



INFORMATION BRIEFING NOTE

DATE: November 9, 2022

PREPARED FOR: Shannon Salter, Deputy Minister to the Premier

ISSUE: Ministry of Transportation and Infrastructure's Development Services

PURPOSE: Overview of MOTI Development Services, municipal referrals and housing development

BACKGROUND:

Ministry of Transportation and Infrastructure (MOTI) is one of multiple ministries responsible to provide approvals associated with housing and other municipal developments.

Any development or activity within or adjacent to the provincial highway network requires authorization from MOTI. As per the Transportation and Local Government Acts, MOTI approves local government land use decisions within an 800-metre radius of a controlled access highway intersection and authorizes use and access to the ministry right-of-way. Under authority of the Land Title Act and Strata Property Act, MOTI also approves all subdivisions outside of local government jurisdiction.

In 2021, 6,091 files were processed by 75 development services staff located in 22 offices across the province, in the form of permits, subdivision, or approvals:

Permits: 3,274

- Permits are issued for the use, access, or occupation of land under MOTI jurisdiction including the highway right of way and properties. Permitting considerations include safety, mobility, environmental impacts, existing utilities, compatibility with existing use and Indigenous interests.
- Common permits include highway access permits, overhead/underground utility lines, low pressure pipelines and works on right-of-way.

Subdivisions: 694

- Subdivisions involve approval of a legal survey that establishes new parcel(s) of land. This includes municipal subdivisions adjacent to the provincial highway network, which are reviewed based on their impact, and rural subdivision (located outside of a municipality's jurisdiction).
- The ministry coordinates with multiple agencies and engineering disciplines for the review of all aspects of rural subdivisions including access, land use, environmental, hazards and heritage conservation. This involves coordination with multiple agencies and engineering disciplines.

Approvals: 2,123

- Under legislation, MOTI is responsible for approving local government land use decisions that may impact the provincial transportation network and are within 800m of a controlled access highway such as bylaw amendments, rezonings, development permits and municipal road closures.
- Additionally, MOTI is referred various land use applications that may impact the provincial transportation network from other ministries such as crown land referrals.

**DISCUSSION:**

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Improvement Initiatives

MOTI has recently engaged with key stakeholders to seek feedback on development services authorization processes, including with local governments, Canadian Home Building Association, BC Housing, BC Urban Mayors Caucus, and large individual developers.^{s.13}

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PREPARED BY:

Darrell Gunn, Executive Director
Highway & Regional Service Division

REVIEWED BY:

Kevin Richter, Associate DM
Highways & Regional Services Division
Paula Cousins, ADM
Strategic & Corporate Priorities Division
Kaye Krishna, Deputy Minister

DATE:

22-Nov-9
22-Nov-9
22-Nov-9



MEETING BRIEFING NOTE

DATE: November 17, 2022

PREPARED FOR: Kaye Krishna, Deputy Minister, Minister of Transportation and Infrastructure

ISSUE: Training B.C.'s Waterfront Workforce

MEETING: BC Maritime Employers Association (BCMEA) on November 23, 2022:

- Mike Leonard, President & CEO
- Rob MacKay-Dunn, VP Government Relations & Public Affairs,
- Marissa Chan-Kent, Director Public Affairs & Corporate Social Responsibility

PROPOSED KEY MESSAGES:

- BCMEA represents maritime employers and has a role in advocating for their members in labour relations, in addition to supporting recruitment and training of waterfront workers.
- B.C.'s waterfront workers are a critical part of Canadian supply chains.
- A trained, skilled and reliable waterfront work force is recognized as a key factor for port competitiveness.
- The provincial Goods Movement Strategy will be undertaking cross-sectoral engagement and is looking forward to discussing the strategy, priority issues, opportunities and potential initiatives to support the B.C. goods movement ecosystem.

PAST INTERACTIONS:

- June 7, 2022, Rob McKay-Dunn, VP Government Relations of BCMEA met with MoTI staff to share how BCMEA is ensuring Canada's economic and social recovery.

Background:

BCMEA represents 49 maritime employers, such as marine terminal operators, ocean carriers and ship agents, and by extension the 9,400 people they directly employ. Employer-employee relations are covered by two coast-wide collective agreements with the International Longshore and Warehouse Union.

A key role of the BCMEA is to provide advocacy and support for customer members in all areas of labour relations. BCMEA advises on pensions, labour legislation and regulations, training, health and safety, human resources, employment equity and communications.

Historically known for labour relations and collective bargaining, the BCMEA also recruits and trains waterfront workers for the future. As the maritime industry evolves and new technologies are introduced, the BCMEA invests in training and development. The BCMEA has three training centers and educates up to 900 people in 36 waterfront job categories each year. BCMEA has invested over \$35 million in its Waterfront Training Centre (WTC), located in Richmond, where prospective longshore workers learn all aspects of waterfront work. The BCMEA also has a downtown Vancouver office where it provides classroom training.

DISCUSSION:

The BCMEA and the maritime employers it represents play a vital role in operating critical trade enabling infrastructure that supports Canadian supply chains and Canadian producers. A trained, skilled and reliable waterfront work force is recognized as a key factor for port competitiveness.



In previous discussions, BCMEA has identified growing requirements in the Lower Mainland for additional classroom, office, yard and storage space, a need for a permanent lighting solution for ongoing afternoon shift training, an increasing need to move training away from terminals and expand current WTC programs as well as a need for expansion to the training facility in Prince Rupert. WESTAC's 2019 report of Workforce Development noted that employers in Prince Rupert face shortages in skilled trades, truckers and managerial occupations. New workers from within the region often lack the educational qualifications and training needed for higher-level occupation and having to travel to the Lower Mainland for training can be a barrier.

In their Ports Modernization Review submission to Transport Canada in 2018, BCMEA noted that one of the logistical challenges facing their members has been coordination of communications with the federal government and that federal government should consider a single window for communication with vessels and terminals. They also noted that challenges to innovation and trade logistics in the industry include negotiating tensions in international trade, supply chain bottlenecks, harmonizing how shipping stakeholders interface with the government and labour stability.

MoTI is leading the development and implementation of a Goods Movement Strategy (GMS) to ensure that B.C goods movement is smarter, cleaner and more competitive. The strategy is identified as a key action in the StrongerBC Economic Plan. The strategy has a strong focus on strengthening the B.C. transportation and logistics sector and advancing innovation.

The GMS will be developed through three phases, with engagement occurring in each phase to identify priority issues, opportunities, and potential initiatives to meet the objectives of each pillar. The draft GMS Stakeholder Engagement Plan identified the BCMEA as a key stakeholder given their role supporting critical trade enabling infrastructure, the transportation and logistics sector and waterfront labour.

A trained, skilled and reliable marine labour work force is a key factor for port competitiveness. Engaging with the BCMEA to learn about the key opportunities and challenges its members are facing, and to learn more about its training center and curriculum, is an important learning opportunity for the Ministry and one which can be built on during GMS stakeholder engagement to leverage shared objectives.

GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

GBA+ has been considered in the development of the GMS and will continue to be a critical lens of assessment through the development of any action and implementation plans.

FINANCIAL IMPLICATIONS:

- None.

PREPARED BY:

Polly Vaughan, Senior Program Analyst
Integrated Transportation and Planning Branch
(250) 698-1707

REVIEWED BY:

Kevin Volk, Assistant Deputy Minister
Integrated Transportation & Infrastructure Services Division
Heather Hill, Executive Financial Officer
Finance and Management Services Department

DATE:

22-Nov-16

N/A



MEETING BRIEFING NOTE

DATE: November 18, 2022
PREPARED FOR: Kaye Krishna, Deputy Minister, Transportation and Infrastructure
ISSUE: Trans Mountain Expansion Project Status
MEETING: Fazil Mihlar and Rick Manwaring on November 24, 2022

PROPOSED KEY MESSAGES:

- MOTI's role with the Trans Mountain Expansion Project (TMEP) is to ensure the safety of the travelling public and the integrity of our infrastructure and highway system through our permitting process
- In order to consolidate the number of permits issued, three primary master permits have been issued that list each approved works in an Appendix (Vegetation Clearing, Access, Pipeline Crossing)
- Permit applications / amendments and variances are reviewed by development services and referred to appropriate business areas for consideration and approvals (Engineering and District Operations)
- To date MOTI has issued over 1,100 permits for the project. There are currently no outstanding permit applications with MOTI for review
- Trans Mountain has been delegated the procedural aspects of First Nations consultation. However, the ministry is also participating in consultation with some First Nations, at their request.
- MOTI has completed consultation on 17 waves of permits and 16 phases of substantive changes for TMEP and is expecting an additional phase 17 from Trans Mountain in the next few days.
- Mechanical completion of construction in BC is forecast between January and October 2023,^{s.16}
s.16
- Apart from general permitting, TRAN is also engaged with Trans Mountain on a number of agreements to ensure safe construction within the Ministry right of way or address impacts of BCTFA land
- EMLI chairs a monthly working group to manage TMEP's progress with representatives from provincial permitting agencies including MOTI.

PAST INTERACTIONS:

- *None ministry staff are aware of.*

BACKGROUND:

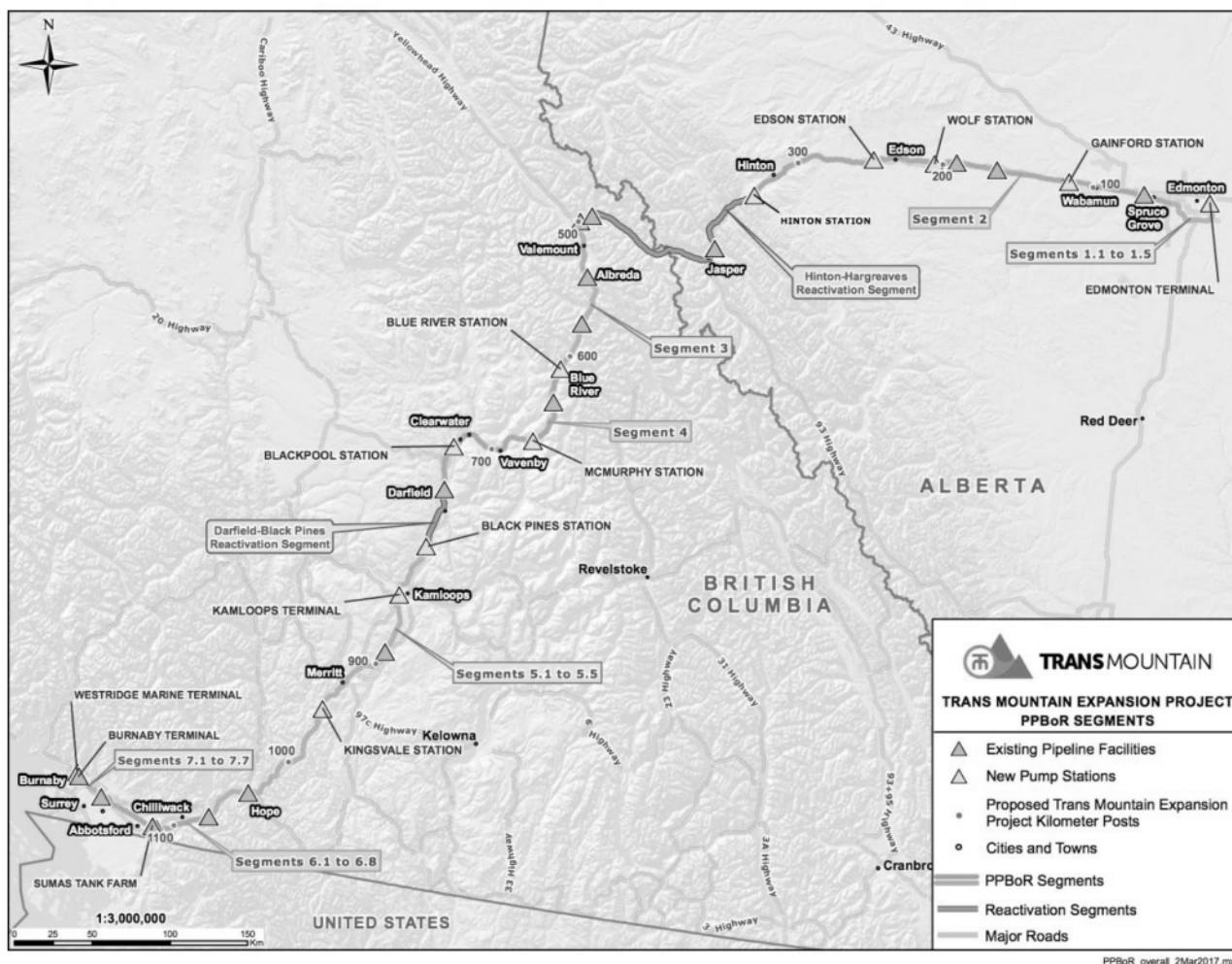
The Expansion a twinning of this existing 1,150-kilometre pipeline between Strathcona County (near Edmonton), Alberta and Burnaby, BC.

On June 18, 2019 the Government of Canada approved the Trans Mountain Expansion Project. The Project is subject to 156 conditions enforced by the Canada Energy Regulator.

Trans Mountain Corporation is accountable to Parliament through the Canada Development Investment Corporation (CDEV) and governed by an independent Board of Directors.



ATTACHMENT 1: TMEP Overview Map





British Columbia Scope Milestones

Mechanical Completion Forecast Milestones



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British Columbia- % Complete (End of October cut off)

% Complete (End of October cut off)



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British Columbia- 12 Month Look Ahead Schedule (End of October cut off)

12 Month Look Ahead – Spread 3, 4 & Reactivation

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Major Project Activities
Spread 3 & 4A (KP 489-690)
ROW Preparation
Strip, Grade, Blast & Ditch Rock
String, Weld, Tie-ins (KP 489 - 565)
String, Weld, Tie-ins (KP 565 - 610)
String, Weld, Tie-ins (KP 610 - 690)
Stove Pipe & Steep Slope
Major Trenchless Crossings
Major Watercourse Crossings
Hydrostatic Testing & Valve Installation
Spread 4B (KP 690-765)
Road Bores
Hydrostatic Testing & Valve Installation
Reactivation (KP 317-470 & 742-784)
Border to Hargreaves - Ramps, Digs & Sleeves
Natural Hazard Remediation
Valve Installation
Hydrostatic Testing

12 Month Look Ahead – Spread 5A & 5B



Major Project Activities
Spread 5A (KP 806-987)
Mainline Access
ROW Preparation
Mainline Strip, Grade & Blast
Construction Kamloops Urban Area (KP 839-847)
Mainline String, Weld, Tie-ins (KP 847-928)
Mainline String, Weld, Tie-ins (KP 928-987)
Major Trenchless Crossings
Jacko Lake Microtunnel & Pipe Installation (KP 852-856)
Valve Installation
Hydrostatic Testing
Spread 5B (KP 987-1075)
Mainline Access
ROW Preparation
Strip, Grade & Blast
Mainline String, Weld & Tie-ins (KP 987-1016)
Technical Challenge Areas (KP 1012-1016)
String, Weld & Tie-ins Mainline & TCA's (KP 1016-1041)
String, Weld & Tie-ins Mainline & TCA's (KP 1041-1075)
Major Trenchless Crossings
Hydrostatic Testing & Valve Installation

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12 Month Look Ahead – Spread 6, 7A & 7B

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Major Project Activities
Spread 6 (KP 1075-1145)
ROW Preparation
Access & Grade
Fraser Valley & Chilliwack - String, Weld & Tie-ins (KP 1075 - 1106)
Abbotsford - String, Weld & Tie-ins (KP 1106 - 1137)
Langley - String, Weld & Tie-ins (KP 1137-1145)
HDB & GHAB Crossings & Trench Box
Major Trenchless Crossings
Watercourse Crossings
Hydrostatic Testing & Valve Installation
Spread 7A (KP 1145-1165)
ROW Preparation
Access & Grade
Surrey - String, Weld & Tie-ins (KP 1156 - 1165)
Langley - String, Weld & Tie-ins (KP 1145 - 1156)
Major Trenchless Crossings
HDB, GHAB, Watercourse Crossings & Trench Box
Hydrostatic Testing & Valve Installation
Spread 7B (KP 1165-1180)
ROW Preparation
Major Trenchless Crossing (Fraser River & Brunette Ave)
Pipeline Construction - City of Coquitlam
Pipeline Construction - City of Burnaby
Hydrostatic Testing & Valve Installation

12 Month Look Ahead – Lower Mainland



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Major Project Activities
Tunnel
TBM Disassembly, Piping & Backfill
Sumas Terminal
Tank 100 (New) Construction
Manifold & Fire Water Pond Construction
Tank 103 Area Construction
Burnaby Terminal
Tank Construction - Tanks 75, 77 & 79
Tank Construction - Tanks 74, 76, 78, 80, 91 & 93
Manifold and Supporting Infrastructure Construction 9 Tanks
Tank Construction - Tanks 89, 95 & 97
Tank Construction - Tanks 96 & 98
Westridge Marine Terminal
Existing Tanker Loading Relocation
Foreshore - Marine Structure, Utilities, Foundation
Foreshore - Mechanical & Piping
Foreshore - Electrical & Instrumentation
Berth 1 & 2 - Mechanical, Piping, Electrical & Instrument
Berth 3 Phase 1 - Marine Structure, Structural Steel & Piperack
Berth 3 Phase 1- Mechanical, Piping, Electrical & Instrument
Shore - Civil, Mechanical & Piping
Shore - Electrical & Instrumentation
Berth 3 Phase 2 - Marine Structure & Structural Steel



6 Month Look Ahead Schedule (End of October cut off)

6 Month Look Ahead – Spread 3, 4 & Reactivation

Major Project Activities
Spread 3 & 4A (KP 489-690)
ROW Preparation
Strip, Grade, Blast & Ditch Rock
String, Weld, Tie-ins (KP 489 - 565)
String, Weld, Tie-ins (KP 565 - 610)
String, Weld, Tie-ins (KP 610 - 690)
Stove Pipe & Steep Slope
Major Trenchless Crossings
Major Watercourse Crossings
Hydrostatic Testing & Valve Installation
Spread 4B (KP 690-765)
Road Bores
Hydrostatic Testing & Valve Installation
Reactivation (KP 317-470 & 742-784)
Hinton to Hargreaves - Ramps, Digs & Sleeves
Natural Hazard Remediation
Valve Installation
Hydrostatic Testing
Engineering Assessment

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6 Month Look Ahead – Spread 5A & 5B

Major Project Activities
Spread 5A (KP 806-987)
Mainline Access
ROW Preparation
Mainline Strip, Grade & Blast
Construction Kamloops Urban Area (KP 839-847)
Mainline String, Weld, Tie-ins (KP 847-928)
Mainline String, Weld, Tie-ins (KP 928-987)
Major Trenchless Crossings
Jacko Lake Microtunnel & Pipe Installation (KP 852-856)
Valve Installation
Hydrostatic Testing
Spread 5B (KP 987-1075)
Mainline Access
ROW Preparation
Strip, Grade & Blast
Mainline String, Weld & Tie-ins (KP 987-1016)
Technical Challenge Areas (KP 1012-1016)
String, Weld & Tie-ins Mainline & TCA's (KP 1016-1041)
String, Weld & Tie-ins Mainline & TCA's (KP 1041-1075)
Major Trenchless Crossings
Hydrostatic Testing & Valve Installation

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6 Month Look Ahead – Spread 6, 7A & 7B

Major Project Activities
Spread 6 (KP 1075-1145)
ROW Preparation
Access & Grade
Fraser Valley & Chilliwack - String, Weld & Tie-ins (KP 1075 - 1106)
Abbotsford - String, Weld & Tie-ins (KP 1106 - 1137)
Langley - String, Weld & Tie-ins (KP 1137-1145)
HDB & GHAB Crossings & Trench Box
Major Trenchless Crossings
Watercourse Crossings
Spread 7A (KP 1145-1165)
ROW Preparation
Access & Grade
Surrey - String, Weld & Tie-ins (KP 1156 - 1165)
Langley - String, Weld & Tie-ins (KP 1145 - 1156)
Major Trenchless Crossings
HDB, GHAB, Watercourse Crossings & Trench Box
Spread 7B (KP 1165-1180)
ROW Preparation
Major Trenchless Crossing (Fraser River & Brunette Ave)
Pipeline Construction - City of Coquitlam
Pipeline Construction - City of Burnaby

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6 Month Look Ahead – Lower Mainland

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Major Project Activities
Tunnel
TBM Disassembly, Piping & Backfill
Sumas Terminal
Tank 100 (New) Construction
Manifold & Fire Water Pond Construction
Tank 103 Area Construction
Burnaby Terminal
Tank Construction - Tanks 75, 77 & 79
Tank Construction - Tanks 74, 76, 78, 80, 91 & 93
Manifold and Supporting Infrastructure Construction 9 Tanks
Tank Construction - Tanks 89, 95 & 97
Tank Construction - Tanks 96 & 98
Westridge Marine Terminal
Existing Tanker Loading Relocation
Foreshore - Marine Structure, Utilities, Foundation
Foreshore - Mechanical & Piping
Foreshore - Electrical & Instrumentation
Berth 1 & 2 - Mechanical, Piping, Electrical & Instrument
Berth 3 Phase 1 - Marine Structure, Structural Steel & Piperack
Berth 3 Phase 1- Mechanical, Piping, Electrical & Instrument
Shore - Civil, Mechanical & Piping
Shore - Electrical & Instrumentation



INFORMATION BRIEFING NOTE

DATE: November 30, 2022

PREPARED FOR: Kaye Krishna, Deputy Minister, Ministry of Transportation and Infrastructure

ISSUE: Avalanche Safety Audit Progress Report

PURPOSE: Describes the Office of the Auditor General's report requirements and the draft of the progress report that will be provided for review prior to submission.

SUMMARY:

- The OAG has requested a Progress Report outlining the Ministry's implementation of the recommendations made in the Avalanche Safety Audit as of November 30, 2022.
- The deadline for submission of the progress report to the OAG is December 1, 2022, via a reporting template and specific instructions from the OAG.
- The OAG is following a new, simplified approach that is designed to improve information for MLAs and the public concerning the implementation of recommendations in OAG performance audits.
- The DRAFT progress report is attached for review and approval.

BACKGROUND:

In 2018 the Office of the Auditor General began an audit of the Ministry's Avalanche Safety Program. The audit was completed and the final report was released in April 2021.

The OAG concluded that the Ministry's Avalanche Safety Program is meeting its goals and mandate but made 8 specific recommendations that the Ministry agreed to implement.

The Ministry began work on the recommendations immediately after the Performance Audit was released and have made significant progress towards meeting our obligations.

DISCUSSION:

The new OAG reporting process will result in one annual report summarizing progress made by all organizations in implementing recommendations in their performance audit reports. The report will be tabled in the Legislature and published at oag.bc.ca.

The template includes instructions for assessing the status of each recommendation. For those recommendations assessed as not complete, the Ministry will identify whether they intend to complete, or do not intend to complete, the recommendation.

The Ministry will be responsible for providing a short summary within the progress report that supports and provides context for each status assessment as of November 30, 2022.

The OAG will conduct multiple reviews of multiple progress reports simultaneously, compiling and publishing the results in a single, annual summary report. The first summary report is expected to be published in July 2023.

The OAG will review the report and reach out to organizations to discuss the plan to complete the work. They anticipate conducting this work between January and March 2023.



The following is a summary of the 8 recommendations and anticipated progress by November 30, 2022.

1. We recommend that the ministry update its records for avalanche paths that pose a risk to highway users and implement a schedule to periodically update this information. Due Fall 2023. **100% complete.**
2. We recommend that the ministry decide whether the avalanche safety program has the head office staff it needs to effectively oversee avalanche control activities. Due Fall 2021. **100% complete.**
3. We recommend that the ministry identify avalanche control infrastructure investment needs in a long-term provincial plan based on avalanche safety program objectives. Due Summer 2023. **50% complete.**
4. We recommend that the ministry update the provincewide avalanche hazard index, or a similar tool, to ensure that future capital projects mitigate the most significant risks to highway safety and reliability. Due Fall 2022. **100% complete.**
5. We recommend that the ministry record all incident data. Due Fall 2021. **100% complete.**
6. We recommend that the ministry track and follow up on incident report recommendations to ensure that actions have been considered or taken. Due Fall 2021. **100% complete.**
7. We recommend that the ministry complete the Weather Services Transformation Project (WSTP), or implement a similar project, to streamline and improve avalanche data collection. Due Fall 2022. **35% complete with most of the underlying technical infrastructure in place. Development is currently focused on the delivery of offline functionality by December of 2022.**
8. We recommend that the ministry define performance measures, set targets, and monitor its performance against avalanche safety program objectives and intended outcomes. Due Fall 2023. **20% complete**

FINANCIAL IMPLICATIONS:

Funding for 7/8 recommendation has been approved and is reflected in current and forecasted budgets.

As per the March 8, 2022 memo from CJ Ritchie, ADM and Government Chief Information Officer (attached), any further Office of the Chief Information Officer (OCIO) funding requests for Weather Services Transformation must be submitted as a new project. Representatives from the Avalanche and Weather program, the MOTI Information Management Branch, and the OCIO are currently collaborating on an action plan resulting from a 3rd party review of WSTP which will inform a future funding request to complete the WSTP scope.

Attachments:

1. MoTI Progress Report November 2022
2. Progress report request and instructions

PREPARED BY:	REVIEWED BY:	DATE:
Robb Andersen, Senior Manager Avalanche and Weather Program	Kevin Richter, Associate DM	22-Nov-23
Mark Barker, A/Director	Highways and Regional Services Division	
Business Transformation Services	Paula Cousins, ADM	22-Nov-29
	Strategic and Corporate Priorities Division	



INFORMATION BRIEFING NOTE

DATE: November 30, 2022

PREPARED FOR: Kaye Krishna, Deputy Minister, Ministry of Transportation and Infrastructure

ISSUE: Anchorages

MEETING: Ministry of Land, Water and Resource Stewardship (LWRS) and Ministry of Indigenous Relations and Reconciliation (MIRR) on December 5, 2022:

- Lori Halls, Deputy Minister, Ministry of Land, Water and Resource Stewardship
- Tom McCarthy, ADM, Negotiations and Regional Operations Division, Ministry of Indigenous Relations and Reconciliation
- James Mack, ADM, Water, Fisheries and Coastal Policy & Planning Division, Ministry of Land, Water and Resource Stewardship

KEY FACTS

- Anchorage occupancy and duration has grown over the last decade, with utilization rates peaking when COVID-based supply chain pressures were compounded by the impacts of the wildfires and atmospheric river events in 2021.
- Vancouver Fraser Port Authority's (VFPA) Active Vessel Traffic Management (AVTM) Program intends to drive improvements to anchorage management and create a centralized scheduling system to manage ship movements through the Port of Vancouver.
- VFPA is concluding phase 3 engagement of the AVTM to seek feedback from the community on proposed solutions, including a Draft Code of Conduct for vessels anchored near communities.
- While the Province of B.C. has jurisdiction of the seabed in some areas and/or adjacent to the coastline, the federal government regulates activities in the water column, and on the surface.
- Under the Canada Shipping Act, the federal government has the authority to regulate shipping activities and navigation to protect the marine environment from impacts.
- On November 17, the Government of Canada tabled Bill C-33 – Strengthening the Port System and Railway Safety in Canada Act. This Bill seeks to expand the authority of ports to include vessel traffic and anchorage management.
- The Province continues to advocate for the federal government to, in the short term, take the concerns of local residents seriously and take action to reduce the impacts of anchorages while continuing to implement longer term solutions.

BACKGROUND / DISCUSSION

The Ministry of Transportation has an interest in enhancing the competitiveness of our trade gateways and is looking at doing so through the provincial Goods Movement Strategy; while anchorages will not be a focus on the strategy, the Ministry acknowledges that anchorages play an important role in supporting the resiliency and competitiveness of our trade networks and that as cargo volumes through B.C. continue to grow, there is an increasing need to optimize the flow of ship traffic and anchorage management.



At the same time, British Columbians impacted by anchorages have expressed a need to see a commitment to immediate and ongoing progress from their governments. Communities and First Nations have expressed frustration over noise and light pollution and are concerned about ships operating in sensitive marine ecosystems.

The most recent BC NDP platform states that “We will develop a new provincial coastal strategy – in partnership with First Nations and federal and local governments – to better protect coastal habitat while growing coastal economies. A priority will be working with the federal government to address freighter traffic management and anchorage around southern Vancouver Island and the Gulf Islands.”

The Province has written to Minister Alghabra to ask that Transport Canada closely reviews the concerns of stakeholders and communities and develop solutions to address their specific concerns, and to consider a regional approach to ensure strong governance and coordination for anchorage use among different jurisdictions.

Some Ministers have also proposed that the federal government establish a National Marine Park Reserve in the Southern Gulf Islands, which would preclude ships from anchoring in the islands.

s.13; s.16

The Ministry continues to be supportive of efforts by federal government and VFPA to manage anchorages and ship traffic safely and effectively, and to minimize the impacts to communities, First Nations and the marine ecosystem.

PREPARED BY:	REVIEWED BY:	DATE:
Vikki St-Hilaire, Project Director Integrated Transportation Planning Branch	Kevin Volk, ADM or Associate DM Integrated Transportation & Infrastructure Services Division	22-Nov-30
	Heather Hill, ADM & EFO Finance and Risk Management Division	N/A



INFORMATION BRIEFING NOTE

DATE: December 12, 2022

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

ISSUE: BC Transit and Belleville Federal Contributions

PURPOSE: Discussion of proposed approach for BC Transit's allocation under the Investing in Canada Infrastructure Program (ICIP)

SUMMARY:

- BC Transit has been allocated \$325M in federal funding through the Investing in Canada Infrastructure Program (ICIP) that must be committed by March 31st, 2023.
s.13; s.16; s.17
- BC Transit has committed \$88M to heavy duty battery electric buses and associated charging infrastructure.
- Business cases and applications are under development to commit the balance s.13; s.16; s.17
- s.13; s.16; s.17
- s.13; s.16; s.17
- The next confirmed Federal Transit Infrastructure Program is the \$9B Permanent Transit Fund set to begin in fiscal 2026/27, which is likely to be application based where BC Transit would be competing for the funds.

BACKGROUND:

In 2018, the Investing in Canada Infrastructure Program (ICIP) allocated \$466.63M in federal funding for BC Transit under the Public Transit Infrastructure Stream (PTIS). In the 2022 Federal Budget, it was announced that all unallocated ICIP funding would need to be fully committed to projects by March 31, 2023, and that the **construction window for the program would be extended to 2033**.

DISCUSSION:

Per the 'BC Transit Attestation Letter' (attachment 1), the agency is proposing to commit its balance of ICIP funding as summarized in the table below. The identified projects reflect local government priorities, including low carbon fleet initiatives and ongoing transit system state of good repair projects. To date, BC Transit has committed \$88M (27%) of its remaining ICIP allocation to BEB projects. **Remaining funding is subject to ongoing planning work and federal applications.**



Lead	Projects	Federal Funding (\$M)	
		ICIP	ZETF
Initial BC Transit ICIP Funds		467	-
	Previously approved ICIP Projects	(142)	
Remaining BC Transit Federal Funding Allocation		325	s.13; s.16;
Funding Committed to Date s.13; s.16; s.17	ICIP: 66 electric buses and associated infrastructure ZETF: 49 electric buses and associated infrastructure	88	s.17

Considerations:
ZETF Funding

s.13; s.16; s.17



November 9, 2022

By Email: DeputyMinister.Transportation@gov.bc.ca

Kaye Krishna
Deputy Minister
Ministry of Transportation and Infrastructure
PO Box 9850 Stn Prov Govt
Victoria BC V8W9T5

Deputy Minister Kaye Krishna,

Re: BC Transit Attestation Letter for Investing in Canada Infrastructure Program (ICIP) Funding

As requested, this attestation letter provides formal confirmation that BC Transit's project plan will utilize all \$282 million in allocated ICIP funding. BC Transit is also currently pursuing funding through the Zero Emission Transit Fund; however, the outcome of this application will not affect ICIP funding requirements.

Therefore, BC Transit can attest to the following:

1. That the attached plan is achievable based on BC Transit's expertise and that:
 - a) The projects contained in the plan will be completed by March 2032.
 - b) BC Transit will dedicate appropriate resources to ensure that all project applications are made by the deadlines specified within the project plan, and that the requested ICIP allocation is committed before March 31, 2023.
 - c) BC Transit will release unneeded funds from currently approved projects for reallocation by January 31, 2023.
2. That the projects contained within the plan are funded within BC Transit's current capital allocation.

BC Transit recognizes the desire to allocate all possible ICIP funding to potential provincial projects prior to the funding deadline; therefore, should any of the above information change we will advise as soon as possible.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Christy Ridout', written in a cursive style.

Christy Ridout
Acting President and Chief Executive Officer

Attachment: Estimate of Remaining ICIP Funding Allocation

cc: Reg Bawa, Assistant Deputy Minister, Policy, Programs and Partnership Division
Jodi Dong, Executive Director, Transit Branch

Prepared: November 8, 2022

s.13; s.16; s.17

s.13; s.16; s.17