to connect

the service. Ideally, we would like to start work sometime in September 2020, but we can be flexible with our schedule understanding that discussions with the Namgis leadership can be delayed at this time due to the current pandemic situation.

The Ministry would also like to explore the opportunity of installing signage at the Woss site, such as acknowledging Namgis traditional territory. Any other potential signage information or suggestions from Namgis would be greatly appreciated.

I will set up a teleconference for early September 2020 so that we can touch base regarding your discussions with Chief and Council and discuss next steps. Please let me know if there is anything further, I can provide to support these discussions.

I also committed to providing you with our most recent project design for the Woss EV Charging site which I have attached for your reference.

Sincerely,

Tara

Tara Jones

Assistant Project Manager

Ministry of Transportation and Infrastructure

Northern Region

4825 Keith Avenue

Terrace, BC, V8G 1K7

Direct Line: 250-615-3922

Mobile: 778-233-5066

Tara.Jones@gov.bc.ca



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Page 068 of 421 to/à Page 070 of 421

Withheld pursuant to/removed as

s.12 ; s.13 ; s.17

Berniaz, Kate TRAN:EX

From: Rorison, Trish TRAN:EX
Sent: September 23, 2022 3:52 PM
To: Berniaz, Kate TRAN:EX; Merkley, John TRAN:EX
Subject: Outline_EMLI_MOTI_TBSUB_20220914 - MOTI Comments JM
Attachments: s.12; s.13; s.17

s.12; s.13

Thanks,

Trish

Page 072 of 421 to/à Page 074 of 421

Withheld pursuant to/removed as

DUPLICATE

Page 075 of 421 to/à Page 077 of 421

Withheld pursuant to/removed as

s.12 ; s.13 ; s.17

s.12; s.13; s.17

Berniaz, Kate TRAN:EX

From: Rorison, Trish TRAN:EX
Sent: September 22, 2022 11:08 AM
To: Bawa, Reg R TRAN:EX; Handrahan, Kirk TRAN:EX; Berniaz, Kate TRAN:EX
Subject: RE: TB sub with EMLI

s.12; s.13

Trish

From: Bawa, Reg R TRAN:EX <Reg.Bawa@gov.bc.ca>
Sent: September 22, 2022 10:41 AM
To: Handrahan, Kirk TRAN:EX <Kirk.Handrahan@gov.bc.ca>; Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>; Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>
Subject: TB sub with EMLI

s.12; s.13

Any idea when we can see a draft?

Thanks
R

Reg Bawa, CPA CGA | Assistant Deputy Minister
Policy, Programs & Partnerships, Ministry of Transportation & Infrastructure | 250-888-0658 (cell)

Berniaz, Kate TRAN:EX

From: Weir, Heather D TRAN:EX
Sent: March 16, 2022 9:12 AM
To: Berniaz, Kate TRAN:EX; Rorison, Trish TRAN:EX
Cc: Bersky, Clyde TRAN:EX; Gauvin, Katia A TRAN:EX; Peters, Yvonne TRAN:EX
Subject: FW: 065CS121401 AES CONTRACT - amendments for approval (5-year roll out EVCS)

Trish, Kate:

Please provide approval (email is fine) to change “**Effective Date of Amendment**” from March 14, 2022 to **October 1, 2021** to allow us to process invoice number 211200215R (currently on hold) for payment.

Should you have any questions or concerns, please don't hesitate to contact me.

Thank you.

Heather Weir
Financial Officer, Finance & Admin. Services
Policy, Programs & Partnerships Division
Ministry of Transportation & Infrastructure
Phone: (778) 974-5243

From: Peters, Yvonne TRAN:EX <Yvonne.Peters@gov.bc.ca>
Sent: March 15, 2022 7:55 AM
To: Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>; Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>; Weir, Heather D TRAN:EX <Heather.Weir@gov.bc.ca>
Cc: Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>
Subject: RE: 065CS121401 AES CONTRACT - amendments for approval (5-year roll out EVCS)



Request for
Amendment to ...

Please find attached the signed AES Contract amendment.

Yvonne Peters (*She/Her/Hers*)

Branch Administrator

Transportation Programs

Ministry of Transportation & Infrastructure

778.698.9479

*I recognize the Tsartlip, Tsawout, Tseycum and Pauquachin peoples,
on whose traditional territories I work, live and learn.*

From: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>
Sent: March 14, 2022 3:55 PM

To: Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>

Cc: Peters, Yvonne TRAN:EX <Yvonne.Peters@gov.bc.ca>; Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>

Subject: 065CS121401 AES CONTRACT - amendments for approval (5-year roll out EVCS)

Trish,

Attached is the 5-year EVCS Roll-out with AES contract amendment for approval. This is an amendment to extend the contract by 3.5 months and an additional \$45,000 scope increase. The request includes the project schedule and costs (see attached spreadsheet), to be included in the Payment Schedule.

Specifically,

- We would like to extend the contract with AES to July 15, 2022. More time is needed to complete all deliverables in the contract, which was signed October 25, 2021. Given the significant amount of work involved in developing a Five-Year EVCS Rollout Plan, it is not unreasonable to extend the timeline. Additionally, this extension will allow for an expansion of the scope of the work.
- We would like to expand the scope the work to include upgrades to existing ministry 25kW charging stations. The 25kW chargers are not as reliable as more powerful units and provide a slower charge. We know that EV drivers depend on reliable and fast charging to get to their destinations safely and in good time. Reliability is particularly important when travelling along more remote highways.
- AES provided a quote for the inclusion of these upgrades as part of Five-Year EVCS Rollout Plan. For \$45,000, AES will include conceptual designs and Class 4 costing for eight 25kW locations. This quote is consistent with the cost of previous design contracts with other companies. The total cost of the contract with AES will be \$245,000 (plus GST). The advantage of including this work in the AES contract is that it integrates the upgrades with the five-year rollout plan.

<< File: Request for Amendment to AES 065CS121401.doc >> << File: AES Revised Project Schedule Gantt - 2022.03.11.xlsx >>

Please let me know or Katia know if you have any questions. This contract must be amended by March 31, 2022, but we are eager to process it before year end.

After you have signed, please share with Heather, ccing Katia.

Thank you,
Kate

Berniaz, Kate TRAN:EX

From: Rorison, Trish TRAN:EX
Sent: July 12, 2022 9:10 AM
To: Berniaz, Kate TRAN:EX
Subject: FW: EVCS Rollout Plan - draft plan for your review

When we have time, can we catch up on this one today?

From: Gunn, Darrell TRAN:EX <Darrell.Gunn@gov.bc.ca>
Sent: July 12, 2022 9:05 AM
To: Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>
Subject: FW: EVCS Rollout Plan - draft plan for your review

From: Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>
Sent: July 5, 2022 5:17 PM
To: Bhatti, Ashok A TRAN:EX <Ashok.Bhatti@gov.bc.ca>; Gunn, Darrell TRAN:EX <Darrell.Gunn@gov.bc.ca>; Sirett, Steve TRAN:EX <Steve.Sirett@gov.bc.ca>
Cc: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>; 'Brendan McEwen' <brendan.mcewen@dunsky.com>; Disegni, Rodrigo TRAN:EX <Rodrigo.Disegni@gov.bc.ca>
Subject: EVCS Rollout Plan - draft plan for your review



2-21-454 - MOTI
5-Year EV Char...

Hello Ashok, Darrell, and Steve:

The 'Roadmap to 2030' calls for an Electric Highway by 2024 and 10,000 public EVCS by 2030. The ministry's role toward this goal is to install EVCS at highway rest areas and ROWs. Today, there are 22 stations that are open to the public and several more expected in the coming months.

To help us build charging stations along the more remote routes, where there are significant gaps, we have contracted AES to prepare an EVCS Rollout Plan. The Plan focuses on routes that have limited power and few amenities, in particular Highway 37, Highway 97 north, and Highway 20.

Attached is the draft Plan for your review. Can you provide your thoughts by early next week?

Regards,
~Katia

Katia Gauvin (she/her)
Sr. Program Analyst
Transportation Programs
BC Ministry of Transportation and Infrastructure
Ph: 778-698-8825

Written on ləkʷəŋən Peoples' lands, where the Songhees and Esquimalt First Nations' historical relationships with this land continue today.

Home of the Métis Chartered Community of Greater Victoria.



REQUEST FOR AMENDMENT TO CONSULTING SERVICES CONTRACT

To	Headquarters or Regional Contract Administration		Date (yyyy/mm/dd)
	Headquarters		2022 03 14
	Address (Street Number, City, Province, Postal Code) 5 th floor, 590 Blanshard Street, Victoria BC V8W 9T5		
From	Contact Name		Phone Number
	Kate Berniaz		250 419-8544
	Branch, Region, District Name Transportations Programs		Contact Responsibility Centre Number 55065
File Number	Contact Contract Identification Number 0 6 5 C S 1 2 1 4 0	RISP Number 1	Amendment Number 1
Contractor	Business Name		Phone Number
	AES Engineering Ltd.		s.22
	Contact Name		Facsimile Number
	Brendan McEwan		
	Business Address (Street Number, City, Province, Postal Code) 505 Burrard Street, Suite 905, Box 91, Vancouver, BC V7X 1M4		

Justification for Amendment	Extending the timeline to July 15, 2022 to ensure the plan meets our needs
	Expanding the scope to include 25kW EVCS upgrades for \$45,000 (climate budget 2022/23)
	Including tasks and costs in the Payment Schedule (see attached spreadsheet)
Description of Amendment	Timeline extension:
	This plan is an essential ministry planning tool that will inform the CleanBC Transportation Action Plan
	We want to provide sufficient time for all questions and key issues to be addressed
	Scope expansion:
	The 25kW EVCS upgrades are needed to meet public expectation of service and reliability
	The \$45,000 cost for the upgrade designs is consistent with the cost of similar design projects
	Payment Schedule change:
	In its proposal AES provided a total cost of \$200,000 (climate budget 2021/22) and hourly personnel rates
	AES organized the work by task; for clarity, we want to include the tasks in the Payment Schedule

Effective Date of Amendment (yyyy/mm/dd) 2022 03 14

Original Contract Total \$200,000	Previous Amendments Total \$	Value of Current Amendment \$45,000	New Contract Total \$245,000
Fiscal Distribution (for Total Contract Value)	Year 2021/22	Year	Year
	Total \$245,000	Total \$	Total \$
Approval to Amend	(Expense Authority Signature) 	Print Name: Trish Rorison	
	(Signature of A.D.M., C.O.O. or D.M. where required)	Print Title: Executive Director	Date: March 15 2022
		Print Name:	
		Print Title:	Date:

Page 085 of 421 to/à Page 159 of 421

Withheld pursuant to/removed as

s.13

Berniaz, Kate TRAN:EX

From: Gauvin, Katia A TRAN:EX
Sent: June 30, 2022 8:56 AM
To: Rorison, Trish TRAN:EX
Cc: Berniaz, Kate TRAN:EX
Subject: FW: BC, YK, NWT collaboration call on public ZEV infrastructure planning

From: Andre.Gagne@yukon.ca <Andre.Gagne@yukon.ca>
Sent: December 7, 2021 12:57 PM
To: Shane.Andre@yukon.ca; Abernethy, Rebecca C EMLI:EX <Rebecca.Abernethy@gov.bc.ca>
Cc: Catherine_Boyd@gov.nt.ca; Gabrielle_Moser@gov.nt.ca; Rob_Thom@gov.nt.ca; Patrick_Smith@gov.nt.ca; Remi_Gervais@gov.nt.ca; LeBlanc, Jenna EMLI:EX <Jenna.LeBlanc@gov.bc.ca>; Aubertin, Audrey EMLI:EX <Audrey.Aubertin@gov.bc.ca>; Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>
Subject: RE: BC, YK, NWT collaboration call on public ZEV infrastructure planning

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hi All,

<https://yukon.ca/sites/yukon.ca/files/emr/emr-electric-vehicle-charging-stations-handout.pdf>

Please see page one from link:

1. Light blue dots: These are charger sites that will go live in the coming days and weeks, including Watson Lake.
2. Dark blue dots: These are the 5 existing DC fast chargers. Note there are actually 2 existing DCFCs in Whitehorse but only one dot.
3. Orange-red dots: 2022-23 fiscal year, 7 DC fast chargers will be installed.
 - a. Four of these will be DC 480V/50kW/3-ph chargers (2 more in Whitehorse, Faro and Ross River).
 - b. Three will be 240V/25kW/single-ph (Mendenhall, Burwash and Beaver Creek), as per infrastructure available.

So Whitehorse will have 4 DC fast chargers deployed by end of next summer, 2022.

I look forward to hearing about BC's plans for:

1. Alaska Highway, Fort St. John to Watson Lake, YT stretch, and
2. Cassiar HWY.

I look forward to hearing about NWT's plans for the northern portion of the Dempster HWY, to Tuk.

Are fast chargers likely to be eventually be installed along these highways? Is infrastructure as limited as it appears? Looking ahead, Yukon is thinking about what could happen at Junction 37 (Cassiar HWY northern terminus), and in Swift River, YT. Those locations could see Level 2 and/or single-ph 25kW/240V DC chargers. These would help mitigate the 250 km haul between Watson Lake and Teslin, YT.

I expect this map will soon be edited and made a bit more interactive to better reflect our deployments, particularly in Whitehorse.

Thanks,

Andre



André Gagné (he/him)
Senior Energy Advisor (bilingue)
Energy Branch | EMR
T 867-667-5015 | Yukon.ca

us reconnaissons avec respect que nous vivons sur le territoire traditionnel de la
emière nation des Kwanlin Dün et du Conseil de Ta'an Kwäch'än.

From: Shane.Andre <Shane.Andre@yukon.ca>

Sent: December 7, 2021 1:18 PM

To: 'Abernethy, Rebecca C EMLI:EX' <Rebecca.Abernethy@gov.bc.ca>; Andre.Gagne <Andre.Gagne@yukon.ca>

Cc: Catherine_Boyd@gov.nt.ca; Gabrielle_Moser@gov.nt.ca; Rob_Thom@gov.nt.ca; Patrick_Smith@gov.nt.ca;

Remi_Gervais@gov.nt.ca; LeBlanc, Jenna EMLI:EX <Jenna.LeBlanc@gov.bc.ca>; Aubertin, Audrey EMLI:EX

<Audrey.Aubertin@gov.bc.ca>; Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>

Subject: RE: BC, YK, NWT collaboration call on public ZEV infrastructure planning

Hi Rebecca,

I'll have Andre send you over details of Yukon's deployment plan and any other relevant information.

With regards to Watson Lake, we hope to have a level 3 charging station in place in that community within the next month or so. Groundwork is already completed and the contractor is just waiting on a transformer.

Cheers,
Shane



Shane Andre

Pronouns: he/him

Director

Energy Branch, Energy Mines and Resources

T 867-335-3587 | Yukon.ca

I respectfully acknowledge that I work within the traditional territories of the Kwanlin Dün First Nation and the Ta'an Kwäch'än Council.

From: Abernethy, Rebecca C EMLI:EX <Rebecca.Abernethy@gov.bc.ca>

Sent: December 7, 2021 12:24 PM

To: Shane.Andre <Shane.Andre@yukon.ca>; Andre.Gagne <Andre.Gagne@yukon.ca>

Cc: Catherine_Boyd@gov.nt.ca; Gabrielle_Moser@gov.nt.ca; Rob_Thom@gov.nt.ca; Patrick_Smith@gov.nt.ca;

Remi Gervais@gov.nt.ca; LeBlanc, Jenna EMLI:EX <Jenna.LeBlanc@gov.bc.ca>; Aubertin, Audrey EMLI:EX <Audrey.Aubertin@gov.bc.ca>; Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>

Subject: RE: BC, YK, NWT collaboration call on public ZEV infrastructure planning

*** External email: Do not click on links or attachments except from trusted senders. ***

Hi all,

When you have a chance, it would be great to get links and brief written updates from Yukon and NWT on your respective public charging studies and deployment plans. In particular, we in B.C. are keen to know your target deployment timeframe for fast charging in Watson Lake, YK.

For reference, I'm also adding Katia Gauvin from B.C.'s Ministry of Transportation and Infrastructure (MOTI) to this chain. Her Ministry directly deploys/owns/operates some of B.C.'s public fast charging stations, and it is likely that a combination of MOTI and BC Hydro (our main electrical utility) stations will comprise most of B.C.'s most northerly stations in the future, that connect to your territories.

Cheers,
Rebecca

Rebecca Abernethy, MSc
Senior Policy Advisor
Clean Transportation Branch
B.C. Ministry of Energy, Mines and Low Carbon Innovation
Phone: 778-974-5392
Email: Rebecca.Abernethy@gov.bc.ca
Web: www.gov.bc.ca/zeroemissionvehicles

From: s.15
s.15

Sent: November 29, 2021 4:43 PM

To: 'Shane.Andre@yukon.ca' <Shane.Andre@yukon.ca>; Andre.Gagne@yukon.ca

Cc: Catherine.Boyd@gov.nt.ca; Gabrielle.Moser@gov.nt.ca; Rob.Thom@gov.nt.ca; Patrick.Smith@gov.nt.ca; Remi.Gervais@gov.nt.ca; LeBlanc, Jenna EMLI:EX <Jenna.LeBlanc@gov.bc.ca>; Aubertin, Audrey EMLI:EX <Audrey.Aubertin@gov.bc.ca>

Subject: RE: BC, YK, NWT collaboration call on public ZEV infrastructure planning

Hi everyone,

Thanks very much for your time today; it was great to connect our three jurisdictions on public ZEV infrastructure planning.

As discussed:

- Please let the group know if there are contacts in your jurisdiction who should be added/removed from this email 'list.' Andre from YK has already been added. As mentioned on the call, I will be on maternity leave in a few weeks until early 2023, but Jenna Leblanc and Audrey Aubertin are available from BC; we also have a much larger group working on ZEV programs and regulations that we'd be happy to connect you with at any time.
- YK, NWT, please share with the group your public ZEV infrastructure plans via email. We are interested in both published plans/studies/commitments (e.g. climate change plans, infrastructure deployment plans/commitments) as well as whatever you can share on deployment planning that's not yet public. B.C.'s public commitments/studies are listed in the email below. Our deployment plans are at various stages. I can tell the group that while there are no imminent (confirmed) plans for stations that would directly border your

territories right now, we are generally working north and they are on lists for the next few years. The public target is to have B.C. fully geographically connected for EV charging by summer 2024.

- As discussed, a key challenge for us is no/low power sites (e.g. BC Hwy 77, leading to NWT Hwy 7 / Fort Liard area). BC Hydro, our main electricity utility, is undertaking a Request For Information right now (closes early Jan 2022) soliciting technology solutions from the market for no power, non-integrated and single phase sites. We will aim to share whatever results we can from this work with you. Here is the RFI (if link doesn't work, it's RFI 16644 on BC Bid now).
https://www.bcbid.gov.bc.ca/open.dll/showDisplayDocument?sessionID=1650540221&disID=49725518&docType=Tender&dis_version_nos=0&doc_search_by=Tend&docTypeQual=TN
 - NWT, please share the study you referred to that investigated different technology options.
 - Any examples either of you have of pilot/demonstration sites that aren't connected to a main grid, BC would be keen to hear about (especially that use battery or renewable integration, or that tie into a small diesel community system and use 'non-conventional' technology to manage).
- YK, keep the group posted on a potential MOU. In principle, we're happy to keep working together.

Please feel free to reach out to us at any time with questions, ideas, updates, and we will do the same.

Cheers,
Rebecca

Rebecca Abernethy, MSc
Senior Policy Advisor
Clean Transportation Branch
B.C. Ministry of Energy, Mines and Low Carbon Innovation
Phone: 778-974-5392
Email: Rebecca.Abernethy@gov.bc.ca
Web: www.gov.bc.ca/zeroemissionvehicles

From: Shane.Andre@yukon.ca <Shane.Andre@yukon.ca>
Sent: November 29, 2021 1:59 PM
To: Andre.Gagne@yukon.ca
Cc: Abernethy, Rebecca C EMLI:EX <Rebecca.Abernethy@gov.bc.ca>; Catherine Boyd@gov.nt.ca; Gabrielle Moser@gov.nt.ca; Rob Thom@gov.nt.ca; Patrick Smith@gov.nt.ca; Remi Gervais@gov.nt.ca; LeBlanc, Jenna EMLI:EX <Jenna.LeBlanc@gov.bc.ca>; Aubertin, Audrey EMLI:EX <Audrey.Aubertin@gov.bc.ca>
Subject: RE: BC, YK, NWT collaboration call on public ZEV infrastructure planning

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hi Andre,

I had a good meeting this afternoon with our colleagues in BC and NWT (cc'd above) regarding EV charging infrastructure.

Can you please send them a summary of our community EV fast charging project status and plans. I gave them a quick summary in the meeting but promised to follow up with something more formal.

Thanks,
Shane



Shane Andre

Pronouns: he/him

Director

Energy Branch, Energy Mines and Resources

T 867-335-3587 | Yukon.ca

I respectfully acknowledge that I work within the traditional territories of the Kwanlin Dün First Nation and the Ta'an Kwäch'än Council.

-----Original Appointment-----

From: Abernethy, Rebecca C EMLI:EX <Rebecca.Abernethy@gov.bc.ca>

Sent: November 23, 2021 11:56 AM

To: Abernethy, Rebecca C EMLI:EX; 'Catherine Boyd (NT)'; 'Gabrielle Moser'; 'Rob Thom'; Shanna.Epp; Shane.Andre; Benjamin Israel; Patrick_Smith@gov.nt.ca; Remi Gervais

Cc: LeBlanc, Jenna EMLI:EX; Aubertin, Audrey EMLI:EX

Subject: BC, YK, NWT collaboration call on public ZEV infrastructure planning

When: November 29, 2021 1:00 PM-2:00 PM (UTC-08:00) Pacific Time (US & Canada).

Where: Microsoft Teams Meeting

*** External email: Do not click on links or attachments except from trusted senders. ***

Draft agenda:

- Introductions
- Roundtable of public charging / hydrogen fuelling infrastructure plans, targets, commitments
- Discussion on public charging in off-grid or other low power areas
- Next steps

Microsoft Teams meeting

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s.15; s.17 Canada, Victoria

Phone Conference ID: s.15; s.17

[Find a local number](#) | [Reset PIN](#)

[Learn More](#) | [Meeting options](#)

From: Abernethy, Rebecca C EMLI:EX

Sent: November 15, 2021 3:49 PM

To: 'Catherine Boyd (NT)' <Catherine_Boyd@gov.nt.ca>; 'Gabrielle Moser' <Gabrielle_Moser@gov.nt.ca>; 'Rob Thom' <Rob_Thom@gov.nt.ca>; 'Shanna.Epp@yukon.ca' <Shanna.Epp@yukon.ca>; 'Wade Carpenter' <Wade_Carpenter@gov.nt.ca>; 'Shane.Andre@yukon.ca' <Shane.Andre@yukon.ca>

Cc: LeBlanc, Jenna EMLI:EX <Jenna.LeBlanc@gov.bc.ca>; Aubertin, Audrey EMLI:EX <Audrey.Aubertin@gov.bc.ca>

Subject: BC, YK, NWT collaboration call on public ZEV infrastructure planning

Hello Yukon, NWT ZEV colleagues,

I found your emails through the Federal-Provincial-Territorial Zero-Emission Vehicle (ZEV) Working Group mailing list. Please forward this message along to colleagues as appropriate.

The B.C. Ministry of Energy, Mines and Low Carbon Innovation would like to convene a meeting with Yukon and NWT public charging infrastructure representatives to discuss our various infrastructure plans and targets and the potential for collaboration. B.C. is interested in completing a fully connected geographic public fast charging (and hydrogen fuelling) network province-wide, as well as aiming for connections into neighbouring jurisdictions, which includes yours.

For example, in May of 2021, B.C. released its [B.C. Public Light-Duty ZEV Infrastructure Study](#), which outlines the approximate number and location of public fast charging stations required to travel on all major routes in the province, including Highways 37, 97, and 77 connecting to your territories. In October 2021, B.C. released the [CleanBC Roadmap to 2030](#), which included commitments to complete B.C.'s fast charging geographic network by summer 2024, along with 10,000 public charging stations by 2030. We know your jurisdictions have plans as well and would like to hear more about them and determine if there are opportunities to collaborate on further planning and implementation.

Here is a proposed draft agenda:

- Introductions
- Roundtable of public charging / hydrogen fuelling infrastructure plans, targets, commitments
- Discussion on public charging in off-grid or other low power areas
- Next steps

Here is a doodle poll to find availability. Please complete (or forward for your relevant colleagues to complete) by Tues, Nov 23: https://doodle.com/poll/7ixrgv8nacspi99v?utm_source=poll&utm_medium=link

Cheers,
Rebecca

Rebecca Abernethy, MSc
Senior Policy Advisor
Clean Transportation Branch
B.C. Ministry of Energy, Mines and Low Carbon Innovation
Phone: 778-974-5392
Email: Rebecca.Abernethy@gov.bc.ca
Web: www.gov.bc.ca/zeroemissionvehicles

Berniaz, Kate TRAN:EX

From: Lum, Sharon TRAN:EX
Sent: October 20, 2022 9:24 AM
To: Rorison, Trish TRAN:EX; Berniaz, Kate TRAN:EX
Cc: Peters, Yvonne TRAN:EX; Gauvin, Katia A TRAN:EX
Subject: RE: 311302 - EV chargers in Northern BC

Good morning,

The MO has followed up on this one and wanting to know if any further meeting have taken place and provide an update if they have. If not could you provide a timeline for when these might happen?

Thank you,
Sharon

From: Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>
Sent: August 12, 2022 2:18 PM
To: Lum, Sharon TRAN:EX <Sharon.Lum@gov.bc.ca>; Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>
Cc: Peters, Yvonne TRAN:EX <Yvonne.Peters@gov.bc.ca>; Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>
Subject: RE: 311302 - EV chargers in Northern BC

Thanks Sharon – we'll make note and prepare.

From: Lum, Sharon TRAN:EX <Sharon.Lum@gov.bc.ca>
Sent: August 12, 2022 1:38 PM
To: Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>; Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>
Cc: Peters, Yvonne TRAN:EX <Yvonne.Peters@gov.bc.ca>
Subject: FW: 311302 - EV chargers in Northern BC

Just flagging for you that the MO would like an update when the fall meetings take place.

Sharon

From: Plamondon, Lea TRAN:EX <Lea.Plamondon@gov.bc.ca>
Sent: August 8, 2022 1:51 PM
To: Merry, Kathleen TRAN:EX <Kathleen.Merry@gov.bc.ca>; Lum, Sharon TRAN:EX <Sharon.Lum@gov.bc.ca>
Subject: FW: 311302 - EV chargers in Northern BC

Good afternoon:

Could you please ensure an update is provided to the MO once the fall meetings have taken place.

Thank you
Lea

From: Champion, Ella D TRAN:EX <Ella.D.Champion@gov.bc.ca>
Sent: August 8, 2022 1:18 PM

To: Shoquist, Sarah TRAN:EX <Sarah.Shoquist@gov.bc.ca>; Bonifacio, Thomas TRAN:EX <Thomas.Bonifacio@gov.bc.ca>; Plamondon, Lea TRAN:EX <Lea.Plamondon@gov.bc.ca>
Cc: Gedney, Vanessa R TRAN:EX <Vanessa.Gedney@gov.bc.ca>; Harrison, Veronica TRAN:EX <Veronica.Harrison@gov.bc.ca>
Subject: RE: 311302 - EV chargers in Northern BC

Thanks for this, appreciate the summary. I gather from this that there's no particular need for a Min-level meeting at this time, but I'd be interested to hear any updates that come out of those fall meetings. Will share this with the EMLI MO for their information.

Best,
E

From: Shoquist, Sarah TRAN:EX <Sarah.Shoquist@gov.bc.ca>
Sent: July 27, 2022 3:38 PM
To: Bonifacio, Thomas TRAN:EX <Thomas.Bonifacio@gov.bc.ca>; Champion, Ella D TRAN:EX <Ella.D.Champion@gov.bc.ca>
Cc: Gedney, Vanessa R TRAN:EX <Vanessa.Gedney@gov.bc.ca>; Plamondon, Lea TRAN:EX <Lea.Plamondon@gov.bc.ca>
Subject: RE: 311302 - EV chargers in Northern BC

Good afternoon, please see attached Meeting Summary for the following:

MEETING OBO MRF:	Government of Yukon
ISSUE:	EV Charging Stations in Northern BC
DATE:	July 18th
STAFF PARTICIPANTS:	Kate Berniaz, Katia Gauvin

Thank you,
Sarah Shoquist (she/they)
Documents Coordinator
Office of the Deputy Minister
Ministry of Transportation & Infrastructure
236-478-2027

From: Plamondon, Lea TRAN:EX <Lea.Plamondon@gov.bc.ca>
Sent: July 21, 2022 11:43 AM
To: Bonifacio, Thomas TRAN:EX <Thomas.Bonifacio@gov.bc.ca>; Champion, Ella D TRAN:EX <Ella.D.Champion@gov.bc.ca>
Cc: Shoquist, Sarah TRAN:EX <Sarah.Shoquist@gov.bc.ca>; Gedney, Vanessa R TRAN:EX <Vanessa.Gedney@gov.bc.ca>
Subject: FW: 311302 - EV chargers in Northern BC

Hi Thomas/Ella

From Reg's team: Staff met with Yukon staff on July 18 and are drafting a summary – hoping it will be with DMO in the next day or so.

Lea

From: Champion, Ella D TRAN:EX <Ella.D.Champion@gov.bc.ca>
Sent: July 15, 2022 12:24 PM
To: Plamondon, Lea TRAN:EX <Lea.Plamondon@gov.bc.ca>; Gedney, Vanessa R TRAN:EX <Vanessa.Gedney@gov.bc.ca>

Cc: Bonifacio, Thomas TRAN:EX <Thomas.Bonifacio@gov.bc.ca>; Shoquist, Sarah TRAN:EX <Sarah.Shoquist@gov.bc.ca>
Subject: RE: 311302 - EV chargers in Northern BC

Hi Lea,

EMLI is following up with us wondering whether MBR should join a possible future Min-level meeting on this topic. If possible, it would be helpful if from that report-back we could get a sense of whether the Yukon's concerns lean into EMLI territory much. Do we know yet when this staff-level meeting is scheduled for?

Thanks,
E

From: Plamondon, Lea TRAN:EX <Lea.Plamondon@gov.bc.ca>
Sent: July 8, 2022 11:11 AM
To: Champion, Ella D TRAN:EX <Ella.D.Champion@gov.bc.ca>; Gedney, Vanessa R TRAN:EX <Vanessa.Gedney@gov.bc.ca>
Cc: Bonifacio, Thomas TRAN:EX <Thomas.Bonifacio@gov.bc.ca>; Shoquist, Sarah TRAN:EX <Sarah.Shoquist@gov.bc.ca>
Subject: RE: 311302 - EV chargers in Northern BC

Hi Ella –

Thomas already sent this through to us. Please see attached response from this morning from staff. Once they meet with Yukon folks, you can determine if MRF needs to meet.

Lea

From: Champion, Ella D TRAN:EX <Ella.D.Champion@gov.bc.ca>
Sent: July 7, 2022 5:08 PM
To: Plamondon, Lea TRAN:EX <Lea.Plamondon@gov.bc.ca>; Gedney, Vanessa R TRAN:EX <Vanessa.Gedney@gov.bc.ca>
Cc: Bonifacio, Thomas TRAN:EX <Thomas.Bonifacio@gov.bc.ca>
Subject: FW: 311302 - EV chargers in Northern BC

Hi folks,

We received the attached incoming from the Yukon Ministers of Energy and Transpo. Was wondering if staff could reach out to their counterparts in the territory to have a preliminary discussion about this topic, and see if there might be any information that we could provide that would address whatever they want to ask MRF about.

We're happy to offer them a meeting with the Minister if desired (and staff can say that), just want to check in on a staff level first in case it can be best addressed that way.

Thanks!
E

From: Writing Services, Transportation TRAN:EX <Transportation.WritingServices@gov.bc.ca>
Sent: June 30, 2022 9:01 AM
To: Champion, Ella D TRAN:EX <Ella.D.Champion@gov.bc.ca>
Cc: Writing Services, Transportation TRAN:EX <Transportation.WritingServices@gov.bc.ca>
Subject: FW: 311302 - EV chargers in Northern BC

Hi Ella,

Meant to flag this one for you yesterday – will log as a meeting request and assign to Thomas, as per our usual process.

Thanks,

Maija Liinamaa

*Correspondence Coordinator / Corporate Writing Services
Ministry of Transportation and Infrastructure
5B-940 Blanshard Street / Victoria, BC V8W 9T5
Phone: 778 974-5318*

From: Elisha.Sidoun@yukon.ca <Elisha.Sidoun@yukon.ca>

Sent: June 29, 2022 10:13 AM

To: Transportation, Minister TRAN:EX <Minister.Transportation@gov.bc.ca>

Cc: Bonifacio, Thomas TRAN:EX <Thomas.Bonifacio@gov.bc.ca>; Minister, ENV ENV:EX <ENV.Minister@gov.bc.ca>; Minister, EMLI EMLI:EX <EMLI.Minister@gov.bc.ca>; Starlene.Elias@yukon.ca; Moira.Lassen@yukon.ca

Subject: 311302 - EV chargers in Northern BC

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Fleming,

Please find attached the letter from Minister Clarke and Minister Streicker re: EV chargers in Northern BC. We are also interested in setting up a meeting to discuss this item in the near future.

With great respect,

Elisha



Elisha Sidoun (He\Him)

Ministerial Advisor to the Honourable Nils Clarke
Cabinet Offices
T 867-333-1007

Berniaz, Kate TRAN:EX

From: Berniaz, Kate TRAN:EX
Sent: October 28, 2021 4:00 PM
To: Rorison, Trish TRAN:EX
Subject: Supporting information on EV Charging Station for James/Capital Board information
Attachments: MOTI EVCS 2021-22 - costs and fed recoveries.xlsx; DN CPB - EVCS program Oct 12 2021.docx; MOTI EVCS Map.pdf

Trish,

Based on the discussion with James regarding covering the cost overruns in the EVCS program, I am happy to provide these document that you can forward to him:

- Spreadsheet with two tabs:
 - Table showing federal recoveries
 - Cost breakdown as well as risks and status
- Decision Note for Capital Board
 - I can update this to an information note depending on James' needs.

Thanks,
Kate

Kate Berniaz (she/her)
Project Lead, Climate/Active Transportation
Programs and Corporate Initiatives | Ministry of Transportation and Infrastructure
250 213-6578 (cell) | Kate.Berniaz@gov.bc.ca

Transportation Climate Initiatives Estimates Note

Ministry of Transportation and Infrastructure

Date: April 8, 2021

ISSUE

- Ministry of Transportation and Infrastructure (MOTI) 2021/22 activities to reduce greenhouse gas (GHG) emissions from the transportation sector and support the CleanBC climate plan.

ADVICE AND RECOMMENDED RESPONSE

In 2021/22, MOTI is undertaking transportation-related activities that support the CleanBC plan.

- CleanBC is the Province's plan to meet its legislated climate targets of reducing GHG emissions by 40 per cent by the year 2030, based on 2007 levels.
- CleanBC has also established a Transportation Sectoral Target of 27-32% reduction from 2007 greenhouse gas emission levels by 2030.
- MOTI has \$11.965M from the BCTFA and CleanBC funding dedicated for 2021/22 to deliver transportation related actions that will reduce greenhouse gas emissions.

Transportation Climate Initiatives	3 Year Plan (\$M)*			
	2021/22	2022/23	2023/24	Total
Active Transportation	\$13.765	s.13; s.17		
CleanBC Heavy-Duty Vehicle Efficiencies	\$1.400			
Electric Vehicle Charging Stations	\$1.600			
Minor projects from TP&CI Climate Budget	\$1.200			
TOTAL	\$17.965			

*Includes BCTFA and CleanBC funding

BACKGROUND

The Ministry's climate-related initiatives include:

Active Transportation Strategy (\$13.765M CleanBC/BCTFA)

- In 2021/22, continue to implement *Move. Commute. Connect.*, B.C.'s Active Transportation Strategy that increases the use, safety and convenience of active transportation modes by all ages and abilities across the province. The goal of the strategy is to double the percentage of trips taken by active transportation by 2030. The current budget to support strategy implementation is \$1.765M per year for 3 years. (Note this does not include funding for staffing resources).
- Short and medium term actions that are being implemented include:
 - School programs including Active School Travel pilot program and the EveryoneRides Grade 4/5 bike education pilot
 - Funding Bike to Work Week Spring and Fall 2021 events
 - Motor Vehicle Act pilot projects to support zero emission micro-mobility

- In 2021/22, the Active Transportation Infrastructure Grants program to cost-share infrastructure with Indigenous and local governments has a budget of \$12M, including the additional \$6M funding from CleanBC.

CleanBC Heavy-Duty Vehicle Efficiency Program (Year 3 \$1.4M CleanBC/BCTFA)

- In 2021/22, the Province is investing \$1.4M towards Year 3 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 action supports CleanBC and the National Task Force on Heavy-Duty Vehicle Retrofits.

Electric Vehicle Charging Stations (\$1.6M CleanBC)

- The ministry continues to expand the provincial network of EV charging stations. MOTI is planning to install fast charging stations in four highway rest areas in summer/fall 2021/22, for a total of 26 ministry-installed sites since 2018.

Electric Vehicle Charging Stations 5-year plan (\$0.2M BCTFA)

- To further develop the EV charging network into the future, the ministry will undertake a 5-year project plan. This planning will identify gaps in the overall charging network, source off-grid charging options for those rest areas without power and to determine cost estimates of future works.

Electrification of Inland Ferry fleet (\$0.85M BCTFA)

- In support of the ministry's goal of a Zero-Emission inland ferry fleet by 2040 this work will complete the detailed design, the necessary BC Hydro upgrades, as well as undertake the environmental, and regulatory approvals for the Barstons Island ferry and Adams Lake cable ferry in 2021/22. This work allows the CleanBC commitment of \$1M in capital for the electric ferry conversion to be completed.

Passenger Only Ferry Feasibility Research (\$0.2M BCTFA)

- The ministry's Marine Branch is exploring the potential for passenger only ferries. A continuation of last year's feasibility studies, this research will provide information on the social, environmental (including GHG emissions) and economic impacts of the service, and a cost-benefit multiple account evaluation.

Active Transportation into Transit Orientated Development Guidelines Pilot Implementation (\$0.1M BCTFA)

- The ministry is developing 'Active Transportation in Transit Oriented Development Design Guidelines', which is a resource to support governments, organizations and developers to plan and build high-quality multi-modal connections that provides residents and businesses sustainable transportation options. The next phase will involve looking towards piloting of draft guidelines to evaluate the effectiveness of the guidelines in enabling multi-modal use.

PROGRAM CONTACT

Alan Callander, Manager Climate Action Program
Transportation Policy and Programs, 778 974-4979

Kate Berniaz, Project Lead, Climate/Active Transportation
Transportation Policy and Programs, 250 419-8544

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s.13

Transportation Climate Initiatives Estimates Note

Ministry of Transportation and Infrastructure

Date: May 26, 2020

ISSUE

- Ministry of Transportation and Infrastructure (MOTI) 2020/21 activities to reduce greenhouse gas (GHG) emissions from the transportation sector and support the CleanBC climate plan.

ADVICE AND RECOMMENDED RESPONSE

1. Base Climate Action Budget

In 2020/21, MOTI is undertaking various activities to reduce GHG emissions from the transportation sector.

Base Branch Budget	3 Year Plan (\$M)		
	2020/21	2021/22	2022/23
	\$1.70	\$1.70	\$1.70

Transportation-Related Climate Activities	2020/21
CleanBC Heavy-Duty Vehicle Efficiency Program (Year 2)	\$0.50
Active transportation into transit oriented subdivisions guidelines	\$0.20
Electrification of Inland Ferry Fleet	\$0.70
Passenger Only Ferry Feasibility Research	\$0.40
Electrification of Kootenay Pass maintenance yard	\$0.02
Active Transportation impact on GHG emissions research	\$0.08
TOTAL	\$1.90

s.13; s.17

BACKGROUND

CleanBC Heavy-Duty Vehicle Efficiency Program (Year 2)

- In 2020/21, MOTI is spending \$500,000 towards Year 2 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 (\$500,000) is combined with CleanBC funding (\$900,000) 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.

Active transportation into transit orientated subdivisions guidelines

- Working with TransLink this project will develop a set of guidelines that can be used by local governments when they are designing transit orientated subdivisions. These guidelines will be provided free of charge to local governments province wide. Estimated 2020/2021 budget is \$200,000.

Electrification of inland ferry fleet

- In support of the ministry's goal of a Zero-Emission inland ferry fleet by 2040 this work will complete the detailed design, the necessary BC Hydro upgrades, as well as undertake the environmental, and regulatory approvals. Estimated budget for this work for 2020/21 is \$700,000 (Arrow Park cable ferry - \$500,000 and Adams Lake cable Ferry - \$200,000). This work allows the CleanBC commitment of \$1M in capital for the electric ferry conversion to be completed.

Passenger Only Ferry Feasibility Research

- Working with the ministry's Marine Branch this work will advance the ministry's knowledge of the potential for passenger only ferries. Five reports will be commissioned that will provide information on: market analysis, terminal and vessel requirements, service implementation requirements, the social, environmental (including ghg emissions) and economic impacts of the service, and a cost-benefit multiple account evaluation. Estimated budget for 202/2021 is \$400,000.

Electrification of Kootenay Pass Maintenance Yard

- MOTI is working in partnership with FortisBC to identify and then implement a cleaner energy solution to power the Kootenay Pass maintenance yard, including installing an electric vehicle charging station. Estimated 2020/21 budget of \$20,000 to collect data to determine the site's electricity requirements and the feasibility of using solar and/or wind power for electricity generation. Equipment purchase and installation to occur in 2021/22.

Active Transportation's impact on GHG emissions

- As part of a consortium that includes the University of British Columbia, TransLink, City of Vancouver and the Real Estate Foundation of British Columbia this work will undertake research that will determine the impact that active transportation infrastructure has on reducing greenhouse gas emissions in neighbourhoods as well as health impacts. This work will allow for better evaluation of transportation infrastructure projects by the Province and local governments. Estimate 2020/21 budget is \$85,000.

2. CleanBC Initiatives

In 2020/21, MOTI is undertaking transportation-related activities that support the CleanBC plan. This funding is in addition to the funds identified in the Base Budget above.

- CleanBC is the Province's plan to meet its legislated climate targets of reducing GHG emissions by 40 per cent by the year 2030, based on 2007 levels.
- MOTI has \$5.5M dedicated for 2020/21 to deliver several actions that were identified in the CleanBC document.

CleanBC Transportation Actions	3 Year Plan (\$M)			
	2020/21	2021/22	2022/23	Total
Active Transportation	\$2.00	\$2.00	\$2.00	\$6.00
Heavy-Duty Vehicle Efficiencies	\$0.90	\$0.90	\$0.90	\$2.70
Electric Vehicle Charging Stations	\$1.60	\$1.60	\$1.60	\$4.80
Electric Inland Ferry	\$1.00	TBD	TBD	\$1.00
TOTAL	\$5.50	\$4.50	\$4.50	\$14.50

BACKGROUND

Active Transportation Strategy

- In 2020/21, continue to implement *Move. Commute. Connect.*, B.C.'s Active Transportation Strategy that increases the use, safety and convenience of active transportation modes by all ages and abilities across the province. The goal of the strategy is to double the percentage of trips taken by active transportation by 2030. The current budget to support strategy implementation is \$2M per year for 3 years.
- Short term actions that are being implemented include:
 - BC Stats provincial survey on active transportation use and barriers
 - Funding Bike to Work Week Spring and Fall 2020 events
 - Everyone Rides Grade 4/5 bike education pilot

Electric Vehicle Charging Stations

- In 2020/21, continue to expand the provincial network of EV charging stations. MOTI is planning to install fast charging stations in six highway rest areas in summer/fall 2020/21, bringing the total number of ministry-installed sites to 24 since 2018. The budget is \$1.6M. MOTI entered into a Contribution Agreement with Natural Resources Canada and will receive funds toward the installation of 50kW and Level 2 chargers in 2020/21. The federal government will provide up to \$630,000 or 50% of eligible costs which ever is less.

Electric Inland Cable Ferry

- In 2020/21, MOTI will convert the Arrow Park inland cable ferries from diesel to electric power. The budget for this project is \$1M. The long-term goal is to electrify the entire inland ferry fleet, starting with the 4 cable ferries and then the Barnston Island ferry. s.13; s.17

PROGRAM CONTACT

Alan Callander, Manager Climate Action Program
Transportation Policy and Programs, 778 974-4979

Kate Berniaz, Manager Transportation Programs
Transportation Policy and Programs, 250 419-8544



BULLETS

DATE: March 15, 2021

PREPARED FOR: Honourable Rob Fleming, Minister of Transportation and Infrastructure
Honourable George Heyman, Minister of Environment and Climate Change Strategy
Honourable Bowinn Ma, Minister of State for Infrastructure

ISSUE: Vancouver Board of Trade

PURPOSE: Advancing critical infrastructure projects that will reduce congestion, emissions and improve the liveability in Greater Vancouver

MEETING: Vancouver Board of Trade on March 16, 2021:

- Bridgette Anderson, President and Chief Executive Officer
- David Van Hemmen, Director, Advocacy and Communications
- Claudia Kempe, Policy Manager

KEY FACTS

- 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 President and CEO of the GVBOT, Bridgitte Anderson, sent a letter to Minister Fleming in December 2020 outlining the GVBOT's Economic Recovery Program and several specific projects or initiatives it has identified as opportunities to work together and advance mutual interests.
- Specific projects or initiatives mentioned in the GVBOT letter include the Surrey-Langley Skytrain (SLS) Project; Millennium Line Extension to the University of British Columbia (UBC) Project; George Massey Crossing (GMC) Project; Widening of Highway 1 through the Fraser Valley; Expansion of Rail including for the Fraser Valley, West Coast Express services and rapid transit for the North Shore; Enhancing the CleanBC Program; Net-zero bus fleets; and expanding active transportation modes.

BACKGROUND / DISCUSSION

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.
 - Stage 1 - 7 km extension from King George to Fleetwood
 - Stage 2 - 9 km extension from Fleetwood to Langley City
- 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.



- In January 2020, TransLink forwarded the business case to the Province and Canada for review and approval.
- 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 – West Coast Express

- Minister George Heyman mandate includes a commitment to reduce congestion and make transit an option for more people by working with TransLink to improve and expand the network for those living in the Fraser Valley and Sea-to-Sky regions, including by expanding West Coast Express (WCE) service.
- The WCE is commuter rail service that has been serving the lower mainland since 1995, that pre-COVID had with more than 2.6 million boardings per year. The WCE services eight stations going to and from Downtown Vancouver and Mission.
- Provincial staff are currently working with TransLink to support their Regional Transportation Strategy, Transport 2050, scheduled for completion in December 2021; that is planning future of transit and transportation in Metro Vancouver, this includes examining inter-regional transit options such as the WCE.

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.

Enhancing CleanBC Program



- CleanBC is the Province's plan to meet its legislated targets relative to emission levels in 2007; the Province is working towards reductions of 40 per cent by 2030, 60 per cent by 2040, and 80 per cent by 2050.
- To support industry, the Province has established the CleanBC Industry Fund which invests a portion of carbon tax revenues into businesses working on emission reduction projects. At the same time, it provides new opportunities and a larger market for B.C.'s clean technology companies.
- The CleanBC Industry Fund estimates that a minimum of \$90 million will be available over the next 3 years, subject to appropriations. The Fund, together with the CleanBC Industrial Incentive Program make up the CleanBC Program for Industry which is expected to lower emissions by 2.5 million tonnes of CO₂-equivalent per year by 2030.
- Some of the activities that TRAN has undertaken as part of CleanBC that support businesses include:
 - Heavy-Duty Vehicle Efficiency Program – was launched in 2019 to reduce the emissions from the existing heavy-duty trucking sector. This program provides educational training and equipment purchase incentives for BC based trucking firms. The current budget for the program is \$1.4M annually. This program is seen as a transition program until such time that Zero-Emission heavy-duty vehicles are readily available.
 - EV Charging stations in rest areas – we have developed 22 sites around the Province. We are planning on developing another 4 to 6 more in 2021. Working with EMLI, BC Hydro and FortisBC we are creating a network of charging stations throughout BC. A charging network combined with purchase incentives (EMLI) and the Ministry's EV-HOV program which allows electric vehicles to operate in HOV lanes without meeting the passenger requirements, support people and businesses in their decision to purchase electric vehicles.

Net-Zero Bus Fleets

- BC Transit plans to start buying only electric heavy-duty buses in 2023, with a target of creating a fully electric provincial fleet in all vehicle classifications by 2040.
- TransLink's Low Carbon Fleet Strategy (LCFS) will reduce their greenhouse gas emissions by 45 per cent by 2030. This will be done by replacing all retiring 40-ft and 60-ft diesel and hybrid-electric buses with battery-electric buses between 2021 and 2029, along with procuring the supporting charging infrastructure required.
- TransLink's fleet will transition to operating entirely on renewable energy by 2050.
- Minister Heyman's mandate letter includes the commitment to accelerate the move toward a net-zero emission bus fleet powered by electrification, hydrogen fuel cell technologies, and other zero-emissions technologies, including supporting the "aggressive" level of TransLink's Low Carbon Fleet Strategy.
- In January 2021, TransLink received approval from the Metro Vancouver Board of Directors for \$113.84 million from the Greater Vancouver Regional Fund (GVRF) to support the first two major projects under TransLink's LCFS: the replacement of 57 diesel buses with battery-electric buses and the upgrade of the electrification infrastructure at the Port Coquitlam Transit Centre to support these battery-electric buses. This GVRF funding will allow TransLink to begin procurement of these vehicles and chargers by early 2021 to ensure deliveries in 2021, 2022 and 2023.



- In addition, TRAN is working closely with TransLink and Metro Vancouver on their long-term planning strategies, Transport 2050 and Metro 2050 that includes proposed goals, actions and strategies for a Carbon Neutral region by 2050.

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.
- Last week, the Minister McKenna announced a new \$400 million 5-year Active Transportation program – the first of its kind from the Federal government. We look forward to working with them over the coming months to learn more about the opportunity to further expand our efforts here in British Columbia.

PREPARED BY:

Lesley Ballman, Executive Director
Major Projects and Alternate Procurement

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Ministry of
Transportation
and Infrastructure

BRIEFING NOTE FOR DECISION

DATE: February 24, 2020
PREPARED FOR: Assistant Deputy Minister Deborah Bowman, Transportation Policy and Programs
ISSUE: Direct award up to \$35,000 to FortisBC for an alternative energy scoping project for Kootenay Pass facility.

RECOMMENDED OPTION:

- **Direct award FortisBC up to \$35,000 toward an alternative energy scoping project for Kootenay Pass.**

BACKGROUND:

The CleanBC plan puts the province on a path to a cleaner future by reducing greenhouse gas emissions (GHGs) to 40% below 2007 levels by 2030. To help achieve this target, the Ministry of Transportation and Infrastructure (the Ministry) is shifting away from fossil fuel use in its facilities and toward clean and renewable energy.

The Ministry has an opportunity to partner with FortisBC to reduce the carbon footprint of its Kootenay Pass facility. The Ministry is proposing to share the cost of an alternative energy scoping and analysis project with FortisBC. FortisBC is committed to investing in projects that make life more affordable for British Columbians, improve efficiency, reduce GHG emissions, and drive innovation.

PAST INTERACTIONS:

- Ministry staff have been in discussions with industry partners, such as BCIT and PowerTech, on the potential of installing an off-grid electric vehicle charging station at Kootenay Pass. None of these parties have shown interest due to the location of the facilities.
- Ministry staff made a presentation to industry specialists at the BC Tech Summit on June 1-2, 2019, seeking energy solutions for off-grid sites. No companies came forward to further examine possible solutions to providing alternative energy in remote areas.

DISCUSSION:

Kootenay Pass is a high mountain pass located on Highway 3, mid-way between Salmo and Creston. The Ministry work site at the pass supports avalanche control and highway debris clearing. Due to its location, the work site is not connected to the electrical grid and is currently powered by diesel generators. The Kootenay Pass Alternative Energy Scoping and Analysis Project is an opportunity to find a cleaner solution for the work site, which includes avalanche equipment, lights, heating, phone, and communication systems.

The Ministry is proposing to fund up to \$35,000 for the project, which ends August 30, 2020. The first phase of the project will determine the current electrical load profile of the Kootenay Pass facilities and the second phase will identify low- and zero-emission energy options to power the site. The Ministry will use the results of this project to determine the best approach to reduce GHG emissions at Kootenay Pass. Once the Pass is powered by clean energy, it will be an ideal location for a public electric vehicle charging station.

FINANCIAL IMPLICATIONS:

- The proposal is to allocate up to \$10,000 from the 2019/20 Climate Action budget and a maximum of \$25,000 from the 2020/21 Climate Action budget toward this scoping project. FortisBC will contribute approximately the same amount of funding.



Ministry of
Transportation
and Infrastructure

- Funding will be directly awarded to FortisBC as it is the electrical provider in the Kootenay region and the only industry partner that has come forward with a proposal. Other electrical providers do not have an economic reason to do work at this site.

OPTIONS:

OPTION 1: Direct award FortisBC up to \$35,000 toward an alternative energy scoping project for Kootenay Pass.

Pros:

- This project will support CleanBC's GHG emission targets and demonstrate the Ministry's commitment to improving its energy performance.
- This project will be an opportunity to partner with FortisBC on a project that helps the Province deliver on its climate and energy goals and advance research in alternative energy solutions.

Cons:

- Funding will not be available for other climate action projects.
- Funding will be done via a direct award that will need to be justified.

s.13

RECOMMENDATION: Option 1.

Attachments:

- Kootenay Pass Agreement
- Direct Award Form Kootenay Pass

APPROVED / NOT APPROVED

Deborah Bowman
Assistant Deputy Minister a

Date

PREPARED BY:

Katia Gauvin, Senior Policy Analyst
Active Transportation and Climate Action
778-698-8825

REVIEWED BY:

Alan Callander, Manager Climate Action Policy
Transportation Programs and Corporate Initiatives
Andrew Brooke, Executive Director
Transportation Programs and Corporate Initiatives

INITIALS

AHC

AB

Item Details

3431 - 292353 Direct award up to \$35K to FortisBC for alternative energy scoping project for Kootenay Pass

292353

Jeon, Jinah

Briefing Note - Decision Note

Assistant Deputy Minister

March 9th 2020



SHOW ALL

HIDE ALL



Pilkington, Kim TRAN:EX [Assignee] approved the item and forwarded it to Jeon, Jinah for action on 03/09/20, 10:35 AM

✓ Approved per Deborah. We do not need the hard copy in the ADMO



Jeon, Jinah [Assignee] forwarded an eApprovals item to Pilkington, Kim TRAN:EX for action on 03/02/20, 3:16 PM

Hi Kim, for ADM's signature please. Thanks! (Hard copies with Kim on Mar 02)



Brooke, Andrew TRAN:EX [Assignee] forwarded an eApprovals item to Jeon, Jinah for action on 03/02/20, 2:24 PM

Signed hard copy is with you to provide to ADMO. Thanks!



Jeon, Jinah [Colleague of Brooke, Andrew TRAN:EX] added a comment on 02/26/20, 11:AM

**Kootenay Pass Alternative Energy Scoping and Analysis Project Agreement
065LA114988**

February 21, 2020

BETWEEN:

**Her Majesty the Queen in the Right of the Province of British Columbia,
as represented by the MINISTER OF TRANSPORTATION
AND INFRASTRUCTURE**
Transportation Policy and Programs
Suite 5D 940 Blanshard Street
Victoria, BC V8W 3E6

(the “Ministry”)

AND:

FortisBC Inc.
100-1975 Springfield Road
Kelowna, BC V1Y 7V7

**(“FortisBC”)
(Collectively, the “Parties”)**

PREAMBLE:

- A. Climate change is being felt across B.C. Timely action is critical to protect communities, health, and environment, while laying the foundation for a more prosperous and sustainable future. The CleanBC plan puts the province on a path to a cleaner future by reducing greenhouse gas emissions (GHGs) to 40% below 2007 levels by 2030. To achieve this target, the Ministry is shifting away from fossil fuels and towards clean and renewable energy.
- B. FortisBC believes it has a significant role to play in helping the province deliver on its climate and energy goals. It is committed to investing in projects that make life more affordable for British Columbians, improve efficiency, reduce GHG emissions, and drive innovation.
- C. Kootenay Pass is a high mountain pass located on Highway 3, mid-way between Salmo and Creston. The Ministry has a work site at the pass, where staff conduct avalanche control and highway debris clearing. The Ministry buildings are situated on Ministry of Environment and Climate Change Strategy lease titled land (DL16413). Due to its mountainous location, the site is powered by diesel generators. The Kootenay Pass Alternative Energy Scoping and Analysis Project is an opportunity to find a cleaner solution to the work site’s power requirements, which include avalanche equipment, lights, heating, phone, and communication systems as well as other ancillary power requirements for the Ministry buildings (the “facilities”).

The Ministry and FortisBC agree as follows:

1. PURPOSE

- 1.1 The Parties agree that the purpose of this Agreement is to establish a partnership between FortisBC and the Ministry to determine the current electrical load profile of the Ministry's Kootenay Pass facilities and identify low- and zero-emission energy options for the site.

2. PROJECT SCOPE

- 2.1 The Project is to be delivered in two phases.
- 2.2 Phase 1 will determine the electrical load profile of the work site by installing an on-site, permanent power meter capable of collecting data at a minimum interval of 15 minutes. FortisBC and the Ministry will coordinate on a frequency and format (e.g. .csv) of data collection that is agreeable to both parties, with an overall objective of minimizing metering and data collection costs.
- 2.3 Phase 2 will provide recommended options for reducing GHGs related to on-site power generation for the Kootenay Pass facilities. The recommended options must consider current electrical load requirements plus 50% to accommodate future demand, including the addition of a 25-kW electric load related to an electric vehicle charging station(s).

3. DELIVERABLES

- 3.1 At the end of Phase 1, the following deliverables must be completed:
 - a. Installation of the permanent power meter to collect electrical load data.
 - b. Technical Memo outlining the existing facility conditions and an electrical single line diagram.
 - c. Electrical Load Report outlining the following:
 - i. Total energy consumption during the Phase 1 analysis period;
 - ii. 15-minute load profile (or other time interval, as agreed upon by Parties) for duration of the Phase 1 analysis period;
 - iii. Average daily peak demand;
 - iv. Average daily energy consumption;
 - v. Overall peak demand during Phase 1 analysis period;
 - vi. Overall and average daily load factor; and
 - vii. Average and minimum power factor during Phase 1 analysis period.

3.2 At the end of Phase 2, the following deliverables must be completed:

- a. Engineering feasibility report outlining various energy options for the site and cost estimates. This report will detail:
 - i. Possible efficiencies to improve operation of the existing generator system;
 - ii. Feasibility of solar, wind, and other micro-renewable power sources;
 - iii. Alternative generator fuel options (e.g. CNG, Propane, LNG, Hydrogen);
 - iv. Options to power an electric vehicle charging station;
 - v. Cost estimates for each option; and
 - vi. Recommendations to take forward to detailed design.

4. SCHEDULE

- 4.1 Phase 1 is to begin as soon as this agreement is signed until June 30, 2020. Phase 1 Deliverables are due June 30, 2020.
- 4.2 Phase 2 is to be conducted from July 1, 2020 to August 30, 2020. Phase 2 Deliverables are due August 30, 2020.

5. MINISTRY RESPONSIBILITIES

- 5.1 The Ministry will be responsible for contracting services to install a permanent meter, three-phase circuit breaker, and three-phase voltage cabling from a circuit breaker to metering cabinet.
- 5.2 The Ministry will be responsible for the purchase and installation costs of the permanent meter and related parts (up to a maximum of \$10,000).
- 5.3 The Ministry will be responsible for 50% of the costs (up to a maximum of \$25,000) to achieve the Phase 2 deliverables, provided that such costs are incurred between April 1, 2020, and March 31, 2021.
- 5.4 The Ministry will be responsible for delivering the project including management, regulatory approvals, construction, supervision and oversight, reporting, and quality management.
 - a. The Project will be engineered, designed, and constructed in accordance with the Province's current applicable traffic, construction, and engineering standards unless otherwise specified or as agreed to by the Parties.
 - b. The Project will be delivered in accordance with all applicable statutes, laws, and by-laws.

5.5 The Ministry's primary contact for this Agreement is:

Katia Gauvin, Sr Policy Analyst
Suite 5D 940 Blanshard Street
Victoria, BC V8W 3E6
Tel: 778-698-8825
Email: katia.gauvin@gov.bc.ca


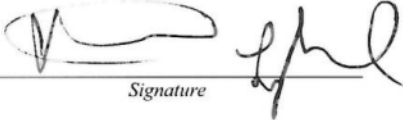
6. FORTISBC RESPONSIBILITIES

- 6.1 FortisBC will be responsible for providing the services of an electrical engineering contractor to provide oversight of the work as described below:
- Oversee the installation of the meter on site (see 5.1);
 - Attend the site periodically to collect the data as there is no cellular service at site;
 - Carry out monthly billing that reflects time and materials spent on project;
 - Provide a technical memo and electrical load report at the end of Phase 1, as detailed in Deliverables and Schedule; and
 - Delivery the engineering feasibility report to the Ministry at the end of Phase 2, as detailed in Deliverables and Schedule.
- 6.2 FortisBC will be responsible for any and all costs related to the monthly billings of the electrical engineering contractor, as mentioned above, for data collection and analysis.
- 6.3 FortisBC will be responsible for any and all costs related to the electrical engineering contractor providing oversight services, as mentioned above, with respect to meter installation.
- 6.4 FortisBC agrees to reimburse the Ministry for any amounts paid to the electrical engineering contractor for oversight of the meter installation and supplies, except for the purchase cost of the permanent meter. FortisBC will deliver reimbursement by cheque within 60 days of the receipt of an invoice from the Ministry for amounts paid in respect of such work.
- 6.5 FortisBC will be responsible for 50% of the costs to achieve the Phase 2 deliverables.
- 6.6 *FortisBC's* primary contact for this Agreement is:

Michael Leyland, Manager Innovative Initiatives
2850 Benvoulin Road
Kelowna, BC V1W 2E3
Tel: 250-469-8085
Email: michael.leyland@fortisbc.com

7. THE PARTIES MUTUALLY AGREE AND UNDERSTAND THAT:

- 7.1 The Parties agree to work cooperatively and collaboratively on stakeholder consultation and public communication activities.
- 7.2 The Parties agree to work cooperatively and expeditiously to advance the Project and deliver and complete in a timely manner.
- 7.3 In view of the confidential and sensitive nature of the ongoing negotiations amongst the Parties, but subject to provisions of the Freedom of Information and Protection of Privacy Act, the Parties agree that the contents of this Agreement and future discussions will not be discussed or shared in a public forum unless the Parties agree that such discussion or sharing is appropriate.

<p>This Agreement will be in effect on the final date of signing below.</p> <p>Signed on behalf of Her Majesty the Queen in the right of the Province of British Columbia, as represented by the Minister of Transportation and Infrastructure on</p> <p>_____ March 13, 2020</p>	<p>Signature of Authorized Representative of Ministry</p> <p></p> <p>_____ <i>Signature</i></p> <p>Andrew Brooke</p> <p>_____ <i>Print Name</i></p> <p>Transportation Policy and Programs Ministry of Transportation and Infrastructure Andrew.brooke@gov.bc.ca</p> <p>_____ <i>Print Title</i></p>
<p>Signed on behalf of Fortis, on</p> <p>_____ March 10, 2020</p>	<p>Signature of Authorized Representative of Fortis:</p> <p></p> <p>_____ <i>Signature</i></p> <p>Michael Leyland</p> <p>_____ <i>Print Name</i></p> <p>Manager, Innovative Initiatives FortisBC Michael.leyland@fortisbc.com</p> <p>_____ <i>Print Title</i></p>

**Active Transportation Program
Programs and Corporate Initiatives Branch
TPP Department**

PAYMENT REQUISITION

Date: March 17, 2020


Invoice #: 1
Contract #: GSA

Recipient: Sebastian S. Szyszkowicz
s.22
sz@sce.carleton.ca

Project: Commuter Cycling Network Analysis Kamloops


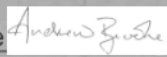
Provincial Grant: The Ministry will pay a maximum amount of \$25,000 to Sebastian S. Szyszkowicz for the Project Works

Requested By: Katia Gauvin
Policy Analyst
Programs and Corporate Initiatives
(778) 698-8825

X 

Payment Amount: **\$22,500**

Please issue a cheque and then forward it to Sebastian S. Szyszkowicz.

iP Receipt # - _____ (Required for iProcurement)	
PO/Contract # - _____ (Required for iProcurement)	
Date Goods/Services Received - March 17, 2020 (Required for iProcurement)	
Qualified Receiver - 	<u>Katia Gauvin</u>
Signature	Print Name
CERTIFIED CORRECT PURSUANT TO SECTIONS 32 & 33 OF THE FINANCIAL ADMINISTRATION ACT AND RELATED POLICIES AND PROCEDURES (EA Policy - Core Policy Manual 4.3 - November 2003)	
Andrew Brooke 	Mar 17 2020
Expense Authority	Date
RC - 55065	SERVICE LINE - 60655
STOB - 8001	PROJECT - 5506503
(INFO 1) PRODUCT - 06503	
(INFO 2) WORK ACTIVITY - OTHER CONS	
(INFO 3) COST TYPE - CONTRIB	
BUSINESS FUNCTION - N/A	



May 4, 2020

Michelle Stilwell
MLA, Parksville-Qualicum
Parliament Buildings
Victoria BC V9V 1X4

Reference: 292835

Dear MLA Stilwell,

Re: Electric Vehicle Charging Station Accessibility

Thank you for your letter regarding accessibility for electric vehicle (EV) charging stations. I am sorry it has taken me so long to reply.

The ministry is committed to ensuring environmentally-friendly transportation opportunities are available to all British Columbians, including those with different abilities. As you know, we are working in partnership with FortisBC, BC Hydro, the Community Energy Association, and the Ministry of Energy, Mines and Petroleum Resources to build a seamless network of charging stations that will allow people to drive from one end of B.C. to the other, powered by clean electric energy. Since 2017, our government has invested more than \$4,000,000 in the expansion of this network, with EV charging stations installed in 18 ministry rest areas and rights-of-way around B.C.

Our ministry routinely uses Gender-based Analysis Plus (GBA+), a tool developed by the federal government, to help us assess how diverse groups of people experience our policies, programs and initiatives. Applying GBA+ enables us to enhance the responsiveness, effectiveness, and outcomes of our programs.

Ministry staff are currently using this approach in working with BC Hydro to look at ways to improve EV charging stations to ensure ease of access for everyone. Like you suggest in your letter, these improvements include providing enhanced lighting, reducing slopes on ramps, providing a smoother ground surface, moving bollards out of the way to provide easier access, removing curbs and widening the parking stalls. All new charging stations will incorporate these design features where possible and, over time, existing stations will be upgraded.

.../2

The ministry has installed EV stations at several locations across Vancouver Island to ensure drivers can reliably charge their vehicles while travelling. Fast chargers are now available in Port Renfrew, Buckley Bay and Taylor River, with plans to install a fast charger in Woss this fall. Users can visit [PlugShare.com](https://www.plugshare.com) to find the locations of all EV stations in B.C. and beyond.

I have shared your letter with my colleague the Honourable Bruce Ralston, Minister of Energy, Mines and Petroleum Resources, as his ministry administers the Clean Energy Vehicle Program that provides the purchase incentives for electric vehicles.

Thank you again for taking the time to write and share your suggestions.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Claire Trevena', with a stylized, cursive script.

Claire Trevena
Minister

Copy to: Honourable Bruce Ralston
 Minister of Energy, Mines and Petroleum Resources
 MLA, Surrey-Whalley

**Ministry of Transportation and Infrastructure
Government Transfer / Contract Approval Request
STOB 77, 79 & 80**

Branch:	Ministry of Transportation and Infrastructure	Cliff #:	292853
Division:	Transportation Policy and Programs	Ministry Contact:	Katia Gauvin, Project Sponsor Tara Jones, Project Manager
Contractor / Recipient:	BCTFA	Contract / Reference No. (Obtain from ADM office)	N/A
Contractor Address:	5 th floor, 940 Blanshard Street Victoria BC		

If entering a new STOB 77 grant; increasing funding to a grant; or exceeding the total STOB 77 budget, has this been approved by CFO/TBS?	<input type="checkbox"/> YES Proceed with form	<input type="checkbox"/> NO CONSULT CFO/TBS	<input type="checkbox"/> N/A
If entering a new STOB 80 contract; increasing existing funding for a contract; exceeding STOB 80 budget allocations; or entering a multi-year agreement, has this been approved CFO/TBS?	<input checked="" type="checkbox"/> YES Proceed with form	<input type="checkbox"/> NO CONSULT CFO/TBS	<input type="checkbox"/> N/A
Transfer Type:			
<input type="checkbox"/> Grants (STOB 77)	<input type="checkbox"/> Entitlement – Recipient meets eligibility criteria prescribed by legislation (STOB 79)	<input checked="" type="checkbox"/> Shared Cost Agreement – contractual agreements with stipulations (STOB 80)	

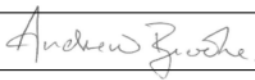
Financial Information:				
Account Coding	CLIENT:034	RESP: 55065	SL: 60655	STOB: 8001
Original Contract Term:		From: April 1 2019	To: March 31 2022	
Amended Term (for the current amendment only):		From:	To:	
Original Contract /Transfer Aggregate: (A)	\$5,300,000.00	Branch Budget for this STOB:	\$5,300,000.00	
Sum of previous amendments: (B)	\$	Procurement Code (Transfer Type)		
Amendment Value: (C)	\$			
Contract / Transfer Aggregate (A + B + C)	\$5,300,000.00			
FY 19/20 actual or estimated spend	\$2,100,000.00			
FY 18/19 actual spent:	\$0	Amendment # (if applicable):		
Summary of services required (max 10 words):				

Background / Details:
1. Description of contracted services and/or purpose / nature of government transfer:
Fund the supply and installation of electric vehicle charging stations in various locations throughout the province.
2. Link to Service Plan:
Goal 3: Invest in transportation options that enhance network efficiency and support climate change objectives. Objective 3.2 Support local economies and communities through the continued development of a multi-modal transportation system.

3. Ministry's Role:
Facilitate the supply and installation of electric vehicle charging stations in various locations throughout the Province. Provide a grant to the BCTFA to fund the costs associated with this program.
4. Expected Actions and Outputs:
Fiscal year 19/20: EV Charging stations were installed at 6 sites throughout the province with a total of 21 stations.
Fiscal year 20/21: 6 additional sites are planned.
Fiscal year 21/22: 5 additional sites are planned.
5. What are the expected outcomes?
A cohesive network of electric vehicle charging stations so EV drivers can feel confident to travel throughout BC
6. How will the Ministry hold the Contractor / Recipient accountable for results?
N/A. The Ministry is delivering this program. The costs are being incurred by the BCTFA. This grant from the Ministry to the BCTFA is to provide the funding necessary to the BCTFA to cover the BCTFA's costs.

Authorization	
<input type="checkbox"/> Legislation Name:	
<input type="checkbox"/> Regulation Name:	
X Discretionary:	Approved Ministry budget and CleanBC program.
<input type="checkbox"/> Other:	
If required to fulfill legal or formal provincial commitment, please indicate:	
Recipient Capacity	
1. Describe the Recipient's capacity to: A. Complete the project, and; B. Repay the funds if the stipulations are not met:	
N/A. This program is being delivered by the Ministry.	
2. Describe how the mandate of the Recipient aligns with the intent of the transfer.	
The BCTFA capitalizes and owns Provincial transportation infrastructure including existing EV Charging Stations.	

Risks	
1.	Identify Risks AND steps taken to mitigate the risks. Example: Financial, Privacy, Safety, etc.
Minimal risk. This program is being delivered by Ministry staff. All contracts and costs are approved by qualified Ministry staff. Grant is provided to the BCTFA which is managed by Ministry staff.	
2.	Why could staff resources or other ministries in government not fill this need?
N/A. Program is delivered by Ministry staff. Recipient BCTFA is managed by Ministry staff.	
3.	Consequences of not funding / approving
Approved Ministry budget would not be invested in a program the Ministry is mandated to deliver. BCTFA would not be funded for costs it has incurred.	

Approvals:			
Position	Name	Signature	Date
Expense Authority	Andrew Brooke		Mar 23, 2020
Branch ADM	Deborah Bowman		
CFO	Patricia Marsh		

BRIEFING NOTE FOR DECISION

DATE: March 19, 2020

PREPARED FOR: Deborah Bowman, Assistant Deputy Minister, Transportation Policy & Programs

ISSUE: Grant the 2019/20 electric vehicle charging station budget to the BC Transportation Financing Authority.

SUMMARY:

- **The Ministry's CFO requested that the funding in the Ministry's budget allocated to the electric vehicle (EV) charging station program for 2019/20 be granted to the BC Transportation Financing Authority (BCTFA).**
- **This grant ensures that the BCTFA, which owns the charging stations, is reimbursed for its costs in paying for the stations.**
- **The attached form, to approve the grant, requires Assistant Deputy Minister (ADM) signature.**

BACKGROUND:

The Ministry CFO has requested that the Transportation Policy and Programs (TPP) Department transfer the EV charging station program funds to the BCTFA to cover the BCTFA's costs incurred in paying for and owning the stations.

In 2019, as part of CleanBC, Treasury Board allocated \$5.3 million to the EV charging station program over three years: \$2.1 million in 2019/20; \$1.6 million in 2020/21; and \$1.6 million in 2021/22. The expectation is that over the entire three years, a total of \$5.3 million will be spent on EV charging stations and a total of \$5.3 million will be granted to the BCTFA.

The Government Transfer Approval Request form needed to approve the \$2.1 million grant is attached. It requires ADM signature.

DISCUSSION:

The BCTFA's mandate is to plan, acquire, construct, hold, improve, or operate transportation infrastructure assets across the province. EV charging stations (including chargers, electrical cabinets, and luminaries) are important public infrastructure assets. For that reason, it is helpful to bring all Ministry EV charging infrastructure under the BCTFA umbrella.

To implement this change, the CFO has asked that the TPP Department grant the 2019/20 funding set aside to the EV charging station program. Although the cost for the 2019/20 installations is approximately \$1.65 million, the full amount of \$2.1 million will be granted to the BCTFA.

The budgeted grant amounts for 2020/21 and 2021/22 will be treated in the same way. The Ministry will grant the full, budgeted amount annually to the BCTFA even if less is spent on the EV charging station program. Any under-spending in one fiscal will be carried over to the following fiscal.

In 2019/20, the Ministry installed EV charging infrastructure at six locations across the province: 100 Mile House Visitor Centre, Slim Creek rest area, Kidd Creek rest area, Boulder Creek rest area, Australian rest area, and Mount Robson Provincial Park. All sites have been constructed. Slim Creek, Boulder Creek, and Mount Robson Provincial Park require BC Hydro to initiate the power, which will occur this spring. The previous 12 sites constructed by the Ministry were funded by the BCTFA and are owned by the BCTFA.

This transfer will ensure all 18 sites, and any future sites, are all administered under the BCTFA umbrella.

FINANCIAL IMPLICATIONS:

- If approved, the TPP Department to grant \$2.1 million from financial coding 034.55065.60655.5506505 to the BCTFA.

OPTION 1: Approve the request to grant \$2.1 million allocated to the Ministry's EV charging station program in fiscal 2019/20 to the BCTFA.

Pros:

- Provides consistent management of all the Ministry's EV charging infrastructure assets

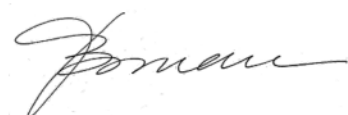
Cons:

- Requires adjustment of current funding approach

s.13

RECOMMENDATION: Option 1.

APPROVED / NOT APPROVED



Deborah Bowman
Assistant Deputy Minister

March 30, 2029

Date

Attachments:

- Government Transfer Approval Request - EV Charging Station Grant to BCTFA

PREPARED BY:

Katia Gauvin, Senior Policy Analyst
Active Transportation and Climate Action
778-698-8825

REVIEWED BY:

Alan Callander, Manager
Climate Action
Andrew Brooke, Executive Director
Programs and Corporate Initiatives Branch

INITIALS:

AHC

AB



BRIEFING NOTE FOR DECISION

DATE: June 3, 2020

PREPARED FOR: Andrew Brooke, Executive Director, Transportation Programs & Corporate Initiatives Branch (TP&CI)

ISSUE: Funding for an engineering study to determine cost and feasibility of installing electric vehicles chargers in the Province's more remote highway rest areas.

RECOMMENDED OPTION:

- **Transfer \$31,907 from the TP&CI's Climate Action Program budget to the South Coast Region's Electrical Engineering Branch for an 'EVCS Rest Area Feasibility Study in Remote Areas of BC'.**

BACKGROUND:

The adoption of zero and low emission vehicles in British Columbia is an important CleanBC strategy to reduce greenhouse gas emissions. The ministry is working in partnership with FortisBC, BC Hydro and the Ministry of Energy, Mines and Petroleum Resources (MEMPR) to build a provincial network of electric vehicle (EV) charging stations to support the adoption of zero emission vehicles.

The ministry's mandate is to install EV chargers in highway rest areas and rights of way (ROW), thereby filling the gaps between communities while also expanding the network. To date, the ministry has installed EV chargers in 18 rest areas and ROWs, and up to five more are planned for 2020/21. See Appendix 1 for a list of potential, planned and existing ministry EV charging stations.

DISCUSSION:

As the ministry works to expand its network of rest area EV charging stations, it is evident there are fewer feasible sites available in northern and rural parts of the province. This is due to the cost of connecting these sites to the province's electrical power grid.

An engineering firm will be hired in June 2020 to gain a greater understanding of the overall cost and the feasibility of installing EV chargers in more remote rest areas for nine rest areas located along more remote provincial highway routes. The firm will investigate the capacity and cost of supplying an electrical power source to each site. This electrical power may come from the extension of the current electrical grid or from stand alone electricity generation. The firm will also provide an overall cost of construction of the site itself, including the installation of the necessary equipment. See Appendix 1 for the list of potential 2021 sites.

The results of the study will provide valuable data on the future costs of expanding the EV Charging network. This study will also provide valuable information for the ministry's funding application this year to Natural Resources Canada for 2021 projects. This application is due in July 2020.

FINANCIAL IMPLICATIONS:

- Funding will be a one-time Journal Voucher transfer of \$31,907 to the South Coast Region's Electrical Engineering Branch from the TP&CI's Climate Action Program budget.
- The Electrical Engineering Branch has an existing 'as-and-when' agreement with the engineering firm Great Northern Engineering Consultants Inc. (GNEC).
- GNEC has provided the cost estimate for the 'EVCS Rest Area Feasibility Study in Remote Areas of BC'. See attachment.



OPTIONS:

OPTION 1 (recommended): Transfer \$31,907 from the TP&CI's Climate Action Program budget to the South Coast Region's Electrical Engineering Branch for an 'EVCS Rest Area Feasibility Study in Remote Areas of BC'.

Pros:

- Gain a better understanding of the future costs and feasibility of expanding the network.
- Receive needed information for the ministry's funding application to Natural Resources Canada.

Cons:

- Funds will not be available for other projects.

s.13

RECOMMENDATION: Option 1.

Appendix 1: MOTI Potential, Planned and Existing EV Charging Stations
Attachment: EVCS Rest Area Feasibility Study in Remote Areas of BC

Andrew Brooke
Executive Director
Programs & Corporate Initiatives

June 3, 2020

Date

PREPARED BY:

Katia Gauvin, Senior Policy Analyst
Active Transportation and Climate Action
778-698-8825

REVIEWED BY:

Alan Callander, Manager
Climate Action

INITIALS

AHC



APPENDIX 1: MOTI POTENTIAL, PLANNED AND EXISTING EV CHARGING STATIONS

Site we are investigating for 2021	Chargers
Kiskatinaw rest area, Highway 97 between Dawson Creek and Ft St John	TBD
Salt Flats rest area, Highway 52 north of Tumbler Ridge	TBD
Del North rest area, Highway 29 north of Tumbler Ridge	TBD
West Pine River rest area, Highway 97 west of Chetwynd	TBD
Crooked River rest area, Highway 97 south of McLeod Lake	TBD
Salmon Valley rest area, Highway 97 north of Prince George	TBD
Nass rest area, Highway 37 south of Meziadin Junction	TBD
Highway 37 @ Highway 37A, Meziadin Junction	TBD
Hanceville rest area, Highway 20 west of Williams Lake	TBD
Bear Lake, Highway 97, 70 km north of Prince George	TBD
Lost Lake rest area, Highway 6 between Cherryville and Fauquier	TBD
Sites to be completed fall 2020	
East Pine rest area, Highway 97, 70km west of Dawson Creek	25kW
Savory rest area, Highway 16 west of Endako	25kW
Community of Woss, Highway 19 Northern Van. Isl.	50kW
Cluculz (*Clukiss*) rest area, Highway 16 east of Vanderhoof	25kW
Red Hill rest area, Highway 1	50kW
Sites completed fall & winter 2019/20	
Slim Creek rest area, Highway 16, 120km east of Prince George	25kW
Boulder Creek rest area, Highway 16, 50km west of Hazelton	25kW
Australian rest area, Highway 97, 36km south of Quesnel	50kW
Kidd Creek rest area, Highway 3, 21km east of Creston	50kW
100 Mile House Info Center, Highway 97	50kW
Mount Robson Visitor Centre, Highway 16	4 x Level 2
Sites previously completed	
Loon Lake rest area, Highway 97C, between Merritt and Kelowna	25kW
Anarchist Mountain rest area, Highway 3, east of Osoyoos	25kW
Fishtrap rest area, Highway 5, between Kamloops and Barrier	50kW
Little Fort rest area, Highway 5, between Barriere and Clearwater	50kW
Wire Cache rest area, Highway 5, between Clearwater and Avola	25kW
Wasa rest area, Highway 95, between Canal Flats and Cranbrook	2 x Level 2
Spillimacheen rest area, Highway 95, between Radium Hot Springs and Golden	2 x Level 2
Kootenay Bay ferry landing, Highway 3A, near Crawford Bay	2 x Level 2
Hope Slide viewpoint, Highway 3, east of Hope	50kW
Taylor River rest area, Highway 4, between Port Alberni and Tofino	25kW
Buckley Bay rest area, Highway 19, between Qualicum Beach and Courtenay	25kW
Port Renfrew Community Centre, Highway 14 at Port Renfrew	50kW



BRIEFING NOTE FOR DECISION

DATE: July 15, 2020

PREPARED FOR: Deborah Bowman, Assistant Deputy Minister, Transportation Policy and Programs

ISSUE: Direct award for ABB's Driver Care service to monitor the ministry's 50kW electric vehicle chargers

RECOMMENDED OPTION:

Option 1. Approve the direct award of \$23,269.12 for a two-year local minor services contract with ABB for the Driver Care service to support operations of the 14 x 50kW ABB chargers.

BACKGROUND:

The adoption of zero emission vehicles (ZEVs) in British Columbia is an important CleanBC strategy to reduce greenhouse gas emissions. The ministry is working in partnership with FortisBC, BC Hydro and the Ministry of Energy, Mines and Petroleum Resources to build a provincial network of electric vehicle (EV) charging stations to support the adoption of ZEVs.

Since 2017, the ministry has installed 53 EV chargers at 18 highway locations. Except for three sites, all host one Level 2 charger and two fast chargers – either 25kW or 50kW – depending on the power available at the site. At this time, the ministry owns 14 x 50kW ABB chargers and would like to purchase the ABB Driver Care service for those chargers. See the attached map of EV charging locations.

Driver Care will connect the 50kW ABB chargers to the internet and give the ministry access to real-time charger status information. With this information, maintenance staff will be able to promptly (within a few hours) identify charger issues and deploy contractors to the site for repairs. As more and more EV drivers rely on these chargers to travel between communities, it is important to ensure that the chargers are operating properly.

The Driver Care contract will also provide usage statistics, such as: number of charging sessions and energy delivered; state of charge at the start and end of the session; and detailed 'stop' reasons (when a session is dropped). Currently, the ministry has limited usage data to inform decisions about service and infrastructure investments.

DISCUSSION:

The ministry wants to purchase the ABB Driver Care service through a two-year local minor services contract, to be paid for and administered by the Northern Region Office. The contract will be directly awarded to ABB, as the exclusive provider of this service. If this service was to be put out to bid, the winning company would have to sub-contract with ABB as they are the sole owners of the software needed to link ABB chargers to the internet. The direct award requires ADM approval.

The total cost of the service is \$23,269.12. Purchasing through a two-year contract reduces the monthly costs significantly, from \$120/charger to \$62/charger.



The ministry is unlikely to expand this services contract as any new 50kW charger will be purchased from FLO, a Canadian company. BC Hydro uses the 50kW FLO chargers. The ministry anticipates that, in one or two years, the ministry and BC Hydro chargers will be integrated into a single network, supported by a BC Hydro software solution.

A review of privacy impacts determined that it is not possible to identify the driver or vehicle owner through the Driver Care service—ABB cannot view any personal data stored in the vehicle. The Privacy Impact Assessment is attached.

FINANCIAL IMPLICATIONS:

- The cost of this two-year local minor services contract is \$23,269.12.
- The funds will come from the ministry's CleanBC EV charging infrastructure budget administered by the Northern Region (coding: Resp. 55354; Serv. Line 62164; Proj. 37483).

OPTIONS:

OPTION 1 (recommended): Approve the direct award of \$23,269.12 for a two-year local minor services contract with ABB for the Driver Care service to support operations of the 14 x 50kW ABB chargers.

Pros:

- Maintenance staff will be able to promptly identify charger issues and deploy contractors to the site for repairs.
- The ministry will have access to usage statistics to inform decision making.

Cons:

- Funds will not be available for other projects.

s.13

RECOMMENDATION: Option 1.

Attachments: Direct award form;
Govt transfer request;
Privacy Impact Assessment;
Map of the EV charging stations;
Detailed list of the EV chargers.



Ministry of
Transportation
and Infrastructure

APPROVED / NOT APPROVED

A handwritten signature in black ink, appearing to read "Deborah Bowman", written over a horizontal line.

Deborah Bowman
Assistant Deputy Minister

_____**July 20, 2020**_____
Date

PREPARED BY:

Katia Gauvin, S. Policy Analyst
Climate Action Programs
(778) 698-8825

REVIEWED BY:

Alan Callander, Manager
Climate Action Programs
Andrew Brooke, Executive Director
Programs and Corporate Initiatives

INITIALS

AHC

AB



Privacy Impact Assessment for *EV Charging Stations*

PIA#TRAN20027

Why do I need to do a PIA?

Section 69 (5) of the *Freedom of Information and Protection of Privacy Act* (FOIPPA) requires the head of a ministry to conduct a privacy impact assessment (PIA) in accordance with the directions of the minister responsible for FOIPPA. Section 69 (5.1) requires the head to submit the PIA to the minister responsible for FOIPPA for review, during the development of any new system, project, program or activity, or proposed enactment, or when making changes to an existing one. The Privacy, Compliance and Training Branch (PCT) is the representative of the Minister for these purposes. Ministries must submit PIAs to PCT at pia.intake@gov.bc.ca for review and comment prior to implementation of any initiative. If you have any questions, please call the Privacy and Access Helpline (250 356-1851) for a privacy advisor. Please see our PIA Guidelines for question-specific guidance on completing a PIA.

What if my initiative does not include personal information?

Ministries still need to complete Part 1 of the PIA and submit it, along with the signatures pages, to PCT even if it is thought that no personal information is involved. This ensures that the initiative has been accurately assessed.

Part 1 – General

Name of Ministry:	Ministry of Transportation and Infrastructure		
PIA Drafter:	Katia Gauvin		
Email:	Katia.Gauvin@gov.bc.ca	Phone:	778 698-8825
Program Manager:	Alan Callander		
Email:	Alan.Callander@gov.bc.ca	Phone:	778 974-4979

1. Description of the Initiative

The adoption of zero and low emission vehicles in British Columbia is an important CleanBC strategy to reduce greenhouse gas emissions. The BC Ministry of Transportation and Infrastructure (MOTI) is working in partnership with FortisBC, BC Hydro and the Ministry of Energy, Mines and Petroleum Resources to build a provincial network of electric vehicle (EV) charging stations to support the adoption of zero emission vehicles. MOTI's chargers are open to the public and free of charge. No registration is required to use the chargers. To date, the ministry has installed 53 EV chargers in 18 highway locations. See the attached map of charger locations as well as detailed list.

2. Scope of this PIA

The scope of this PIA is MOTI's purchase of an ABB's EV charger service called Driver Care. This service will connect 14 x 50kW direct current fast chargers to the Internet and provide some basic information about the status of the chargers and their usage. This information is important to the ministry's maintenance staff to identify as well as resolve issues remotely. If remote troubleshooting



Privacy Impact Assessment for *EV Charging Stations* PIA#TRAN20027

is not possible, then staff can be deployed to resolve issues as quickly as possible to ensure EV drivers can charge their vehicles. MOTI does not anticipate purchasing additional ABB chargers as the ministry is moving to a Canadian company called FLO.

3. Related Privacy Impact Assessments

TRAN15015, TRAN16049, TRAN18027

4. Elements of Information or Data

Driver Care consists of two parts:

1. Charger Connect – provides a SIM card and 3G Rogers network to the charger, needed to download charger software updates; these updates are important to ensure the charger can provide the correct charge to the vehicle batteries
2. Driver Care – a platform designated users log into to access services via the cloud, built on MS Azure PaaS (platform-as-a-service) solution

Driver Care services include:

- Real-time monitoring status of network and on EV charger level
- Standard reports on usage
 - Number of times the charging stations are being used
 - Amount of electricity being used
 - Station error logs
- Notifications, solutions and cases
- Diagnosis and repair guidelines
- Ability to escalate cases to ABB Service

It is not possible to know the identity of the EV driver with the RFID and VID alone. ABB does not have visibility on the personal data.

After completing questions 1-4. STOP!

Please connect with your Ministry Privacy Officer (MPO) Gislene.Guenard@gov.bc.ca 7786983016
Your MPO will work together with you to complete the rest of the PIA.



Privacy Impact Assessment for *EV Charging Stations* PIA#TRAN20027

Part 6 – PCT Comments and Signatures

This PIA is based on a review of the material provided to PCT as of the date below. If, in future any substantive changes are made to the scope of this PIA, the ministry will have to complete a PIA Update and submit it to PCT.

Jessica Bouchard
Privacy Analyst
Privacy, Compliance and Training
Branch
Ministry of Citizens' Services



Signature

July 3, 2020
Date



Privacy Impact Assessment for *EV Charging Stations*

PIA#TRAN20027

Part 7 – Program Area Comments and Signatures

Alan Callander

Program Manager

Signature

July 22, 2020

Date

Ministry Contact Responsible for
Security (Signature not required
unless MISO has been involved.)

Signature

Date

not required

Assistant Deputy Minister or
Designate (if Personal Information
is involved in this initiative)

Signature

Date

Andrew Brooke

Executive Director or equivalent (if
**no Personal Information is involved
in this initiative**)

Signature

July 22, 2020

Date

A final copy of this PIA (with all applicable signatures and attachments) must be provided to PCT for its records to complete the process. PCT is the designated office of primary responsibility for PIAs under ARCS 293-60.

PCT will publish the ministry name, business contact details and a brief summary of the PIA to the Personal Information Directory (PID) as required by section 69(2) of FOIPPA. If you have any questions, please contact your privacy advisor at PCT or call the Privacy and Access Helpline at 250 356-1851.



BRIEFING NOTE FOR DECISION

DATE: October 23, 2020

PREPARED FOR: Deborah Bowman, ADM, Transportation Policy and Programs

ISSUE: The British Columbia Trucking Association (BCTA) is seeking authorization to roll over unexpended funds from year 1 to year 2 of the CleanBC Heavy-Duty Vehicle Efficiency (HDVE) program.

RECOMMENDED OPTION:

- **Authorize the BCTA to use the unexpended funds from Year 1 of the CleanBC Heavy-Duty Efficiency Program in Year 2 of the program.**

BACKGROUND:

The BCTA administers the HDVE program under an agreement with the Ministry. The agreement is reviewed on an annual basis. Year 2 of the agreement has been signed by all parties. The agreement is worth \$1.4M annually.

The BCTA's accounting statement for year 1 indicated that \$519,348.69 from year 1 was not expended. This amount represents the unused incentives for fuel saving equipment as well as associated administration fees. These funds were not expended due to the onset of the COVID-19 pandemic which created financial problems for several BC-based trucking companies that had been approved for equipment incentives. Because of that, several of these companies could not take advantage of the incentives.

The BCTA has requested that the funds that were not expended in year 1 be rolled over into year 2. The rationale for the rolling over of funds is that the trucking industry has now recovered to about 80% of pre-COVID-19 levels and companies are now able to invest in their trucks.

PAST INTERACTIONS:

- Ministry staff regularly meet with the BCTA.

DISCUSSION:

Program staff checked with the Ministry's legal council and Ellen Slanina ED, Financial Policy Compliance and Governance, Finance Department to see if the BCTA request could be accommodated. Both agree that under the Ministry's current agreement with the BCTA, the Ministry can authorize the BCTA to use the remaining funds from Year 1 in year 2. All that is required is approval from the expense authority. In this case the ADM, Transportation Policy and Programs, due to the amount of funds.

As per the agreement, all the funds (\$1.4M) for year 1 were transferred to the BCTA as they were responsible to distribute these funds. The BCTA is holding these funds in a separate bank account established specifically for this program. The program's agreement stipulates that any funds not spent at the termination of the program must be returned to the Province. The BCTA is aware of this requirement.

Due to the trucking sector's recovery from COVID-19 the BCTA anticipates being able to distribute all of year 2 incentives, as well as the remaining amount from year 1, to pre-approved heavy-duty transport companies.

**FINANCIAL IMPLICATIONS:**

- None, as the Year 1 funds have already been transferred to the BCTA therefore this will not impact the Ministry's budget.

OPTIONS:

OPTION 1: Authorize the BCTA to use the unexpended funds from Year 1 of the CleanBC Heavy-Duty Efficiency Program in Year 2 of the program.

Pros:

- Does not require additional resources (human or financial).
- Maintains a partnership with a key stakeholder.
- Supports the CleanBC plan as it allows the HDVE program to meet its goal of providing fuel efficiency equipment to the trucking sector to reduce greenhouse gas emissions.
- Supports the recovery of the trucking sector from the COVID-19 pandemic by reducing fuel costs.

Cons:

- Ministry will not be able to request this money be returned to government in order for it to be applied to other projects.



RECOMMENDATION:

- Option 1.

APPROVED / NOT APPROVED

Deborah Bowman, ADM
Transportation Policy and Programs

Nov 3, 2020
Date

Nancy Bain, EFO
Finance and Management Services Department

Nov 4, 2020
Date

PREPARED BY:

Alan Callander, Manager, Climate Action Programs
Programs and Corporate Initiatives
(778) 974-4979

REVIEWED BY:

Andrew Brooke, Executive Director
Programs and Corporate Initiatives

INITIALS

AB



BRIEFING NOTE FOR INFORMATION

DATE: December 21, 2020

PREPARED FOR: Assistant Deputy Minister, Deborah Bowman, Transportation Policy & Programs

ISSUE: Mount Robson electric vehicle charging station winter maintenance

SUMMARY:

- In July 2020, the ministry installed EV chargers at the BC Park's Mount Robson Visitor Centre. This site was chosen due to the high volume of people that stop at the location to take advantage of the amenities (park information centre, cafe, and a view of the mountain). This location is also the mid-point between Valemount, McBride and Jasper.
- The Mount Robson Visitor Centre gets significant snowfall in the winter (from October through to April). Highway Operations staff have informed TPP staff that they do not have the maintenance budget to cover the additional costs of snow removal within the BC Park's parking lot. A member of the public has complained about the lack of snow removal.
- Operational and TPP staff agreed that due to the limited number of winter visits and the high cost of maintenance (over \$50,000) it is not cost-effective for the charging station to be open this season. Notification has been posted on the PlugShare website that the site is not available.
- Staff are currently investigating the installation of a charging station at the ministry's Terry Fox Mountain rest area, (approximately 10 km west of Mount Robson on Highway 16), which will stay open continuously as the site receives year-round maintenance. The plan is to install the chargers next summer.

BACKGROUND:

To support the development of a provincial network of electric vehicle (EV) charging stations, the Ministry of Transportation and Infrastructure (ministry) is installing charging stations along provincial highways. Providing a charging network encourages drivers to transition from gas-burning vehicles to zero-emission vehicles (ZEV). Strategically located charging stations open new travel routes for EV drivers and help reduce range anxiety, which is one of the barriers to large scale adoption of all-electric vehicles.

In July 2020, the ministry installed two 50kW fast chargers and four Level 2 chargers at the BC Park's Mount Robson Visitor Centre. This site is strategically located at the mid-point between Valemount, McBride and Jasper. The Mount Robson Visitor Centre receives significant traffic in the summertime. There are also other amenities at the site including a café and gas station. The Visitor centre provides the power needed to operate the fast chargers.

Due to its high elevation there is significant snowfall at this location between October and April. BC Parks staff do not clear snow from the parking lot as the Visitor Centre and other amenities are only open seasonally. The MoTI's maintenance contractor does plow the road going to the parking lot infrequently (as it is a Class D maintenance road) to allow winter campers access to the trails. When doing this the contractor clears a portion of the parking lot as they use it to turn their large plow truck around. This equipment is not appropriate to clear snow near the charging stations; a much smaller bobcat would be needed for this work.



A member of the public has reached out to TP&CI Branch staff to express their concern that the EV charging stations are difficult to access now there is snow on the ground. They travel to and from Prince George and Jasper on a regular basis. They would like to see better snow clearing around the chargers. This person has reached out to their local MLA office to inform them of the lack of snow removal at this location. The MLA has already reached out to the A/District Manager (Val Hunsaker) for Fort George District to discuss this issue. Karen Andrews the Regional Manager of Rehabilitation and Maintenance who is responsible for maintenance in the Northern Region is also aware of this concern.

PAST INTERACTIONS:

- None that ministry staff are aware of.

DISCUSSION:

Tara Jones, the Project Manager for the ministry's EV charging station program, contacted district operational staff and discussed the possibility of the maintenance contractor clearing the snow at the charging station. The initial cost estimate was approximately \$50,000 due to the remote location and type of equipment required. The contractor also stated that this would be a low priority for them as they would require that equipment elsewhere during heavy snowfalls.

The district staff indicated they do not have the budget to cover these additional costs this year; a lift to their budget would be required from headquarters. It would also need to be worked into their budget in future years. The maintenance contract for this service area renews in September 2021.

Staff held several meetings on this issue to determine the appropriate next steps. The discussions focused on finding a cost-effective option to keep the charging stations open this winter, as well as longer-term maintenance options for the future. Due to the high cost of maintenance for this site and potential low number of visits it was decided that it did not warrant having the charging station maintained this winter. However, due to strategic location and the high number visitors in the summer this station will remain in place. Staff will also pursue the installation of another charging station at the Ministry's Terry Fox mountain rest area which is 10 kms west of Mount Robson. This site already receives year-round maintenance but does not have the amenities of the Mount Robson Visitor centre.

Staff have reached out to all the people that expressed concern over the lack of maintenance and explained the situation. No further concerns have been expressed at this time. Staff have also posted on the PlugShare website to inform drivers that "The charging stations at Mount Robson are not available at this time. The Ministry will update as soon as the status has changed." Staff are now undertaking the design for the installation of chargers at the Terry Fox mountain rest area, which can be completed next summer as part of the annual EV Charger program.

FINANCIAL IMPLICATIONS:

- No additional funding is required as the new charger at Terry Fox mountain rest area can be done as part of the annual EV Charger in rest area program.

PREPARED BY:

Katia Gauvin, Policy Analyst
Transportation Programs and Corporate Initiatives
(778) 698-8825

REVIEWED BY:

Alan Callander, Manager
Climate Action Program
Transportation Programs and Corporate Initiatives
Andrew Brooke, Executive Director
Transportation Programs and Corporate Initiatives
Deborah Bowman, Assistant Deputy Minister
Transportation Policy and Programs

INITIALS

AC

AB



BRIEFING NOTE FOR INFORMATION

DATE: December 21, 2020

PREPARED FOR: Assistant Deputy Minister, Deborah Bowman, Transportation Policy & Programs

ISSUE: Mount Robson electric vehicle charging station winter maintenance

SUMMARY:

- In July 2020, the ministry installed EV chargers at the BC Park's Mount Robson Visitor Centre. This site was chosen due to the high volume of people that stop at the location to take advantage of the amenities (park information centre, cafe, and a view of the mountain). This location is also the mid-point between Valemount, McBride and Jasper.
- The Mount Robson Visitor Centre gets significant snowfall in the winter (from October through to April). Highway Operations staff have informed TPP staff that they do not have the maintenance budget to cover the additional costs of snow removal within the BC Park's parking lot. A member of the public has complained about the lack of snow removal.
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- Staff are currently investigating the installation of a charging station at the ministry's Terry Fox Mountain rest area, (approximately 10 km west of Mount Robson on Highway 16), which will stay open continuously as the site receives year-round maintenance. The plan is to install the chargers next summer.

BACKGROUND:

To support the development of a provincial network of electric vehicle (EV) charging stations, the Ministry of Transportation and Infrastructure (ministry) is installing charging stations along provincial highways. Providing a charging network encourages drivers to transition from gas-burning vehicles to zero-emission vehicles (ZEV). Strategically located charging stations open new travel routes for EV drivers and help reduce range anxiety, which is one of the barriers to large scale adoption of all-electric vehicles.

In July 2020, the ministry installed two 50kW fast chargers and four Level 2 chargers at the BC Park's Mount Robson Visitor Centre. This site is strategically located at the mid-point between Valemount, McBride and Jasper. The Mount Robson Visitor Centre receives significant traffic in the summertime. There are also other amenities at the site including a café and gas station. The Visitor centre provides the power needed to operate the fast chargers.

Due to its high elevation there is significant snowfall at this location between October and April. BC Parks staff do not clear snow from the parking lot as the Visitor Centre and other amenities are only open seasonally. The MoTI's maintenance contractor does plow the road going to the parking lot infrequently (as it is a Class D maintenance road) to allow winter campers access to the trails. When doing this the contractor clears a portion of the parking lot as they use it to turn their large plow truck around. This equipment is not appropriate to clear snow near the charging stations; a much smaller bobcat would be needed for this work.



A member of the public has reached out to TP&CI Branch staff to express their concern that the EV charging stations are difficult to access now there is snow on the ground. They travel to and from Prince George and Jasper on a regular basis. They would like to see better snow clearing around the chargers. This person has reached out to their local MLA office to inform them of the lack of snow removal at this location. The MLA has already reached out to the A/District Manager (Val Hunsaker) for Fort George District to discuss this issue. Karen Andrews the Regional Manager of Rehabilitation and Maintenance who is responsible for maintenance in the Northern Region is also aware of this concern.

PAST INTERACTIONS:

- None that ministry staff are aware of.

DISCUSSION:

Tara Jones, the Project Manager for the ministry's EV charging station program, contacted district operational staff and discussed the possibility of the maintenance contractor clearing the snow at the charging station. The initial cost estimate was approximately \$50,000 due to the remote location and type of equipment required. The contractor also stated that this would be a low priority for them as they would require that equipment elsewhere during heavy snowfalls.

The district staff indicated they do not have the budget to cover these additional costs this year; a lift to their budget would be required from headquarters. It would also need to be worked into their budget in future years. The maintenance contract for this service area renews in September 2021.

Staff held several meetings on this issue to determine the appropriate next steps. The discussions focused on finding a cost-effective option to keep the charging stations open this winter, as well as longer-term maintenance options for the future. Due to the high cost of maintenance for this site and potential low number of visits it was decided that it did not warrant having the charging station maintained this winter. However, due to strategic location and the high number visitors in the summer this station will remain in place. Staff will also pursue the installation of another charging station at the Ministry's Terry Fox mountain rest area which is 10 kms west of Mount Robson. This site already receives year-round maintenance but does not have the amenities of the Mount Robson Visitor centre.

Staff have reached out to all the people that expressed concern over the lack of maintenance and explained the situation. No further concerns have been expressed at this time. Staff have also posted on the PlugShare website to inform drivers that "The charging stations at Mount Robson are not available at this time. The Ministry will update as soon as the status has changed." Staff are now undertaking the design for the installation of chargers at the Terry Fox mountain rest area, which can be completed next summer as part of the annual EV Charger program.

FINANCIAL IMPLICATIONS:

- No additional funding is required as the new charger at Terry Fox mountain rest area can be done as part of the annual EV Charger in rest area program.

PREPARED BY:

Katia Gauvin, Policy Analyst
Transportation Programs and Corporate Initiatives
(778) 698-8825

REVIEWED BY:

Alan Callander, Manager
Climate Action Program
Transportation Programs and Corporate Initiatives
Andrew Brooke, Executive Director
Transportation Programs and Corporate Initiatives
Deborah Bowman, Assistant Deputy Minister
Transportation Policy and Programs

INITIALS

AC

AB



BRIEFING NOTE FOR INFORMATION

DATE: March 16, 2021

PREPARED FOR: Deborah Bowman, Assistant Deputy Minister, Transportation Policy & Programs

ISSUE: Amendment to the federal contribution agreement for electric vehicle fast charging stations in provincial highway rest areas.

SUMMARY:

- The ministry has a mandate to install EV charging stations in highway rest areas and rights-of-way (ROWs), to fill the gaps in the province-wide network.
- On January 19, 2020, the Province and Canada entered into an agreement to support the expansion of a provincial network of electric vehicle (EV) charging stations.
- Under this agreement, Natural Resources Canada (NRCan) agreed to provide funding toward the installation of 50kW fast chargers, and Level 2 chargers if installed with a 50kW fast charger, at six highway locations.
- Since the agreement was signed, there have been changes to the charging station locations and an amendment is necessary.
- The amended agreement requires Assistant Deputy Minister signature.

BACKGROUND:

The adoption of zero emission vehicles (ZEVs) in British Columbia is an important CleanBC strategy. The ministry is working in partnership with FortisBC, BC Hydro, and the Ministry of Energy, Mines and Low Carbon Innovation (EMLI) to build a provincial network of EV charging stations. The ministry's role is to install EV charging stations in highway rest areas and rights-of-way (ROWs), linking communities with existing EV charging infrastructure.

On January 19, 2020, the ministry entered into an agreement (P-098) with NRCan. Under this agreement, NRCan agreed to provide \$630,000 toward the installation of 50kW fast chargers and Level 2 chargers at six highway locations (see table on the next page).

Since the signing of the agreement, ministry staff performed more detailed site analysis of each location and determined that changes to the original locations were necessary. Ministry and NRCan staff have agreed to amend the contract based on those changes. The amended contract identifies the new locations and the number of fast and Level 2 chargers. The scope of this agreement reduces the NRCan contribution from \$630,000 to \$520,000. NRCan also agreed to provide an extension to the agreement's completion time frame to June 30, 2022; with a March 31, 2022 eligible expenditure claim deadline. The agreement amendment requires Assistant Deputy Minister signature (see attachment).

DISCUSSION:

Ministry regional highway operations and engineering staff recommended that changes be made to the six locations originally listed in the agreement. The reasons for site re-locations include:

- *Power needs:* The operation of fast (50kW) chargers requires three-phase electrical power. Upon closer inspection, electrical engineering staff found that four of the proposed locations had single-phase power. These can only power 25kW charging stations which are not eligible for NRCan funding under the terms of the agreement when installed in absence of a 50kW fast charger.
- *Remoteness:* Mile 80 rest area is a suitable location in terms of power and space; however, it is located 60km north of Fort St John and regional staff are concerned about vandalism and cost of maintenance. This location is on hold.



- *Indigenous reconciliation:* The ministry identified a suitable ROW at the Community of Woss on northern Vancouver Island; however, the 'Namgis Nation is currently in consultation with the Province and has not provided approval for this project. Ministry staff continue to consult with the 'Namgis Nation, with support from our ministry Indigenous Relations Advisor.

The following table lists the original NRCan agreement locations, whether they were replaced with a new location, and the construction dates.

Original 50kW fast charging location	New 50kW fast charging location	Construction Date
Skuppa rest area	Red Hill rest area	Fall 2020 – completed
South Taylor Hill rest area	Mount Terry Fox rest area	Fall 2021
Mile 80 rest area	Thornhill Roundabout	Fall 2021
Cluculz Lake rest area	Hanceville rest area	Fall 2021
Savory rest area	Buckley Bay rest area	Fall 2021
Woss		TBD

In 2020, in addition to the Red Hill rest area listed above, the ministry installed 25kW charging stations at Cluculz Lake rest area, Savory rest area, and East Pine rest area. Because these three additional locations can only host 25kW chargers, they are ineligible under this agreement.

In 2021, the ministry plans to install charging stations at five locations. Four of these locations, listed in the table, fall under the federal agreement. The fifth location, Una rest area, can only host a 25kW charging station and therefore is ineligible under this agreement.

The ministry also continues to seek approval from the 'Namgis First Nation to install a charging station at Woss. Construction of all the stations under this agreement must be completed by June 30, 2022. Because of the uncertainty of completing Woss by this time, it has been removed from the agreement. Ministry has sufficient funding from CleanBC to complete Woss on its own if necessary.

The overall funding amount of the agreement has been adjusted to reflect the new number and types of chargers being installed at the five locations. Ministry staff have worked with the federal government and agree to this change.

FINANCIAL IMPLICATIONS:

- In the original agreement between the Province and Canada, NRCan agreed to contribute up to \$630,000 toward the cost of installing EV charging stations in highway rest areas and ROWs.
- Under the amended agreement, NRCan agrees to contribute a maximum of \$520,000.
- The total estimated cost for the five locations under the amended agreement is \$1,880,000.

Attachment: P-098 Amending Agreement

PREPARED BY:

Katia Gauvin, Senior Policy Analyst
Active Transportation and Climate Action
778-698-8825

REVIEWED BY:

Alan Callander, Manager
Climate Action
Clyde Bersky, Manager
Finance & Operations
Kate Berniaz, Manager
Manager, Transportation Programs
Katherine Kirby, Executive Director
Programs and Corporate Initiatives Branch

INITIALS:

AHC

CB

KB

KK

DECISION BRIEFING NOTE

DATE: March 10, 2021

PREPARED FOR: Deborah Bowman, Assistant Deputy Minister, Transportation Policy & Programs

ISSUE: Improvements at public electric vehicle charging stations are needed to increase user accessibility.

PURPOSE: Decision on whether to enter into a partnership agreement with BC Hydro, in fiscal 2020/21, that will increase the ministry's knowledge around the future design of electric vehicle charging stations in regards to the use of snow accumulation and charging cable management systems.

RECOMMENDED OPTION:

- **OPTION 1:** Enter into a partnership agreement with BC Hydro to improve and evaluate user experience at public electric vehicle charging stations with \$35,000 of funding from the 2020/21 Climate Action budget

BACKGROUND:

The transportation sector produces 27.7 metric tons of carbon dioxide equivalent (Mt CO₂e), which represents 41% of provincial greenhouse gas emissions. Passenger vehicles produce 9.9 Mt CO₂e or 14.6% of total emissions. Supporting the adoption of zero emission vehicles (ZEVs) in British Columbia is an important CleanBC strategy to reduce these emissions. Under the *Zero-Emission Vehicles Act*, the auto industry must make the switch to 100% light-duty electric vehicle sales by 2040.

To support the 2040 target, the Ministry of Transportation and Infrastructure (MOTI) is working in partnership with FortisBC, BC Hydro, and the Ministry of Energy, Mines and Low Carbon Innovation (EMLI) to build a provincial network of public electric vehicle (EV) charging stations. MOTI's role is to provide charging stations at highway rest areas. Strategically located charging stations open new travel routes and make it easier for EV drivers to charge on longer routes.

To ensure that all EV drivers can take advantage of this infrastructure, charging stations must be easy to use and accessible — this is consistent with our Gender-Based Analysis Plus (GBA+) mandate. In March 2020, MLA Michelle Stillwell wrote to then Minister Trevena to raise the issue that most EV charging stations are currently not accessible (see Appendix 1). Since then, both MOTI and BC Hydro have improved designs for new charging station (e.g. larger stalls, position of bollards).

In February 2021, BC Hydro approached MOTI with a proposal to cost-share the purchase of new equipment. Under this partnership, MOTI would provide \$35,000 from the 2020/21 Climate Action budget to purchase a snow shelter and cable management systems for BC Hydro charging stations. For its contribution to the partnership, the ministry will receive an evaluation of the equipment's impact on user experience as well as review of the asset's operation and maintenance. These results will inform future MOTI investments.

PAST INTERACTIONS:

- None ministry staff are aware of.

DISCUSSION:

BC Hydro has a budget of \$25,000 in fiscal 2020/21 to purchase equipment and will contribute in-kind services to install equipment and evaluate its impact through a user experience study. Under the proposed agreement with BC Hydro (see Appendix 2), MOTI is interested in contributing \$35,000 toward the development, implementation and evaluation of the pilot. All equipment will be installed at BC Hydro

locations, which are supported by a BC Hydro EV app that allows user polling. There are two types of equipment that will be evaluated as part of this pilot: a snow shelter and cable management system.

The proposed snow shelter will be installed by BC Hydro and will provide a cover over the Britton Creek rest area fast charging stations. The shelter will be engineered to withstand heavy snow typical of this part of the Coquihalla Highway (see Appendix 3). The purpose of the shelter is to reduce snow build-up around the chargers, which limits access, and protect the equipment from weather. The Britton Creek rest area is part of the ministry's highway system, but the vehicle chargers belong to BC Hydro.

In addition, BC Hydro will purchase and install cable management systems for three fast charging stations located in the Lower Mainland. Fast (50kW) charging cables have bigger wires to allow more current to run through them. This makes them heavy and hard to manoeuvre. The installation of cable management systems will increase manoeuvrability, prevent cable damage, and reduce tripping hazards.

Both MOTI and BC Hydro apply GBA+ to work toward more functional charging stations for people with disabilities. With the BC Hydro EV app, BC Hydro will be able to follow up with drivers to learn more about their charging experience. This information is valuable to MOTI as our charging stations are not equipped to conduct user experience studies. Providing a better experience for all EV charging station users will increase public confidence in ZEVs and support their adoption.

FINANCIAL IMPLICATIONS:

Under the proposed agreement with BC Hydro, MOTI will contribute \$35,000 and leverage BC Hydro's contribution to this pilot, which includes \$25,000 for equipment, plus in-kind services for installations work and user-experience study. There is \$35,000 available in the 2020/21 Climate Action budget.

OPTIONS:

1. Enter into a partnership agreement with BC Hydro to improve and evaluate user experience at public electric vehicle charging stations with \$35,000 of funding from the 2020/21 Climate Action budget

Pros:

- Leverage BC Hydro funding and expertise to improve ZEV user experience
- Gain new knowledge to inform EV charging infrastructure investment decisions

Cons:

- Less funding available for other provincial programs



-
- Lost opportunity to strengthen a partnership with a key stakeholder (BC Hydro)

APPROVED (Option1) / NOT APPROVED

Deborah Bowman, ADM
Transportation Policy & Programs

March 22, 2021
Date

Attachments:

- MLA Stillwell Letter Mar. 18, 2020
- Letter of Authority
- Image of Britton Creek Feb. 25, 2021

PREPARED BY:	REVIEWED BY:	DATE:
Katia Gauvin, Senior Policy Analyst Programs and Corporate Initiatives	Alan Callander, Manager, Climate Action Programs and Corporate Initiatives	21-Mar-10
	Kate Berniaz, Project Lead, Climate/Active Transportation Programs and Corporate Initiatives	21-Mar-12
	Clyde Bersky, Manager, Finance & Operations Programs and Corporate Initiatives	21-Mar-14
	Kate Berniaz, A/Executive Director Programs and Corporate Initiatives	21-Mar-16

BRIEFING NOTE FOR DECISION

DATE: March 26, 2021

PREPARED FOR: Deborah Bowman, Assistant Deputy Minister, Transportation Policy & Programs

ISSUE: Transfer the 2020/21 electric vehicle charging station budget to the BC Transportation Financing Authority.

SUMMARY:

- **The Ministry's CFO requested that the funding in the Ministry's budget allocated to the electric vehicle (EV) charging station program for 2020/21 be transferred to the BC Transportation Financing Authority (BCTFA)**
- **This transfer ensures that the BCTFA is reimbursed for the full cost of ownership**
- **The attached Government Transfer Approval Request form requires Assistant Deputy Minister (ADM) signature**

BACKGROUND:

The Ministry of Transportation and Infrastructure (MoTI) CFO has requested that the Transportation Policy and Programs (TPP) Department transfer the EV charging station program funds to the BCTFA to cover the BCTFA's costs of owning the stations.

In 2019, as part of CleanBC, Treasury Board allocated \$5.3 million to the EV charging station program over three years: \$2.1 million in 2019/20; \$1.6 million in 2020/21; and \$1.6 million in 2021/22. The expectation is that over the three years, a total of \$5.3 million will be spent on EV charging stations and a total of \$5.3 million will be granted to the BCTFA.

The Government Transfer Approval Request form needed to approve the 2020/21 \$1.6 million transfer is attached and requires ADM signature.

DISCUSSION:

The BCTFA's mandate is to plan, acquire, construct, hold, improve, or operate transportation infrastructure assets across the province. EV charging stations (including chargers, electrical cabinets, and luminaries) are important public infrastructure assets. Therefore, it stands to reason to bring all Ministry EV charging infrastructure under the BCTFA umbrella.

Although actual year-over-year installation costs may differ from the budget amount, the full budget will be transferred to the BCTFA for the duration of the three-year program. At the end of the program BCTFA will examine the full EV installation cost and determine if a surplus exists.

In 2020/21 MoTI will install 10 EV fast-chargers and 4 Level 2 chargers in five locations (highway rest areas and ministry rights-of-ways). This transfer will ensure that these and future sites are administered under the BCTFA umbrella.

FINANCIAL IMPLICATIONS:

- If approved, the TPP Department will transfer \$1.6 million from financial coding 034.55065.60655.5506505 to the BCTFA.

OPTION 1: Approve the request to transfer \$1.6 million allocated to the Ministry's EV charging station program in fiscal 2020/21 to the BCTFA.

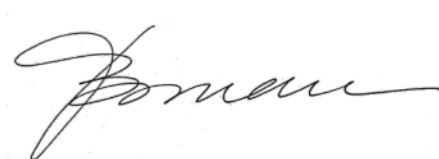
Pros:

- Provides consistent management of all the Ministry's EV charging infrastructure assets

Cons:

- Requires adjustment of current funding approach

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RECOMMENDATION: Option 1.**APPROVED / NOT APPROVED**


March 29, 2021

Deborah Bowman
Assistant Deputy Minister

Date

Attachments:

- Government Transfer Approval Request - EV Charging Station Transfer to BCTFA

PREPARED BY:	REVIEWED BY:	DATE:
Katia Gauvin, Sr Policy Analyst Programs and Corporate Initiatives	Alan Callander, Manager Climate Action	21-Mar-26
	Clyde Bersky, Manager, Finance & Operations Programs and Corporate Initiatives	21-Mar-26
	Kathy Kirby, Executive Director Policy and Legislation	21-Mar-29
	Nancy Bain, ADM & EFO Finance and Management Services Department	21-Mar-31
	Deborah Bowman, ADM Transportation Policy & Programs	21-Mar-30



DECISION BRIEFING NOTE

DATE: July 7, 2021

PREPARED FOR: Deborah Bowman, Assistant Deputy Minister, Transportation Policy & Programs

ISSUE: The ministry is seeking to develop a five-year plan to support the installation of electric vehicle charging stations in highway rest areas and rights of way.

PURPOSE: Approval to proceed with a Request for Proposals for a Five-Year EVCS Roll Out Plan.

RECOMMENDED OPTION:

- **OPTION 1:** Conduct a Request for Proposal for a Five-Year EVCS Roll Out Plan with an anticipated budget of approximately \$215,000 from the 2021/22 Climate Action budget.

BACKGROUND:

Light-duty passenger vehicles produce a third of B.C.'s transportation greenhouse gas (GHG) emissions. Encouraging the adoption of electric vehicles (EVs) is an important CleanBC strategy to reduce emissions from this sector. One action to support this strategy is to invest in public EV charging stations (EVCS).

Since 2018/19, the Ministry of Transportation and Infrastructure (ministry) has been working in partnership with the BC Ministry of Energy and Low Carbon Innovation (EMLI), BC Hydro, and FortisBC to build a well-connected provincial network of public EVCS. The objective of the network is to make it easy and convenient for people to drive from one end of B.C. to the other, powered by clean energy.

While our partners are focused on installing EVCS in communities, the ministry's role is to connect these communities by installing EVCS in provincial highway rest areas and rights of way (ROWs). Since fiscal 2018/19, the ministry has installed EVCS at 22 locations—see attached map. In 2021/22, the ministry will install EVCS at four new locations.

Although the southern half of the province now has access to a good network of EVCS, the northern half requires more charging infrastructure. The ministry faces challenges installing EVCS in this part of the province due to a lack of electrical power and cell service along sections of highway. As well, the remote location of these stations make maintenance, including responding to vandalism, a challenge and the slow speed of the EV charging does not match public expectations. It is important that these challenges are overcome so more EV charging stations will support longer travel distances for EVs, encouraging more British Columbians to buy EVs and further reducing GHG emissions.

To respond to these challenges, ministry staff are seeking Assistant Deputy Minister approval to proceed with a Request for Proposal (RFP) for a Five-Year EVCS Roll Out Plan (Plan).

PAST INTERACTIONS:

- None ministry staff are aware of.

DISCUSSION:

In order to respond to the gaps in the charging station network and the increasingly challenging locations for ministry charging stations, the ministry is seeking a Plan that will reduce range anxiety and address construction challenges.



The Plan will:

- lay out a strategic and coordinated approach to EVCS installation and operations for fiscal years 2022/23 to 2026/27;
- identify emerging technologies that can help address power availability concerns along key routes;
- include design recommendations to improve access and user experience;
- address vandalism prevention and user safety;
- ensure MOTI plan works in coordination with BC Hydro, FortisBC and EMLI plans and programs for EVCS implementation,
- optimize investments in transportation infrastructure; and
- provide cost information needed to apply for funding.

The proposed RFP seeks an experienced and knowledgeable cross-disciplinary team that can prepare a Plan by December 31, 2021. Ministry staff do not have the capacity and combination of expertise to prepare this Plan. The RFP has been reviewed and endorsed by Finance, Engineering, and Project Management staff using legally-approved language.

We intend to apply for CleanBC and other available funding sources to effectively implement this plan. The development of the plan will inform funding proposals.

The ministry has identified \$215,000 from the 2021/22 Climate Action budget for the development of the Plan.

GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

To ensure all EV drivers can take advantage of investments in public charging infrastructure, EVCS must be universally accessible. The Plan will include design, amenity, and user safety recommendations to ensure that ministry EVCS are accessible to drivers of diverse abilities and provide a positive user experience.

FINANCIAL IMPLICATIONS:

- Ministry staff estimate the cost of preparing the Five-Year EVCS Rollout Plan to be approximately \$215,000. This amount is set aside in the 2021/22 Climate Action budget.
- The ministry has invested approximately \$6.6 million in EVCS capital projects since 2018. Capital funding has come from the BC Transportation Financing Authority (BCTFA), CleanBC, and Natural Resources Canada. Operational funding for the EVCS is from regional highways operations budgets.

OPTIONS:

- **Conduct a Request for Proposal for a Five-Year EVCS Roll Out Plan with an anticipated budget of approximately \$215,000 from the 2021/22 Climate Action budget.**

Pros:

- *The ministry can strategically, effectively, and efficiently fill gaps in the EVCS network and support the electrification of light-duty passenger vehicles.*
- *The ministry can prepare strong funding submissions to Treasury Board, CleanBC and the Government of Canada to support the construction and maintenance of EVCS.*

Cons:

- *Less Climate Action funding will be available for other initiatives.*
- *A Plan could lead to expectations that, within five years, all sections of ministry highways will host public access to high-quality EVCS, which will require substantial capital and operational investments.*



Ministry of
Transportation
and Infrastructure

CLIFF #303754



s.13

APPROVED (Option1) NOT APPROVED

Deborah Bowman, Assistant Deputy Minister,
Transportation Policy & Programs
Ministry of Transportation and Infrastructure

July 26, 2021

Date

Attachments: (if applicable)

1. Map of Current ministry EVCS

PREPARED BY:	REVIEWED BY:	DATE:
Katia Gauvin, Sr Policy Analyst Programs & Corporate Initiatives	Kate Berniaz, Project Lead, Climate Action & Active Transportation, Programs & Corporate Initiatives	21-Jul-6
	Clyde Bersky, Manager, Finance & Operations, Transportation Policy and Programs	21-Jul-6
	Trish Rorison, Executive Director, Programs and Corporate Initiatives	21-Jul-26



INFORMATION BRIEFING NOTE

DATE: July 6, 2021

PREPARED FOR: Deborah Bowman, Assistant Deputy Minister, Transportation Policy and Programs

ISSUE: Buckley Bay electric vehicle charging station (EVCS) is a popular EVCS with upgrades scheduled for fall 2021.

PURPOSE: The Climate Action Program budget will be accessed to fund the engineering design for the upgrades.

SUMMARY:

- Buckley Bay is a popular EVCS in need of charger upgrades to meet public expectations and increase accessibility.
- Up to \$10,000 from the 2021/22 Climate Action Program budget will be used to complete the engineering design for the Buckley Bay EVCS.
- New technology and funding available from CleanBC and Natural Resources Canada support these upgrades.

BACKGROUND:

Passenger vehicles produce almost 15% of provincial greenhouse gas emissions. Supporting the adoption of zero emission vehicles (ZEVs) is an important CleanBC strategy to reduce these emissions.

The Ministry of Transportation and Infrastructure (the ministry) is working in partnership with FortisBC, BC Hydro, and the Ministry of Energy, Mines and Low Carbon Innovation (EMLI) to provide a provincial network of public EVCS. The ministry's role is to install stations at highway rest areas. Strategically located EVCS make it easier for EV drivers to get to their destinations using clean energy.

The ministry hosts an EVCS at the BC Ferries Buckley Bay Terminal along Highway 19A on Vancouver Island and will be upgrading the station in 2021. The Program and Corporate Initiatives Branch will expend up to \$10,000 from the 2021/22 Climate Action Program budget for an engineering design.

PAST INTERACTIONS:

- *Branch staff are not aware of past interactions.*

DISCUSSION:

Buckley Bay is a popular charging location for EV drivers on Vancouver Island. This station is at a rest stop between Qualicum Beach and Courtenay. It is adjacent to the ferry terminal serving Denman and Hornby Islands. Therefore, the EV charging stations are used by both travellers driving north-south and to/from Denman and Hornby Island. The station currently hosts two 25kW Delta chargers and one Level 2 charger as backup.

New technology is now available that allows the ministry to install 50kW FLO chargers at Buckley Bay. The maker of FLO chargers is a Canadian company (Quebec) and their product provides a faster charge (twice that of current Delta chargers) that can be networked for remote troubleshooting. This terminal is a high-traffic area and highly visible to island travellers. It is important to have reliable, accessible technology at this



location. The two Delta chargers that will be removed will have parts that can be repurposed to support other ministry 25kW EVCS.

The entire project will be funded as follows:

- Engineering design costs of up to \$10,000 from the 2021/22 Climate Action Program budget,
- Equipment costs of \$100,000 from Natural Resources Canada (NRCan), and
- Construction work from the 2021/22 CleanBC EVCS budget.

In the past, the Climate Action budget has supported special EVCS projects (e.g. \$35,000 for a cost-share agreement with BC Hydro to pilot new equipment that improves accessibility, and \$32,000 for a feasibility study of potential EVCS locations).

GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

To ensure all EV drivers can take advantage of the ministry's EVCS at Buckley Bay, the engineering design will include a cable management system and better placement of bollards. These changes will make it easier for people with a range of abilities to reach the charging cables and reduce tripping hazards.

FINANCIAL IMPLICATIONS:

The Electrical Engineering Branch in Coquitlam has an existing 'as-and-when' agreement with the engineering firm, GNEC; the funding of up to \$10K will be issued through a Journal Voucher from the 2021/22 Climate Action Program budget.

With the ministry's contribution to engineering design, the ministry can access \$100,000 in funding from NRCan to purchase the equipment.

PREPARED BY:	REVIEWED BY:	DATE:
Katia Gauvin, Sr Policy Analyst Programs & Corporate Initiatives	Kate Berniaz, Project Lead, Climate Action & Active Transportation, Programs & Corporate Initiatives	21-Jul-6
	Clyde Bersky, Manager, Finance & Operations, Transportation Policy and Programs	21-Jul-6
	Trish Rorison, Executive Director, Programs and Corporate Initiatives	21-Jul-21

Victoria Office:
Michelle Stilwell, MLA
Parliament Buildings
Victoria, B.C., V9V 1X4
Phone: 250-387-3446

Constituency Office:
2B – 1209 East Island Highway
Parksville, B.C., V9P 1R5
Phone: 250-248-2625
Fax: 250-248-2787



Province of
British Columbia



Michelle Stilwell
MLA Parksville-Qualicum

March 18, 2020

The Honourable Claire Trevena
Minister of Transportation & Infrastructure
PO Box 9055 Prov Stn Govt
Victoria, BC V8W 9E2

RE: Accessible EV charging stations

Dear Minister Trevena:

I recently attended the Tourism Industry Association Conference in Victoria where your ADA provided and update on one of the panels and mentioned a plan to build an Electric Vehicle (EV) charging station network across the province at rest stops. I support this news as more charging stations, especially along highways, are necessary to create a network that supports the growing need for reduced emission vehicles.

Often overlooked, however, is that most charging stations are not accessible. In fact, I have never seen a truly accessible one. Given this, I urge your ministry to ensure that moving forward all new charging stations are built with accessibility at the forefront.

Charging stations should be located so they have access for a person who uses wheelchair on an accessible path. This includes having the proper reach range and turning radius requirements in addition to being mindful that bollards, curbs and wheel stops do not obstruct the use of the charging station. Consideration should be taken when locating stations so that cords do not block pedestrian paths or accessible routes when plugged into a vehicle. These are minor measures that will make major impacts for EV users dealing with accessibility issues.

As EV charging stations begin to be built at rest stops throughout the province, I implore that you make all of those accessible to someone who uses a wheelchair. Highway rest stops usually have the square footage to make the necessary size adjustments to accommodate an accessible space. This should be standard practice, giving motorists peace of mind from recharge anxiety on longer routes while accommodating those who require accessible charging stations.

An added benefit to this initiative is that it incentivizes people who require accessible spaces to purchase EVs going forward. This could, of course, be even further emboldened by an increase in the

EV rebate program, whether that is more funding or increasing the vehicle price threshold for eligibility.

Electric vehicles are a path forward towards fighting climate change on B.C.'s roads. So as we build out the infrastructure I urge you to remember that all British Columbians should have access to these services.

Warmest regards,

A handwritten signature in black ink, appearing to read 'M Stilwell', written in a cursive style.

Michelle Stilwell,
MLA Parksville-Qualicum
Opposition Critic for Tourism, Arts and Culture

Transportation Climate Initiatives Estimates Note

Ministry of Transportation and Infrastructure

Date: March 16, 2021

ISSUE

- Ministry of Transportation and Infrastructure (MOTI) 2021/22 activities to reduce greenhouse gas (GHG) emissions from the transportation sector and support the CleanBC climate plan.

ADVICE AND RECOMMENDED RESPONSE

1. Base Climate Action Budget

In 2021/22, MOTI is undertaking various activities to reduce GHG emissions from the transportation sector.

Base Branch Budget	3 Year Plan (\$M)		
	2021/22	2022/23	2023/24
	s.13; s.17		

Transportation-Related Climate Activities	2021/22
CleanBC Heavy-Duty Vehicle Efficiency Program (Year 3)	s.13; s.17
Active transportation into transit-oriented subdivisions projects	
Electrification of Inland Ferry Fleet	
Passenger Only Ferry Feasibility Research	
Electric Vehicle Charging stations in rest area 5-year plan	
TOTAL	

s.13; s.17

BACKGROUND

CleanBC Heavy-Duty Vehicle Efficiency Program (Year 2)

- In 2021/22, MOTI is spending \$500,000 towards Year 3 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 (\$500,000) is combined with CleanBC funding (\$900,000) 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.

Active transportation into transit-orientated subdivisions guidelines

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

Estimated 2021/2022 budget is \$100,000.

Electrification of inland ferry fleet

- In support of the ministry's goal of a Zero-Emission inland ferry fleet by 2040 this work will complete the detailed design, the necessary BC Hydro upgrades, as well as

undertake the environmental, and regulatory approvals. Estimated budget for this work for 2021/22 is \$850,000 (Barnston Island ferry - s.13; s.17 and Adams Lake cable Ferry - s.13; s.17). This work allows the CleanBC commitment of \$1M in capital for the electric ferry conversion to be completed.

Passenger Only Ferry Feasibility Research

- Working with the ministry's Marine Branch this work will advance the ministry's knowledge of the potential for passenger only ferries. Research will be commissioned that will provide information on the social, environmental (including ghg emissions) and economic impacts of the service, and a cost-benefit multiple account evaluation. Estimated budget for 2021/2022 is \$200,000. This work is a continuation of the initial feasibility studies undertaken last year.

Electric Vehicle Charging Stations 5-year plan

- The ministry received three years of CleanBC funding to develop electric vehicle charging stations in rest-areas within ministry ROW. To date 22 stations have been developed, with another four scheduled for this year. To further develop this network of stations the ministry will undertake a 5-year planning exercise to identify gaps in the overall charging network, source off-grid charging options for those rest areas without power and to determine an accurate cost estimate of future works. Estimate 2020/21 budget is \$50,000.

2. CleanBC Initiatives

In 2021/22, MOTI is undertaking transportation-related activities that support the CleanBC plan. This funding is in addition to the funds identified in the Base Budget above.

- CleanBC is the Province's plan to meet its legislated climate targets of reducing GHG emissions by 40 per cent by the year 2030, based on 2007 levels.
- MOTI has \$5.5M dedicated for 2020/21 to deliver several actions that were identified in the CleanBC document.

CleanBC Transportation Actions	3 Year Plan (\$M)			
	2021/22	2022/23	2023/24	Total
Active Transportation	\$2.00	\$2.00	\$2.00	\$6.00
Heavy-Duty Vehicle Efficiencies	\$0.90	\$0.90	\$0.90	\$2.70
Electric Vehicle Charging Stations	\$1.60	\$1.60	\$1.60	\$4.80
Electric Inland Ferry	\$1.00	TBD	TBD	\$1.00
TOTAL	\$5.50	\$4.50	\$4.50	\$14.50

BACKGROUND

Active Transportation Strategy

- In 2021/22, continue to implement *Move. Commute. Connect.*, B.C.'s Active Transportation Strategy that increases the use, safety and convenience of active transportation modes by all ages and abilities across the province. The goal of the strategy is to double the percentage of trips taken by active transportation by 2030. The current budget to support strategy implementation is ^{s.13} ₁₇ per year for 3 years.

- s.13

Electric Vehicle Charging Stations

- In 2021/22, continue to expand the provincial network of EV charging stations. MOTI is planning to install fast charging stations in four highway rest areas in summer/fall 2021/22, bringing the total number of ministry-installed sites to 26 since 2018. The budget is \$1.6M.

Electric Inland Cable Ferry

- In 2021/22, MOTI will complete the conversion of the Arrow Park inland cable ferries from diesel to electric power. The budget for this project is \$^{s.13;}_{s.17} this year. The long-term goal is to electrify the entire inland ferry fleet, starting with the cable ferries and then the Barnston Island ferry. Each cable ferry cost is estimated at \$^{s.13;}_{s.17}; Barnston's cost TBD.

Service Plan Variance

2020/21 -2022/23 Service Plan (\$ millions)

2020/21	2021/22	2022/23	Total

2021/22 – 2023/24 Service Plan (\$ millions)

2021/22	2022/23	2023/24	Total

- Explanation(s) of changes from last years' Service Plan

PROGRAM CONTACT

Alan Callander, Manager Climate Action Program
Transportation Policy and Programs, 778 974-4979

Kate Berniaz, Manager Transportation Programs
Transportation Policy and Programs, 250 419-8544



INFORMATION BRIEFING NOTE

DATE: November 2, 2021

PREPARED FOR: Capital Program Board

ISSUE: Additional funding for fiscal 2021/22 to support MOTI's Electric Vehicle Charging Station (EVCS) program

PURPOSE: MOTI to meet its EVCS program commitments in fiscal 2021/22

SUMMARY:

- Under CleanBC, MOTI is responsible to help build a provincial network of EVCS by installing charging stations in highway rest areas and rights of way.
- To address the growing costs of installing EVCS in more remote areas of the province and meet our commitments to Natural Resources Canada, the EVCS team requires additional funding in fiscal 2021/22.
- With this additional funding, MOTI is able to complete the upgrades at the Buckley Bay EV charging location and may be required to return federal funds received under an agreement with Natural Resources Canada.

BACKGROUND:

Passenger vehicles produce almost 15 per cent of provincial greenhouse gas (GHG) emissions and supporting the adoption of zero emission vehicles (ZEVs) is an important CleanBC strategy to reduce these emissions.

The Ministry of Transportation and Infrastructure (MOTI) is working in partnership with FortisBC, BC Hydro, and the Ministry of Energy, Mines and Low Carbon Innovation (EMLI) to provide a provincial network of public EVCS. MOTI's role is to install EVCS at highway rest areas and rights of way (ROWs).

Since the start of the program in 2018, MOTI has installed EVCS at 22 locations—see attached map of current locations. Strategically located EVCS make it easier for EV drivers to get to their destinations using clean energy.

For this current fiscal, the EVCS program has contracted Westcana to install EV charging infrastructure at four locations: Hanceville, Mount Terry Fox, and Una rest areas and Motz Road near Terrace (contract value \$1,428,662). Under a contribution agreement with Natural Resources Canada, MOTI has also committed to upgrading the EVCS at Buckley Bay on Vancouver Island (estimated cost of upgrades is \$350,000).

In 2019, Treasury Board allocated \$5.3 M in CleanBC funding to the EVCS program over three years: \$2.1 M in 2019/20; \$1.6 M in 2020/21; and \$1.6 M in 2021/22. The EVCS team recently became aware that the 2021/22 budget allocation in CPS is \$1.35 M rather than the expected \$1.6 M.

The table below shows the difference in allocation and resulting budget shortfall.

Current versus Expected Allocation and Corresponding Budget Deficiencies	
Expected fiscal allocation from CleanBC	\$1,600,000
Current fiscal allocation in CPS	\$1,350,501
Projected total expenditures for 2021/22	\$1,898,832
Deficiency based on fiscal allocation in CPS	\$548,331



For 2021/22, planned expenditures are higher than the funding allocation, for a total shortfall of \$548,331. Therefore, the EVCS team is requesting up to \$550,000 to meet this year's commitments.

Of note, because the BC Transportation Financing Authority (BCTFA) owns the EVCS infrastructure, the CleanBC funding for 2019/20 and 2020/21 was granted to the BCTFA for a total of \$3.7 M. At the end of this fiscal, it is expected that the remainder of the \$5.3 M (that is, \$1.6 M) will also be granted to the BCTFA. It is not clear what the implications of this funding request are for the BCTFA.

DISCUSSION:

To address the growing costs of installing EVCS in more remote areas of the province, as well as meet MOTI's commitments under its agreement with Natural Resources Canada, the EVCS team requires additional funding in fiscal 2021/22.

Construction and equipment costs to build EVCS are higher than expected because the locations are more remote and have limited power. For example, phase converters are being installed at Mount Terry Fox and Buckley Bay to enable the installation of 50kW fast chargers. Fast chargers (50kW or higher) are the preferred level of service (30 minutes to one hour), especially in remote rest stops.

In 2020 MOTI entered into a contribution agreement with Natural Resources Canada. Under this agreement, Natural Resources Canada agreed to reimburse some of the costs of installing fast chargers at specific locations. The intent of the federal funding is to support the expansion of a national network of EVCS. If MOTI is unable to complete upgrades at Buckley Bay by March 31, 2022, the terms of the agreement will not be fulfilled, and we may be required to pay back federal reimbursements. It also means the Buckley Bay location will continue to provide sub-par service.

The team has recently contracted AES Engineering to prepare a five-year EVCS rollout plan for 2023/24 – 2027/28. The plan will provide more accurate cost estimates for future work.

GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

The design of MOTI's EVCS includes accessibility considerations. As much as possible, the locations are designed to be accessible and include larger stalls, good lighting, better positioning of bollards to ensure access to the chargers, flat ground to prevent tripping and trapping wheels or other mobility devices, and more user-friendly charging information. Additionally, all new chargers include cable management systems that increase the maneuverability of the cables and reduce tripping hazards.

FINANCIAL IMPLICATIONS:

- MOTI has a contract with Westcana valued at \$1,428,662 to install four charging stations this fall. Work is underway.
- As part of MOTI's commitment under the current Natural Resources Canada agreement, all work and associated claims for Buckley Bay must be completed before March 31, 2021. The table below shows MOTI's claims, which reached the maximum of \$520,000, as well as federal payments received to date.

Fiscal period	Claims to NRCan	NRCan payments
2019/20 (Jan - Mar) P-098	\$59,044	
2020/21 (Apr - Jun) P-098	\$22,948	
2020/21 (Jul - Sep) P-098	\$186,190	
2020/21 (Oct - Dec) P-098	\$140,862	
2020/21 (Jan - Mar) P-098	\$0	



2021/22 (Apr - Jun) P-098	\$56,348	\$70,000
2021/22 (Jul - Sep) P-098	\$54,608	\$286,339
2021/22 (Oct - Dec) P-098	--	
2021/22 (Jan - Mar) P-098	--	
TOTAL P-098	\$520,000	\$356,339

Attachment:

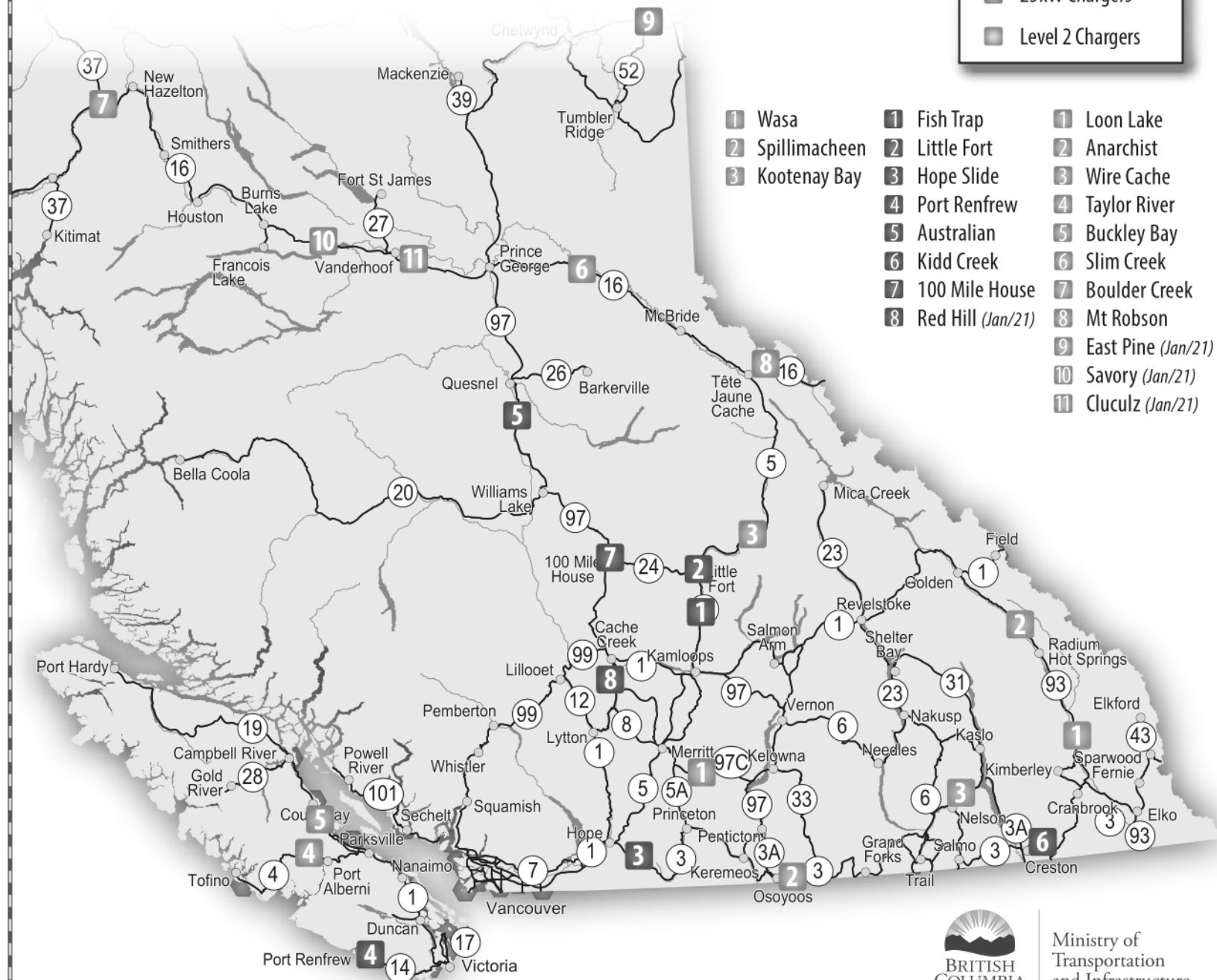
1. Map of MOTI's EVCS

PREPARED BY:	REVIEWED BY:	DATE:
Katia Gauvin, Sr Policy Analyst Programs & Corporate Initiatives	Kate Berniaz, Project Lead, Climate Action & Active Transportation, Programs & Corporate Initiatives	21-Oct-20
	Trish Rorison, Executive Director, Programs and Corporate Initiatives	21-Nov-5
	Reg Bawa, Assistant Deputy Minister, Policy and Programs	Click or tap to enter a date.

Rest Area Electric Vehicle Charging Station Locations

- Numbered Highway
- 50kW Chargers
- 25kW Chargers
- Level 2 Chargers

- | | | |
|---------------------|---------------------|----------------------|
| 1 Wasa | 1 Fish Trap | 1 Loon Lake |
| 2 Spillimacheen | 2 Little Fort | 2 Anarchist |
| 3 Kootenay Bay | 3 Hope Slide | 3 Wire Cache |
| 4 Port Renfrew | 4 Port Renfrew | 4 Taylor River |
| 5 Australian | 5 Australian | 5 Buckley Bay |
| 6 Kidd Creek | 6 Kidd Creek | 6 Slim Creek |
| 7 100 Mile House | 7 100 Mile House | 7 Boulder Creek |
| 8 Red Hill (Jan/21) | 8 Red Hill (Jan/21) | 8 Mt Robson |
| | | 9 East Pine (Jan/21) |
| | | 10 Savory (Jan/21) |
| | | 11 Cluculz (Jan/21) |



Ministry of
Transportation
and Infrastructure

ID: 11358, Title: 305858 DN CPB - EVCS program Oct 12, 2021

Full Name:

Approval Route: Trish > ADM > Capital Board

Assigned To: Bruniski, Michelle TRAN:EX Rush: No Briefing Note - Decision Note Signature:

Assistant Deputy Minister

Branch: Programs & Corporate Initiatives Other Number: 305858

Link: N/A

Due Date: 10/18/2021 Date Completed: N/A Date Initiated: 10/13/2021 N/A

Item History

12/9/2021 04:16 PM

Berniaz, Kate [Assignee] forwarded an eApprovals item to Bruniski, Michelle TRAN:EX for action

Please close this file. Approval from James Postans provided in the email

12/9/2021 04:15 PM

Berniaz, Kate added a document: RE_ STATUS - CPB request for EVCS funding uplift.msg

12/1/2021 12:11 PM

Haskett, Sara TRAN:EX [Assignee] forwarded an eApprovals item to Berniaz, Kate for action

Kate, this eApprovals item landed with me when Emily Mahbobi was removed from the system. I'm unsure where it should reside at this time - see James Postans' comment.

11/22/2021 02:23 PM

Haskett, Sara TRAN:EX [Site Admin] forwarded an eApprovals item to Haskett, Sara TRAN:EX for action as a part of user cleanup (Mahbobi, Emily (TRAN) was removed)

This item was forwarded as a part of user removal of: Mahbobi, Emily

11/22/2021 11:02 AM

Rorison, Trish [Assignee] has closed this item for the following reason: Completed.

11/22/2021 10:59 AM

Postans, James [Assignee] approved the item and forwarded it to Rorison, Trish for action

Approved per email - I will bring this forward for information at the Nov 24th CPB meeting.

11/5/2021 12:17 PM

Rorison, Trish [Assignee] forwarded an eApprovals item to Postans, James for action

Does this work for CB?

11/5/2021 11:58 AM

Berniaz, Kate [Assignee] approved the item and forwarded it to Rorison, Trish for action

No totally clear how we should characterize that the funding has been approved as an administrative step. Please advise and Katia can edit.

11/5/2021 11:57 AM

Berniaz, Kate deleted a document: DN CPB - EVCS program Oct 12 2021.docx

11/2/2021 11:25 AM

Gauvin, Katia A TRAN:EX [Assignee] forwarded an eApprovals item to Berniaz, Kate for action

11/2/2021 11:24 AM

Gauvin, Katia A TRAN:EX [Assignee] added a comment

I used the decision note content to create an information note. I added the table of NRCAN claims and payments and changed some wording to be consistent with current state.

11/2/2021 11:23 AM

Gauvin, Katia A TRAN:EX added a document: BN CPB - EVCS Program Nov 2 2021.docx

11/2/2021 10:32 AM

Berniaz, Kate [Assignee] forwarded an eApprovals item to Gauvin, Katia A TRAN:EX for action

Can you update the DN to be an IN? Thanks

11/2/2021 09:50 AM

Rorison, Trish [Assignee] forwarded an eApprovals item to Berniaz, Kate for action

10/20/2021 04:59 PM

Berniaz, Kate [Assignee] approved the item and forwarded it to Rorison, Trish for action
For Oct 27 Capital Board meeting. Please let me know if you have any questions.

10/13/2021 09:14 AM

Mahbobi, Emily [Assignee] forwarded an eApprovals item to Berniaz, Kate for action

10/13/2021 09:13 AM

Mahbobi, Emily created this item

Forwarding to Kate for review, to be sent to Trish for approval

10/13/2021 09:13 AM

Mahbobi, Emily added a document: DN CPB - EVCS program Oct 12 2021.docx

10/13/2021 09:13 AM

Mahbobi, Emily added a document: MOTI EVCS Map.pdf

From: [Postans, James TRAN:EX](#)
To: [Berniaz, Kate TRAN:EX](#)
Cc: [Rorison, Trish TRAN:EX](#)
Subject: RE: STATUS - CPB request for EVCS funding uplift
Date: November 19, 2021 3:56:22 PM

Hi Kate,

Apologies – this was approved (I had an email teed up but it didn't send it seems – apologies).

The CPB funding request for \$550,000 for the EVCS is approved.

I will provide this as an information item to the board.

James

James Postans, CPA, CGA
Executive Director, Planning & Programming
Ministry of Transportation and Infrastructure
P: (778) 698 9751 | C: (250) 889-1635

From: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>
Sent: November 18, 2021 1:52 PM
To: Postans, James TRAN:EX <James.Postans@gov.bc.ca>
Cc: Rorison, Trish TRAN:EX <Trish.Rorison@gov.bc.ca>
Subject: FW: STATUS - CPB request for EVCS funding uplift

Hi James –

Trish has been called up to do flood emergency communications. In the meantime, can you provide an update on the lift to the EV Charging Station budget? Is there any further information you need from me?

Thanks,

Kate

From: Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>

Sent: November 17, 2021 9:33 AM

To: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>

Subject: STATUS - CPB request for EVCS funding uplift

Hi Kate,

Is there an update on the uplift for EVCS budget?

FYI Raylec is working on a quote for upgrades to Buckley Bay.

~Katia

Katia Gauvin (Env. Tech., B.Sc., M.A.)

Sr Policy Analyst, Active Transportation & Climate Action

Programs & Corporate Initiatives Branch

BC Ministry of Transportation & Infrastructure

778 698-8825

Written on ləkʷəŋən Peoples' lands, where the Songhees and Esquimalt First Nations' historical relationships with this land continue today.

NRCAN FUNDING for MOTI EVCS PROGRAM

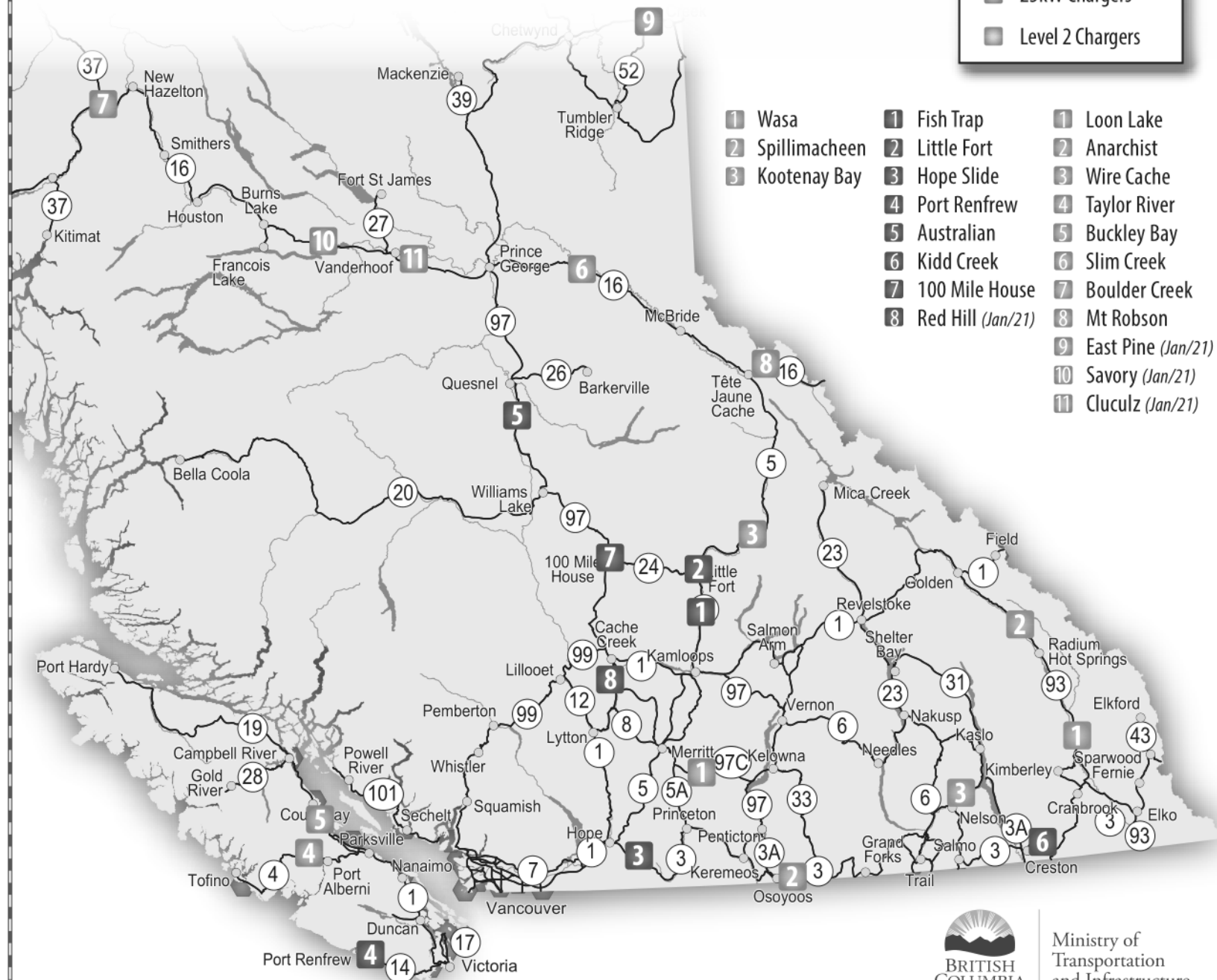
Fiscal period	Claims to NRCan	NRCan payments
2018/19 (Apr - Jun) P-043	\$0	
2018/19 (Jul - Sep) P-043	\$0	
2018/19 (Oct - Dec) P-043	\$0	
2018/19 (Jan - Mar) P-043	\$239,218	
2019/20 (Apr - Jun) P-043	\$34,550	
2019/20 (Jul - Sep) P-043	\$81,927	
2019/20 (Oct - Dec) P-043	\$344,304	
2019/20 (Jan - Mar) P-043	\$0	
TOTAL P-043	\$700,000	\$700,000
2019/20 (Jan - Mar) P-098	\$59,044	
2020/21 (Apr - Jun) P-098	\$22,948	
2020/21 (Jul - Sep) P-098	\$186,190	
2020/21 (Oct - Dec) P-098	\$140,862	
2020/21 (Jan - Mar) P-098	\$0	
2021/22 (Apr - Jun) P-098	\$56,348	\$70,000
2021/22 (Jul - Sep) P-098	\$54,608	\$286,339
2021/22 (Oct - Dec) P-098		
2021/22 (Jan - Mar) P-098		
TOTAL P-098	\$520,000	\$356,339
GRAND TOTAL	\$1,220,000	\$1,056,339

ADDITIONAL FUNDING NEEDED 2021/22	
Allocation difference	
Fiscal allocation from CleanBC	\$1,600,000
Current allocation in CPS	\$1,350,501
Difference in allocation	\$249,499
Budget deficiency	
Projected total costs 2021/22	\$1,898,832
Current deficiency in CPS	\$548,331
Deficiency with CleanBC funding	\$298,832

Rest Area Electric Vehicle Charging Station Locations

- Numbered Highway
- 50kW Chargers
- 25kW Chargers
- Level 2 Chargers

- | | | |
|---------------------|---------------------|----------------------|
| 1 Wasa | 1 Fish Trap | 1 Loon Lake |
| 2 Spillimacheen | 2 Little Fort | 2 Anarchist |
| 3 Kootenay Bay | 3 Hope Slide | 3 Wire Cache |
| 4 Port Renfrew | 4 Port Renfrew | 4 Taylor River |
| 5 Australian | 5 Australian | 5 Buckley Bay |
| 6 Kidd Creek | 6 Kidd Creek | 6 Slim Creek |
| 7 100 Mile House | 7 100 Mile House | 7 Boulder Creek |
| 8 Red Hill (Jan/21) | 8 Red Hill (Jan/21) | 8 Mt Robson |
| | | 9 East Pine (Jan/21) |
| | | 10 Savory (Jan/21) |
| | | 11 Cluculz (Jan/21) |



Ministry of
Transportation
and Infrastructure



File Number: 1070-20
Contract Number: 065LOA120125
Amendment Number 1

September 9, 2021

BC Hydro
c/o Christopher Trigardi
christopher.trigardi@bchydro.com

Re: Amendment Number 1 to Letter of Authority Number 065LOA120125
BC Hydro - MOTI Partnership to Pilot EV Charging Station Improvements

Please consider this amended letter of authority your approval to proceed with the following:

Project 1. Britton Creek Rest Area Shelter Pilot Project

After consultation with ministry engineers, the partners asked the contractor, Monarch Structures Ltd., to amend the design of the Britton Creek Rest Area shelter to include considerations for more extreme climate conditions. These changes require additional funding—see attached Monarch Structures Ltd. Quotation. Timing of Deliverables for the Britton Creek is extended.

“MOTI” Second bullet is deleted and replaced with:

- MOTI will provide a maximum of \$45,000 to BC Hydro toward the purchase and installation of the shelter at Britton Creek rest area.

“Timing of Deliverables” is deleted and replaced with:

MOTI provides a permit to do the work	August 2021
BC Hydro purchases the shelter	September 2021
MOTI amends its rest area maintenance contract	September 2021
MOTI provide a maximum of \$45,000 to BC Hydro	September 2021
Monarch Structure Ltd. installs the shelter	September/October 2021

Project 2. Cable Management System Pilot Project

Project 2 is deleted.

BC Hydro is taking a different approach to determine the best technology to make the charging cables easier to maneuver, reduce tripping risk, and prevent the cables hitting the ground and being damaged. BC Hydro agreed to share its findings with MOTI as we have the common goal of making our EV charging stations more user-friendly and accessible.

Please reference our contract number 065LOA120125 on any related correspondence and invoice submissions, and forward to Heather Weir, Heather.Weir@gov.bc.ca.

Yours truly,

A handwritten signature in cursive script, appearing to read 'Trish Rorison'.

Trish Rorison
A/Executive Director
Programs & Corporate Initiatives



File Number: 1070-20
Contract Number: 065LOA120125
Amendment Number 2

March 8, 2022

BC Hydro
c/o Christopher Trigardi
christopher.trigardi@bchydro.com

Re: Amendment Number 2 to Letter of Authority Number 065LOA120125
BC Hydro - MOTI Partnership to Pilot EV Charging Station Improvements

Please consider this amended letter of authority your approval to proceed with the following: Project 1. Britton Creek Rest Area Shelter Pilot Project.

We are extending the project end date to March 31, 2022, to finish the installation of the shelter at Britton Creek. Originally, the work was to be completed by October 31, 2021. Due to weather, the work was not completed. The contractor is now at the site (March 7-11, 2022) to finish the work. Once completed, MOTI will provide the final payment of \$10,000 to BC Hydro.

Please reference our contract number 065LOA120125 on any related correspondence and invoice submissions, and forward to Heather Weir, Heather.Weir@gov.bc.ca.

Yours truly,

Trish Rorison, Executive Director
Transportation Programs

Ministry of Transportation and Infrastructure
Policy, Programs and Partnerships
PO Box 9850 Stn Prov Govt Victoria, BC V8W 9T5
www.gov.bc.ca/tran

DECISION BRIEFING NOTE

DATE: March 10, 2021

PREPARED FOR: Deborah Bowman, Assistant Deputy Minister, Transportation Policy & Programs

ISSUE: Improvements at public electric vehicle charging stations are needed to increase user accessibility.

PURPOSE: Decision on whether to enter into a partnership agreement with BC Hydro, in fiscal 2020/21, that will increase the ministry's knowledge around the future design of electric vehicle charging stations in regards to the use of snow accumulation and charging cable management systems.

RECOMMENDED OPTION:

- ▶ **OPTION 1: Enter into a partnership agreement with BC Hydro to improve and evaluate user experience at public electric vehicle charging stations with \$35,000 of funding from the 2020/21 Climate Action budget**

BACKGROUND:

The transportation sector produces 27.7 metric tons of carbon dioxide equivalent (Mt CO₂e), which represents 41% of provincial greenhouse gas emissions. Passenger vehicles produce 9.9 Mt CO₂e or 14.6% of total emissions. Supporting the adoption of zero emission vehicles (ZEVs) in British Columbia is an important CleanBC strategy to reduce these emissions. Under the *Zero-Emission Vehicles Act*, the auto industry must make the switch to 100% light-duty electric vehicle sales by 2040.

To support the 2040 target, the Ministry of Transportation and Infrastructure (MOTI) is working in partnership with FortisBC, BC Hydro, and the Ministry of Energy, Mines and Low Carbon Innovation (EMLI) to build a provincial network of public electric vehicle (EV) charging stations. MOTI's role is to provide charging stations at highway rest areas. Strategically located charging stations open new travel routes and make it easier for EV drivers to charge on longer routes.

To ensure that all EV drivers can take advantage of this infrastructure, charging stations must be easy to use and accessible — this is consistent with our Gender-Based Analysis Plus (GBA+) mandate. In March 2020, MLA Michelle Stillwell wrote to then Minister Trevena to raise the issue that most EV charging stations are currently not accessible (see Appendix 1). Since then, both MOTI and BC Hydro have improved designs for new charging station (e.g. larger stalls, position of bollards).

In February 2021, BC Hydro approached MOTI with a proposal to cost-share the purchase of new equipment. Under this partnership, MOTI would provide \$35,000 from the 2020/21 Climate Action budget to purchase a snow shelter and cable management systems for BC Hydro charging stations. For its contribution to the partnership, the ministry will receive an evaluation of the equipment's impact on user experience as well as review of the asset's operation and maintenance. These results will inform future MOTI investments.

PAST INTERACTIONS:

- None ministry staff are aware of.

DISCUSSION:

BC Hydro has a budget of \$25,000 in fiscal 2020/21 to purchase equipment and will contribute in-kind services to install equipment and evaluate its impact through a user experience study. Under the proposed agreement with BC Hydro (see Appendix 2), MOTI is interested in contributing \$35,000 toward the development, implementation and evaluation of the pilot. All equipment will be installed at BC Hydro

locations, which are supported by a BC Hydro EV app that allows user polling. There are two types of equipment that will be evaluated as part of this pilot: a snow shelter and cable management system.

The proposed snow shelter will be installed by BC Hydro and will provide a cover over the Britton Creek rest area fast charging stations. The shelter will be engineered to withstand heavy snow typical of this part of the Coquihalla Highway (see Appendix 3). The purpose of the shelter is to reduce snow build-up around the chargers, which limits access, and protect the equipment from weather. The Britton Creek rest area is part of the ministry's highway system, but the vehicle chargers belong to BC Hydro.

In addition, BC Hydro will purchase and install cable management systems for three fast charging stations located in the Lower Mainland. Fast (50kW) charging cables have bigger wires to allow more current to run through them. This makes them heavy and hard to manoeuvre. The installation of cable management systems will increase manoeuvrability, prevent cable damage, and reduce tripping hazards.

Both MOTI and BC Hydro apply GBA+ to work toward more functional charging stations for people with disabilities. With the BC Hydro EV app, BC Hydro will be able to follow up with drivers to learn more about their charging experience. This information is valuable to MOTI as our charging stations are not equipped to conduct user experience studies. Providing a better experience for all EV charging station users will increase public confidence in ZEVs and support their adoption.

FINANCIAL IMPLICATIONS:

Under the proposed agreement with BC Hydro, MOTI will contribute \$35,000 and leverage BC Hydro's contribution to this pilot, which includes \$25,000 for equipment, plus in-kind services for installations work and user-experience study. There is \$35,000 available in the 2020/21 Climate Action budget.

OPTIONS:

1. Enter into a partnership agreement with BC Hydro to improve and evaluate user experience at public electric vehicle charging stations with \$35,000 of funding from the 2020/21 Climate Action budget

Pros:

- Leverage BC Hydro funding and expertise to improve ZEV user experience
- Gain new knowledge to inform EV charging infrastructure investment decisions

Cons:

- Less funding available for other provincial programs



s.13

APPROVED (Option1) / NOT APPROVED

Deborah Bowman, ADM
Transportation Policy & Programs

March 22, 2021
Date

Attachments:

- MLA Stillwell Letter Mar. 18, 2020
- Letter of Authority
- Image of Britton Creek Feb. 25, 2021

PREPARED BY:	REVIEWED BY:	DATE:
Katia Gauvin, Senior Policy Analyst Programs and Corporate Initiatives	Alan Callander, Manager, Climate Action Programs and Corporate Initiatives	21-Mar-10
	Kate Berniaz, Project Lead, Climate/Active Transportation Programs and Corporate Initiatives	21-Mar-12
	Clyde Bersky, Manager, Finance & Operations Programs and Corporate Initiatives	21-Mar-14
	Kate Berniaz, A/Executive Director Programs and Corporate Initiatives	21-Mar-16

Berniaz, Kate TRAN:EX

From: Berniaz, Kate TRAN:EX
Sent: March 8, 2022 3:58 PM
To: Rorison, Trish TRAN:EX
Cc: Peters, Yvonne TRAN:EX
Subject: For approval: Amendment #2 (BC Hydro) for Britton Creek
Attachments: 065LOA120125 - Amendment #2 (BC Hydro).docx; 301704 DN Partner with BCHydro to encourage the use of zero emission vehicles Mar 9 2021.pdf; 065LOA120125 - Amendment #1 (BC Hydro).pdf

Trish,

Attached is Amendment #2 to the Letter of Authority we signed with BC Hydro to install a weather (snow) shelter at Britton Creek. The amendment extends the contract to March 31, 2022 and is required because the completion of the project was delayed due to the onset of winter. Contractors will be on site shortly and finished the installation by March 31, 2022. If you approve, please sign and send to Heather and Katia for execution.

The original LoA was signed in March 2021 (DN attached). Amendment #1 increased funding from \$35k to \$45k to increase engineering to respond to heavier snow loads and extend the contract by one month (attached).

Thank you,
Kate

Hunter, Vicki TRAN:EX

From: Sirett, Steve TRAN:EX
Sent: July 12, 2022 8:57 AM
To: Ludwar, Kenedee TRAN:EX
Subject: FW: EVCS Rollout Plan - draft plan for your review
Attachments: 2-21-454 - MOTI 5-Year EV Charging Roll-Out Plan v4 KG.docx

Steve
250-878-1834

From: Sirett, Steve TRAN:EX
Sent: July 11, 2022 8:44 PM
To: 'Brendan McEwen' <brendan.mcewen@dunsky.com>; Bhatti, Ashok A TRAN:EX <Ashok.Bhatti@gov.bc.ca>; Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>; Gunn, Darrell TRAN:EX <Darrell.Gunn@gov.bc.ca>; Griffiths, Sandra A TRAN:EX <Sandra.Griffiths@gov.bc.ca>
Cc: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>; Disegni, Rodrigo TRAN:EX <Rodrigo.Disegni@gov.bc.ca>; Staite, Janelle A TRAN:EX <Janelle.Staite@gov.bc.ca>; Ali Rivers <ali.rivers@dunsky.com>; Ward, Katie TRAN:EX <Katie.Ward@gov.bc.ca>
Subject: RE: EVCS Rollout Plan - draft plan for your review

Hi Katia and Brendan, I did a very quick scan as being honest I won't be able to go through this length of report in detail. I ask that you work with Sandi Griffiths' Cariboo District team on this and they can provide more valuable comments and support for this project.

I did notice that safety on Hwy 20 was largely focused around reliability of the technology working but I would also like to know how the sites are being configured to address the remote locations and applying a GBA+ lens. Lighting, washroom facilities, wildlife, wifi, etc. to ensure all users are comfortable stopping.

Steve
250-878-1834

From: Brendan McEwen <brendan.mcewen@dunsky.com>
Sent: July 6, 2022 3:32 PM
To: Bhatti, Ashok A TRAN:EX <Ashok.Bhatti@gov.bc.ca>; Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>; Gunn, Darrell TRAN:EX <Darrell.Gunn@gov.bc.ca>; Sirett, Steve TRAN:EX <Steve.Sirett@gov.bc.ca>
Cc: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>; Disegni, Rodrigo TRAN:EX <Rodrigo.Disegni@gov.bc.ca>; Staite, Janelle A TRAN:EX <Janelle.Staite@gov.bc.ca>; Ali Rivers <ali.rivers@dunsky.com>
Subject: RE: EVCS Rollout Plan - draft plan for your review

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hi Ashok

I'm the project manager for the consultant team developing this work.

I have made some comments in your email below (in red text).

Regarding your first two bullet points, I just want to note that this information is in the current draft of the report. However, recognize completely that right now it's a bit "buried" in the text. We'll be including an executive summary in the final draft of the Strategy, that summarize these key contextual pieces of information.

Best

Brendan McEwen, MCP

Managing Consultant

416.947.8599 *ext 64 | brendan.mcewen@dunsky.com | dunsky.com



From: Bhatti, Ashok A TRAN:EX <Ashok.Bhatti@gov.bc.ca>

Sent: July 6, 2022 12:06 PM

To: Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>; Gunn, Darrell TRAN:EX <Darrell.Gunn@gov.bc.ca>; Sirett, Steve TRAN:EX <Steve.Sirett@gov.bc.ca>

Cc: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>; Brendan McEwen <brendan.mcewen@dunsky.com>; Disegni, Rodrigo TRAN:EX <Rodrigo.Disegni@gov.bc.ca>; Staite, Janelle A TRAN:EX <Janelle.Staite@gov.bc.ca>

Subject: RE: EVCS Rollout Plan - draft plan for your review

Thank you for sharing this document. A few initial thoughts ^{s.22}

- In reviewing the document, it would appear that the driver for the locations is a more equitable distribution of charging stations from a geographical perspective? Is this correct? Have we looked at this from a traffic volumes perspective? Do the corridor and investments make sense (as opposed to providing more stations and higher volumes corridors, for example).

s.13

s.13

- The focus appears to be LDV but is this investment also supposed to build us towards HDV? There is a lot of interest from government/executive on influencing/driving electrification of the commercial industry. If there is any lens that incorporates this, I would see more investments along Highway 3 and 5 between BC and the Alberta Border.

s.13

- Have we shared this with our District Managers? This group would be valuable to get feedback from a site location perspective so we can address other challenges with any locations proposed? Do we need to upgrade the existing sites (widening, leveling, gravelling) if we are promoting individuals stopping at these locations. Does any funding exist to address site modifications that address accessibility?

s.13

Happy to discuss further when I am back if necessary.

Thank you,

Ashok Bhatti, B.COMM. MBA
Executive Director

South Coast Region
Ministry of Transportation and Infrastructure
PH: +1 (236) 468-1911
Email: Ashok.Bhatti@gov.bc.ca

Visit us at: <http://www.gov.bc.ca/tran>

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From: Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>

Sent: July 5, 2022 5:17 PM

To: Bhatti, Ashok A TRAN:EX <Ashok.Bhatti@gov.bc.ca>; Gunn, Darrell TRAN:EX <Darrell.Gunn@gov.bc.ca>; Sirett, Steve TRAN:EX <Steve.Sirett@gov.bc.ca>

Cc: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>; 'Brendan McEwen' <brendan.mcewen@dunsky.com>; Disegni, Rodrigo TRAN:EX <Rodrigo.Disegni@gov.bc.ca>

Subject: EVCS Rollout Plan - draft plan for your review

<< File: 2-21-454 - MOTI 5-Year EV Charging Roll-Out Plan v4 KG.docx >>

Hello Ashok, Darrell, and Steve:

The 'Roadmap to 2030' calls for an Electric Highway by 2024 and 10,000 public EVCS by 2030. The ministry's role toward this goal is to install EVCS at highway rest areas and ROWs. Today, there are 22 stations that are open to the public and several more expected in the coming months.

To help us build charging stations along the more remote routes, where there are significant gaps, we have contracted AES to prepare an EVCS Rollout Plan. The Plan focuses on routes that have limited power and few amenities, in particular Highway 37, Highway 97 north, and Highway 20.

Attached is the draft Plan for your review. Can you provide your thoughts by early next week?

Regards,
~Katia

Katia Gauvin (she/her)

Sr. Program Analyst

Transportation Programs

BC Ministry of Transportation and Infrastructure

Ph: 778-698-8825

Written on ləkʷəŋən Peoples' lands, where the Songhees and Esquimalt First Nations' historical relationships with this land continue today.

Home of the Métis Chartered Community of Greater Victoria.

From: [Volk, Kevin TRAN:EX](#)
To: [Ludwar, Kenedee TRAN:EX](#)
Cc: [Ballman, Lesley TRAN:EX](#); [Crebo, David GCPE:EX](#)
Subject: RE: FRTP - Autonomous vehicles and EV's
Date: May 25, 2022 10:23:58 AM

Perfect. Thanks!

From: Ludwar, Kenedee TRAN:EX <Kenedee.Ludwar@gov.bc.ca>
Sent: May 25, 2022 9:47 AM
To: Volk, Kevin TRAN:EX <Kevin.Volk@gov.bc.ca>
Cc: Ballman, Lesley TRAN:EX <Lesley.Ballman@gov.bc.ca>; Crebo, David GCPE:EX <David.Crebo@gov.bc.ca>
Subject: RE: FRTP - Autonomous vehicles and EV's

Hi Kevin:

Please see some information below. I connected with the policy teams who also work on EV and CAV initiatives. The part in *red* is confidential, but I included for completion. I am happy to chat more if you have any questions.

- Does the Ministry have a plan for autonomous vehicles and buses, and will FRTP tunnel be equipped to support this technology?
 - The Ministry is working to prepare for a future with connected and automated vehicles (CAVs).
 - The Ministry has developed an internal working group to develop long term plans, including the development of a BC specific readiness plan for connected and automated vehicles. This work is ongoing.
 - The working group monitors ongoing research and legislative changes in other jurisdictions.
 - The working group is working with BCAA to prepare for pilot automated shuttle bus at UBC.
 - Over the last 4 years, the Ministry has been a contributing partner to UBC's AURORA (Automotive testbed for Reconfigurable and Optimized Radio Access) Connected Vehicle test bed research project, testing driver assist alerts and on-board units.
 - Participation in the testbed will allow the Ministry to understand infrastructure needs for future connected vehicles in BC. Research into this technology is ongoing.
 - Automated vehicles do not require specific connected road infrastructure and uses internal technologies to navigate autonomously on the road. The Ministry does not anticipate future challenges for automated vehicle within the FRTP tunnel.

s.13

- Does the Ministry have a plan for EV priority, and how will they be prioritized on Hwy 99 when F RTP is open?
 - Encouraging the adoption of electric vehicles will help reduce GHG emissions and reducing GHG emissions by up to 30% by 2030 is an important target for this government.
 - The CleanBC Roadmap to 2030 sets out an overall target of B.C. having 10,000 public EV charging stations by 2030, to be achieved through collaboration across the private sector, utilities, Indigenous communities, the federal and local governments, and others.
 - The Roadmap also calls for the completion of B.C.'s Electric Highway by 2024.
 - The Ministry is contributing to a public network of EV charging stations around the province by installing charging stations to fill gaps between communities.
 - Since 2018, the ministry has installed EV charging stations at 24 highway locations across B.C.
 - At the end of 2021, there were over 3,000 public charging stations and four hydrogen fuelling stations in B.C.
 - The Ministry encourages the switch to EVs through its EV in HOV Lanes program. With a decal, EV drivers are permitted to drive in HOV lanes on several provincial highways (but not bus lanes).
 - The Ministry of Energy, Mines and Low Carbon Innovation promotes the decarbonization of transportation through the Go Electric program, which offers a suite of incentives including rebates on ZEVs and charging stations.
 - For routes like Highway 99, BC Hydro, private businesses, and local governments are providing charging infrastructure.
 - Permitted EVs will continue to be allowed in HOV lanes, including along the Highway 99 corridor, when the F RTP is open.

Kenedee Ludwar, P.Eng.
Executive Director, Engineering Services
Ministry of Transportation and Infrastructure
310 – 1500 Woolridge Street
Coquitlam, BC, V3K 0B8
T: (236) 468-1932

From: Volk, Kevin TRAN:EX <Kevin.Volk@gov.bc.ca>

Sent: May 24, 2022 10:45 AM

To: Ludwar, Kenedee TRAN:EX <Kenedee.Ludwar@gov.bc.ca>

Cc: Ballman, Lesley TRAN:EX <Lesley.Ballman@gov.bc.ca>; Crebo, David GCPE:EX <David.Crebo@gov.bc.ca>

Subject: FRTP - Autonomous vehicles and EV's

Importance: High

Kenedee,

Can you send me a few bullets for back pocket if we get the following questions in estimates:

- Does the Ministry have a plan for autonomous vehicles and buses, and will FRTP tunnel be equipped to support this technology?
- Does the Ministry have a plan for EV priority, and how will they be prioritized on Hwy 99 when FRTP is open?

Both answers should be based on a broader transportation network and technology approach for the region.

Let me know if you want to chat.

Kevin

Hunter, Vicki TRAN:EX

From: Bain-Glenn, Cailin TRAN:EX
Sent: September 28, 2022 12:21 PM
To: Rorison, Trish TRAN:EX; Berniaz, Kate TRAN:EX
Cc: Weicker, Kathryn TRAN:EX; Macnaughton, Jason TRAN:EX; Ianniciello, Christina EMLI:EX; Citron, Ryan EMLI:EX
Subject: s.12; s.13
Attachments:

Hi Trish and Kate,

s.12; s.13

We are advancing it for approval to our ADM Kevin Volk and we'd appreciate checking in when you have time.

Regards,

Cailin

Cailin Bain-Glenn, MPA

Manager, Integrated Transportation Planning Branch
BC Ministry of Transportation and Infrastructure
Phone: 778 698-9492
Mobile: 250-812-2043
Email: Cailin.BainGlenn@gov.bc.ca

From: [Sirett, Steve TRAN:EX](#)
To: [Griffiths, Sandra A TRAN:EX](#)
Cc: [Ward, Katie TRAN:EX](#)
Subject: FW: EVCS Rollout Plan - draft plan for your review
Date: July 15, 2022 2:22:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[2-21-454 - MOTI 5-Year EV Charging Roll-Out Plan v4 KG.docx](#)

Sandi, going to leave this with you to make sure district is involved appropriately.

Let me know if you need any support to push this.

Steve
250-878-1834

From: Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>
Sent: July 14, 2022 3:37 PM
To: Sirett, Steve TRAN:EX <Steve.Sirett@gov.bc.ca>; Brendan McEwen <brendan.mcewen@dunsky.com>; Bhatti, Ashok A TRAN:EX <Ashok.Bhatti@gov.bc.ca>; Gunn, Darrell TRAN:EX <Darrell.Gunn@gov.bc.ca>; Griffiths, Sandra A TRAN:EX <Sandra.Griffiths@gov.bc.ca>
Cc: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>; Disegni, Rodrigo TRAN:EX <Rodrigo.Disegni@gov.bc.ca>; Staite, Janelle A TRAN:EX <Janelle.Staite@gov.bc.ca>; Ali Rivers <ali.rivers@dunsky.com>; Ward, Katie TRAN:EX <Katie.Ward@gov.bc.ca>
Subject: RE: EVCS Rollout Plan - draft plan for your review

Hi Steve,

Thank you for your response and we welcome Sandi's comments. Sandi, can you please forward your comments to Brendan and Ali as soon as you can?

In response to Highway 20 and safety concerns (i.e., lighting, washroom facilities, wildlife, wifi, etc.), this plan and all MOTI EVCS projects follow these principles:

1. **Safety.** Due to the remote and sometimes hazardous environments where the EVCS will be located, special consideration should be taken for user safety. Cold or hot weather reduces EV range; accordingly, EVSE should be placed frequently enough to enable charging during challenging conditions to prevent EV drivers from being stranded in potentially hazardous conditions. EV infrastructure selected for installation should have a demonstrated ability to operate in extreme cold conditions. Faster charging speeds can minimize the time users need to wait in extreme temperatures. Consideration will be given to traffic safety. The safety of on-sight amenities will be prioritized.

2. **Reliability.** Reliability is paramount for user safety and maximized utilization of remote EVSE. Drivers need to have confidence to travel via EVs at all times of day and year. Formalized, regular monitoring and responsive maintenance are needed as part of operations. Quick response times and specific protocols and performance metrics for reliability should be developed for remote sites because alternate charging options are likely not available and risks to user safety are high. Redundancy measures, such as multiple ports at each site and provision of at least one L2 port in addition to DCFC ports, should be taken to ensure charging access. Unobstructed pavement allowing for U-turns between sites on either side of the highway could provide additional redundancy, factoring in safety for such maneuvers.
3. **GBA+ (Gender Based Analysis plus) considerations.** GBA+ aims to identify social factors that influence people's experience of government policies and programs. Using the GBA+ lens, we can recognize biases and assumptions embedded in initiatives and make improvements that support equity. Using disaggregated data, GBA+ examines experiences located at the intersections of identity: race, ethnicity, gender, ability, religion, age, etc. Very often, data that inform policies and programs focuses on a singular aspect of identity. GBA+ will be applied during the project to enhance safety, accessibility, equity, inclusion, and other GBA+ priorities. Equity and accessibility will be built into metrics of project performance and monitoring (i.e., how will feedback about EVSE be gathered and what processes and supports will be in place to address concerns and issues). Champion advocacy organizations should be identified and consulted to gain GBA+ insight for universal design to avoid imposing consultation fatigue and burden of work on marginalized groups. Of particular importance, representative organizations for Missing and Murdered Indigenous Woman and Girls 2S+ (e.g., Native Women's Association of Canada) should be consulted to identify opportunities to minimize risk of gender and race-based violence along Provincial highways. An important component of the GBA+ is that these organizations receive compensation for their time serving as consultants; AES will coordinate with MoTI on MoTI's compensation protocols. Refer to the GBA+ [webpage](#) for more information on the framework.
4. **Positive user experience.** Convenient and quality service encourages and enables EV adoption for road-trips and for rural community households and businesses. A good quality user experience is typically predicated on safety; reliability; faster charging; convenient and comfortable on-site amenities (e.g., washrooms, food, attractions, etc.); accessibility; and fair user fees.
5. **Meeting CleanBC GHG targets.** Existing utility connections and renewable energy sources should be prioritized over new fossil-fuel generators for EVSE

power supply, as noted in the *Light-Duty Zero-Emission Vehicle Infrastructure Study*. This is to avoid introducing new GHG and air contamination sources, which increase local air pollution and harm the health of local communities. A priority for the 5-Year Plan is to avoid the use of fossil fuels where possible. However, it should be noted that facilitating long distance EV travel through fast charging enables households to adopt EVs. Most vehicle charging will not occur at fast charging sites located on highway corridors, but rather at home, workplace or other locations that are likely to be supplied by very low carbon electricity in BC. Thus, even if fast charging at remote sites is augmented by some fossil fuel use (e.g., for backup power), there will be a substantial emissions benefit associated with facilitating the broader switch to EVs.

6. **Future-proofing electrical infrastructure.** Charging infrastructure should be scalable to accommodate the future growth in the use and number of EV charging ports as EV adoption increases. The priority for MoTI's investment is passenger vehicles, and larger vehicles (e.g., goods movement; coaches; etc.) are expected to require much faster charging. Accommodation and/or expansion for large heavy-duty long-range vehicles in the future will likely be needed but is outside the scope of this work. Risk from extreme weather events should be assessed and appropriate precautions taken for considered sites, as the frequency of such events is projected to increase due to climate change.
7. **Financial performance.** The 5-Year Plan will seek to prioritize cost-effective designs that minimize operating cost liabilities. User fees should be employed to recover some of the costs of charging infrastructure, and to encourage efficient use of the infrastructure. Users should be encouraged to move vehicles in a timely manner once done charging. (May also be a policy decision to limit the how much and for how long government subsidizes EV charging stations.)
8. **Opportunities for co-benefits.** Realize opportunities to improve the affordability, environmental attributes, and resilience of remote communities (e.g., local renewable energy infrastructure, internet or cellular access for all users with potential for scalability, improved signage, and cultural assets). Moreover, design of EV charging infrastructure could provide key safety options along highways (e.g., communications; emergency power supply). There may be additional opportunities to work with BC Hydro and local communities to explore how MoTI infrastructure might also incorporate renewables and storage into non-integrated power systems (community microgrids).
9. **Rural/community economic development and employment opportunities.** EVSE sites may provide opportunities to realize tourism and economic development for local communities. For example, there are likely opportunities for local communities to receive maintenance contracts, provide amenities (e.g.,

food trucks), grow or expand local businesses catering to EVs (e.g., garages, mechanics) and take advantage of other economic opportunities.

10. **Celebrate Indigenous Cultural Heritage.** Indigenous communities will be consulted regarding placement of EVSE, electricity generation methods, and related impacts on sensitive ecosystems and traditional lands. Opportunities to incorporate local Indigenous art, languages, and storytelling should also be explored. There is also potential to include instructions and wayfinding in local Indigenous languages.

Regards,

~Katia

From: Sirett, Steve TRAN:EX <Steve.Sirett@gov.bc.ca>

Sent: July 11, 2022 8:45 PM

To: Brendan McEwen <brendan.mcewen@dunsky.com>; Bhatti, Ashok A TRAN:EX <Ashok.Bhatti@gov.bc.ca>; Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>; Gunn, Darrell TRAN:EX <Darrell.Gunn@gov.bc.ca>; Griffiths, Sandra A TRAN:EX <Sandra.Griffiths@gov.bc.ca>

Cc: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>; Disegni, Rodrigo TRAN:EX <Rodrigo.Disegni@gov.bc.ca>; Staite, Janelle A TRAN:EX <Janelle.Staite@gov.bc.ca>; Ali Rivers <ali.rivers@dunsky.com>; Ward, Katie TRAN:EX <Katie.Ward@gov.bc.ca>

Subject: RE: EVCS Rollout Plan - draft plan for your review

Hi Katia and Brendan, I did a very quick scan as being honest I won't be able to go through this length of report in detail. I ask that you work with Sandi Griffiths' Cariboo District team on this and they can provide more valuable comments and support for this project.

I did notice that safety on Hwy 20 was largely focused around reliability of the technology working but I would also like to know how the sites are being configured to address the remote locations and applying a GBA+ lens. Lighting, washroom facilities, wildlife, wifi, etc. to ensure all users are comfortable stopping.

Steve

250-878-1834

From: Brendan McEwen <brendan.mcewen@dunsky.com>

Sent: July 6, 2022 3:32 PM

To: Bhatti, Ashok A TRAN:EX <Ashok.Bhatti@gov.bc.ca>; Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>; Gunn, Darrell TRAN:EX <Darrell.Gunn@gov.bc.ca>; Sirett, Steve TRAN:EX <Steve.Sirett@gov.bc.ca>

Cc: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>; Disegni, Rodrigo TRAN:EX <Rodrigo.Disegni@gov.bc.ca>; Staite, Janelle A TRAN:EX <Janelle.Staite@gov.bc.ca>; Ali Rivers <ali.rivers@dunsky.com>

Subject: RE: EVCS Rollout Plan - draft plan for your review

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hi Ashok

I'm the project manager for the consultant team developing this work.

I have made some comments in your email below (in red text).

Regarding your first two bullet points, I just want to note that this information is in the current draft of the report. However, recognize completely that right now it's a bit "buried" in the text. We'll be including an executive summary in the final draft of the Strategy, that summarize these key contextual pieces of information.

Best

Brendan McEwen, MCP

Managing Consultant

416.947.8599 *ext 64 | brendan.mcewen@dunsky.com | dunsky.com



From: Bhatti, Ashok A TRAN:EX <Ashok.Bhatti@gov.bc.ca>

Sent: July 6, 2022 12:06 PM

To: Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>; Gunn, Darrell TRAN:EX <Darrell.Gunn@gov.bc.ca>; Sirett, Steve TRAN:EX <Steve.Sirett@gov.bc.ca>

Cc: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>; Brendan McEwen <brendan.mcewen@dunsky.com>; Disegni, Rodrigo TRAN:EX <Rodrigo.Disegni@gov.bc.ca>; Staite, Janelle A TRAN:EX <Janelle.Staite@gov.bc.ca>

Subject: RE: EVCS Rollout Plan - draft plan for your review

Thank you for sharing this document. A few initial thoughts as I am away starting tomorrow for a couple of weeks.

- In reviewing the document, it would appear that the driver for the locations is a more equitable distribution of charging stations from a geographical perspective? Is this correct? Have we looked at this from a traffic volumes perspective? Do the corridor and investments make sense (as opposed to providing more stations and higher volumes corridors, for example).

s.13

s.13

- The focus appears to be LDV but is this investment also supposed to build us towards HDV? There is a lot of interest from government/executive on influencing/driving electrification of the commercial industry. If there is any lens that incorporates this, I would see more investments along Highway 3 and 5 between BC and the Alberta Border.

s.13

s.13

- Have we shared this with our District Managers? This group would be valuable to get feedback from a site location perspective so we can address other challenges with any locations proposed? Do we need to upgrade the existing sites (widening, leveling, gravelling) if we are promoting individuals stopping at these locations. Does any funding exist to address site modifications that address accessibility?

s.13

Happy to discuss further when I am back if necessary.

Thank you,

Ashok Bhatti, B.COMM. MBA
Executive Director

South Coast Region
Ministry of Transportation and Infrastructure
PH: +1 (236) 468-1911
Email: Ashok.Bhatti@gov.bc.ca

Visit us at: <http://www.gov.bc.ca/tran>

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From: Gauvin, Katia A TRAN:EX <Katia.Gauvin@gov.bc.ca>

Sent: July 5, 2022 5:17 PM

To: Bhatti, Ashok A TRAN:EX <Ashok.Bhatti@gov.bc.ca>; Gunn, Darrell TRAN:EX <Darrell.Gunn@gov.bc.ca>; Sirett, Steve TRAN:EX <Steve.Sirett@gov.bc.ca>

Cc: Berniaz, Kate TRAN:EX <Kate.Berniaz@gov.bc.ca>; 'Brendan McEwen' <brendan.mcewen@dunsky.com>; Disegni, Rodrigo TRAN:EX <Rodrigo.Disegni@gov.bc.ca>

Subject: EVCS Rollout Plan - draft plan for your review

<< File: 2-21-454 - MOTI 5-Year EV Charging Roll-Out Plan v4 KG.docx >>

Hello Ashok, Darrell, and Steve:

The 'Roadmap to 2030' calls for an Electric Highway by 2024 and 10,000 public EVCS by 2030. The ministry's role toward this goal is to install EVCS at highway rest areas and ROWs. Today, there are 22 stations that are open to the public and several more expected in the coming months.

To help us build charging stations along the more remote routes, where there are significant gaps, we have contracted AES to prepare an EVCS Rollout Plan. The Plan focuses on routes that have limited power and few amenities, in particular Highway 37, Highway 97 north, and Highway 20.

Attached is the draft Plan for your review. Can you provide your thoughts by early next week?

Regards,
~Katia

Katia Gauvin (she/her)
Sr. Program Analyst
Transportation Programs
BC Ministry of Transportation and Infrastructure
Ph: 778-698-8825

Written on ləkʷəŋən Peoples' lands, where the Songhees and Esquimalt First Nations' historical relationships with this land continue today.

Home of the Métis Chartered Community of Greater Victoria.

From: [Transportation, ADM Highways TRAN:EX](#)
To: s.22
Cc: [Transportation, Minister TRAN:EX](#); [Minister, PSSG PSSG:EX](#); [Transportation, Deputy Minister TRAN:EX](#); [Lachmuth, Erik TRAN:EX](#)
Bcc: [RDO Shared TRAN:EX](#); [Mazerolle, Beulah TRAN:EX](#)
Subject: 297194 – Speed limits and vehicle emissions
Date: December 24, 2020 12:26:07 PM
Attachments: [297194 Incoming - Re Highway Speed Reduction.msg](#)

s.22

297194 – Speed limits and vehicle emissions

Dear s.22 :

I am responding to your email regarding speed limits, enforcement, and vehicle emissions. I apologize for the lateness of this reply.

Safety is our ministry's highest priority, and ministry engineers consider many factors when setting speed limits, including traffic volumes and current operating speeds, sight distances, adjacent development, number of accesses, proximity of schools, features such as curves and slopes and safety history. You can visit our TranBC website for more information on [how the ministry sets and adjusts speed limits](#) on provincial highways.

If there is a specific section of provincial highway where you believe the speed limit should be reconsidered, or if you have any questions regarding speed limits on provincial highways, please do not hesitate to contact the ministry's local District Manager, Erik Lachmuth. He can be reached at 250-712-3664 or at Erik.Lachmuth@gov.bc.ca, and would be pleased to discuss this with you.

Regarding your comments on enforcement, law enforcement in British Columbia is overseen by the Honourable Mike Farnworth, Minister of Public Safety and Solicitor General. I have shared your letter with him for his consideration.

I recognize you are concerned with climate change, and so is our government. To meet our commitments under [CleanBC](#), the ministry recently entered into an agreement with the BC Trucking Association to develop a [Heavy-Duty Vehicle Efficiency Program](#) aimed at reducing greenhouse gas emissions from the trucking sector.

In addition to the electric vehicle charging stations the ministry has been installing at rest areas around the province to encourage more drivers to consider hybrid or zero-emission vehicles, our government is funding the [Go Electric Public Charger program](#). This program supports Indigenous Nations, local governments, communities and businesses to open new fast-charging stations, with the goal of expanding our public EV charging network even further.

In addition, the ministry's active transportation strategy – [Move. Commute. Connect](#) – recognizes that active transportation reduces greenhouse gas emissions and traffic congestion while supporting healthy living. The strategy aims to double the percentage of trips taken by active transportation by 2030. It also includes support for Vision Zero, an international project that aims to reduce the number of serious injuries and fatalities on the road to zero.

I will ensure your comments are shared with the Honourable Rob Fleming, Minister of Transportation and Infrastructure, for his consideration.

Thank you for taking the time to write.

Sincerely,

Ed Miska

Acting Assistant Deputy Minister, Highway Services

Copy to: Honourable Rob Fleming
Minister of Transportation and Infrastructure
MLA, Victoria-Swan Lake
Honourable Mike Farnworth

Minister of Public Safety and Solicitor General
MLA, Port Coquitlam
Kaye Krishna, Deputy Minister
Erik Lachmuth, District Manager
Okanagan-Shuswap District Office

From: s.22
To: [Transportation, Minister TRAN:EX](#)
Cc: [Transportation, Deputy Minister TRAN:EX](#)
Subject: 297194 Incoming - Re: Highway Speed Reduction
Date: November 10, 2020 7:48:34 PM

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good day. After two years of waiting for a reply, I thought that I would resend my initial email to your department, hoping for an acknowledgement or some movement on the issues of speed enforcement and speed limits in the province. With green initiatives gaining traction in BC, maybe there would be an appetite for such measures. Thank you for your time.

Regards,

s.22

On Wed, Nov 7, 2018 at 11:22 PM s.22 > wrote:

Dear Ms Trevena,

For you and your department, a sincere thank-you for your recent announcement on speed reduction. It is a very good first step in reducing the number of accidents and especially the severity, not only in collision damages but more importantly in bodily injuries and deaths. Injuries and collision damage increase exponentially with increases in speed (not linear at all). The measures need to go much further if your government will get serious about climate change (more in para 2). Now for the topic of speed enforcement. My neighbours regularly brag that they drive to Vancouver from s.22 via the Coquihalla at 140 KPH in their trucks and have never been stopped - not even once and they go very often due to their work. They are only keeping up with many other motorists that are doing the exact same thing or even faster. Without proper speed enforcement, speed limits are just a number. Speed enforcement is an absolute joke in this province - almost non-existent. If the RCMP don't want to enforce (and they tell me they don't), this province should consider very seriously adopting the Alberta initiative with Sheriffs on the highways whose sole duty is to enforce speed - impressive success according to my Alberta friends. Randomly deployed portable photo radar units should also be phased in the near future. The speeders will complain the most obviously - too bad. The province collects the fines for road improvements and road safety. There should not be a single highway in this province with speed limits above 110 - max 100 would be even better as drivers know they can go 20+ KPH over without penalties. Tourists should not be rushed by locals in a mad rush. Distracted drivers also need to be targeted. As an avid s.22, I see countless drivers with cell phones in their hands while driving. More severe penalties might get the attention of drivers - that and impounding vehicles on the spot.

s.22 testing confirms that fuel consumption/emissions for my s.22 car increases by a minimum of 10% with a speed increase from 100 to 110 KPH. From 110 to 120, it is a further 15% increase in exhaust emissions. I can only imagine larger vehicles that drive at above those speeds - scary stats. For the many who care very little or not at all about our environmental impact, the government has to provide leadership and force a lifestyle adjustment for all BC residents and visitors.

Your government has my full support with any measures that tackle climate change. Please proceed and do what is right - not only what is popular. Thank you for your time.

Regards,
s.22

From: [Transportation, Minister TRAN:EX](#)
To: ["suzanne.goldberg@chargepoint.com"](mailto:suzanne.goldberg@chargepoint.com)
Cc: [Transportation, Deputy Minister TRAN:EX](#)
Bcc: [Waters, Leah TRAN:EX](#)
Subject: 297455 - Election and appointment as minister
Date: December 30, 2020 10:09:52 AM

Suzanne Goldberg, Director, Public Policy, Canada
ChargePoint, Inc.

suzanne.goldberg@chargepoint.com
297455 - Election and appointment as minister

Dear Suzanne Goldberg:

Thank you for your email of December 1, 2020, congratulating me on behalf of ChargePoint on my appointment as Minister of Transportation and Infrastructure. It is an honour to represent British Columbians in this role.

Our government is committed to fighting COVID-19 and ensuring British Columbia's economic recovery. With this recovery at the forefront of government's efforts, my ministry will work to efficiently deliver infrastructure projects and other transportation network improvements that will create jobs and provide lasting benefits to communities across the province. I will also work with local governments to improve transit and transportation options, including active transportation, to support our government's CleanBC goals and ensure people can better access economic and social opportunities.

As we plan to rebuild from the pandemic, I look forward to working with First Nations and other governments, business leaders and stakeholders. Together, I believe we can deliver a transportation network that benefits everyone.

I appreciate the important role ChargePoint plays in CleanBC and transportation electrification in the province. Your organization's work contributes to a greener economy and is helping to combat climate change.

You may be interested to know that the ministry is working in partnership with FortisBC, BC Hydro, the Community Energy Association and the Ministry of Energy, Mines and Petroleum Resources to build a seamless network of charging stations that will allow people to drive from one end of B.C. to the other, powered by clean electric energy. Since 2017, our government has invested more than \$4,000,000 in the expansion of this network, with EV charging stations installed in 18 ministry rest areas and rights-of-way around B.C.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to: Kathryn Krishna

Deputy Minister

From: [Suzanne Goldberg](#)
To: [Transportation, Minister TRAN:EX](#)
Cc: [Transportation, Deputy Minister TRAN:EX](#)
Subject: 297455 - Congratulations - ChargePoint
Date: December 1, 2020 3:01:13 PM
Attachments: [Congratulations_MinFleming_MOTI_20201201.pdf](#)

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Fleming,

On behalf of ChargePoint, please accept my congratulations on your re-election and appointment as Minister of Housing, in addition to your re-appointment as Attorney General. Your government's foundational principles on transportation electrification align with those of ChargePoint.

We look forward to supporting your efforts to fulfill your mandate.

-Suzanne

Suzanne Goldberg

Director, Public Policy - Canada

ChargePoint | chargepoint.com

+1.778.558.3617 mobile

ChargePoint, Inc. | Vancouver BC | Canada

Hon. Rob Fleming, Minister of Transportation & Infrastructure

PO Box 9055 Stn Prov Govt
Victoria BC
V8W 9E2

December 1, 2020

Dear Minister Fleming,

On behalf of ChargePoint, please accept my congratulations on your re-election and appointment as Minister of Housing, in addition to your re-appointment as Attorney General. Your government's foundational principles on transportation electrification align with those of ChargePoint, and we look forward to supporting your efforts to fulfill your mandate.

As you know, B.C.'s electric vehicle (EV) sector is flourishing. It now employs over 6,000 full-time workers – nearly triple the number in 2015 – contributes \$600 million to the province's economy, includes 41,000 EVs on BC roads, and hosts over 2,000 public charging spots. This growth has been encouraged by the policies and programs implemented to date under CleanBC, and is a key opportunity to reduce carbon pollution while creating new economic opportunities.

ChargePoint is proud to be a key contributor to CleanBC's success and to this sector's growth, with more than 4,400 public and home charging spots in B.C., and more to come. As B.C. progresses towards its legislated zero emission vehicle (ZEV) sales targets, we understand that the network of charging stations available to British Columbians must grow apace and so we are pleased to see your government's commitment to supporting these efforts. Your mandate to modernize the passenger directed transportation industry and B.C.'s trucking industry will, consistent with the province's emission reduction targets and CleanBC, require that they transition to zero emissions, including through electrification. We look forward to supporting those efforts by ensuring EV charging considerations and requirements inform that work.

Again, congratulations and we look forward to supporting your efforts to align B.C.'s transportation systems with the economic and environmental opportunity of CleanBC.

Sincerely,



Suzanne Goldberg
Director, Public Policy - Canada
ChargePoint

cc. Kaye Krishna – Deputy Minister

About ChargePoint

ChargePoint is one of the world's largest electric vehicle (EV) charging networks, with scalable solutions for charging needs at home, work, around town, and on the road. ChargePoint's network offers more than 115,000 places to charge, including more than 4,400 spots in B.C., and those numbers continue to grow. With customers that include workplaces, cities, retailers, apartments, hospitals, and fleets, ChargePoint provides an integrated experience enabling consistent performance, efficiency and reliability at every touchpoint whether one is using a mobile app, plugging into a charger, managing the station or analyzing charging data. On the network, drivers have completed more than 80 million charging sessions, saved upwards of 363 million litres of fuel, and driven more than 3.7 billion electric kilometres.

ChargePoint has a significant and growing presence in Canada. We work with a network of over 40 partners to distribute, and hundreds of companies to install and maintain our charging solutions across Canada. These partners range from large electrical equipment providers like Graybar Canada and Sonepar Canada, to small and medium sized businesses like B.C.'s Foreseeson Technology Inc. and Commercial Lighting Products. We work with these partners to sell charging solutions to businesses, municipalities, utilities and fleets from St. John's, Newfoundland and Labrador to Prince George, B.C.

**Hon. Rob Fleming, Minister of Transportation & Infrastructure**

PO Box 9055 Stn Prov Govt
Victoria BC
V8W 9E2

December 1, 2020

Dear Minister Fleming,

On behalf of ChargePoint, please accept my congratulations on your appointment as Minister of Transportation & Infrastructure. Your government's foundational principles on transportation electrification align with those of ChargePoint, and we look forward to supporting your efforts to fulfill your mandate.

As you know, B.C.'s electric vehicle (EV) sector is flourishing. It now employs over 6,000 full-time workers – nearly triple the number in 2015 – contributes \$600 million to the province's economy, includes 41,000 EVs on BC roads, and hosts over 2,000 public charging spots. This growth has been encouraged by the policies and programs implemented to date under CleanBC, and is a key opportunity to reduce carbon pollution while creating new economic opportunities.

ChargePoint is proud to be a key contributor to CleanBC's success and to this sector's growth, with more than 4,400 public and home charging spots in B.C., and more to come. As B.C. progresses towards its legislated zero emission vehicle (ZEV) sales targets, we understand that the network of charging stations available to British Columbians must grow apace and so we are pleased to see your government's commitment to supporting these efforts. Your mandate to modernize the passenger directed transportation industry and B.C.'s trucking industry will, consistent with the province's emission reduction targets and CleanBC, require that they transition to zero emissions, including through electrification. We look forward to supporting those efforts by ensuring EV charging considerations and requirements inform that work.

Again, congratulations and we look forward to supporting your efforts to align B.C.'s transportation systems with the economic and environmental opportunity of CleanBC.

Sincerely,

A handwritten signature in black ink, appearing to read "Suzanne Goldberg".

Suzanne Goldberg
Director, Public Policy - Canada ChargePoint

cc. Kathryn Krishna – Deputy Minister

About ChargePoint

ChargePoint is one of the world's largest electric vehicle (EV) charging networks, with scalable solutions for charging needs at home, work, around town, and on the road. ChargePoint's network offers more than 115,000 places to charge, including more than 4,400 spots in B.C., and those numbers continue to grow. With customers that include workplaces, cities, retailers, apartments, hospitals, and fleets, ChargePoint provides an integrated experience enabling consistent performance, efficiency and reliability at every touchpoint whether one is using a mobile app, plugging into a charger, managing the station or analyzing charging data. On the network, drivers have completed more than 80 million charging sessions, saved upwards of 363 million litres of fuel, and driven more than 3.7 billion electric kilometres.

ChargePoint has a significant and growing presence in Canada. We work with a network of over 40 partners to distribute, and hundreds of companies to install and maintain our charging solutions across Canada. These partners range from large electrical equipment providers like Graybar Canada and Sonepar Canada, to small and medium sized businesses like B.C.'s Foreseeson Technology Inc. and Commercial Lighting Products. We work with these partners to sell charging solutions to businesses, municipalities, utilities and fleets from St. John's, Newfoundland and Labrador to Prince George, B.C.

From: [Suzanne Goldberg](#)
To: [Transportation, Minister TRAN:EX](#)
Cc: [Transportation, Deputy Minister TRAN:EX](#)
Subject: 297455 B - Congratulations - ChargePoint
Date: December 1, 2020 3:58:54 PM
Attachments: [Congratulations_MinFleming_MOTI_20201201.pdf](#)

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Fleming,

Please accept my sincerest apologies for the error in my previous email referring incorrectly to your appointment.

On behalf of ChargePoint, please accept my congratulations on your appointment as Minister of Transportation & Infrastructure. Your government's foundational principles on transportation electrification align with those of ChargePoint, and we look forward to supporting your efforts to fulfill your mandate.

-Suzanne

From: Suzanne Goldberg
Sent: Tuesday, December 01, 2020 3:01 PM
To: Minister.Transportation@gov.bc.ca
Cc: DeputyMinister.Transportation@gov.bc.ca
Subject: Congratulations - ChargePoint

Dear Minister Fleming,

On behalf of ChargePoint, please accept my congratulations on your re-election and appointment as Minister of Housing, in addition to your re-appointment as Attorney General. Your government's foundational principles on transportation electrification align with those of ChargePoint.

We look forward to supporting your efforts to fulfill your mandate.

-Suzanne

Suzanne Goldberg
Director, Public Policy - Canada
ChargePoint | [chargepoint.com](https://www.chargepoint.com)
+1.778.558.3617 mobile
ChargePoint, Inc. | Vancouver BC | Canada

From: [Transportation, Minister TRAN:EX](#)
To: s.22
Cc: [OfficeofthePremier, Office PREM:EX](#); [Minister, ENV ENV:EX](#); [Minister, EMLI EMLI:EX](#)
Bcc: [Jeon, Jinah TRAN:EX](#)
Subject: 297957 – Electric vehicle charging stations
Date: January 22, 2021 1:05:00 PM
Attachments: [297957 Crucially Needed Level 3 Charge Station\(s\) Between Kamloops and Vernon For Electric Vehicles.msg](#)

s.22

297957 – Electric vehicle charging stations

Dear s.22

Thank you for your email of December 27, 2020, recommending the installation of electric vehicle fast charging stations between Kamloops and Vernon.

The ministry remains committed to ensuring environmentally-friendly transportation opportunities are available to all British Columbians. As you know, we are working in partnership with FortisBC, BC Hydro, the Community Energy Association, and the Ministry of Energy, Mines and Low Carbon Innovation (MEMLCI) to build a seamless network of charging stations across B.C. Since 2017, my ministry has invested more than \$4,000,000 in the expansion of this network, with EV charging stations installed in 22 ministry rest areas and rights-of-way around B.C.

MEMLCI and BC Hydro are responsible for installing chargers in communities, while my ministry's role is to connect communities by installing chargers in highway rest areas. By locating chargers both in communities and between them, our organizations are helping to ensure drivers of EVs can travel with confidence across British Columbia.

When selecting locations for charging stations, our goal is to complement any privately-operated stations, rather than duplicate them, helping to increase overall coverage in the province. While adding a charging station midway between Kamloops and Vernon would best balance the availability of charging stations along Highway 97, the only ministry rest area along this route is just 35 kilometres outside of Vernon. As such, I have asked ministry staff to follow up with their counterparts at MEMLCI to explore the possibility of installing a charging station in one of the communities along Highway 97, which would also give motorists access to other amenities while they wait.

I am glad to see you have already shared your letter with my colleague, the Honourable Bruce Ralston, Minister of Energy, Mines and Low Carbon Innovation, so he will be aware of your interest in this matter.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming
Minister

Copy to: Premier John Horgan

Honourable George Heyman
Minister of Environment and Climate Change Strategy
MLA, Vancouver-Fairview

Honourable Bruce Ralston
Minister of Energy, Mines and Low Carbon Innovation
MLA, Surrey-Whalley

From: s.22
To: [Minister, ENV ENV:EX](#); [Transportation, Minister TRAN:EX](#); [Minister, EMLI EMLI:EX](#); [OfficeofthePremier, Office PREM:EX](#)
Subject: Crucially Needed Level 3 Charge Station(s) Between Kamloops and Vernon For Electric Vehicles
Date: December 27, 2020 10:29:41 AM
Attachments: [image0.jpeg](#)

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hi,

I am a very strong and involved s.22 supporter for life, as well as an electric vehicle owner for over two years now, and I have communicated a few times since owning an EV, both in person and via email, about the crucial need for priority to be given to installing a level 3 fast charger(s) between Kamloops and Vernon.

The perfect place for one, or best to install at least two level 3 charge stations, is either in the town of Falkland, and there are a few good locations, but the best would be at the current rest stop that is there, just off the highway on the south side of the highway right in the centre of the town by the little overpass / creek that goes through the town, as there is room enough to build a spot for them and parking to charge EV's and there's a nice rest area with picnic tables and what looks like a Provincially owned and maintained washroom / permanent outhouse facility, as well as all the town's amenities within walking distance.

The reason this is crucial and should be priority is that the distance between the main cities with any charge stations, let alone level 3 charge stations, is 118kms, and this is on the main highway (Highway 97) route that is used by so many people with EV's to go between these cities or as people go on trips through the area, and there are zero charge stations currently anywhere on this route so people with EV's likely have to choose the northern route through Chase / Salmon Arm which both have level 3 charge stations, but which route is a fair detour if someone is going to Vernon / Kelowna etc, as it adds an additional half hour travel time to the trip, and people may need to charge up especially in the winter time if they are doing a round trip or even if they are simply travelling through, depending on the EV they have and it's range.

Another town that would also be good to have level 3 charge station(s) installed if Falkland doesn't work for some reason, would be the community of Westwold, which is also about half way between Kamloops and Vernon, and there are also a number of good locations, but especially at a large pull in rest area just as you come into the town from the Kamloops direction heading to Vernon, and it's on the north side of the highway and west side of the town.

Please do everything any of you can to help make this happen as soon as possible for the many EV owners who regularly travel this route year round.

Thanks so much for everything you do for everyone, and i wish you all had a very Merry Christmas, and wish you Happy Holidays, and hope you all have the Happiest New Year ever!!!

Sincerely,

s.22



Sent from my iPhone

From: [Jeff Davis](#)
To: [Transportation, Minister TRAN:EX](#)
Subject: 300665 Supporting 5g connectivity and EV charging in BC - Introduction to Asset Market
Date: January 21, 2021 3:29:08 PM
Attachments: [D64DC5CE2B52439B83D6D6FBDF27A0FA\[2734659\].jpg](#)

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hi Bowinn,

I lead a business - Asset Market – to accelerate the deployment of 5g, EV charging and other smart infrastructure by facilitating the site acquisition process across municipalities, utilities, landowners, carriers and other service providers. We are a service and tech start-up based in North Vancouver. We offer advisory services to help provinces, municipalities and utilities to attract investment and to optimize the use of their assets for smart/connected infrastructure, balancing the needs of the city, citizens and service providers.

We are also developing a software platform which provides an online marketplace by which provincial and municipal authorities share information with service providers on available sites for infrastructure versus customer demand. The platform supports site identification, applications and permits, real estate agreements, settlements and ongoing asset management through a streamlined digital process. The aim is to increase efficiency for infrastructure deployment for communities and service providers alike, using economies of scale to lower cost.

I'm hoping we can speak, to discuss BC's plans to support wireless connectivity and further EV charging infrastructure along its transportation corridors, transit services and other priority areas. I'd also appreciate your advice on whether/how I can support BC's objectives and with whom I should follow up.

Would you, or an appropriate member of your team, be interested in an introductory conversation?

Kind regards,

Jeff

Jeff Davis

Cell: +1 236 999-2975

www.asset-market.com





MEETING SUMMARY

TRAN staff met on behalf of Honourable Bowinn Ma, Minister of State for Infrastructure:

MEETING: Asset Market, on May 21, 2021

ATTENDEES: Jeff Davies CEO Asset Market
Alan Callander, Manager, Climate Action
Kate Berniaz, Manager, Active Transportation and Climate Action

ISSUE: Deployment of telecoms, EV charging and other smart infrastructure on ministry properties.

Summary

- Asset Market is a new start-up company with team of 6 based in British Columbia.
- Goal of the company is to accelerate the path to smart and connected communities.
- They want to provide an on-line platform (mapping tool) that creates an inventory of location opportunities for agencies, such as Telus, Bell or FLO, who want to install devices, such as EV charging stations and micro-telecommunication antennas on ministry properties.
- Platform would ultimately display data from ministries, BC Hydro, Fortis, municipalities, etc. for multiple parties' information and create a streamlined joint permitting process.
- This technology is in the prototype phase.
- Potential ministry property locations would include land, such as rest areas or weigh scales, changeable message signs, conduit, or power poles.
- Asset Market is already working with a few municipalities to create their asset map.
- Staff also explained to Asset Market that the Ministry has to comply with the rules and conditions of government's procurement processes, and that this type of work would probably require an open bid through a request for services via BCBid.

Next Steps:

- Ministry staff agreed to share this information with other areas of the ministry that may benefit from this type of work.
- Staff also agreed to schedule a meeting with interested Ministry staff that deal with properties, electrical engineering, utility policy and intelligent transportation systems.

PREPARED BY:

Alan Callander, Manager Climate Action
Transportation Policy Branch
Phone

REVIEWED BY:

Kathy Kirby, Executive Director
Transportation Policy Branch

INITIALS

KK

From: Grant, Lisa TRAN:EX
To: "NCLGA Admin"
Cc: Hansen, Nicole E TRAN:EX
Subject: CONFIRMED | Meeting with MRF/MoSBM | May 26 | 300962
Date: April 19, 2021 9:53:54 AM

Thank you Susan,

This email serves as confirmation of the meeting scheduled May 26 1:45pm – 2:15pm with Minister Fleming and Minister of State Ma. Due to the ongoing COVID-19 pandemic, this meeting will take place virtually via MS Teams. Please have Sarrah use the below link to join Microsoft Teams meeting

Join on your computer or mobile app

[Click here to join the meeting](#)

Or call in (audio only)

s.15; s.17 Canada, Victoria

Phone Conference ID: s.15; s.17

[Find a local number](#) | [Reset PIN](#)

[Learn More](#) | [Meeting options](#)

Please keep in mind that although confirmed, this meeting is subject to change should Ministerial responsibilities arise. If a scheduling conflict should occur myself or Nicole will provide as much notice as possible.

Minister Fleming and Minister of State Ma will be joined by Ministerial Advisors Veronica Harrison and/or Laura Casselman and/or Richa Sharma and/or Executive Assistants Ella Champion and/or Gurveen Dhaliwal. They may also be joined by executive staff from the ministry.

In preparation for this meeting please provide me with the following information at your earliest opportunity

- Confirmation of the preferred names and the titles of anyone who will be joining Sarrah from NCLGA
- Additional materials, as necessary, to facilitate the conversation

If you have any questions or concerns, please do not hesitate to contact myself or Nicole who is cc'd on this email.

Cheers,

Lisa Grant (she/her)

P: 250-387-1978

From: NCLGA Admin

Sent: April 15, 2021 9:13 AM

To: Grant, Lisa TRAN:EX

Subject: RE: Meeting Regarding North Central Local Government Association 2020 Resolutions

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hi Lisa,

May 26 or June 3 work for Sarrah for a meeting.

Kind Regards,

Susan Chalmers

Executive Coordinator

North Central Local Government Association

T: 250-564-6585

E: admin@nclga.ca

[NCLGA Website](#) | [Facebook](#) | [Twitter](#)

From: Grant, Lisa TRAN:EX [<mailto:Lisa.Grant@gov.bc.ca>]

Sent: April 13, 2021 2:42 PM

To: 'NCLGA Admin' <admin@nclga.ca>

Cc: Hansen, Nicole E TRAN:EX <Nicole.E.Hansen@gov.bc.ca>

Subject: Meeting Regarding North Central Local Government Association 2020 Resolutions

Good afternoon Susan,

I apologize for our long delayed response. Unfortunately Minister Fleming and Minister of State Ma were not able to accommodate this meeting in February however if President Sarrah Storey would still like to meet the Ministers would be pleased to arrange a virtual meeting.

Their schedules continue to be heavily subscribed so currently I am booking meetings in late May early June. I am able to offer the following dates for a joint meeting at this time:

- May 26 1:45pm – 2:15pm
- May 27 11:30am – 12:00pm
- June 3 11:30am – 12:00pm

If none of these dates / times will work I would be happy to offer additional alternatives. If this meeting is no longer required please let me know and I will close the request on our end as well.

Cheers,

Lisa Grant (she/her)

P: 250-387-1978

From: NCLGA Admin <admin@nclga.ca>

Sent: February 4, 2021 3:45 PM

To: Transportation, Minister TRAN:EX <Minister.Transportation@gov.bc.ca>

Cc: sstorey@fraserlake.ca

Subject: 300962 Meeting Regarding North Central Local Government Association 2020 Resolutions

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Honourable Rob Fleming,

On behalf of NCLGA President Sarrah Storey, I am following up on a letter submitted to the former Minister of Transportation and Infrastructure last August that pertains to 2020 NCLGA member resolutions. Please find attached an updated letter to your attention.

President Storey would appreciate the opportunity to discuss the resolutions with you during a virtual meeting in February. We look forward to hearing from you.

Kind Regards,

Susan Chalmers

Executive Coordinator

North Central Local Government Association

T: 250-564-6585

E: admin@nclga.ca

[NCLGA Website](#) | [Facebook](#) | [Twitter](#)

From: NCLGA Admin [<mailto:admin@nclga.ca>]

Sent: August 28, 2020 2:46 PM

To: 'Minister.Transportation@gov.bc.ca'

Cc: 'Sarrah Storey' ; 'cori.ramsay@princegeorge.ca' ; Steve Forseth ; 'lbeckett@rdffg.bc.ca' ; 'Terry Robert (trobert@nclga.ca)'

Subject: Letter Regarding North Central Local Government Association 2020 Resolutions

Dear Honourable Claire Trevena,

On behalf of NCLGA's Board of Directors and Members, I am forwarding a letter that discusses resolutions submitted by members this year, which pertain to your Ministry (please refer to the attached document). The resolutions highlight important local government concerns in north-central BC.

NCLGA's President, Sarrah Storey, would appreciate the opportunity to discuss the resolutions with you this fall. We will contact you in October to possibly arrange a time to meet virtually or in person.

Kind Regards,

Susan Chalmers

Executive Coordinator

North Central Local Government Association

T: 250-564-6585

E: admin@nclga.ca

[NCLGA Website](#) | [Facebook](#) | [Twitter](#)

Please Note: This letter is only being submitted electronically. A paper copy will not be mailed.



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MEETING BRIEFING NOTE

DATE: May 17, 2021

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

ISSUE: Transportation Services & EV Charging Stations

PURPOSE: In 2020, the North Central Local Government Association (NCLGA) passed two resolutions, one regarding transportation services for rural and remote communities and the second regarding electric vehicle charging stations along the Highway 97 corridor.

MEETING: Sarrah Storey, President, North Central Local Government Association on May 26, 2021
(*note that NCLGA AGM is early May and the LCGA president will change)

PROPOSED KEY MESSAGES:

- Safe, reliable transportation in the North is important.
- The government has implemented inter-community transit services along Highway 16 that allows people to get to their nearest regional centre and return home the same day. Since this service began in 2017, over 50,000 people have travelled on the four routes.
- In 2018, the government launched BC Bus North in response to Greyhound's withdrawal of service. This service, with financial support from Canada, will continue through to March 2022.
- The Ministry is contributing to a provincial network of electric vehicle (EV) charging stations by installing fast chargers in highway rest areas.
- The Ministry is working on a five-year EV charging station deployment plan that will include the northern sections of Highway 97 and 37.
- Government will continue to be a partner in supporting the development of long term transportation solutions in the North.

PAST INTERACTIONS:

- Letter to Minister Trevena regarding the same resolutions sent on August 28, 2020.

BACKGROUND:

Transportation Services

Northern Health Connections, operated through the Northern Health Authority, provides bus service to regional health centres and to medical facilities in Vancouver. The First Nations Health Authority works closely with Northern Health Connections.

In 2017, the Ministry, working with BC Transit, local governments and First Nations, implemented the Highway 16 "inter-community transit service". There are four routes operating between Terrace and the Hazeltons, Smithers and Witset, Burns Lake and Smithers and Burns Lake and Prince George. Each route provides 3 round-trips per week which allow people to return to their homes the same day. The inter-community service connects people to regional health centres and medical clinics. Fares are generally \$5 per person, one-way.



The Ministry also provided grants to twelve communities through the Community Transportation Grant Program, off of Highway 16, to operate a community transportation program. The community determined the type of vehicle and service that best suited the needs of the community. During the pandemic, some of these vehicles delivered groceries rather than residents travelling out of the community to shop.

In 2018, following the withdrawal of Greyhound service in the north, the Ministry launched BC Bus North, which is operated by Diversified Transportation through a contract with BC Transit. Three routes provide two round-trips per week, while the Dawson Creek – Fort St. John bus has one round-trip per week (see Attachment for route schematic).

EV Charging Stations

The adoption of zero- and low-emission vehicles in B.C. is an important CleanBC strategy to reduce greenhouse gas emissions. In support of this strategy, the Ministry is working in partnership with FortisBC, BC Hydro, and the Ministry of Energy, Mines and Low Carbon Innovation (EMLI) to build a provincial network of public EV charging stations. The Ministry's role is to install fast (Level 3) EV chargers in highway rest areas.

Since 2018, the Ministry has installed charging stations at 22 locations across B.C., six of which are located in central and northern B.C. (see Attachment 2). In fall 2021, the Ministry is adding fast chargers at the following northern locations: Hanceville Lookout rest area, Thornhill Roundabout and Mount Terry Fox rest area.

DISCUSSION:

Transportation Services

In 2019, as part of the Highway 16 *Transportation 5-point Action Plan*, there were a series of “collaboration” meetings with the Community Transportation Grant recipients, Northern Health Connections, First Nation Health Authority, and BC Transit. Input was collected through that process, the UBCM Convention, and correspondence which stated that all of the publicly funded services needed better coordination. The schedules for BC Transit, BC Bus North and Northern Health Connections have been reviewed.

Along Highway 16, the BC Bus North schedule was planned to allow for a person to travel on Northern Health Connections one-way and return on BC Bus North, assuming they are eligible to use Northern Health Connections service.

A review of connections to other transportation services has revealed that due to the long-distances and associated travel times it is difficult to coordinate connections.

Now that the services have been operating since 2017 (BC Transit inter-community service) and 2018 (BC Bus North and the Community Transportation Grant program), the Province has been able to gain a better understanding of travel demand (pre-pandemic). MOTI recognizes the value of leadership and input from the North and is taking steps to better utilize local knowledge.

EV Charging Stations

To help complete the provincial network of EV charging stations, the Ministry will develop a five-year EV charging station deployment plan that includes the northern sections of Highway 97 and 37. A key challenge is finding suitable rest areas that have electric power and cell service needed to operate fast EV chargers.



As part of the five-year plan, Ministry staff will explore the potential of off-grid/renewable energy and other technology solutions. The Ministry will also engage with the Community Energy Association, which is facilitating the [Charge North project](#), a collaborative program to build a network of charging stations across central and northern B.C.

GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

BC Transit and BC Bus North services are available to the general public regardless of age, ethnicity or gender. Care has been taken to choose stops that are safe, recognizing that this can be challenging in remote and rural locations.

The Highway 16 Transportation Action Plan was in response to “*Forsaken, The Report of the Missing Women Commission of Inquiry*”, November 2012. One of the recommendations was “To develop and implement an enhanced public transit system to provide a safer travel option connecting the Northern communities, particularly along Highway 16.” The BC Transit inter-community service and the Community Transportation Grant program provide safe, reliable transportation options, rather than hitch-hiking to vulnerable populations, and particularly indigenous women..

The Ministry is continuously improving the design of its EV charging stations to increase accessibility and improve user experience. For example, the Ministry is working in partnership with BC Hydro to test the use of charging cable management systems to increase manoeuvrability of the fast charger cables.

FINANCIAL IMPLICATIONS:

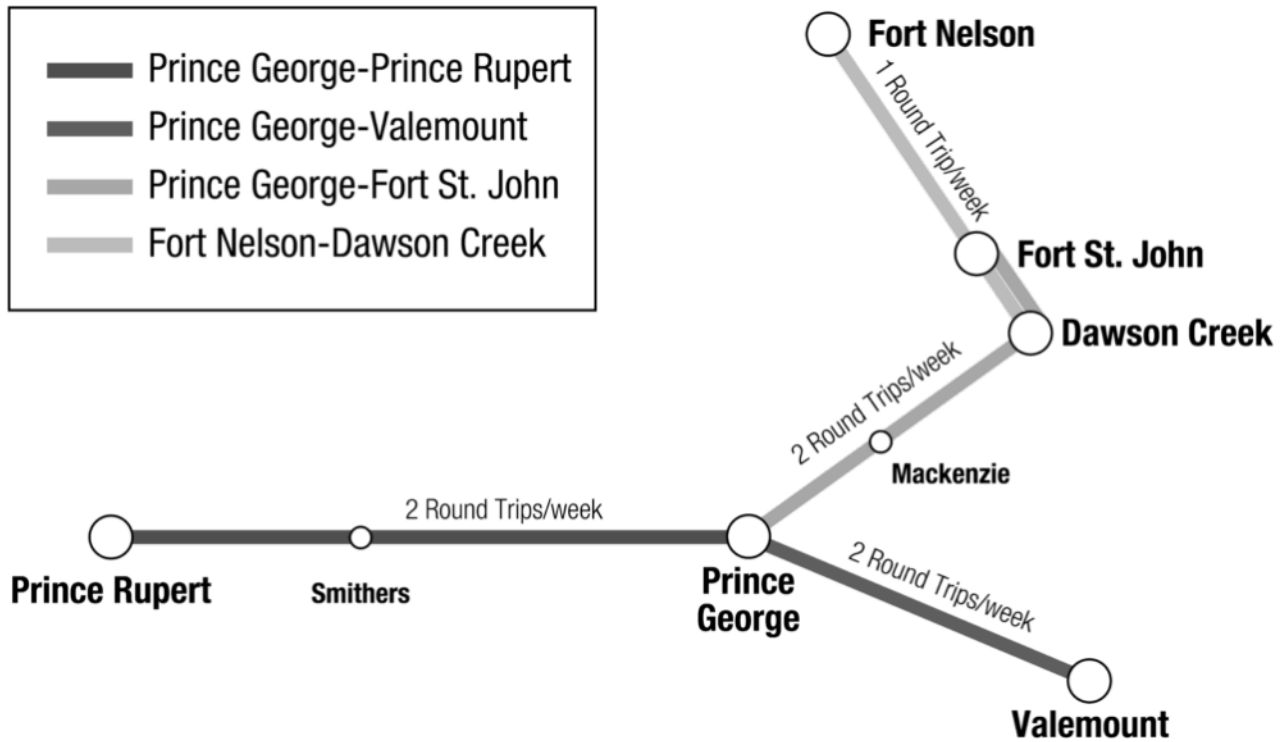
- None.

Attachments:

1. BC Bus North map
2. Ministry of Transportation and Infrastructure EV Charging Station Map

PREPARED BY:	REVIEWED BY:	DATE:
Linda Harmon, Director Transit Branch (778) 974 5313	Deborah Bowman, Assistant Deputy Minister Transportation Policy and Programs	21-May-17
Katia Gauvin, Senior Policy Analyst 778 698 8825	Nancy Bain, Executive Financial Officer Finance and Management Services Department	21-May-17
	Kaye Krishna, Deputy Minister	-

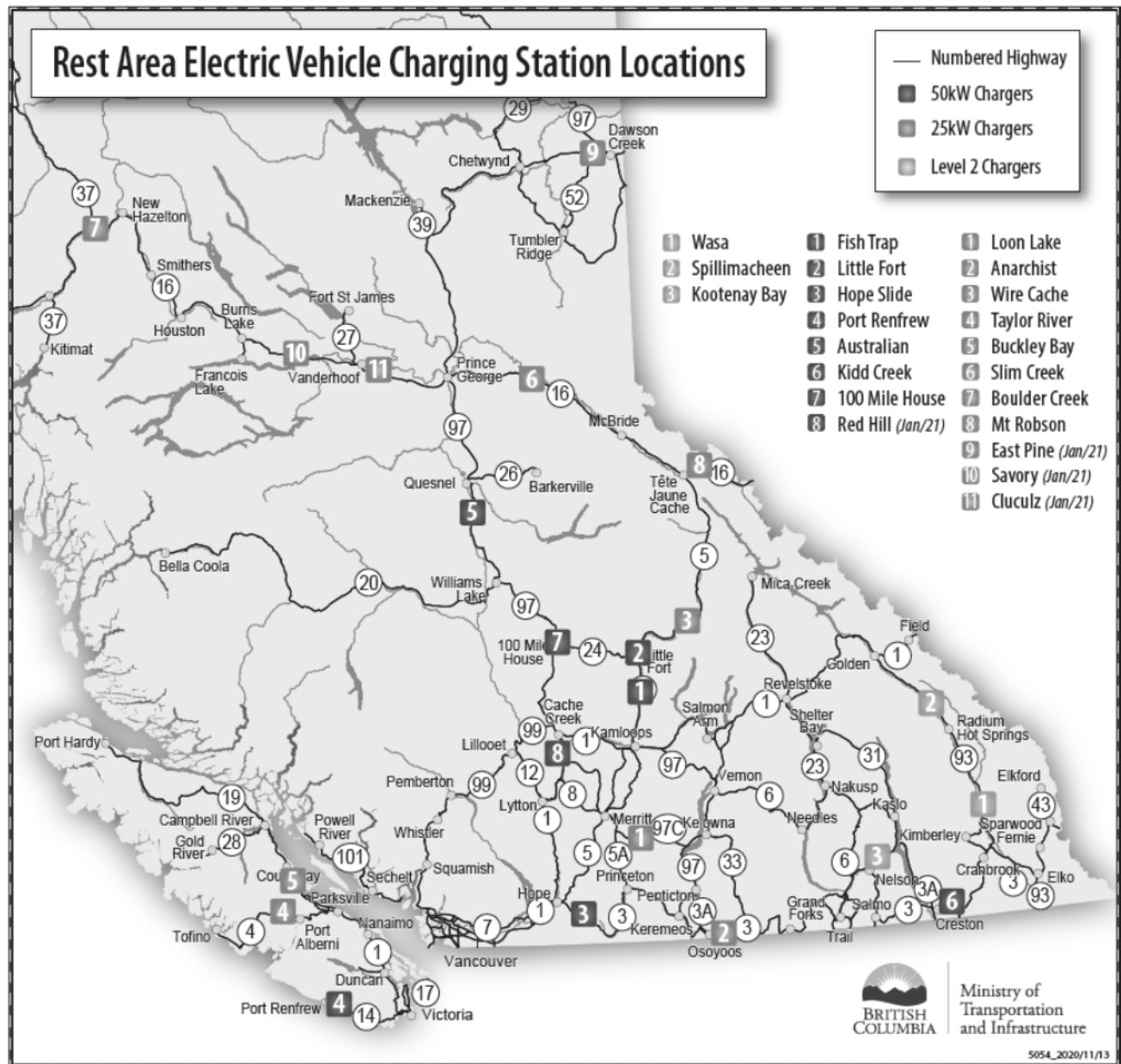
ATTACHMENT 1: BC Bus North map





Ministry of
Transportation
and Infrastructure

ATTACHMENT 2: Ministry of Transportation and Infrastructure EV Charging Station Map



From: [Transportation, Minister TRAN:EX](#)
To: s.22
Bcc: [Jeon, Jinah TRAN:EX](#)
Subject: 301019 - Electric vehicle charging stations
Date: April 1, 2021 3:56:00 PM
Attachments: [301019 FW Electric Vehicle Charging Stations.msg](#)

s.22

301019 - Electric vehicle charging stations

Dear s.22 :

Thank you for your email regarding electric vehicle charging stations. I am sorry it has taken me so long to reply.

Since 2018, the ministry has installed EV charging stations at 22 ministry rest areas and rights-of-way around B.C., including four on Vancouver Island. We are excited to continue to invest in more charging stations in the future.

The ministry is committed to ensuring environmentally friendly transportation opportunities are available to all British Columbians. We are working in partnership with FortisBC, BC Hydro, the Community Energy Association and the Ministry of Energy, Mines and Low Carbon Innovation (MEMLCI) to build a seamless network of charging stations that will allow people to drive from one end of B.C. to the other, powered by clean electric energy.

MEMLCI and BC Hydro are responsible for installing chargers in communities, while my ministry's role is to connect communities by installing chargers in highway rest areas. By locating chargers both in communities and between them, our organizations are helping to ensure drivers of EVs can travel with confidence across British Columbia.

The provincial government has put in place [regulations to reach our goal of 100 per cent electric-vehicle sales by 2040](#). British Columbia was the first jurisdiction in the world to legislate this 100 per cent target.

I appreciate you sharing your thoughtful suggestions with me. I have shared your email with the ministry staff leading our work on electric vehicles, so that they are aware of your comments.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming
Minister

From: [Fleming, MLA, Rob LASS:EX](#)
To: [Transportation, Minister TRAN:EX](#)
Subject: 301019 FW: Electric Vehicle Charging Stations
Date: February 8, 2021 9:50:18 AM

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s.22
Sent: February 7, 2021 10:10 PM
To: Fleming, MLA, Rob
Subject: Electric Vehicle Charging Stations
Dear Minister Rob Fleming,

My name is s.22

s.22 I am currently writing to you about the lack of electric vehicle charging stations in BC and how that affects the environment.

Electric cars reduce the release of carbon emissions into the environment by running on electricity rather than gasoline. With very few electric vehicles charging stations along highways or anywhere else in BC, most people might decide not to buy an electric vehicle because there aren't enough places to charge their vehicle. One area that definitely needs more electric vehicle charging stations is as many highways as possible because that is where most people drive the longest distances. Electric vehicle owners would find it hard to drive on these highways because they could start running out of electricity in areas without electric vehicle charging stations and find out that they don't have anywhere to charge their car. This is a huge problem and many people might decide to not buy an electric vehicle at all because of this and when people decide not to buy electric vehicles and go with gasoline-run vehicles instead, climate change continues at its current fast rate. With more electric vehicles in our society, we could help slow down climate change, giving the Earth more time to live.

The placement of these electric vehicle charging stations is also very important. They must be placed at strategic points to make sure that the vehicle can get as much electricity as possible while the driver is away. Electric vehicle charging stations should therefore be placed at hotels, restaurants, highway rest stops and anywhere else that would cause the driver to park the car and go away for a while. The reason for this is that it takes a long time to charge an electric vehicle compared to a vehicle that runs on gasoline. Gasoline simply goes in in a matter of minutes but electricity simply cannot just all go into the car at once.

What this province needs are more electric vehicle charging stations. It would cause more people to start buying electric vehicles which would help the environment. British Columbia would be setting a good example for other provinces and even countries. British Columbia could take the first steps towards a better world.

Thank you for reading my letter and considering my request. I look forward to hearing from you.

Sincerely,

s.22

From: [Transportation, Minister TRAN:EX](#)
To: [s.22](#)
Cc: [Transportation, Deputy Minister TRAN:EX](#); [Ludwar, Kenedee TRAN:EX](#)
Bcc: [Gedney, Vanessa R TRAN:EX](#); [Kubisheski, Carlee TRAN:EX](#)
Subject: 301102 – Electric vehicle on-road charging
Date: March 25, 2021 1:48:00 PM
Attachments: [301102 - Electric Road Systems.msg](#)

s.22

301102 – Electric vehicle on-road charging

Dear s.22 :

Thank you for your email suggesting the ministry install an on-road charging system for electric vehicles. I appreciate the effort you have put into your proposal so far.

Our government's [CleanBC](#) plan outlines our commitment to cutting transportation congestion and reducing related vehicle emissions across B.C. We are always interested in hearing about alternate sources to fossil fuels, and I have shared your email with the ministry staff leading this work for their consideration.

I encourage you to reach out to ministry staff to discuss your comments. Please do not hesitate to contact the ministry's Director for Systems and Road Safety Engineering, Kenedee Ludwar. She can be reached at 236 468-1932 or at Kenedee.Ludwar@gov.bc.ca and would be happy to hear from you.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming
Minister

Copy to: Kaye Krishna
Deputy Minister

Kenedee Ludwar, Director
Systems and Road Safety Engineering

From: s.22
To: [Transportation, Minister TRAN:EX](#)
Subject: RE: 301102 – Electric vehicle on-road charging
Date: March 26, 2021 5:22:29 PM

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Thank you Minister Rob,
s.22

Sent from [Mail](#) for Windows 10

From: [Transportation, Minister TRAN:EX](#)
Sent: March 25, 2021 1:48 PM
To: s.22
Cc: [Transportation, Deputy Minister TRAN:EX](#); [Ludwar, Kenedee TRAN:EX](#)
Subject: 301102 – Electric vehicle on-road charging

s.22

301102 – Electric vehicle on-road charging

Dear s.22 :

Thank you for your email suggesting the ministry install an on-road charging system for electric vehicles. I appreciate the effort you have put into your proposal so far.

Our government's [CleanBC](#) plan outlines our commitment to cutting transportation congestion and reducing related vehicle emissions across B.C. We are always interested in hearing about alternate sources to fossil fuels, and I have shared your email with the ministry staff leading this work for their consideration.

I encourage you to reach out to ministry staff to discuss your comments. Please do not hesitate to contact the ministry's Director for Systems and Road Safety Engineering, Kenedee

Ludwar. She can be reached at 236 468-1932 or at Kenedee.Ludwar@gov.bc.ca and would be happy to hear from you.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to: Kaye Krishna

Deputy Minister

Kenedee Ludwar, Director

Systems and Road Safety Engineering

From: s.22
To: [Transportation, Minister TRAN:EX](#); [Transportation, Deputy Minister TRAN:EX](#)
Subject: 301102 - Electric Road Systems
Date: February 9, 2021 1:19:30 PM

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good Afternoon Ministers and Deputy Ministers,
s.22

From: [Transportation, Minister TRAN:EX](#)
To: s.22
Cc: [Minister, EDUC EDUC:EX](#)
Bcc: [Hein, Stephen TRAN:EX](#)
Subject: 301602 – Cleaner Transportation
Date: April 23, 2021 3:23:00 PM
Attachments: [301602 - BC public transit .msg](#)
[301602 B - Combustion engines .msg](#)

s.22

301602 – Cleaner Transportation

Dear s.22 :

Thank you for your emails of March 1, 2021, and March 7, 2021, supporting the electrification of school buses and cleaner forms of transportation. I appreciate the opportunity to respond.

The B.C. Ministry of Education's Bus Acquisition Program has provided annual bus replacement funding to school districts since 1985. Approximately 45 of the 60 B.C. school districts own and operate their own school bus fleets. The remainder contract out student transportation services to private bus companies.

To complement the existing Bus Acquisition Program, the Ministry of Education introduced an electric school bus option in 2020/21 for interested school districts to participate in. The introduction of electric school buses also supports our government's [CleanBC](#) plan, in which public sector organizations are to reduce greenhouse gas emissions for their fleets by 40 per cent by 2030. In 2020/21, 13 school districts purchased a total of 18 electric school buses. Based on the successful uptake by school districts, as well as a further interest by additional school districts across B.C., the electric school bus option will continue to be offered. I have shared your comments with my colleague the Honourable Jennifer Whiteside, Minister of Education, for her information.

Meanwhile, it is worth noting that both BC Transit and TransLink have developed Low Carbon Fleet Strategies. These strategies align with Provincial greenhouse gas reduction targets and chart a pathway for moving to a fully zero emission bus fleet by 2040.

To support CleanBC goals, our government passed the Zero-Emission Vehicles (ZEV) Act in 2019. The ZEV Act requires automakers to meet an increasing annual percentage of new light-duty ZEV sales and leases, reaching 100 per cent by 2040. Annual provincial target reports are required to be published under the ZEV Act, and the 2020 report, which is the first, shows that B.C. is well on its way to exceeding the target of 10 per cent by 2025. With new ZEV sales representing 9.4 per cent of all 2020 new light-duty vehicle sales in B.C., we have heard from several stakeholders suggesting the Province move up the 100 per cent ZEV timeframe from 2040. You can read more about how British Columbians are making the switch to electric vehicles in [this news release](#).

As part of our CleanBC commitments, my ministry is working hard to reduce vehicle emissions across B.C. We recently increased [CleanBC rebates for commercial electric vehicles](#), and we have introduced a [Heavy-duty Vehicle Efficiency Program](#) to help lower emissions from the commercial trucking industry. We are working in partnership with

FortisBC, BC Hydro, the Community Energy Association and the Ministry of Energy, Mines and Low Carbon Innovation to build a seamless network of charging stations that will allow people to drive from one end of B.C. to the other, powered by clean electric energy.

Our active transportation strategy, Move. Commute. Connect., aims to double the percentage of trips taken by active transportation by 2030. To support these efforts, the ministry now includes safer active transportation facilities in all new projects and major highway upgrades whenever possible. Infrastructure can include things such as multi-use pathways and wider shoulders for pedestrians and cyclists. This complements our active transportation infrastructure grants program, which helps Indigenous and local governments develop and improve safe active transportation networks. The program shares the cost of infrastructure projects, such as bicycle/pedestrian overpasses and separated multi-use paths, with local governments. Since 2017, the ministry has invested over \$36 million in active transportation infrastructure projects through this grant program.

Our government is committed to combatting climate change, and you can be sure we will continue to work to build a greener future for our province.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming
Minister

Copy to: Honourable Jennifer Whiteside
 Minister of Education
 MLA, New Westminster

From: [Fleming, MLA, Rob LASS:EX](#)
To: [Transportation, Minister TRAN:EX](#)
Subject: 301602 - BC public transit
Date: March 1, 2021 9:56:27 AM

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

-----Original Message-----

From: s.22
Sent: February 28, 2021 7:45 AM
To: Fleming, MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: BC public transit

Dear honourable Rob Fleming:

Sir I kindly ask that our province look at electric bussing for all school districts.

s.22

From: s.22
To: [Transportation, Minister TRAN:EX](#)
Subject: 301602 - Combustion engines
Date: March 7, 2021 7:10:49 PM

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

I would like to kindly request that in 2030, our province look at banning internal combustion engines from our province.

All the best,

s.22

From: [Transportation, Deputy Minister TRAN:EX](#)
To: ["Tom.hackney@bcsea.org"](#)
Cc: [Callander, Alan TRAN:EX](#)
Bcc: [Jeon, Jinah TRAN:EX; "ticorpadmin@gov.bc.ca"](#)
Subject: 301717 - Transportation and climate
Date: May 7, 2021 12:14:00 PM
Attachments: [301717 - BCSEA request for meeting regarding MOTI and Minister of State for Infrastructure roles regarding climate action and GHG reduction.msg](#)
[301717 Response.pdf](#)

Tom Hackney
Tom.hackney@bcsea.org

301717 - Transportation and climate

Dear Tom Hackney:

Please find attached correspondence from Kaye Krishna, Deputy Minister of Transportation and Infrastructure.

Sincerely,

Office of the Deputy Minister
Ministry of Transportation and Infrastructure



May 7, 2021

tom.hackney@bcsea.org

301717 - Transportation and climate

Dear Tom Hackney:

Thank you for your email regarding transportation and climate. I appreciate your association's dedication to reducing greenhouse gas emissions, and I am sorry it has taken me so long to reply.

As part of the [CleanBC strategy](#), the provincial government is taking steps to reduce carbon pollution from transportation by six million tonnes by 2030. To support this work, the Ministry of Transportation and Infrastructure is making it easier for British Columbians to walk, cycle and take public transit. We are also helping people, transit and industry switch to cleaner fuel sources for their vehicles.

The ministry's [active transportation strategy](#) intends to double the percentage of trips taken with this type of transportation by 2030. Through this strategy, we are helping communities expand their pedestrian and cycling networks; providing incentives for people to replace their cars with electric bikes; and encouraging transit stations and ferry terminals to install more facilities for pedestrians and cyclists, such as bike racks.

Whenever the ministry builds new infrastructure or plans regional transportation strategies, we prioritize expanding active transportation and public transit. For example, the new [Pattullo Bridge](#) will have dedicated pedestrian and cycling pathways on either side of the bridge, and the [Broadway Subway Project](#) will provide faster, more convenient and more reliable transit service. As well, the business case for the [George Massey Crossing Project](#) includes transit lanes and pathways for pedestrians and cyclists in both potential crossing options. Likewise, the [South Island Regional Transportation Strategy](#) will bring more trails, bike lockers, park and ride facilities and bus lanes to southern Vancouver Island.

You may be aware that TransLink, Metro Vancouver's independent transit authority, as well as BC Transit, which provides transit service in B.C. communities outside Metro Vancouver, have adopted low carbon fleet strategies to phase out the use of diesel buses in the coming decades. BC Transit plans to start buying only electric heavy-duty buses in 2023 with a target of creating a fully electric fleet by 2040, and it will be putting its first 10 battery-electric buses into service this year. Likewise, as part of their Low Carbon Fleet Strategy (LCFS) "Aggressive" plan, TransLink intends to replace all retiring conventional diesel buses with battery-electric buses to meet its goal of operating with 100 per cent renewable energy by 2050. By 2022, 19 battery-electric transit buses are expected to be in service in Metro Vancouver. Our government is committed to supporting TransLink's "Aggressive" level plan to accelerate the move toward net-zero emission bus fleets.

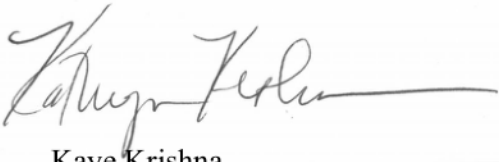
In 2019, the provincial government partnered with the BC Trucking Association to start a heavy-duty vehicle efficiency program. This program helps companies with the cost of buying and installing fuel-saving equipment for commercial trucks. It also educates the industry about driving practices that significantly reduce fuel usage and related greenhouse gas emissions.

We are also working in partnership with FortisBC, BC Hydro, the Community Energy Association, and the Ministry of Energy, Mines and Petroleum Resources to build a seamless network of charging stations that will allow people to drive from one end of B.C. to the other, powered by clean electric energy. Since 2017, the provincial government has invested more than \$4,000,000 in the expansion of this network, with EV charging stations installed in 22 ministry rest areas and rights-of-way around B.C. Additionally, by 2040, every new car sold in B.C. will produce zero air pollution.

These are just some of the ways our ministry is working to reduce greenhouse gas emissions from transportation. If you would like more information, I encourage you to reach out directly to the ministry's manager of climate action programs, Alan Callander. He can be reached at 778 974-4979 or at Alan.Callander@gov.bc.ca and would be happy to help.

Thank you again for taking the time to write.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Kaye Krishna', followed by a horizontal line.

Kaye Krishna
Deputy Minister

Copy to: Alan Callander, Manager, Climate Action Program
 Transportation Programs and Corporate Initiatives Branch

From: [Thomas Hackney](#)
To: [Transportation, Deputy Minister TRAN:EX](#)
Subject: 301717 - BCSEA request for meeting regarding MOTI and Minister of State for Infrastructure roles regarding climate action and GHG reduction
Date: March 5, 2021 6:16:25 PM
Attachments: [BCSEA Logo.tiff](#)

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Hello Ms. Krishna,

I am seeking information:

- the role and responsibilities that the Ministry of Transportation and Infrastructure has to help achieve the goals of BC's CleanBC plan and BC's legislated GHG emissions reduction targets;
- the mandates of Minister Fleming and Minister of State Ma (according to their mandate letters) regarding achieving transportation infrastructure projects and aligning these projects with land use planning, including the South Vancouver Island Transportation Strategy and the Massey Crossing, with particular regard for the GHG emissions implications of such projects;
- Minister Fleming's mandate regarding the modernizing of the trucking industry, with particular regard for GHG emissions implications; and
- Minister Fleming's mandate and responsibility, if any, to help move medium and heavy trucking off fossil fuels and onto low- or zero-emission energy sources.

The [BC Sustainable Energy Association](#) is dedicated to helping BC to achieve zero-emissions energy systems and to implementing other measures to mitigate climate change.

Would you be available for a brief call some time in the next couple of weeks, or alternatively could you point me to ministry documents that address these matters.

Regards,
Tom Hackney

Tom Hackney | *Policy Advisor*
BC Sustainable Energy Association
250-381-4463 | tom.hackney@bcsea.org



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From: [Minister, ENV ENV:EX](#)
To: Mike.Buda@Translink.ca
Cc: [Transportation, Minister TRAN:EX](#); [Minister, EMLI EMLI:EX](#); [Minister, FIN FIN:EX](#); [Minister, MSI TRAN:EX](#)
Subject: RE: Letter from Mayors' Council, re: provincial partnership in climate action plan for Metro Vancouver transportation
Date: January 19, 2022 2:23:25 PM
Attachments: [Letter - Min Heyman - climate change - Aug 2021 FINAL.pdf](#)
[381890 - Cote - SIGNED FINAL.pdf](#)

Reference: ENV 381890 / MOTI 304801

January 19, 2022

His Worship Jonathan Cote
Chair
Mayors Council and TransLink Board
c/o Mike Buda
Executive Director
Mayors Council on Regional Transportation

Sent via email: Mike.Buda@Translink.ca

Dear Mayor Cote and Council:

Please see the attached letter from the Honourable George Heyman, Minister of Environment and Climate Change Strategy; the Honourable Rob Fleming, Minister of Transportation & Infrastructure; and the Honourable Bowinn Ma, Minister of State for Infrastructure. A hard copy will not follow by mail.

From: Buda, Mike <Mike.Buda@Translink.ca>

Sent: August 8, 2021 3:02 PM

To: Minister, ENV ENV:EX <ENV.Minister@gov.bc.ca>; Transportation, Minister TRAN:EX <Minister.Transportation@gov.bc.ca>

Cc: TransLink Board <board@translink.ca>; Mayors Council <MayorsCouncil@Translink.ca>; Chair Sav Dhaliwal (chair@metrovanancouver.org) <chair@metrovanancouver.org>

Subject: Letter from Mayors' Council, re: provincial partnership in climate action plan for Metro Vancouver transportation

Ministers Heyman and Fleming,

Please see attached for a letter from the Mayors' Council, calling on the Province of BC to partner with TransLink and Metro Vancouver in the development of a joint action plan to achieve the 2030 transportation GHG reduction targets recently established by Metro Vancouver.

Thank you,

Mike Buda

Michael Buda

Executive Director, Mayors' Council on Regional Transportation

m. 604-307-2839

o. 778-375-7669

e. mike.buda@mayorscouncil.ca

t. @mikebuda

www.MayorsCouncil.ca

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Reference: ENV 381890 / MOTI 304801

January 19, 2022

His Worship Jonathan Cote
Chair
Mayors Council and TransLink Board
c/o Mike Buda
Executive Director
Mayors Council on Regional Transportation

Sent via email: Mike.Buda@Translink.ca

Dear Mayor Cote and Council:

Thank you for your letters of August 6, 2021, asking the provincial government to support accelerated greenhouse gas emissions targets and provide funding for planning studies and business case development for transit projects in Metro Vancouver. We are sorry it has taken us so long to reply.

As part of the CleanBC strategy, the provincial government is making it easier for British Columbians to walk, cycle and take public transit. We are also helping people, transit and industry switch to cleaner fuel sources for their vehicles. You may be aware that on October 25, 2021, we launched the CleanBC Roadmap to 2030. The roadmap was developed with input from stakeholders and the Climate Solutions Council and accelerates measures in B.C.'s climate plan to help the province achieve the Paris emissions reduction targets by 2030 and reach net-zero by 2050.

As part of this work, we are further reducing emissions from transportation, including from passenger vehicles. Our goal is to reduce kilometres driven by personal vehicles by 25 percent and increase the share of trips made by walking, cycling and transit to 30 percent by 2030. Additionally, we will require 26 percent of all new, light-duty vehicles sold to be zero-emission vehicles (ZEVs) by 2026, rising to 90 percent by 2030, and 100 percent by 2035. Targets will also be developed for medium- and heavy-duty vehicles. To support British Columbians making the switch to electric vehicles, we continue to offer rebates of up to \$3,000, and we will have 10,000 public EV charging stations across the province by 2030. You can find more details about the CleanBC Roadmap to 2030 at the following website: <https://cleanbc.gov.bc.ca/>

The provincial government will continue to work closely with Metro Vancouver and TransLink to lower emissions in the Lower Mainland and across B.C. We are working to align provincial policies with the Clean Air Plan, Climate 2050 plan and Metro Vancouver's Buildings and Industrial Pathways.

...2

We appreciate Metro Vancouver's commitment to reducing regional emissions, and specifically your recent resolution to reduce emissions from light duty vehicles by 65 percent by 2030. We would be pleased to add this topic to the agenda for the next meeting of the Policymakers Coordination Forum so that we can discuss your suggestions in more detail.

We have also shared your comments with our colleagues the Honourable Bruce Ralston, Minister of Energy Mines and Low Carbon Innovation, and the Honourable Selina Robinson, Minister of Finance. Their ministries oversee the provincial government's zero-emissions strategy and the fuel and carbon taxes, and they will be glad to review your ideas.

The provincial government is committed to continue our work with the Mayors' Council to ensure sustainable funding for TransLink. As you may know, the Ministry of Transportation and Infrastructure and the Ministry of Finance are working with TransLink to review existing and potential near- and long-term revenue sources. As part of the work being done on TransLink's 2022 Investment Plan, we understand that appropriate service levels will be determined within the context of pandemic recovery and forecasted ridership and that every effort will be made to continue to find operating and capital efficiencies and savings.

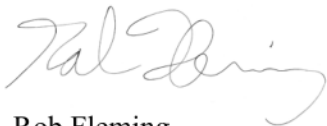
The provincial government remains committed to funding 40 percent of the capital costs for every phase of the Mayors' Council 10-Year Vision. As you know, current projects we have already committed to funding include the Broadway Subway and the Surrey Langley SkyTrain. Before we can consider funding future transit projects or expanding TransLink services, they must be included in TransLink's next Investment Plan, which is under development in parallel with Transport 2050. We also encourage you to share your ideas and continue to advocate for funding from the federal government.

Thank you again for taking the time to write.

Sincerely,



George Heyman
Minister of Environment
and Climate Change Strategy



Rob Fleming
Minister of Transportation &
Infrastructure



Bowinn Ma
Minister of State for
Infrastructure

cc: Honourable Bruce Ralston, Minister of Energy, Mines and Low Carbon Innovation
Honourable Selina Robinson, Minister of Finance

From: [Buda, Mike](#)
To: [Minister, ENV ENV:EX; Transportation, Minister TRAN:EX; Minister, MSI TRAN:EX](#)
Cc: [TransLink Board; Mayors Council](#)
Subject: Letter from Mayors' Council, re: provincial support for transit planning studies
Date: August 8, 2021 2:54:10 PM
Attachments: [Letter - Min Heyman - study funding - Aug 2021 FINAL.pdf](#)

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Ministers Heyman, Fleming and Ma,

Please see attached for a letter from the Mayors' Council, calling on the Province of BC to extend 40% cost sharing support to transit planning studies in Metro Vancouver. A similar letter was sent to Minister McKenna and was cc:ed to you.

Thank you,

Mike Buda

Michael Buda
Executive Director, Mayors' Council on Regional Transportation

m. 604-307-2839
o. 778-375-7669
e. mike.buda@mayorscouncil.ca
t. @mikebuda
www.MayorsCouncil.ca

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August 6, 2021

The Honourable George Heyman
Minister of Environment and Climate Change Strategy and Minister Responsible for TransLink

The Honourable Rob Fleming
Minister of Transportation and Infrastructure
Parliament Buildings
Victoria, BC V8V 1X4

[Sent via e-mail: ENV.minister@gov.bc.ca, Minister.Transportation@gov.bc.ca]

Dear Ministers Heyman and Fleming,

I am writing to ask the Government of British Columbia to commit to work in partnership with Metro Vancouver and TransLink to develop a work plan and budget by the end of 2021 in order to develop and approve a joint action plan by early 2023 that commits to measures needed to jointly achieve the 2030 transportation GHG reduction targets recently established by Metro Vancouver.

At its June 24, 2021 meeting, the Mayors' Council adopted the Metro Vancouver Climate 2050 sub-target of a 65% reduction in GHG emissions from light duty vehicles in Metro Vancouver by 2030 for inclusion in Transport 2050. In that meeting, members recognized that this target was not attainable without a close partnership and shared commitment from both Metro Vancouver and the Province of B.C.

The report from our June 24, 2021 meeting that provides more background on the direction that the Mayors' Council approved on 2030 transportation GHG reduction targets is attached for your information.

I look forward to your response and commitment to collaboration and propose that this issue be added to the Policy Coordinating Forum work plan.

Sincerely,

Mayor Jonathan X. Côté
Chair

Attached: June 24, 2021 report to the Mayors' Council on Metro Vancouver GHG Targets

cc. Members of the Mayors' Council and TransLink Board
Chair Sav Dhaliwal, Metro Vancouver

TO: Mayors' Council for Regional Transportation

FROM: Geoff Cross, VP Transportation Planning and Policy

DATE: June 24, 2021

SUBJECT: **Metro Vancouver GHG Targets**

ATTACHMENT 1

APPROVED RESOLUTION:

That the Mayors' Council for Regional Transportation:

1. Adopt the Metro Vancouver *Climate 2050* sub-target of a 65% reduction in GHG emissions from light duty vehicles in Metro Vancouver by 2030 for inclusion in Transport 2050;
2. Work in partnership with the Province of BC and Metro Vancouver to develop a work plan and budget by the end of 2021 in order to develop and approve a joint action plan by early 2023 that commits to measures needed to jointly achieve the 2030 transportation GHG reduction targets, as outlined in Option 3 below;
3. Ask the Chair to write to Minister Heyman and Minister Fleming to invite the Province of BC to make a commitment to partner with TransLink and Metro Vancouver to achieve this climate target;
4. Receive this report.

PURPOSE

To provide information on the implications of adopting a greenhouse gas reduction sub-target for light duty vehicles of 65% below 2010 levels by 2030.

BACKGROUND

In April and June 2021, Metro Vancouver released their draft *2021 Clean Air Plan* and draft *Climate 2050 Transportation Roadmap* for public consultation. These draft documents propose greenhouse gas (GHG) emissions reduction sub-targets by sector for 2030 and 2050. Metro Vancouver's commitment to pursue a carbon neutral region by 2050 with an interim target of reducing GHGs by 45% from 2010 levels by 2030, has been adopted by the Metro Vancouver Board in the *Climate 2050 Strategic Framework and Metro 2040, the regional growth strategy*.

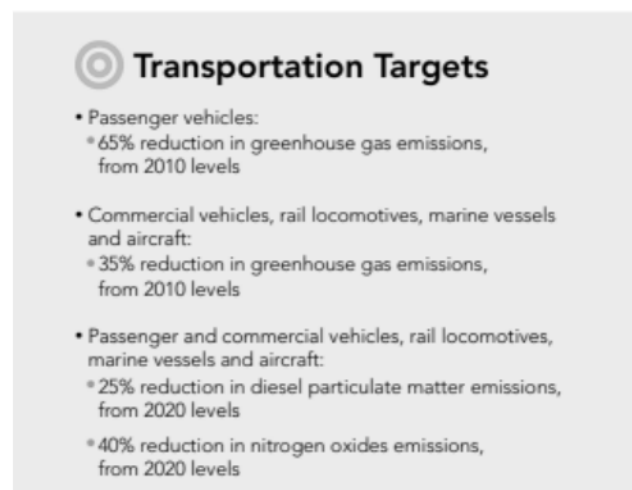


Figure 1: Transportation Sub-Targets for 2030 Proposed in Metro Vancouver's Clean Air Plan.

These targets were developed to be in alignment with the science-based call by the United Nations Intergovernmental Panel on Climate Change (IPCC) to mitigate the most catastrophic effects of a

destabilized climate by limiting increases in global heating to no more than 1.5 degrees Celsius above pre-industrial levels. The Metro Vancouver targets were also developed with consideration to the technical ability of each sector to respond within the ten-year and 30-year timeframes.

TransLink is required under the SCBTA to consider provincial and regional greenhouse gas emission reduction objectives in preparing the regional transportation strategy. TransLink's draft *Transport 2050* includes a draft goal which supports the Metro Vancouver target of 45% by 2030 and carbon neutrality by 2050. Metro Vancouver's Board will be considering adopting the sectoral targets proposed in the *Clean Air Plan* in fall 2021 and reflected in the *Climate 2050 roadmaps*.

The **Mayors' Council and Board currently need to consider how to treat this sub-target in *Transport 2050*** as the targets are currently being finalized for Phase 3 of Transport 2050 public engagement.

This report considers options and implications of setting a sub-target of 65% below 2010 levels for personal vehicles in the context of the regional transportation strategy.

DISCUSSION

The current strategies and actions in Metro Vancouver's draft *Clean Air Plan* are estimated to achieve a 15% reduction of GHGs region-wide by 2030 - significantly below the 45% reduction target.

According to the initial modelling of the strategies and actions in the plan, the light-duty transportation sector achieves the biggest reduction amongst all the sectors, with an estimated 40% reduction achievable within the next 8 years (by 2030) assuming all of the following ambitious measures are realized:

- 100% zero emission vehicle (ZEV) sales by 2030 (one decade earlier than the current date of 2040 set out in BC ZEV Act), with accelerated ramp up of ZEV sales in years leading up to 2030
- Rapid growth in active transportation, making up 20% of all trips by 2030, up from 15.5% of all trips today, premised on the rapid completion of the region's walkway and bikeway networks.
- Car share vehicles account for 2.5% of registered vehicles in Urban Centres / Frequent Transit Development Areas by 2030, which would reduce, in turn, vehicle ownership rates by 10% from 2007 rates by 2030. All car share vehicles will be obligated to be zero emissions by 2030.
- A 33% increase of the bus fleet and transit service hours over what is being delivered today, at an annual incremental cost of roughly \$280M per year in 2030.
- A region-wide approach to road usage charging based on recommendations from the Mobility Pricing Independent Commission (MPIC). Note that the MPIC approach was based on decongestion as the primary objective and so focused usage charges on the most congested times and locations, with very low charges otherwise. This approach is not optimized for GHG reduction – which would be better achieved through other tools such as increases to the fuel tax or carbon tax, or an emissions-based vehicle registration fee. However, as it was readily available in the model, it was used for the purposes of high-level estimates.

In order to help meet the overall regional GHG reduction targets, the light-duty transportation sector has been identified for further emissions reductions beyond the 45% target requiring actions beyond those described above.

The light-duty passenger vehicle sector, which benefits from existing commercially available electric vehicle technology and leading policy in the *BC Zero-Emissions Vehicles Act*, can achieve the most significant reductions in the 2030 timeframe. This combination of available technology, the accelerating availability of commercially available zero emission vehicles, and shorter lifespans (compared with buildings, non-road equipment and industrial processes) was the rationale for Metro Vancouver proposing a more aggressive 65% reduction sector-specific target for light-duty passenger vehicles.

Similar to achieving the targets in other sectors, **achieving a 65% reduction target** for light-duty passenger vehicles necessitates going above and beyond the measures described above; **an extremely challenging task that will require additional aggressive measures to reduce vehicle kilometres driven in gasoline and diesel vehicles.**

The earlier modelling results imply that the 65% target could be reached by the late-2030s with the policies modelled, suggesting that timely implementation of the actions already identified is critical in order to avoid compounding this challenge.

A key aspect of the IPCC findings is that we are on track to heat the earth by 1.5 degrees Celsius above pre-industrial levels by 2030 and that we face significantly more catastrophic impacts to human and natural systems if we allow heating to increase beyond that before bringing it back down to this level in later decades. While it is somewhat easier to achieve the 2050 target of carbon neutrality thanks to emerging technological advances - the most critical global target to reach is the 2030 target.

However, the short timespan of the 2030 target – just eight years away – severely limits the number and variety of tools available. Existing production limits for electric vehicle technology and required construction timelines for rapid transit infrastructure are two examples of limitations which are unlikely to be able to be resolved to meet a 2030 deadline, especially given the existing challenge over the next couple of years of coming out of a pandemic. Therefore, the tools proposed focus on measures that are more policy-based and that will help maximize the longer term GHG impact of significant investments in transit.

Many of the most effective tools for reducing GHG emissions in an 8-year time-frame are either already in place (such as gas tax or parking fees) or contemplated in *Transport 2050* (such as low emission zones), but **achieving dramatic driving reductions using these existing tools will require accelerating their adoption and turning up their intensity to levels used in other leading jurisdictions.** Other tools, which have not been considered in *Transport 2050* may need to be considered, such as “No Drive Days” based on license plate day-of-use restrictions for gas/diesel vehicles, such as found in Mexico City and Beijing, China (see Table, below).

Table 1 - Possible measures to achieve more aggressive GHG reduction target for light-duty vehicles

	Financial Disincentives	Financial Incentives	Regulations
Policy measures in existence or considered in current draft of Transport 2050	<ul style="list-style-type: none"> Fuel tax / carbon tax Parking fees Passenger Vehicle registration fees / levy Commercial vehicle license fees Pick-up / drop-off fees / Curb charges 	<ul style="list-style-type: none"> Scrap-It program Purchase incentives for electric vehicles (including e-bikes) Charging infrastructure funding Discounted shared mobility services / universal mobility access 	<ul style="list-style-type: none"> Low / zero emissions zones Parking / curbside restrictions
<i>How these policies would be used to achieve 65% target</i>	<i>Increase significantly for gasoline/diesel vehicles</i>	<i>Significantly boosted funding</i>	<i>Significant increase in restrictions for gasoline/diesel vehicles</i>
Policy measures not currently contemplated in the draft Transport 2050	<ul style="list-style-type: none"> Geographic Mobility / Road pricing (e.g., point charges, zone-based per km fees) 		<ul style="list-style-type: none"> License plate-based day-of-use restrictions for gas/diesel vehicles Emission permits to operate gas / diesel vehicles – the total number of these could be capped, tradeable, and decrease over time

Modeling Results

Based on the ambitious interventions described on page 2 above, Metro Vancouver's initial modelling found that we could achieve a 40% reduction in light duty vehicle GHG emissions over 2010 levels by 2030. TransLink recently completed high level "order of magnitude" modeling to determine the level and intensity of policy intervention that would be required to go further and achieve a 65% reduction by 2030 as proposed in the new target.

As context, the average annual automobile operating cost in British Columbia is roughly \$10,000. If we were to use financial disincentives alone as the tool to achieve a ~20%+ reduction in vehicle kilometres travelled by gas and diesel vehicles – the annual cost of operating an automobile would need to roughly double. In practice, financial incentives, regulatory changes and design changes would also need to be part of any package of comprehensive solutions. As such, charges of that scale would never be contemplated. For example, if "no-drive days" based on license plate number are introduced or wide-spread implementation of zero-emission zones is realized or substantial cash incentives to retire gasoline and diesel vehicles are introduced – any financial disincentives could be much more modest than this model result suggests.

To the extent that any charges in the first column in Table 1 are contemplated, they could raise substantial revenues that could be reinvested into significant policies and public investment that would be needed. This could ensure that the low and zero carbon alternatives (e.g. ZEVs, transit, and active transportation) are affordable, convenient, and accessible to residents across the region and towards effective income redistribution measures, including credits, rebates, exemptions and discounts or towards other tax reductions, to ensure that any charges are equitable and progressive and tied directly to peoples' ability to pay.

Proposed Future Work

Using this initial modelling effort as a guide, TransLink and Metro Vancouver propose to work with the Province to develop a joint action plan to collectively achieving a 65% reduction target for light duty vehicles in Metro Vancouver. This additional work, proposed to take place over the next year following approval of Transport 2050, can feed into the *Climate 2050 Road Maps*, which are dynamic to accommodate and encourage new actions and developments. The implementation of the actions identified in the *Clean Air Plan* will require the design of policies that maximize GHG reductions while fairly allocating costs. Additionally, *Metro 2050* can be a supportive tool, particularly regarding requirements for electric vehicle charging infrastructure in residential and office buildings.

Options

There are four options for addressing this new sub-target being considered by the Metro Vancouver Board:

1. **Do not adopt the 65% sub-target.** TransLink has likely fulfilled legal obligations to support regional air quality and climate change targets by supporting the region-wide target of 45% below 2010 levels by 2030. TransLink is not required to necessarily consider adoption of sectoral sub-targets.
2. **Adopt the 65% sub-target but treat it as aspirational.** This option ensures that TransLink is aligned with Metro Vancouver but does not require significant changes to the draft *Transport 2050* to introduce significant and controversial new elements. This is the approach Metro Vancouver will be taking in adoption of the Clean Air Plan, which does not achieve the target.
3. **Adopt the 65% sub-target and work towards more aggressive measures over the next two years with Metro Vancouver and the Province.** Similar to option 2, this option ensures that TransLink is aligned with Metro Vancouver but does not require significant changes to the draft *Transport 2050* to introduce significant and controversial new elements. It allows TransLink to work closely with Metro Vancouver and the Province over the next couple of years to explore how some of the strategies and actions in *Transport 2050* could be scaled to better meet the 65% target.
4. **Adopt the 65% sub-target and integrate significant new actions into *Transport 2050* with the aim of meeting it.** This option ensures that TransLink is aligned with Metro Vancouver and may require additional time to explore, consider, and make decisions on significant new actions to be incorporated into Transport 2050.

Analysis

Option 3 acknowledges the scientific need by adopting the target, but also acknowledges that achieving it will be a significant challenge, and therefore does not claim that *Transport 2050* actions are sufficient to meet this target. Unlike option 2, which treats the target as purely aspirational, option 3 outlines the actions that will be required and then points to a further process and opportunity to work with partners to confirm the timing, scale and intensity for each of the tools in order to realistically achieve this target. This work would ideally be undertaken as a partnership between the Province, Metro Vancouver and TransLink to jointly develop a transportation climate action plan that could inform the New Mayors' Vision and the next Investment Plan.

CONCLUSION

TransLink recognizes that the pathway to achieving the 65% reduction target is a significant challenge that may require new actions not currently identified in *Transport 2050* or Metro Vancouver's *Clean Air Plan* but could be considered in the New Mayors' Vision and next Investment Plan. TransLink staff propose that the 65% sub-target be adopted as part of *Transport 2050*, in recognition of the scientific need and be treated as aspirational for *Transport 2050*. Staff further propose that Metro Vancouver, the Province and TransLink continue to develop pathways to achieving the 2030 targets over the next two years.

ATTACHMENTS:

- ATTACHMENT A: Key Actions requested of the Province on light-duty vehicles in Metro Vancouver's *Climate 2050 Transportation Roadmap*

ATTACHMENT A:
Key Actions requested of the Province on light-duty vehicles in
Metro Vancouver's *Climate 2050 Transportation Roadmap*

- 1.1.1. Accelerate Sales Targets for New Electric Vehicles.** Advocate to the BC Government to accelerate the sales targets in the Zero Emission Vehicles Act to reach 100% zero emission vehicle sales by 2030 (instead of current 2040 target). The BC Government should also modify the Act to prioritize 100% electric vehicles.
- 1.1.1. Develop Regional Emission Requirements for Passenger Vehicles.** Develop regulatory emission requirements for existing passenger vehicles, to be implemented by the BC Government or Metro Vancouver. Requirements could include low or zero emission zones, or a vehicle emissions levy with rebates for replacing older vehicles. Requirements would target both health-harming air contaminants and greenhouse gases. Any regulatory program must consider equity and be coordinated with member jurisdictions. Any program could also support actions focused on reducing total driving distances, including Action 1.2.3 on regional mobility pricing.
- 1.2.1. More Stable Funding for Regional Transit.** Advocate to BC Government and Government of Canada to expand stable funding for the regional public transit system to cover both operations and capital investments.
- 1.2.3 Support Regional Mobility Pricing.** Work with BC Government, TransLink and member jurisdictions to support development of regional mobility pricing. Any mobility pricing program for the region should prioritize reducing total driving distances and emissions, promoting fairness and equity, and should align with any low or zero emission zones in the region (see Actions 1.1.2 and 1.3.1).
- 1.2.4 More Stable Infrastructure Funding for Regional Active Transportation Networks.** Advocate to BC Government and Government of Canada to expand stable funding for comprehensive regional and local active transportation networks. The networks should be well connected, comfortable for most, and integrated with public transit. Network expansion should prioritize under-served areas to ensure all residents have access to active transportation options in a connected region. Network elements should include walking and cycling paths, regional greenways, separated bike lanes, and end-of-trip facilities suitable for all bike and mobility types, including charging for electric
- 1.2.8 Implement Trip Reduction Programs.** Advocate to BC Government to require large employers and major trip generators (e.g., shopping malls) to implement trip reduction programs. Such programs could require large employers and other major trip generators to measure staff or customer driving habits and take action to reduce driving. These programs should consider availability of lower emission alternatives and opportunities for remote and flexible work options.

From: [Transportation, Minister TRAN:EX](#)
To: ["currenm@dnv.org"](#)
Cc: [Minister, HLTH HLTH:EX](#); [Minister, AG AG:EX](#); [Minister, ENV ENV:EX](#); [Minister, EDUC EDUC:EX](#); [Minister, MUNI MUNI:EX](#)
Bcc: [Hein, Stephen TRAN:EX](#); [Hubley, Holly TRAN:EX](#); [Kaiser, Susanna TRAN:EX](#); [Surrey Langley SkyTrain Project TRAN:EX](#)
Subject: 305480 – Infrastructure and climate change
Date: December 17, 2021 10:59:00 AM
Attachments: [305480 Incoming - UBCM Panel Planning and Building for Growth.msg](#)

Megan Curren, Councillor
District of North Vancouver
CurrenM@dnv.org

305480 – Infrastructure and climate change

Dear Councillor Curren:

Thank you for your email of September 17, 2021, regarding infrastructure and climate change. I am also responding on behalf of my colleagues the Honourable Jennifer Whiteside, Minister of Education, the Honourable David Eby, Attorney General and Minister Responsible for Housing, and the Honourable Adrian Dix, Minister of Health.

One of the provincial government's key priorities is to reduce transportation-related emissions across B.C., as outlined in our [CleanBC plan](#). Investment in highway infrastructure continues to be needed to ensure safety, connect businesses to markets and improve mobility, but British Columbians need more and better transportation options to ensure a greener future for B.C. We are committed to delivering them.

Our CleanBC plan outlines a path forward to increase the use of electric vehicles, reduce GHG emissions from our fuels, and increase active transportation trips. Recently, Budget 2021 included an additional \$506 million for CleanBC to support investments to reduce emissions, create new green opportunities and to promote affordability; this includes a free transit plan for children aged 12 and younger in the province, which we hope and expect will help a new generation get used to transit as a first travel option.

Our goal is to reduce kilometres driven by personal vehicles by 25 per cent and increase the share of trips made by walking, cycling and transit to 30 per cent by 2030. To support these efforts, the ministry now includes safer active transportation facilities in all new projects and major highway upgrades whenever possible. Infrastructure can include things such as multi-use pathways and wider shoulders for pedestrians and cyclists. This complements our [active transportation infrastructure grants program](#), which helps Indigenous and local governments develop and improve safe active transportation networks. The program shares the cost of infrastructure projects, such as bicycle/pedestrian overpasses and separated multi-use paths, with local governments. Since 2017, the ministry has invested over \$36 million in active transportation infrastructure projects through this grant program.

The Province continues to invest in transitioning to cleaner transportation by making electric cars more affordable, investing in charging stations and shifting to renewable fuels. In 2019, our government passed the [Zero-Emission Vehicles \(ZEV\) Act](#). The ZEV Act requires automakers to meet an increasing annual percentage of new light-duty ZEV sales and leases, reaching 100 per cent by 2035.

The provincial government recently increased [CleanBC rebates for commercial electric vehicles](#), and the Ministry of Transportation and Infrastructure has introduced a [Heavy-duty Vehicle Efficiency Program](#) to help lower emissions from the commercial trucking industry. We are also working in partnership with FortisBC, BC Hydro, the Community Energy Association and the Ministry of Energy, Mines and Low Carbon Innovation to build a seamless network of charging stations that will allow people to drive from one end of B.C. to the other, powered by clean electric energy.

You may also be aware that in late 2019, the provincial government made several changes to the Motor Vehicle Act to [allow us to work on pilot projects](#) to research, test and evaluate emerging modes of personal transportation, such as electric kick scooters. This past spring, we announced that we will be collaborating with several municipalities, including the District of North Vancouver, on Phase 1 of the pilot project program, which is focused on use of electric kick scooters.

We remain focused on working with local governments to improve transit service to ensure it provides an affordable and reliable travel alternative for British Columbians. TransLink, Metro Vancouver's independent transit authority, and BC Transit have both adopted low carbon fleet strategies to phase out the use of diesel buses in the coming decades. BC Transit plans to start buying only electric heavy-duty buses in 2023 with a target of creating a fully electric fleet by 2040, and it will be putting its first 10 battery-electric buses into service in 2022.

One of my mandates as Minister of Transportation and Infrastructure is to lead work on the Integrated Transportation and Development Strategy to ensure greater alignment between transportation and land-use planning, which is important for tackling climate change. I am supported in this work by my colleague the Honourable Josie Osborne, Minister of Municipal Affairs.

Major transit projects are underway to help more people make the switch away from personal vehicles and shape transit-oriented development as our population grows. Construction on the Broadway Subway is fully underway and on track for completion in 2025. This \$2.83-billion project will extend the existing SkyTrain system seamlessly from VCC-Clark Station to a new terminus station at Arbutus Street. The new line will serve a highly congested section of the Broadway Corridor and save the average commuter almost 30 minutes a day. Additionally, the federal and provincial governments have committed to funding an extension of SkyTrain's Expo Line from Surrey to Langley. This new transit route will provide residents with an average commute time of 22 minutes, which is more than 25 minutes faster than the current bus route. The project includes 16 kilometres on an elevated guideway from King George SkyTrain Station to Langley City Centre along Fraser Highway. We estimate this project will be an investment of \$3.95 billion, with the federal government providing up to \$1.3 billion.

The Ministry of Environment and Climate Change Strategy is now leading cross-government work on the next phase of CleanBC—the Roadmap to 2030. The roadmap accelerates measures in B.C.'s climate plan to help the province achieve the Paris emissions reduction targets by 2030 and reach net-zero by 2050. As our government plans and implements the next stages of CleanBC, we remain committed to delivering a modern transportation network that meets people's needs while supporting active transportation, public transit, and other options

that will lead us to a greener future.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming
Minister

Copy to: Honourable Adrian Dix
Minister of Health
Vancouver-Kingsway

Honourable David Eby
Attorney General and Minister Responsible for Housing
MLA, Vancouver-Point Grey

Honourable George Heyman
Minister of Environment and Climate Change Strategy
MLA, Vancouver-Fairview

Honourable Jennifer Whiteside
Minister of Education
MLA, New Westminster

Honourable Josie Osborne
Minister of Municipal Affairs
MLA, Mid Island-Pacific Rim

Concurrent Cabinet Town Halls: Planning and Building for Growth

Friday September 17th, 9:30 - 10:45 AM PDT

▶ Video

📊 Engage



2021 UBCM Conve...

💬 Q&A

📊 Polls

M

M

Megan Curren Councillor District of North Vancouver

13 minutes ago

Waiting for review ⓘ

Could you please address spending billions on highway expansion in the context of the climate emergency? What criteria is used to make these funding decisions?

...

M

Megan Curren Councillor District of North Vancouver

7 minutes ago

Waiting for review ⓘ

Could you please address spending billions on highway expansion in the context of the climate emergency? What criteria is used to make these funding decisions?

...

M

Megan Curren Councillor District of North Vancouver

now

Waiting for review ⓘ

My question about infrastructure spending is not appearing in the Q & A, is it being censored or is there a technical issue? Thank you.

...

Ask

From: [Megan Curren](#)
To: minister.transporation@gov.bc.ca; [Minister, AG AG:EX](#); [Minister, EDUC EDUC:EX](#); [Health, HLTH HLTH:EX](#)
Cc: [Minister, ENV ENV:EX](#)
Subject: 305480 Incoming - UBCM Panel: Planning and Building for Growth
Date: September 17, 2021 11:24:32 AM
Attachments: [Screen Shot 2021-09-17 at 10.39.47 AM.png](#)

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Ministers,

I just attended a panel with you all at UBCM (Planning and Building for Growth) and unfortunately my question about the criteria for highway expansion in the context of a climate emergency appears to have been censored.

I have raised this concern with UBCM and am again posing the question, in particular to the Minister of Infrastructure who was in attendance on the panel. I have included the Minister of Environment and Climate Change Strategy who was not in attendance.

Will the Minister of Infrastructure please respond to this question about infrastructure spending, particularly what specific criteria and data is used to allocate spending on mobility in a climate emergency?

Thank you,
Megan

Megan Curren
She/Her

System change for social and ecological justice. Listening, learning, and unlearning on unceded xʷməθkʷəy̓əm (Musqueam), sk̓wxwú7mesh (Squamish) & sel̓ílʷitulh (Tsleil-Waututh) territories.

From: [Transportation, Minister TRAN:EX](#)
To: s.22
Cc: [Berniaz, Kate TRAN:EX](#)
Bcc: [Hein, Stephen TRAN:EX](#); [Hubley, Holly TRAN:EX](#)
Subject: 306211 - Greenhouse Gas Emissions
Date: January 12, 2022 10:47:00 AM
Attachments: [306211 Response.pdf](#)
[306211 Incoming.pdf](#)

s.22

306211 - Greenhouse Gas Emissions

Dear s.22

Please find attached correspondence from the Honourable Rob Fleming, Minister of Transportation and Infrastructure.

Sincerely,

Office of the Minister
Ministry of Transportation and Infrastructure



January 12, 2022

s.22

Reference: 306211

Dear s.22 :

Re: Greenhouse Gas Emissions

Thank you for your letter of October 18, 2021, regarding greenhouse gas emissions.

I am happy to tell you that the provincial government recently announced new targets for sales of zero-emission vehicles. By 2030, zero-emission vehicles (ZEVs) will account for 90 per cent of all new light-duty vehicle sales in the province, and 100 per cent by 2035.

This work is a part of our CleanBC plan to cut transportation congestion and reduce related vehicle emissions across B.C. The plan includes reducing carbon pollution from transportation by six million tonnes by 2030, expanding public transit and active transportation networks, requiring vehicles to use cleaner fuel sources and making hybrid or electric vehicles (EV) more affordable and convenient.

We are committed to ensuring environmentally friendly transportation opportunities are available to all British Columbians. The ministry is working in partnership with FortisBC, BC Hydro, the Community Energy Association and the Ministry of Energy, Mines and Low Carbon Innovation to build a seamless network of charging stations that will allow people to drive from one end of B.C. to the other, powered by clean electric energy.

Installing EV charging stations is one of the ways we plan to meet our new CleanBC goals. The ministry's role is to provide chargers between communities. Since 2018, the ministry has installed EV charging stations at 22 ministry rest areas and rights-of-way around B.C., and we plan to install chargers at four more locations in 2022.

As part of the Roadmap to 2030, B.C. will develop "right to charge" legislation, allowing more people to install EV chargers in condos and apartments. I understand BC Hydro is offering rebates to condo and apartment buildings for electrical upgrades needed to make a building ready to accommodate high levels of future EV charging. Single-family homes can receive up to 50 per cent off purchase and installation of eligible EV chargers.

.../2

Ministry of Transportation
and Infrastructure

Office of the Minister

Mailing Address:
Parliament Buildings
Victoria BC V8V 1X4

B.C.'s Go Electric program promotes the adoption of ZEVs for their environmental and economic benefits. For example, the program helps make ZEVs more affordable by offering rebates and makes it easier to charge a ZEV.

BC Transit and TransLink have developed Low Carbon Fleet Strategies. TransLink will be introducing 15 new battery-electric buses to its fleet in 2022, and in the next five years, BC Transit will acquire over 130 electric buses to replace older fossil fuel models, with an additional 800 electric buses planned to be in service by 2031. You can read more about BC Transit's commitment to sustainability on its website.

Through the ministry's active transportation strategy, we are working with communities and local governments to expand their pedestrian and cycling networks; providing incentives for people to replace their cars with electric bikes; and encouraging transit stations and ferry terminals to install more facilities for pedestrians and cyclists.

These are just some of the ways our ministry is working to reduce greenhouse gas emissions from transportation. I have shared your comments with ministry staff for their consideration. In the meantime, if you have questions, please do not hesitate to contact Kate Berniaz, Manager, Transportation Programs. She can be reached at 250 419-8544 or Kate.Berniaz@gov.bc.ca and would be happy to hear from you.

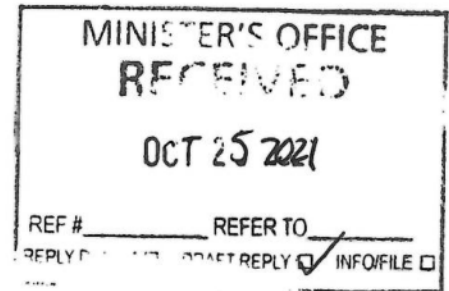
Thank you again for taking the time to write.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Rob Fleming', written in a cursive style.

Rob Fleming
Minister

Copy to: Kate Berniaz, Manager, Transportation Programs
Transportation Policy and Programs Department



October 18, 2021

The Honourable Rob Fleming
Minister of Transportation and Infrastructure
1020 Hillside Ave
Victoria BC V8T 2A3

Dear Minister Fleming:

I am writing to express concern about the increasing number of vehicles on BC roads contributing to growing amounts of pollutants in the air. Greenhouse gas emissions have increased by 37% between 2007 and 2018 and light-duty vehicles are significant contributors to this issue and they continue to be sold and operated in BC. Something needs to be done about it.

In 2019, the BC government implemented the Zero Emissions Vehicle (ZEV) Act which requires automakers to sell a growing percentage of ZEV light-duty vehicles within certain time frames. The Act states that ZEV sales must be 10% of total vehicle sales by 2025, 30% by 2030 and 100% by 2040. Although this seems like a positive step, it can be further improved.

Quebec and 12 American states, including California and New York, require ZEV sales to be 100% of total vehicle sales by 2035, which is five years earlier than BC's proposal. For instance, Quebec's steps to reach their ZEV goal are 100% of governmental vehicles electrified in 2030, 1.5 million (30% of Quebec's population) by 2030, 4,500 new level 2 public charging stations by 2028 and 2,500 direct current fast chargers by 2030, then of course zero sales of new gas-powered vehicles by 2035. I believe that BC could match these targets considering we are a smaller province with a smaller population. Delaying this deadline by an extra five years will result in increased greenhouse gases further pollutes our air harming human, plant and animal health, especially the most vulnerable in society such as senior citizens and young children. If BC meets the 2035 deadline instead, this harm can be reduced.

I strongly believe that BC should match this earlier timeframe, as we have a smaller population and strong environmental conscience. The people of BC deserve a greater commitment to achieve improved air quality. Thank you for your time, I hope to hear from you soon.

Best regards,
s.22

THE HONOURABLE ROB FLEMING
MINISTER OF TRANSPORTATION AND INFRASTRUCTURE
PO BOX 9850 STN PROV GOVT
VICTORIA BC V8W 9T5

From: [Transportation, Minister TRAN:EX](#)
To: s.22
Cc: [Minister, ENV ENV:EX](#)
Bcc: [Peters, Yvonne TRAN:EX](#); [Hein, Stephen TRAN:EX](#); [Hubley, Holly TRAN:EX](#)
Subject: 307890 - Transit and transportation
Date: February 24, 2022 12:27:00 PM
Attachments: [307890 - Advocacy Letter about Public Transit and Transportation.msg](#)

s.22

307890 - Transit and transportation

Dear s.22 :

Thank you for your email sharing your suggestions to improve transit and transportation. It is great to hear from students who are so well informed about the transportation and environmental issues we face. I appreciated the opportunity to review your thoughtful comments and am glad for the chance to tell you about some of the positive work we have been doing to promote cleaner forms of transportation.

Reducing Emissions

Fighting climate change is important to the provincial government. Under our [CleanBC Roadmap to 2030](#), we are taking steps to reduce carbon pollution from transportation by six million tonnes by 2030. Our goal is to increase the share of trips made by transit, walking and cycling to 30 per cent by 2030, while reducing kilometres driven by personal vehicles by 25 per cent compared to 2020. To achieve this, we are expanding public transit and active transportation networks, requiring vehicles to use cleaner fuels and making hybrid or electric vehicles more affordable and convenient. By 2035, every new car sold in B.C. will produce zero air pollution.

Public Transit and Ferries

Like you, we know that increasing transit use is critical to achieving our climate goals. Our government contributes more per person to support public transit operations than any other province or territory in Canada. This helps keep transit affordable for riders and local governments.

BC Transit provides transit service in 130 communities across B.C., while TransLink provides service in Metro Vancouver. Last year, we provided additional funding to both agencies so they could make transit free for children 12 and under.

Since the pandemic began, our government has worked hard to keep our public transportation services strong, so people across the province could access essential goods and services and to ensure that essential workers like hospital staff could reliably get to where they needed to go. We worked with the federal government to provide \$1 billion of cost-shared funding for TransLink, BC Transit and BC Ferries under the federal/provincial Safe Restart Agreement. This significant funding has helped ensure service levels for transit and ferries are maintained and that fares remain affordable as part of [B.C.'s Restart Plan](#). This has also helped to keep

thousands of transit drivers and ferry workers employed and will ensure that people across B.C. can continue to access safe and affordable transportation options through the pandemic and beyond.

Both BC Transit and TransLink have developed Low Carbon Fleet Strategies. These strategies chart a pathway for moving to zero emission bus fleets. TransLink's strategy includes a target to use only renewable energy in all operations by 2050. More information about [BC Transit's strategy](#) is available on its website, and more information on [TransLink's strategy is available on its website](#).

Rapid Transit Projects

We also continue to support major rapid transit projects in Metro Vancouver. You may be aware that TransLink is an independent organization governed by the Mayors' Council on Regional Transportation and a Board of Directors. We have committed to fund 40 per cent of the construction costs in every phase of the Mayors' Council's [10-Year Vision for Metro Vancouver Transportation](#) and are partnering with the federal government to ensure that communities across B.C. can make critical upgrades to their transit systems.

Currently, the provincial government is working with TransLink to deliver projects identified in Phase Two of the Mayors' Council 10-Year Vision. These projects include the [Surrey Langley SkyTrain](#) and [Broadway Subway](#) extension of the Millennium SkyTrain Line to Broadway and Arbutus. Early work to explore an extension to UBC is underway. To advance the project after planning and design development, the Mayors' Council would need to choose a route and approve funding for a business case through their next Investment Plan. You can visit [TransLink's website](#) to keep up-to-date on the progress of this work.

Likewise, for TransLink's proposed Burnaby Mountain Gondola Project, the Mayors' Council would need to decide if the project should proceed. I have shared your email with Kevin Quinn, CEO, TransLink, and my colleague the Honourable George Heyman, Minister of Environment and Climate Change Strategy and Minister Responsible for TransLink, so they are aware of your comments. You may also want to share your support for the proposed gondola project and the SkyTrain extension to UBC with your mayor, who is your local elected representative on the Mayors' Council.

Electric mobility devices

New types of green personal mobility devices like electric kick scooters are changing how people can move around their communities. Last spring, we announced that we will be collaborating with several municipalities, including the City of Vancouver, on an electric kick scooter pilot project. We have also partnered with the City of Vancouver on [a cargo e-bike project](#), which could help to reduce the amount of goods delivered by trucks in urban areas.

Electric vehicles

The provincial government has increased [CleanBC rebates for commercial electric vehicles](#). We are also working in partnership with FortisBC, BC Hydro, the Community Energy Association and the Ministry of Energy, Mines and Low Carbon Innovation to build a seamless network of charging stations that will allow people to drive from one end of B.C. to the other, powered by clean electric energy.

You can be sure we are committed to building a greener future for British Columbians.

Thank you again for taking the time to share your views with me.

Sincerely,

Rob Fleming
Minister

Copy to: Honourable George Heyman
 Minister of Environment and Climate Change Strategy
 Minister Responsible for TransLink
 MLA, Vancouver-Fairview

From: [Fleming, MLA, Rob LASS:EX](#)
To: [Transportation, Minister TRAN:EX](#)
Subject: 307890 - Advocacy Letter about Public Transit and Transportation
Date: January 5, 2022 9:33:16 AM

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s.22
Sent: January 4, 2022 11:29 PM
To: Fleming, MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Advocacy Letter about Public Transit and Transportation
s.22

Tuesday January 4th, 2022
Minister Rob Fleming, 1020 Hillside Ave. Victoria, BC, V8T 2A3
Dear Minister Fleming,

Our names are s.22 , and we are s.22
s.22 It
is not a surprise that we have been going through some very challenging times and that we have our own unique struggles. However, we are writing to request that you consider making some transit improvements, as we are concerned that the Covid-19 pandemic has greatly affected the main system of transportation in the Greater Vancouver area. We also believe that we need a vaster transportation network to support Vancouver's rapidly growing population. We are asking that you consider completing some of the transit projects, such as the UBC Millennium line SkyTrain extension project, the SkyTrain extension along Broadway to Arbutus, the SkyTrain fleet expansion project, the Surrey Langley SkyTrain project, and the Burnaby Mountain Gondola project.

Global warming is undoubtedly a huge issue, and we need to find solutions to solve this problem. For instance, global warming affects the habitats of animals and causes ice glaciers to melt, leading to rising sea levels. The ocean is also becoming more acidic, affecting the lives of marine animals. By building new SkyTrain routes and extensions, we can decrease the amount of people that drive cars, which in turn decreases the amount of greenhouse gases released into the atmosphere, slowing down the process of global warming. According to the Canadian Government, Vancouver will

try to reach net-zero by 2050 and has already made some net-zero-by-2050 commitments. However, if we don't continue to do our best to put in our efforts, we may not be able to achieve carbon neutrality as planned.

Overall, faster and more affordable public transit would make travelling much more convenient, especially over longer distances, as people can go much further in much less time. There can be more SkyTrain, rail, and bus transportation networks so that people can get to more places in the city, including remote and distant locations that are considered hard to reach with current conventional public transportation. Building more transit routes that reach out to the far ends of the city would encourage people to choose taking transit over driving or taking a taxi to reach those same locations. Reducing the costs of compass cards and fares will also encourage more people to take transit instead of other methods of transportation. All these solutions encourage people to take transit instead of driving or taking taxis, minimizing the amount of greenhouse gas emissions that are released into the atmosphere, and therefore slowing down global warming and its effects on the planet.

In addition, we should increase the production and production rate of electric cars, electric bicycles/scooters, and electric transit vehicles (that should replace gasoline-powered ones). Reducing the cost of buying and renting these electric vehicles will also encourage people to turn to electric power instead of gas. Furthermore, we should also build more electric charging stations that are installed in more accessible locations, so that electric vehicles are more convenient to use. Electric charging stations should be more evenly distributed throughout the city and should also be installed in more populated areas of the city to clear up and eliminate traffic congestion and the need for more electric vehicle charging stations.

Thank you for your time. We value and appreciate the work that you have done for all of us to make our futures better. We hope you have a happy new year and wish you all the best. We look forward to hearing back from you soon.

Sincerely,

s.22

From: [Transportation, Minister TRAN:EX](#)
To: s.22
Cc: [Minister, HLTH HLTH:EX](#)
Bcc: [Hein, Stephen TRAN:EX](#); [Hubley, Holly TRAN:EX](#)
Subject: 307990 - Transportation and the environment
Date: February 9, 2022 9:29:00 AM
Attachments: [307990 - Transportation.msg](#)

s.22

307990 - Transportation and the environment

Dear s.22 :

Thank you for your email sharing your suggestions to improve transit and transportation. It is great to hear from a student who is so well informed about the transportation and environmental issues we face. I appreciated the opportunity to review your thoughtful comments and am glad for the chance to tell you about some of the positive work our government is doing to promote cleaner forms of transportation.

Reducing Emissions

Fighting climate change and reducing emissions from transportation is important to the provincial government. Under our [CleanBC Roadmap to 2030](#), we are taking steps to reduce carbon pollution from transportation by six million tonnes by 2030. Our goal is to increase the share of trips made by transit, walking and cycling to 30 per cent by 2030, while reducing kilometres driven by personal vehicles by 25 per cent compared to 2020.

To achieve this, we are expanding public transit and active transportation networks, requiring vehicles to use cleaner fuels and making hybrid or electric vehicles more affordable and convenient. By 2035, every new car sold in B.C. will produce zero air pollution. My ministry has also introduced a [Heavy-duty Vehicle Efficiency Program](#) to help lower emissions from the commercial trucking industry.

The provincial government has increased [CleanBC rebates for commercial electric vehicles](#). We are also working in partnership with FortisBC, BC Hydro, the Community Energy Association and the Ministry of Energy, Mines and Low Carbon Innovation to build a seamless network of charging stations that will allow people to drive from one end of B.C. to the other, powered by clean electric energy.

Public Transit

Like you, we know that increasing transit use is critical to achieving our climate goals. Our government contributes more per person to support public transit operations than any other province or territory in Canada. This helps keep transit affordable for riders and local governments. As you may know, BC Transit provides transit service in 130 communities across B.C., while TransLink provides service in Metro Vancouver. Last year, we provided additional funding to both agencies so they could make transit free for children 12 and under, which we hope and expect will help a new generation get used to transit as a first travel option.

Safety on public transit is a priority. In Vancouver, transit police and security guards regularly patrol SkyTrain and bus routes to keep people safe. All buses and SeaBuses have a communication system that allows drivers to ask for help 24 hours a day. On the SkyTrain, every window has a silent alarm that passengers can push if they need help, and every car has a speakerphone that lets passengers contact an operator. SkyTrain stations are monitored by security cameras so staff can respond to emergencies quickly. Elsewhere in the province, BC Transit is also working to install security cameras on buses. Additionally, both BC Transit and TransLink allow bus passengers to request a stop between regular bus stops so they can get off the bus closer to their destination. You can learn more about security on public transit on the [TransLink](#) and [BC Transit](#) websites.

Both BC Transit and TransLink have developed Low Carbon Fleet Strategies. These strategies chart a pathway for moving to zero emission bus fleets. TransLink's strategy includes a target to use only renewable energy in all operations by 2050. More information about [BC Transit's strategy](#) is available on its website, and more information on [TransLink's strategy](#) is available on its website.

Active Transportation

As part of our efforts to provide people with more options to travel without a vehicle, we are working to make choosing [active transportation](#) a safer and more convenient option. Expanding safer cycling infrastructure, boosting enforcement of road safety laws and delivering [safety education programs](#) are just some of the ways we are working to make cycling safer across the province. We also include active transportation infrastructure, such as bike lanes, in major highway projects whenever possible.

Our [Active Transportation Infrastructure Grants Program](#) helps Indigenous and local governments with the cost of planning and building their active transportation networks, while our free [Active Transportation Design Guide](#) provides guidelines for creating safe, accessible infrastructure for pedestrians and cyclists, including pathways, crossings and end-of-trip facilities at places like transit stations and ferry terminals. As part of Budget 2021, the grant program will receive \$36 million over the next three years.

British Columbians have shown a growing interest in active transportation during the pandemic. In response, our government provided an additional \$16.7 million toward dozens of [active transportation improvements](#) through Stronger BC: BC's Economic Recovery Plan.

You can be sure we are committed to building a greener future for British Columbians.

Thank you again for taking the time to share your views with me.

Sincerely,

Rob Fleming
Minister

Copy to: Honourable Adrian Dix
 Minister of Health
 Minister Responsible for Francophone Affairs

From: s.22
To: [Transportation, Minister TRAN:EX](#); don.davies@parl.gc.ca; omar.alghabra@parl.gc.ca; [Dix.MLA, Adrian LASS:EX](#); kennedy.stewart@vancouver.ca
Subject: 307990 - Transportation
Date: January 4, 2022 11:50:41 AM

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Representatives,

My name is s.22 , and I am a s.22

s.22 In this letter, I'll be asking you to make changes regarding the transportation system due to its environmental issues. I'd like to ask you to take measures to encourage the use of non-car transportation systems, such as walking, biking, and public transportation. In Canada, transportation emissions released from passenger vehicles, such as cars, vans, trucks, etc., cause major environmental problems. By 2017, there had been 18 million passenger vehicles on Canadian roads, and that number has been increasing over the years. These vehicles contribute significantly to air pollution, especially in urban areas. For example, the transportation sector counts for 40% of greenhouse gas emissions in British Columbia, and 45% in Metro Vancouver. Transportation vehicles are also pollutants of nitrogen oxide, volatile organic compound, particulate matter, carbon monoxide, etc. Emissions from cars can cause global warming, cause weather conditions like acid rain and smog, and cause damage to the air quality.

This is an important issue because at the rate that the environment is being destroyed, it will not be able to sustain itself in the future. Changes and improvements must be made as soon as possible in order to restore back a livable future.

Public transit should be extended to areas that are less urban. An adequate and active system of transportation should be placed spread throughout provinces and the country, so that people do not feel the need to buy or use a vehicle. The current state of public transportation is failing –an example being that in BC, there are only a limited number of buses to get to rural areas like Abbotsford from an urban city like Vancouver. This inconvenience really discourages people from using public transportation and causes the dependency on cars for travelling. Other improvements made upon public transportation such as safety and cost would also be a good way to promote it. For instance, using the bus may not be appealing to certain people due to the possibility of the occurrence of assaults. To ensure the safety of public transit, measures could be taken in place, such as making it mandatory to have one security guard on each train or bus. Lowering the amount of cost needed for each trip, and having no cost needed for certain groups of people – students, seniors, etc. would definitely appeal to the public as well. From the point of view of a person who uses SkyTrain regularly to attend school, I'd like to say that it is highly expensive and unsustainable. Even with the cheapest option of buying monthly passes, it costs more than 500 dollars per year *just* on school transportation fee. It is unreasonable for high school students to carry this burden, and the expense discourages the public from using public transit.

Lastly, I'd like to ask you to construct more bike lanes to promote cycling as a form of transportation. In Canada, many people use cars to get to places even when it is a cyclable distance. Reasons include the lack of bike lanes, forcing people to ride on roads where there are high-speeding vehicles and a much higher risk of getting involved in an accident.

Thank you for reading the letter. I hope that you'll take consideration of the suggestions and

that you will take further steps to resolve this environmental issue. I appreciate your time and hope to hear back from you.

Sincerely,

s.22

From: [Transportation, Minister TRAN:EX](#)
To: s.22
Cc: [Minister, MSI TRAN:EX](#); [Minister, MMHA MMHA:EX](#); [Minister, EMLI EMLI:EX](#); [Routley, MLA, Douglas G LASS:EX](#); [Walker, Adam LASS:EX](#)
Bcc: [Hein, Stephen TRAN:EX](#)
Subject: 307991 – Electric vehicle charging station signage
Date: February 4, 2022 9:38:00 AM
Attachments: [307991 - Signage for EV charging stations.msg](#)

Barb MacLellan, President
Mid-Vancouver Island Electric Vehicle Association
s.22

307991 – Electric vehicle charging station signage

Dear Barb MacLellan:

Thank you for your email on behalf of the Mid-Vancouver Island Electric Vehicle Association regarding signage for electric vehicle charging stations (EVCS).

I agree that highway signs are important for helping motorists locate the nearest EVCS, and that is why we are currently updating highway signs to include this information. Since 2018, the ministry has installed EVCS at 22 ministry rest areas and rights-of-way around B.C., including four on Vancouver Island. We continue to work in partnership with FortisBC, BC Hydro, the Community Energy Association and the Ministry of Energy, Mines and Low Carbon Innovation to build a seamless network of EVCS that will allow people to drive from one end of B.C. to the other, powered by clean electric energy. You can be sure we remain committed to continuing to invest in more charging stations in the future, including the installation of accompanying highway signs.

Meanwhile, we continue to improve our communications regarding EVCS, and recently added information to our website regarding EVCS locations. Our TranBC blog also includes some tips to make electric vehicle travel in B.C. safe and enjoyable.

You may know that under the CleanBC strategy, the provincial government is expanding active transportation networks, requiring vehicles to use cleaner fuel sources and making hybrid or electric vehicles more affordable and convenient. On October 25, 2021, we launched the CleanBC Roadmap to 2030, which accelerates measures in B.C.'s climate plan to help the province achieve the Paris emissions reduction targets by 2030 and reach net-zero by 2050. As part of this work, we are requiring 26 per cent of all new, light-duty vehicles sold to be zero-emission vehicles (ZEVs) by 2026, rising to 90 per cent by 2030, and 100 per cent by 2035. Targets will also be developed for medium- and heavy-duty vehicles.

I appreciate you sharing your thoughts with me. Thank you again for taking the time to write.

Sincerely,

Rob Fleming
Minister

Copy to: Honourable Bowinn Ma
Minister of State for Infrastructure
MLA, North Vancouver-Lonsdale

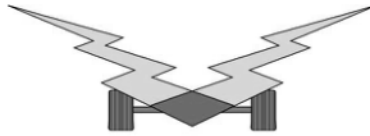
Honourable Sheila Malcolmson
Minister of Mental Health and Addictions
MLA, Nanaimo

Honourable Josie Osborne
Minister of Municipal Affairs
MLA, Mid Island-Pacific Rim

Honourable Bruce Ralston
Minister of Energy, Mines and Low Carbon Innovation
Minister Responsible for the Consular Corps of British Columbia
MLA, Surrey-Whalley

Doug Routley
MLA, Nanaimo-North Cowichan

Adam Walker
MLA, Parksville-Qualicum



MID-VANCOUVER ISLAND ELECTRIC VEHICLE ASSOCIATION

Honourable Rob Fleming, Minister of Transportation and Infrastructure
And
Honourable Bowinn Ma, Minister of State for Infrastructure
Parliament Buildings
Victoria, British Columbia V8V 1X4

January 6, 2022

Dear Minister Fleming and Minister of State:

At the November 16, 2021 meeting, members of the Mid Vancouver Island Electric Vehicle Association voted to bring to your attention a problem with signage for Electric Vehicle Charging Stations.

We note that often on highways and sometimes within municipalities there are signs providing information for drivers of fossil fuel vehicles on the location of a nearby gas station or, in the case of highways, the distance to the nearest gas station in areas where gas stations are scarce.

As we transition to greater uptake of EVs it is equally important that EV drivers have similar information as to the whereabouts of EV charging stations. We notice that the presence of such signs for EV drivers is very inconsistent and therefore inadequate.

The MVIEVA urges your ministry to install better and more consistent signage indicating publicly available charging stations from nearby roads and where charging stations are 100km or more away to install signage indicating the distance to the next EV charging station.

The adoption of electric vehicles is key to reducing carbon emissions locally, provincially, nationally and globally. If we are to meet essential carbon reduction targets, we need to remove barriers to the adoption of EVs and lack of a robust and easy to find and access charging station network is a major barrier. In addition to ensuring the proliferation of EV Charging Stations it is essential that governments provide EV drivers with highly visible and accurate information through signage as to the location of EV charging stations. If you would like further information on this issue from EV owners and drivers, please do not hesitate to contact us.

Yours truly,

B. MacLellan
President, MVIEVA

Website: www.islandev.org
Email: info@islandev.org, s.22

Cc: MLAs Sheila Malcolmson, Doug Routley, Adam Walker and Josie Osborne

From: s.22
To: [Transportation, Minister TRAN:EX](#)
Subject: 307991 - Signage for EV charging stations
Date: January 6, 2022 4:13:31 PM
Attachments: [MVIEVA Letter to BC Minister of Transport Jan 5, 2022.pdf](#)

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Fleming,
Attached is a letter from the Mid Vancouver Island Electric Vehicle Association regarding signage for electric vehicle charging stations.
Best Regards,
Barb MacLellan
President, Mid Vancouver Island Electric Vehicle Association

From: [Transportation, Deputy Minister TRAN:EX](#)
To: ["davee@bctrucking.com"](#)
Cc: ["levanah@bctrucking.com"](#); [Transportation, Associate DM Office TRAN:EX](#); [Haywood, Steven TRAN:EX](#); [Eburne, Samantha G TRAN:EX](#); [Disegni, Rodrigo TRAN:EX](#)
Bcc: [Hayre, Courtney TRAN:EX](#); [Phillips, Holly TRAN:EX](#); [CVSE General Inquiry TRAN:EX](#); [Davies, Amber N TRAN:EX](#); [Bell, Amanda 1 TRAN:EX](#)
Subject: 308496 - Commercial Vehicle Safety Initiatives
Date: March 14, 2022 12:06:00 PM
Attachments: [308496 Response.pdf](#)
[308496 RE BCTA Key Safety Initiatives on 2018 Auditor General Report on Commercial Vehicle Safety .msg](#)

Dave Earle, President and CEO
BC Trucking Association
davee@bctrucking.com

308496 - Commercial Vehicle Safety Initiatives

Dear Dave Earle:

Please find attached correspondence from Kaye Krishna, Deputy Minister of Transportation and Infrastructure.

Sincerely,

Office of the Deputy Minister
Ministry of Transportation and Infrastructure



March 14, 2022

Dave Earle, President and CEO
BC Trucking Association
20111 93A Avenue, Suite 100
Langley BC V1M 4A9

Reference: 308496

Dear Dave Earle:

Re: Commercial Vehicle Safety Initiatives

Thank you for your letter of January 28, 2022, highlighting key priorities of the BC Trucking Association (BCTA) to improve safety in the industry. The ministry shares the BCTA's commitment to safety, and I am pleased to provide you with an update on the ministry's work in relation to the priorities described in your letter.

Carrier Profiles

I agree that up-to-date access to carrier profiles can play an important role in ensuring safety within the trucking industry, and that is why staff in our Commercial Vehicle Safety and Enforcement (CVSE) Branch are currently developing a system to enable publicly available carrier profiles in the future. Until then, individuals are encouraged to continue to contact the National Safety Code (NSC) program office at 250 952-0576 or NSC@gov.bc.ca to check a carrier's safety rating and certificate status.

National Safety Code Auditor Staffing and Increased Audits for Non-compliant Carriers

National Safety Code (NSC) audits are key to enforcing safe driving requirements for commercial drivers, and the ministry has a full complement of NSC auditors who oversee this critical work. In 2021, CVSE staff focused on improving the efficiency and consistency of its audit process, and since then has increased the average number of yearly audits completed by more than 20 per cent. While many CVSE officers were redeployed this past November to assist with the impacts of severe flooding and landslide events, they have recently resumed their regular roles and look forward to continuing to build on the work completed to date.

Speed Limiters

The ministry acknowledges the BCTA's ongoing support for the implementation of speed limiters in B.C. A decision has not yet been made regarding mandating these devices province-wide. However, the ministry is committed to continuing to consult with the BCTA and commercial vehicle industry as a whole as we move toward modernizing safety regulations for commercial vehicles operating in B.C.

.../2

Winter Highway Maintenance

Winter road maintenance continues to be a top priority for the ministry. Maintenance standards continue to evolve over time, particularly as we adapt to the effects of climate change, which is why we implement new specifications as part of our highway maintenance contract procurement process. For instance, the ministry's 2018/19 maintenance contract renewal process involved reviewing our specifications against those of other jurisdictions in North America. The new contracts incorporated higher winter maintenance standards and quicker response times after a winter weather event occurs, compared to previous contracts. Since then, serious collisions during the winter season have decreased by 34 per cent for all vehicles and by 14 per cent for commercial vehicles.

Our maintenance contractors work hard to keep highways clear of snow and ice. However, it is worth noting that returning highways to bare pavement is not required at all times, particularly in instances where weather conditions can change rapidly and clearing all snow and ice is not possible. To prepare for and respond to extreme weather events, our maintenance contractors use many tools, such as sand and other abrasive materials to increase traction. Nonetheless, drivers must be sure to adjust their speed to the conditions and chain up when necessary.

Ministry staff continue to regularly audit and monitor the performance of our maintenance contractors, with more than 12,000 monitoring records having been completed across the province so far this winter. This includes 1,100 monitoring records completed along major trucking corridors, with a compliance rate of over 90 per cent. While our records show that our highway contractors are generally meeting our specifications, the ministry recognizes there is always room for improvement, and feedback from the public and members of the trucking industry is an important part of the process.

The ministry would be pleased to meet with the BCTA and its members to discuss strategies to continue to improve winter road safety. I have asked Rodrigo Disegni, Director, Maintenance and Rehabilitation, to contact you to discuss options to establish a forum to share ideas. Should you have any questions or want to reach him in the meantime, he is available at 778 974-5360 or Rodrigo.Disegni@gov.bc.ca.

Rest Areas

Over the last five years, the ministry has invested more than \$14 million in rest area improvements. We have 208 rest areas throughout the province, of which 68 per cent are designed to accommodate commercial vehicles. Although we evaluate upgrades to existing rest areas for the potential to accommodate commercial vehicles, some sites are limited by difficult terrain and lack of parking and access for larger vehicles.

.../3

The ministry prioritizes rest area improvements and new construction to ensure improvements are made in locations where they will provide the most benefit. New rest area locations and facilities will be accessible to large trucks and have separate truck parking spaces.

Currently, the ministry provides vendor opportunities at rest areas along the Coquihalla Highway through a competitive, publicly advertised process.

We recognize rest area signs could be improved. Staff are continuing to assess locations to add signs indicating the distance to the next rest area and to better direct traffic within rest areas.

The ministry is installing electric vehicle (EV) charging stations in highway rest areas. By fall 2022, more than \$7 million will have been invested in charging stations at 26 rest areas throughout the province. The ministry is also exploring future opportunities to include commercial charging stations at rest areas.

Thank you again for taking the time to write and for your organization's ongoing efforts to help us position B.C. as a leader in commercial vehicle safety.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Kaye Krishna', followed by a long horizontal line.

Kaye Krishna
Deputy Minister

Copy to: Kevin Richter, Associate Deputy Minister
Highways and Regional Services Division

Steve Haywood, Registrar and Executive Director
Commercial Vehicle Safety and Enforcement and Passenger Transportation

Samantha Eburne, Director
Commercial Vehicle Safety and Enforcement Branch

Rodrigo Disegni, Director
Rehabilitation and Maintenance Branch

January 28, 2022

Kaye Krishna
Deputy Minister of Transportation and Infrastructure
Ministry of Transportation and Infrastructure

Via email: Deputyminister.Transportation@gov.bc.ca

Re.: BCTA Key Safety Initiatives on 2018 Auditor General Report on Commercial Vehicle Safety

I am writing to reiterate key safety initiatives that we have previously raised with the Ministry of Transportation and Infrastructure (MoTI) on October 3, 2019 and December 5, 2019 in response to the concerns raised by the Auditor General (AG) in the December 2018 Commercial Vehicle Safety Report (Report) and to again stress the importance of working together to improve commercial vehicle safety in BC.

While we are very much appreciative of the work by MoTI to engage BCTA in the development and implementation of two of our long standing safety priorities (Class 1 Mandatory Entry Level Training and the province-wide National Safety Code knowledge test), more work is needed to make our roads safer. As you are aware, safety is BCTA's number one priority. In the interest of advancing safety in BC's commercial road transportation industry, we are presenting the following recommendations prepared by BCTA's Safety Committee that highlight our industry's key safety-related priorities:

1. Publicly available Carrier Profiles
2. Increased NSC auditor staffing
3. Increased audits for non-compliance
4. Mandated speed-limiters
5. Improved highway maintenance
6. Increased quality and quantity of commercial vehicle rest stop facilities

1. Make Carrier Profiles publicly accessible online

As noted in the past, providing shippers easy access to Carrier Profiles promotes safety on the roads and across the road transportation industry as it allows customers to incorporate a carrier's safety record into their selection process.

A concerning discovery was made from a BCTA survey conducted in August 2020 that revealed only 34% of the shipping community/transportation customers request a copy of a carrier's detailed Carrier Profile for consideration in their selection process. Alternatively, two-thirds of shippers/customers are not requesting copies of a carrier's profile and therefore are not considering safety as part of their selection process, but rather principally hiring carriers based on rates.

BCTA is actively promoting to the shipping community the need to consider safety and environmental metrics in addition to rate consideration as part of the carrier selection/bidding process. However, it is critical that accessibility and real time access to Carrier Profiles are available to encourage the uptake of the shipping community's consideration of safety-related values in their selection process.

2. Increase National Safety Code (NSC) auditor staffing levels

The AG report found MoTI has not been able to consistently meet its own standards for audits for non-compliant carriers. For example, during the first half of 2016, 46% of inspections triggered by audits (75% in the South Coast region) that were meant to be completed within 3 to 6 months were not started until 12 to 18 months after its initial request date. BCTA warned that this is a public safety matter, as it allows non-compliant carriers to continue operating unsafely for lengthy periods of time, allowing them to commit additional infractions without serious consequences.

We believe that these delays are primarily due to insufficient NSC auditor staffing levels. By comparison, MoTI's Commercial Vehicle Inspection Program has roughly 30 auditors for approximately 2,200 designated inspection facilities. BCTA respectfully requests that MoTI staff the NSC office at sufficient levels to meet its own audit standards and ensure road safety.

3. Increase audits for non-compliant carriers

BCTA recommends particular focus on audits for non-compliant carriers (which CVSE aims to complete within 3-6 months of being triggered) and audits for new carriers (which CVSE aims to complete within 12-18 months of issuing an NSC certificate). The delay in audits for non-compliance is especially concerning as it allows the opportunity for more non-compliant and potentially unsafe behaviour.

4. Mandate speed limiters at 105 km/h in conjunction with the implementation of provincial electronic logging devices (ELDs)

BCTA recommends mandating the use of speed limiters on all heavy commercial vehicles, with the maximum speed set to 105 km/h. In Canada, the provinces of Ontario and Quebec have both mandated the use of speed limiters. A 2014-2015 Ontario Ministry of Transportation study found that two years after requiring commercial vehicles to set speed limiters at 105 km/h, speed-related at-fault collisions involving large commercial vehicles decreased by 73%.

Studies in the United States have shown an increase in speed-related commercial vehicle accidents following their ELD mandate. Specifically, a study by the University of Arkansas found that for carriers with one truck, unsafe driving violations increased by 26%, and for carriers with two to six trucks, unsafe driving violations increased by 16.7%.¹ Given that drivers have no way to “adjust” their driving time in an electronically compliant framework, the evidence indicates that many have attempted to compensate by speeding, which is why BCTA is strongly recommending that speed limiter legislation be brought in force in harmony with a provincial ELD mandate.

Beyond the safety benefit, speed limiters are also a proven technology for managing fuel consumption. As fuel consumption and commensurate greenhouse gas (GHG) emissions climb exponentially with increases in speeds above 105 km/h, the proposed speed limiter mandate will result in a reduction of GHG emissions. The exact magnitude of fuel savings and GHG reductions for BC is unknown due to insufficient speed, volume, and distance-travelled data. However, Ontario’s Ministry of Transportation estimates the “combined effect of transportation initiatives in Ontario, which includes speed limiter regulation, is expected to produce a GHG reduction of 4.6 Mt by 2020.”²

BCTA recommends that in the interest of advancing safety in BC’s commercial road transportation industry, the Province mandates the use of speed limiters on all heavy commercial vehicles with the maximum speed set to 105 km/h.

BCTA recommends the adoption of a provincial ELD standard, consistent with Transport Canada’s federal ELD standard which came into effect June 12, 2021.

5. Increase Highway Maintenance

While we recognize that this year has been very challenging due to flooding and an unprecedented number of weather events throughout the province, we remain deeply concerned with BC’s highway winter maintenance.

¹ Alex Scott, Andrew Balthrop, Jason W. Miller 2021. Unintended responses to IT-enabled monitoring: The case of the electronic logging device mandate.

² Ontario Ministry of Transportation. 2018. Evaluation of Ontario’s Speed Limiter Program for Large Trucks: A Study of Safety Outcomes and Compliance Post 2009 Legislation. (p. 11.)

BCTA was hopeful that the new highway contracts signed over the last few years, which specified higher standards and a more proactive approach when a severe weather event occurs, would have improved the level of winter maintenance on our roads. However, based on the number of calls and emails from our members citing unsafe driving conditions, coupled with the number of commercial related accidents to date, road maintenance conditions do not appear to have improved.

BCTA recommends that in the interest of road safety, a working group be constructed immediately to thoroughly review the level of road maintenance in the province and help develop recommendations to improve the level and transparency of service standards. In support of collaboration, the working group should include, at a minimum, representatives from MoTI's CVSE and Highway Services Department and representatives from industry, including, but not limited to, BCTA, carriers, and maintenance contractors.

6. Safety Rest Areas

Rest stops are essential to the health and safety of commercial vehicle drivers.

As the province rebuilds the provincial highway network, BCTA recommends that the availability and quality of rest stop facilities on main highway and arterial corridors throughout the province be improved. Rest stops should:

- be provided within 50 km from urban centres and at a maximum of 150 km intervals thereafter. Ideally, the interval would be 80 km, which was determined to be a suitable distance based on US and Australian research;
- be clearly marked with road signs that indicate distance to the rest area, and in the event that it is located off-route, directions to the rest area, as well as the distance to the closest next rest area;
- have sufficient parking to accommodate all commercial vehicles, including over-sized commercial vehicles for short rest-stops and longer over-night stops;
- have truck parking bays that are well separated and clearly marked when combined with general purpose rest areas;
- have truck parking bays that are arranged parallel to each other and at an angle to ease access and to maximize the number of spaces;
- should include basic amenities such as washrooms, food service, tables, internet access, and facilities that provide protection from the elements (shade, rain cover, etc.); and
- should be built in a manner that supports the fight against climate change, by including commercial charging and refueling stations, and the ability for power off-takes.

We look forward to continuing to work together to improve commercial vehicle safety throughout BC. Please do not hesitate to contact me if you have any questions.

Sincerely,



Dave Earle
President & CEO

e: DaveE@BCtrucking.com
m: 604-787-1335

cc:

Kevin Richter, Associate Deputy Minister, Ministry of Transportation and Infrastructure
Steven Haywood, Executive Lead of Transportation and Infrastructure
Samantha Eburne, Director Commercial Vehicle Safety and Enforcement

From: [Levana Huang \(BCTA\)](#)
To: [Transportation, Deputy Minister TRAN:EX](#)
Cc: [Eburne, Samantha G TRAN:EX](#); [Haywood, Steven TRAN:EX](#); [Richter, Kevin J TRAN:EX](#); [Dave Earle \(BCTA\)](#); [Cory Paterson \(BCTA\)](#)
Subject: 308496 RE: BCTA Key Safety Initiatives on 2018 Auditor General Report on Commercial Vehicle Safety
Date: January 28, 2022 9:47:05 AM
Attachments: [image001.jpg](#)
[image002.jpg](#)
[BCTA 2022.01 \(BCTA Key Safety Initiatives on 2018 Auditor General Report on Commercial Vehicle Safety\).pdf](#)

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Deputy Minister Krishna,

Please find a letter attached outlining key safety initiatives that we have previously raised with the Ministry of Transportation and Infrastructure and the importance of working together to improve commercial vehicle safety in BC.

If you have any questions or would like additional information, please do not hesitate to contact us at 604-888-5319.

Thank you,

Levana

Levana Huang

Policy Analyst | British Columbia Trucking Association

p 604-888-5319 **ext** 219 | **tf** 1-800-565-2282 (Canada)

e levanah@bcctrucking.com | www.bcctrucking.com ☐ ☐

From: [Transportation, Minister TRAN:EX](#)
To: s.22
Bcc: [Peters, Yvonne TRAN:EX](#)
Subject: 309695 - Public EV Charging Stations
Date: April 26, 2022 10:47:00 AM
Attachments: [309695 - Public EV Charging stations.msg](#)

s.22

309695 - Public EV Charging Stations

Dear s.22 :

Thank you for your recent email regarding electric vehicle charging stations on Highway 3.

The ministry is working in partnership with FortisBC, BC Hydro, the Community Energy Association and the Ministry of Energy, Mines and Low Carbon Innovation to build a [seamless network of charging stations](#) that will allow people to drive from one end of B.C. to the other, powered by clean electric energy. The ministry's role is to fill the gaps in the network to enable ZEV drivers to get from one community to the next.

Since 2018, the ministry has installed EV charging stations at 23 ministry rest areas and rights-of-way around B.C, and we plan to install chargers at three more locations by summer 2022. At this time, the ministry is developing a five-year EV charging station rollout plan that focuses on developing the network in the north of the province where there are significant gaps.

Currently Highway 3 has fast chargers connecting the route from Hope Slide to Salmo. At this time, the ministry is not planning to install additional fast chargers along this route. In the future, as demand for charging increases, the ministry can consider adding more locations or providing additional chargers at existing locations.

B.C.'s [Go Electric program](#) encourages and accelerates the adoption of ZEVs in B.C. For example, by offering rebates and making ZEVs more affordable, the program supports charging projects that fill geographic gaps, support rural, northern and Indigenous communities and address long queues in city centers.

As part of our [CleanBC Roadmap to 2030](#), B.C. will develop "right to charge" legislation, allowing more people to install EV chargers in condos and apartments. I understand BC Hydro is offering [rebates to condo and apartment buildings](#) for electrical upgrades needed to make a building ready to accommodate high levels of future EV charging. Single-family homes can receive up to 50 per cent off purchase and installation of [eligible EV chargers](#).

You can be sure the ministry will continue working to ensure all British Columbians have access to electric vehicle charging stations. I have shared your email with the ministry staff leading our work on electric vehicles, so that they are aware of your comments.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming
Minister

From: s.22
To: [Transportation, Minister TRAN:EX](#)
Subject: 309695 - Public EV Charging stations
Date: March 30, 2022 8:32:36 PM

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hi,

We last drove our EV to Osoyoos from the Lower Mainland about s.22
s.22

I looked on my ChargePoint App and I was shocked to see that there is not one single new public charger installed in the last two years along the Hwy 3 route!

I can't understand how we're ever going to get to full EVs on our roads at this pace, Please tell me this is not going to stay like this much longer. When can we expect to have a charging infrastructure that reflects a true desire to save our planet.

Thanks,

s.22

From: [Transportation, Minister TRAN:EX](#)
To: s.22
Subject: 310735 – Vehicle idling in B.C.
Date: July 22, 2022 3:23:00 PM

s.22

310735 – Vehicle idling in B.C.

Dear s.22 :

Thank you for your email regarding vehicle idling in B.C. Reducing emissions from transportation is important to the provincial government, and I am pleased to let you know that the ministry already uses many of your suggestions.

The timing of traffic signals on provincial roads and highways is set by our traffic engineering section, who carefully consider all movements in an intersection to ensure the efficient flow of traffic. We coordinate traffic lights as much as possible, although we have found it works best with lower side street volumes and closely spaced signals. It is also standard to have traffic lights remain green on the highway and only switch to green on side streets when vehicles are present. We also incorporate a delay to avoid capturing right-turning vehicles.

All ministry traffic signals are timed based on the actual traffic volumes at an intersection, and sensors allow the signals to adjust timing based on traffic volumes. When the ministry sees instances such as slow trucks regularly using all the green time, we look at other possible measures such as increasing the minimum green time or adding left turn lanes so that they are sized to accommodate the majority of expected traffic for years to come. However, sometimes traffic patterns shift or development in an area can result in more traffic than expected. Where possible, we do look at expanding turn lanes when this occurs.

You can be sure the provincial government recognizes the importance of reducing greenhouse gas emissions from transportation. Under our [CleanBC](#) strategy, the provincial government is expanding active transportation networks, requiring vehicles to use cleaner fuel sources and making hybrid or electric vehicles more affordable and convenient. On October 25, 2021, we launched the CleanBC Roadmap to 2030, which accelerates measures in B.C.'s climate plan to help the province achieve the Paris emissions reduction targets by 2030 and reach net-zero by 2050. As part of this work, we are requiring 26 per cent of all new, light-duty vehicles sold to be zero-emission vehicles (ZEVs) by 2026, rising to 90 per cent by 2030, and 100 per cent by 2035. Targets will also be developed for medium- and heavy-duty vehicles.

As part of the Roadmap to 2030, B.C. also will develop “right to charge” legislation, allowing more people to install EV chargers in condos and apartments. I understand BC Hydro is offering [rebates to condo and apartment buildings](#) for electrical upgrades needed to make a building ready to accommodate high levels of future EV charging. Single-family homes can receive up to 50 per cent off purchase and installation of [eligible EV chargers](#).

B.C.'s [Go Electric program](#) promotes the adoption of ZEVs for their environmental and economic benefits. For example, the program helps make ZEVs more affordable by offering rebates and makes it easier to charge a ZEV.

These are just some of the ways our government is working to reduce greenhouse gas

emissions from transportation. I have shared your comments with ministry staff for their consideration.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: s.22
To: [Transportation, Minister TRAN:EX](#)
Subject: 310735 - Idle Free in BC
Date: May 29, 2022 6:54:35 PM

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Honourable Rob Fleming
Minister of Transportation & Infrastructure
Victoria, BC

Dear Hon. Rob Fleming,

I hope you are doing well despite the pandemic.

I am writing to you at the recommendation of Mr. Gerald Froese, Senior Traffic Engineer at the BC Ministry of Transportation, with whom I had a long conversation recently about traffic idling in our province. My hope is that, by providing you some of these details, it might provide you with information that can help the government to attend to this issue.

Given **BC's Idle Reduction Bylaw**, my main question is, "***Why are we not addressing the issue of idling at traffic lights?***"

We know that:

- Idle-free initiatives are a straightforward and cost effective way to immediately reduce greenhouse gas emissions
- 40% of air pollution in the Lower Mainland is caused by traffic.
- Gas mileage is always much worse in the city than the highway because of traffic lights.
- Idling is bad for the environment but having to accelerate after the traffic light turns green each time is even worse.
- Idling is costing way too much in fuel that is wasted especially when gasoline prices are thru the roof.

Out of my concern I've done my own study over a 4 month period: Nov 24, 2021 – Apr 11, 2022, in non-rush hour traffic.

Here is what I found:

- Out of 1525 traffic lights I encountered, **61% were red**
- The average idling time per intersection was **45 seconds**
- This equates to **12 hours** of constant idling for one car over a 4.5 mo period.

Here are some of the consequences of so much idling at traffic lights:

- **Greenhouse gas emissions**, with the related impact on the environment (e.g., the fire that burned down Lytton)
- **Health problems**: Extreme heat that killed over 400 people last summer during the heat dome. Without a healthy planet there will be no healthy people. Numerous people who have breathing problems cannot tolerate the resulting air pollution.
- **Stuck emergency vehicles**: Ambulances, police, and firetrucks get stuck at bottle neck intersections and cannot get thru. I have seen this dozens of times. Every second counts in reaching critical patients or other crises.
- **Collisions**: Drivers get frustrated after having to stop at every intersection with a traffic light. Eventually people start running yellow and red lights which results in speeding. This results in collisions most of which are at intersections.
- **Speeding**: People who speed along major arteries tend to get far more green lights at intersections. Why are we encouraging speeding?

It is time to take action. One of the greatest contributors to the issue of idling is ***non-coordinated traffic lights***.

Here are my suggested solutions.

- **Co-ordinate traffic lights on major arteries.** Ontario has done this for 50 years. Why aren't we? We should be able to drive down a major artery and have 75 to 80% green traffic lights.
- **Traffic lights on major arteries should remain green.** I have had to stop numerous times on a busy road for a traffic light for a quiet side street when there was absolutely no traffic coming out of the quiet side street. This makes no sense. Use traffic sensors on less busy side streets and include a 15 second pause so that if the vehicle is making a right turn from a quiet side street, traffic on the busy road is not stopped for the right turning vehicle.
- **Green light time should reflect the volume on that street or avenue.** I have encountered numerous times 20 seconds green for a quiet side street and only 16 seconds for a busy 4 lane road. This makes no sense at all.
- **Get rid of traffic islands.** There have been numerous times where the left turn lane is way too short for the huge volume of traffic trying to turn left. This creates way more idling for those trying to turn left and blocks traffic trying to go straight ahead.
- **Don't use traffic sensors on busy roads with lots of transport trucks.** I have witnessed numerous times 7 or 8 cars that accelerate when the traffic light turns green. However a transport truck cannot accelerate as fast as the cars leaving a big gap. The sensor finds no traffic and the light turns red after only 15 or 20 seconds on a busy road. The back up of traffic gets longer and longer and results in way more idling.

After moving to BC from s.22 I noticed how little traffic co-ordination there was in BC compared to s.22. I have contacted numerous municipal traffic engineers about the problem but have seen little improvement over the last 15 years. We cannot afford to ignore the idling problem in BC especially when BC is supposed to be "**Idle Free. Stop the Idling.**" I hope that we can say to our children and grand children that we did everything possible to protect our environment.

Sincerely,

s.22

From: Minister, MSI TRAN:EX
To: "kenny.yuen@bcsea.org"
Cc: Minister, EMLI EMLI:EX
Bcc: Peters, Yvonne TRAN:EX
Subject: 310978 – Thank you
Date: August 3, 2022 8:59:00 AM
Attachments: 310978 - Hello and Thank You!.msg

kenny.yuen@bcsea.org

310978 – Thank you

Dear Kenny Yuen:

Thank you for your email and your kind words. I was happy to attend the 2022 Women in Sustainable Energy event. I am sorry it has taken so long for me to reply.

The provincial government is committed to helping British Columbians who are looking for an environmentally friendly alternative to their car. Our CleanBC GoElectric program funds rebates for scrapping an older vehicle, which are administered by the B.C. Scrap-It Program Society. Some examples include a rebate of \$750 on the purchase of an electric bike, an 11-month ECOPASS from BC Transit (\$935 value) and a car share credit of \$500.

The Cities, Health and Active Transportation Research lab (CHATR lab), under the leadership of Dr. Meghan Winters at Simon Fraser University, is conducting research that may be of further interest to you. Through a survey, the CHATR lab found that 60 per cent of respondents thought e-bikes could be used to replace driving trips and 20 per cent said they would ideally like to use an e-bike more than they are now. A total of 70 per cent of respondents agreed with the statement “e-bikes can reduce reliance on cars and therefore could reduce local/regional traffic congestion.” We are using this research and others to inform future programs to assist British Columbians in switching to electric assisted bicycles.

As you probably know, efforts to decarbonize transportation in B.C. are guided by the [CleanBC Roadmap to 2030](#), which includes the following commitments:

- accelerated sales targets under the Zero-Emission Vehicles (ZEV) Act such that ZEVs make up 26 per cent of new light-duty vehicles sold by 2026, 90 per cent by 2030 and 100 per cent by 2035;
- new ZEV targets for medium- and heavy-duty vehicles, aligned with California’s targets;
- completion of B.C.’s Electric Highway by 2024 and reaching a target of 10,000 public EV charging stations in B.C. by 2030;
- increased clean fuel requirements and doubling the target for renewable fuels produced in B.C. to 1.3 billion litres by 2030; and
- completion of a Clean Transportation Action Plan, with actions across five foundation areas to meet B.C.’s legislated greenhouse gas reduction and Roadmap 2030 targets. The five areas include reducing vehicle kilometres travelled, shifting to the most efficient modes of transportation, increasing vehicle efficiency, switching to ZEVs and using clean fuels.

Thank you again for taking the time to write and offer the assistance of the Vancouver Chapter and its volunteers.

Sincerely,

Bowinn Ma
Minister of State for Infrastructure

Copy to: Honourable Bruce Ralston
 Minister of Energy, Mines and Low Carbon Innovation
 Minister Responsible for the Consular Corps of British Columbia
 MLA, Surrey-Whalley

From: [Kenny Yuen](#)
To: [Minister, MSI TRAN:EX](#)
Subject: 310978 - Hello and Thank You!
Date: June 10, 2022 8:51:36 AM

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hi Bowinn,

It was a pleasure meeting you at our WISE event this week. Thank you for attending and supporting our event as a mentor. I hope you found the interactions enjoyable.

During the event, you mentioned a survey/statistic where British Columbians would be open to switching from ICE to EV bicycles. Is this something your office is looking into? Is there anything our organization could assist you with? If so, please feel free to reach out. Vancouver Chapter has enthusiastic volunteers who wish to get involved in sustainable transportation in their community.

Regards,

--

Kenny Yuen - Vice-Chair, Vancouver Chapter
British Columbia Sustainable Energy Association | Charity #86490 0501 RR001
Phone: 778-748-9695



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To stop any further e-mails from BCSEA, click [here](#).

From: [Transportation, Minister TRAN:EX](#)
To: s.22
Bcc: [Peters, Yvonne TRAN:EX](#)
Subject: 311667 - Electric vehicle charging signs
Date: August 24, 2022 10:41:00 AM
Attachments: [311667 - A Request from an Electric Vehicle Owner.msg](#)

s.22

311667 - Electric vehicle charging signs

Dear s.22 :

Thank you for your email suggesting the ministry adopt a universal logo for Electric Vehicle (EV) charging stations that differentiates between types of chargers. I appreciated the opportunity to review your comments.

The ministry is working in partnership with FortisBC, BC Hydro, the Community Energy Association and the Ministry of Energy, Mines and Low Carbon Innovation to build a [seamless network of charging stations](#) that will allow people to drive from one end of B.C. to the other, powered by clean electric energy. The ministry's role is to fill the gaps along highways outside of municipalities to enable ZEV drivers to get from one community to the next.

As you may know, EV charging station signs are included in the ministry's "Service and Attraction" signs. These signs are blue with white lettering and symbols and are less critical than warning, regulatory or guide signs. While the ministry strives to include service and attraction signs along roadsides wherever possible, space to install them is not always available.

When a Level 3 EV charging station is available outside a municipality or at a highway exit, the ministry will work to include that symbol on directional signs wherever possible. The ministry typically only places signs for Level 3 stations on provincial highways, and these stations may be marked with a standard EV charging station symbol with a tab below the sign that says "Fast" to denote a higher level, faster charging station. Municipalities often also sign Level 2 charging stations.

Since 2018, the ministry has installed EV charging stations at 24 ministry rest areas and rights-of-way around B.C., and we plan to install or upgrade chargers at three more locations by the end of the year. We are currently developing an EV charging station rollout plan that focuses on developing the network in the north of the province where there are significant gaps.

As part of our [CleanBC Roadmap to 2030](#), B.C. will develop "right to charge" legislation, allowing more people to install EV chargers in condos and apartments. I understand BC Hydro is offering [rebates to condo and apartment buildings](#) for electrical upgrades needed to make a building ready to accommodate high levels of future EV charging. Single-family homes can receive up to 50 per cent off purchase and installation of [eligible EV chargers](#).

You can be sure the ministry will continue working to ensure all British Columbians have access to EV charging stations, whether their trip is short or long. You can find [EV charging tips](#) to extend your range on our website. I have shared your email with the ministry staff

leading our work on EV charging stations, so they are aware of your comments.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming
Minister

From: [Fleming, MLA, Rob LASS:EX](#)
To: [Transportation, Minister TRAN:EX](#)
Subject: 311667 - A Request from an Electric Vehicle Owner
Date: July 13, 2022 11:33:01 AM

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

-----Original Message-----

From: s.22
Sent: July 13, 2022 11:23 AM
To: Fleming, MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: A Request from an Electric Vehicle Owner

Greetings Minister Fleming;

My husband and I recently purchased an electric vehicle and we are loving it for so many reasons.

We are currently on our first long trip from s.22 and have learned a few important things.

Even when an app suggests a fast charger is online and operating doesn't mean it actually is! We've noted that significant construction zones seem to impact this and it does lead to 'range anxiety'will we make it to the next charger?

s.22

I love good branding.

It would be soooo helpful if the Ministry could use a universal logo for EV charging stations (an EV or the two pronged plug image) and place it on Highway gas station signs or directional signs (differentiate Fast Chargers from 50 Watt chargers), especially when you're in a community where they have more than one Petro Can or Shell station in a Gasoline Alley scenario.

Anyway, just my 2 cents worth! I would love to hear your thoughts!

Kind regards,

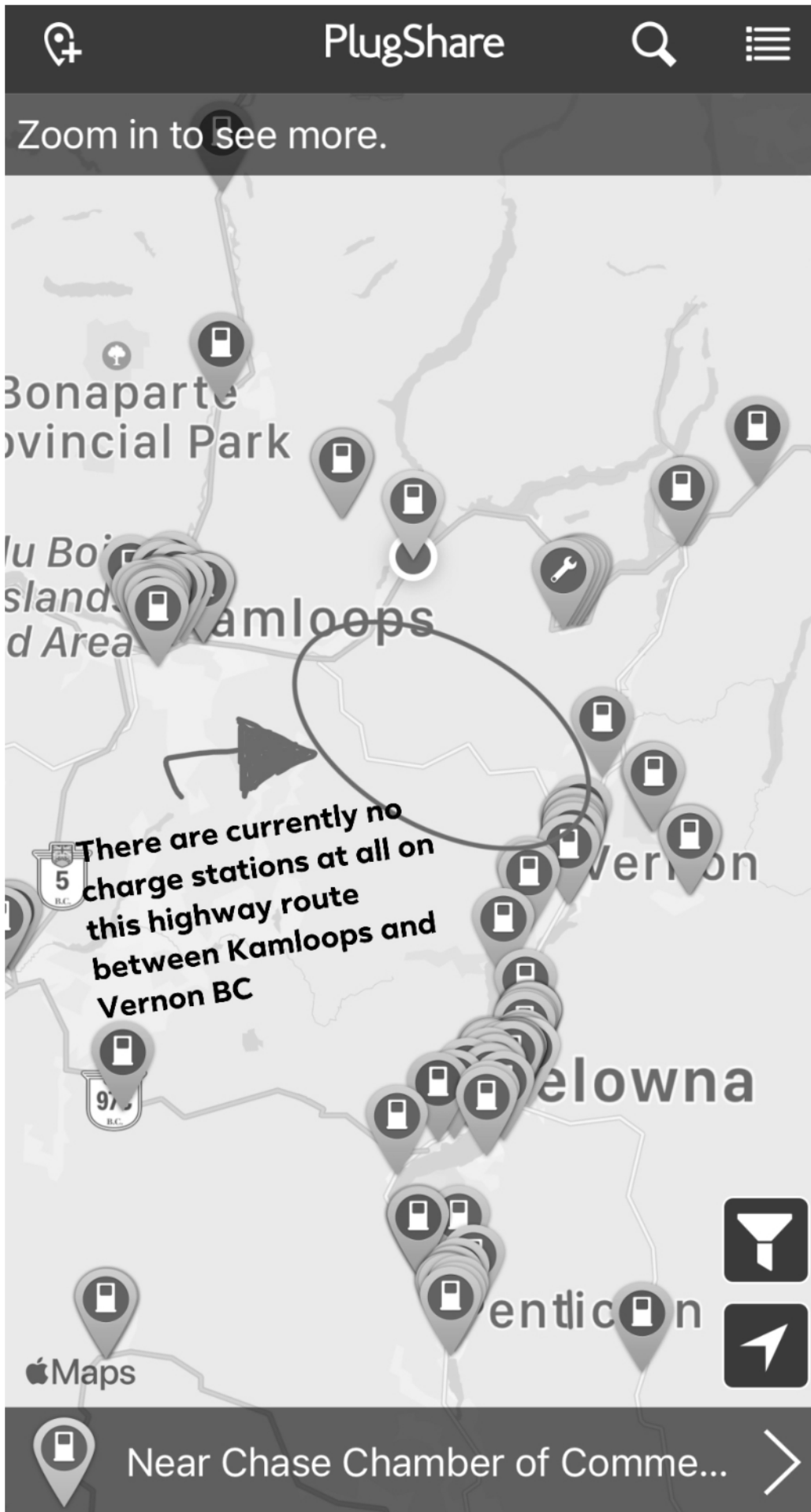
s.22

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PlugShare

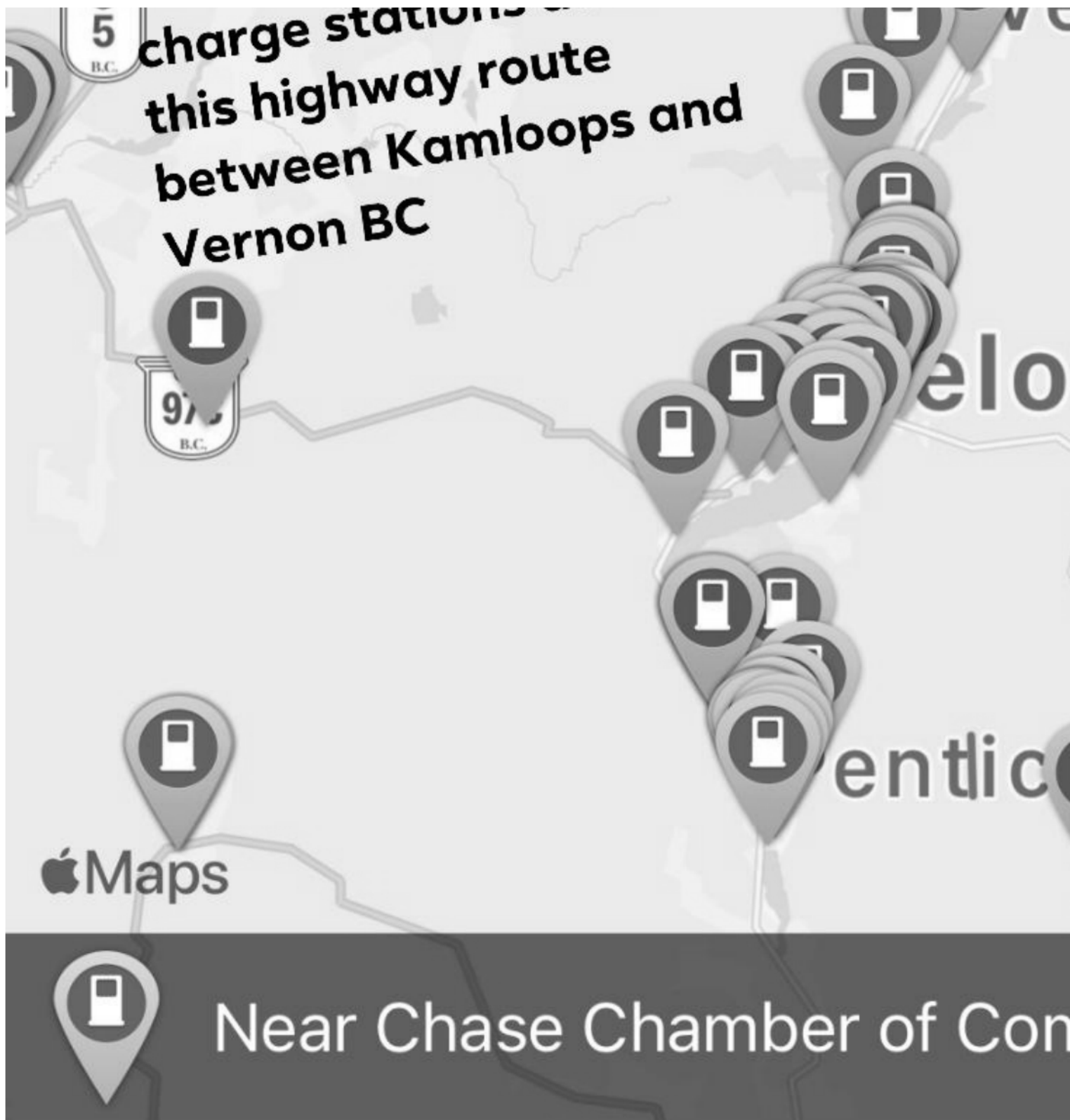
Zoom in to see more.

Bonaparte
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There are currently no
stations at all on



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August 6, 2021

The Honourable George Heyman
Minister of Environment and Climate Change Strategy and Minister Responsible for TransLink

The Honourable Rob Fleming
Minister of Transportation and Infrastructure

Minister of State Bowinn Ma
Minister of State for Infrastructure
Parliament Buildings
Victoria, BC V8V 1X4

[Sent via e-mail: ENV.minister@gov.bc.ca, Minister.Transportation@gov.bc.ca, Minister.SI@gov.bc.ca]

Dear Ministers Heyman and Fleming,

I am writing to ask the Government of British Columbia to provide a 40% contribution towards the cost of undertaking planning studies and business case development for transit projects identified in our long-term regional transportation plan.

Metro Vancouver mayors welcomed the commitment by the Province of British Columbia and the Government of Canada on July 8 to provide 40% contributions respectively towards the cost of the next stage of feasibility studies required to extend the Broadway Subway from Arbutus to UBC.

At its meeting on July 29, 2021 the Mayors' Council agreed to call on to both Province of British Columbia and the Government of Canada to extend their one-off funding commitment to the UBC transit planning study to the remainder of planning work needed to support our Transport 2050 long-term regional plan. We have identified up to \$75 million in project plans and studies, including the UBC study, in the next 4 years to prepare for implementation of the first phase of Transport 2050.

Senior government funding support at the project planning stage will enable the interests of all three orders of government to be evaluated and integrated better into the design of a future transit project. Senior governments are not just funding partners in transit expansion but are also beneficiaries and thus should be involved earlier in the project planning process so that benefits to all project partners can be optimized.

We urge you to commit a 40% provincial share to our \$75 million project planning program over the next 4 years to prepare for the implementation of Transport 2050 and the continued expansion of public transit in Metro Vancouver.

Sincerely,



Mayor Jonathan X. Côté
Chair

cc. Members of the Mayors' Council and TransLink Board

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