



PORT ALBERNI PORT AUTHORITY
2750 Harbour Road
Port Alberni, B.C. V9Y 7X2
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www.portalberniportauthority.ca

ADMINISTRATION PORTUAIRE DE PORT ALBERNI
2750, Harbour Road
Port Alberni, (C.-B.) V9Y 7X2
Tél. 250-723-5312 Fax. 250-723-1114
www.portalberniportauthority.ca

June 13, 2013

Christopher Alemany
3854 Sixth Avenue
Port Alberni, BC V9Y 4M2

Dear Mr. Alemany:

RE: File number 3212-00965

I am pleased to advise that the enclosed package of documents comprising all of the Transportation Committee documentation within the Port Authority's control is being forwarded to you as per your application to the Port Alberni Port Authority on August 27, 2012. Your original request is noted below:

- *I ask for all past and current records of the Regional Transportation Committee chaired by the Port Authority including agenda, minutes and documents produced or distributed for committee members.*

The Port Alberni Port Authority would like to thank you very kindly for your patience while we endeavoured to respond to your Access to Information request in the appropriate manner.

Sincerely,

PORT ALBERNI PORT AUTHORITY

Bianca Filipchuk,
Corporate Secretary
Access to Information and Privacy Coordinator

Encls. (1)



Next → Business Case / June 5, 2013
Apex Report

<http://www.vifreightbyrail.ca/HorneLake/AlberniConnectorBusinessPlan2013.pdf>

Available at:

<http://www.vifreightbyrail.ca/history-of-new-highways-on-central-vancouver-island/>



JAN 11 2013

Zoran Knezevic, Port Manager and CEO
Port Alberni Port Authority
2750 Harbour Road
Port Alberni BC V9Y 7X2

Reference: 213792

Dear Zoran Knezevic:

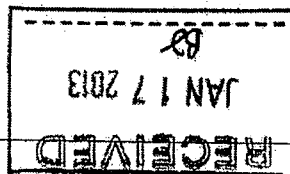
Re: Port Alberni Port Authority

Thank you for your letter of October 30, 2012, following up on our discussion regarding the Port Alberni Port Authority's ideas about how best to grow the port and the region.

It was a pleasure to meet with you to discuss the port's Container Trans-shipment Development Concept and support for a new connector highway. Coal exports through Port Alberni could help B.C. achieve the 2020 trade volumes projected in the Pacific Gateway Transportation Strategy. The Port Alberni Port Authority's input helped us shape this strategy, and you can be sure we recognize the port's contributions and potential. We will continue to work with local officials and the federal government to identify any collaborative opportunities to maximize the region's economic potential.

I understand you have been in contact with the ministry's Executive Director, Lisa Gow, regarding Pacific Gateway initiatives in more detail. I encourage you to contact Ms. Gow directly by telephone at 250 387-2672 or by e-mail at Lisa.Gow@gov.bc.ca should you have any additional questions or concerns on this matter.

With respect to your support for a new connector highway, the ministry recently completed a review of the possible Horne Lake Connector to look at options for an alternate access to Port Alberni. This report provides an overview of various routes, traffic and travel pattern assessment, and economic analysis and cost/benefit information.



.../2

Ministry of Transportation
and Infrastructure

Office of the Minister

Mailing Address:
Parliament Buildings
Victoria BC V8V 1X4

The report estimates the updated capital costs for the alignment with the inclusion of truck climbing lanes would be \$65 million. Assuming the rate of traffic growth will continue to rise, the business case analysis concluded that construction and operation of a new route would not be cost-effective for 15 to 20 years. Accordingly, the ministry is not planning any further study of the proposed Horne Lake Connector in the 2013 budget or the next five-year capital plan. The analysis supports the continued use of Highway 4 as a safe and reliable corridor between Port Alberni and Highway 19, as this route is capable of supporting general and commercial traffic growth that could arise from economic development activities in the region.

Renee Mounteney, District Manager for Vancouver Island, is committed to meeting with the Alberni Valley Regional Transportation Committee and will be in touch to discuss the report findings. Should you have any further comments or concerns in the meantime, please do not hesitate to contact her at 250 208-8876 or by e-mail at Renee.Mounteney@gov.bc.ca.

Thank you for taking the time to write.

Sincerely,



Mary Polak
Minister

Copy to: Premier Christy Clark

Honourable Pat Bell
Minister of Jobs, Tourism and Skills Training and
Minister Responsible for Labour
MLA, Prince George-Mackenzie

Lisa Gow, Executive Director
Pacific Gateway Branch

Renee Mounteney, District Manager
Vancouver Island



JAN 11 2013

Zoran Knezevic, Port Manager and CEO
Port Alberni Port Authority
2750 Harbour Road
Port Alberni BC V9Y 7X2

Reference: 213792

Dear Zoran Knezevic:

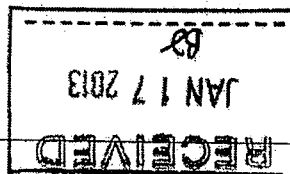
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.../2

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Bianca Filipchuk

From: Darren DeLuca <dfdeluca@shaw.ca>
Date: January-14-13 10:41 PM
To: 'Wendy Thomson'
Cc: Bianca Filipchuk
Subject: RE: Appointment to PAPA Transportation Committee

Thanks Wendy..

From: Wendy Thomson [<mailto:wendy.thomson@acrd.bc.ca>]
Sent: January 14, 2013 9:39 AM
To: 'Darren DeLuca'
Subject: Appointment to PAPA Transportation Committee

Hi Darren,

Just a quick note to advise the at the ACRD Board of Directors appointed Director Mike Kokura to the PAPA Transportation Committee. The following is contact information for Director Kokura:

Mike Kokura
6894 Elstow Road
Port Alberni, BC
V9Y 8T9
Phone/Fax: (250) 724-0696
mikokokura@shaw.ca

W.

Wendy Thomson,
Manager of Administrative Services
Alberni-Clayoquot Regional District
Phone: (250) 720-2706
Fax: (250) 723-1327

This email is confidential and may be privileged. Any use of this email by an unintended recipient is prohibited. If you receive this email in error please notify me immediately and delete it.



Alberni-Clayoquot Regional District

MINUTES OF THE HIGHWAY CONNECTOR COMMITTEE MEETING HELD ON THURSDAY, NOVEMBER 15, 2012

Regional District Board Room, 3008 Fifth Avenue, Port Alberni, BC

MEMBERS

Cindy Solda, Chairperson, Alberni-Clayoquot Regional District

PRESENT:

Bill Irving, Mayor, District of Ucluelet

Mike Kokura, Director, Alberni-Clayoquot Regional District

Gary Haggard, Member at Large

Randy Orr, Island Timberlands

Neil Malbon, Alberni Valley Chamber of Commerce

Bob Kanngiesser, Member at Large

Darren Deluca, Port Alberni Port Authority

Bob Cole, Alberni Valley Chamber of Commerce

OTHERS

Rob Cole, Councillor, City of Port Alberni

PRESENT:

Jack McLeman, Councillor, City of Port Alberni

Ron Crema, Port Alberni Port Authority

Dianne St. Jacques, Port Alberni Port Authority

Ken Watson, City Manager, City of Port Alberni

Guy Cicon, Engineer, City of Port Alberni

REGRETS:

Pat Deakin, Economic Development Officer, City of Port Alberni

Gillian Trumper, Port Alberni Port Authority

Mike Newton, R.F. Binnie & Associates

STAFF PRESENT: Wendy Thomson, Manager of Administrative Services

1. CALL TO ORDER

The Chairperson called the meeting to order at 2:00 pm

2. PETITIONS, DELEGATIONS & PRESENTATIONS

- a. **Mr. Darren Deluca, Director, Port Alberni Port Authority regarding overview of Port Alberni Port Authority's Transportation Committee.**

MOVED: B. Kanngiesser

SECONDED: B. Cole

THAT Mr. Deluca, Port Alberni Port Authority (PAPA) be invited to address the Alberni-Clayoquot Regional District Highway Connector Committee.

CARRIED

Mr. Deluca conducted a power point presentation (attached) on the Alberni Valley Transportation Committee developed by the PAPA. The PAPA identified the need for improved road access to Port terminals to achieve it's mandate and address potential concerns of citizens about Port operation. Due to the shared economic, regional and cross-jurisdictional issues related to transportation, a cross-section of governments and agencies were invited to work with the Port on improving road infrastructure. The purpose of the Committee is to support and advocate for improved highway and road access to Port Alberni, and the Port's deep sea shipping terminals. Mr. Deluca provided an overview of the 3 new links in the proposed road network connecting Port terminals to Highway 19. He discussed the 3 options and key findings for the Highway 19 connector.

Mr. Deluca provided a brief overview of the proposed Ring Road bypass route to divert heavier truck traffic off Redford Street and Anderson Avenue by establishing a road corridor from Coombs Country Candy Store to Ship Creek Road. The ACRD has retained R. F. Binne & Associates to examine routes including costs estimates, design issues, benefits and challenges. The report should be completed by the end of January. Mr. Deluca answered questions from the Committee.

G. Cicon, Engineer, City of Port Alberni reported that the City has commissioned Stantec Engineering to conduct a detailed review of a segment of Harbour Road. He discussed the challenges including required negotiations with private land owners.

The Committee discussed the three proposed Highway 19 connector options and the issues faced with each. There was discussion regarding the need to go to the Province with one request, not several different options for a highway connector. The ring road is a short term project and connectivity to the Island Highway is a long term project. The Committee agreed the one ask to the Province should be a connector highway. An economic impact study of a new highway connector is required outlining the benefits to the entire region, including First Nations communities. There was discussion regarding funding options to develop an economic impact study.

The Committee discussed the need for coordination between the ACRD Highway Connector Committee and the PAPA Transportation Committee.

The Committee discussed the next steps moving forward and which Committee should take the lead role. Both organizations have capacity issues. It was agreed that both Committee's have a role and need to keep going.

3. CORRESPONDENCE FOR ACTION/INFORMATION

- a. **October 11, 2012, Port Alberni Port Authority News Release regarding Connector Highway Studies.**

MOVED: M. Kokura
SECONDED: B. Cole

THAT this correspondence be received.

CARRIED

4. REPORTS

- a. **Ring Road – Highway 4 to Ship Creek Road Proposal from R.F. Binnie & Associates**

MOVED: B. Cole
SECONDED: M. Kokura

THAT the Highway Connector Committee receives the Ring Road – Highway 4 to Ship Creek Road Proposal from R. F. Binnie & Associates.

CARRIED

5. OTHER BUSINESS

- a. The Committee discussed the role and structure of the ACRD's Highway Connector Committee and the PAPA's Transportation Committee. The ACRD Highway Connector Committee hasn't met in a couple of years. The Terms of Reference and representation on the Committee needs to be updated by the ACRD Board.

6. NEW BUSINESS

- a. B. Irving recommended talking to the Ministry of Transportation regarding conducting an economic impact study and what is required. He suggested visiting the Ministry's website to find out what the requirements are in order for the Ministry to conduct the study.

7. ADJOURN

MOVED: D. Deluca
SECONDED: B. Cole

THAT this meeting be adjourned at 3:50 pm.

CARRIED

Certified Correct:

Cindy Solda,
Chairperson

Wendy Thomson,
Manager of Administrative Services

11

12

13

14

Alberni Valley Transportation Committee



Progress Report
November 15, 2012

History of the Committee

- The Port Alberni Port Authority identified the need for improved road access to Port terminals to achieve its mandate and address potential concerns of citizens about Port operations
- Due to the shared economic, regional and cross-jurisdictional issues related to transportation, a cross-section of governments and agencies were invited to work with the Port on improving road infrastructure
- The committee's purpose is to support and advocate for improved highway and road access to Port Alberni, and the Port's deep sea shipping terminals

Committee Members

- Darren DeLuca – Port Alberni Port Authority (Chair)
- Gillian Trumper - Port Alberni Port Authority
- Dianne St. Jacques - Port Alberni Port Authority
- Glen Wong - Alberni Clayoquot Regional District
- Mike Kokura – Alberni Clayoquot Regional District
- Rob Cole – City of Port Alberni
- Jack McLennan – City of Port Alberni
- Bob Cole – Alberni Valley Chamber of Commerce
- Paula Petersen - Alberni Valley Chamber of Commerce
- Cindy Stern – Tseshaht First Nation (observer)
- Brenda Sayers – Hupacasath First Nation (observer)

-

Proposed Road Network

There are 3 new links in the proposed road network connecting Port terminals to Highway 19

- I. A new Port Alberni to Highway 19 connector highway (PAPA lead)
- II. A Highway 4 to Ship Creek Road via a bypass 'ring road' (ACRD lead)
- III. An industrial road connecting Ship Creek Road, Harbour Road and lower Redford Street (CPA lead)

Port Alberni to Highway 19 via Horne Lake

Option A - An improved Horne Lake route traversing from the Candy Store via Lacey Lake and the north shore of Horne Lake

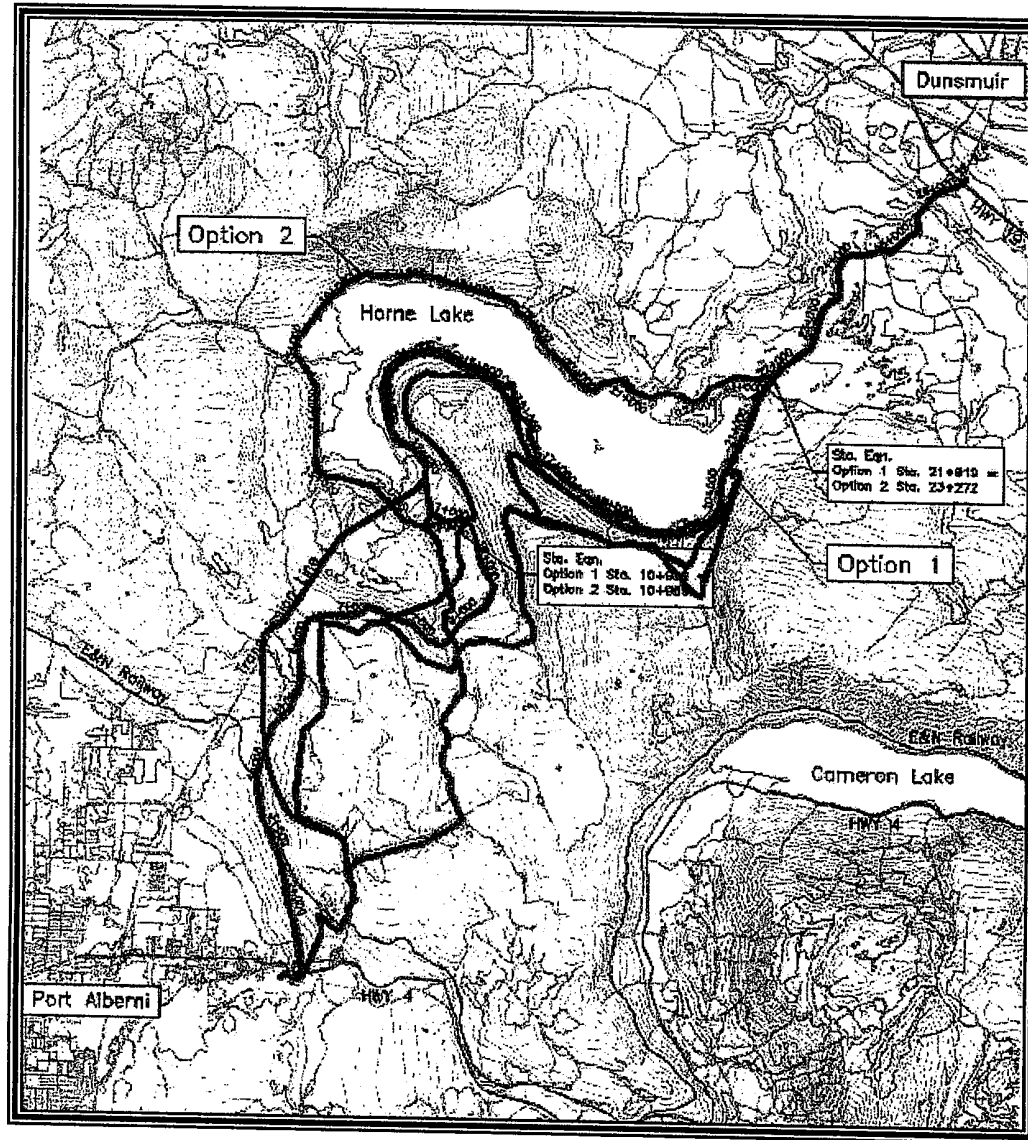
Key Findings

- A route was identified that meets MoTI standards for 80km/hr highway
- A 27 km route with 21 minute travel time
- Estimated Cost \$50 million

Challenges

- The route goes very close to the Lacey Lake / Cherry Creek Watershed reservoir
- Negative impacts to the Horne Lake cabin owners on Horne Lake
- Potential geotech issues along north shore of Horne Lake

Original MoTI options



Port Alberni to Highway 19 via Horne Lake/Haggard hybrid route

Option B - A hybrid route connecting the Horne Lake route to the Haggard route via a Lacey Lake coupler

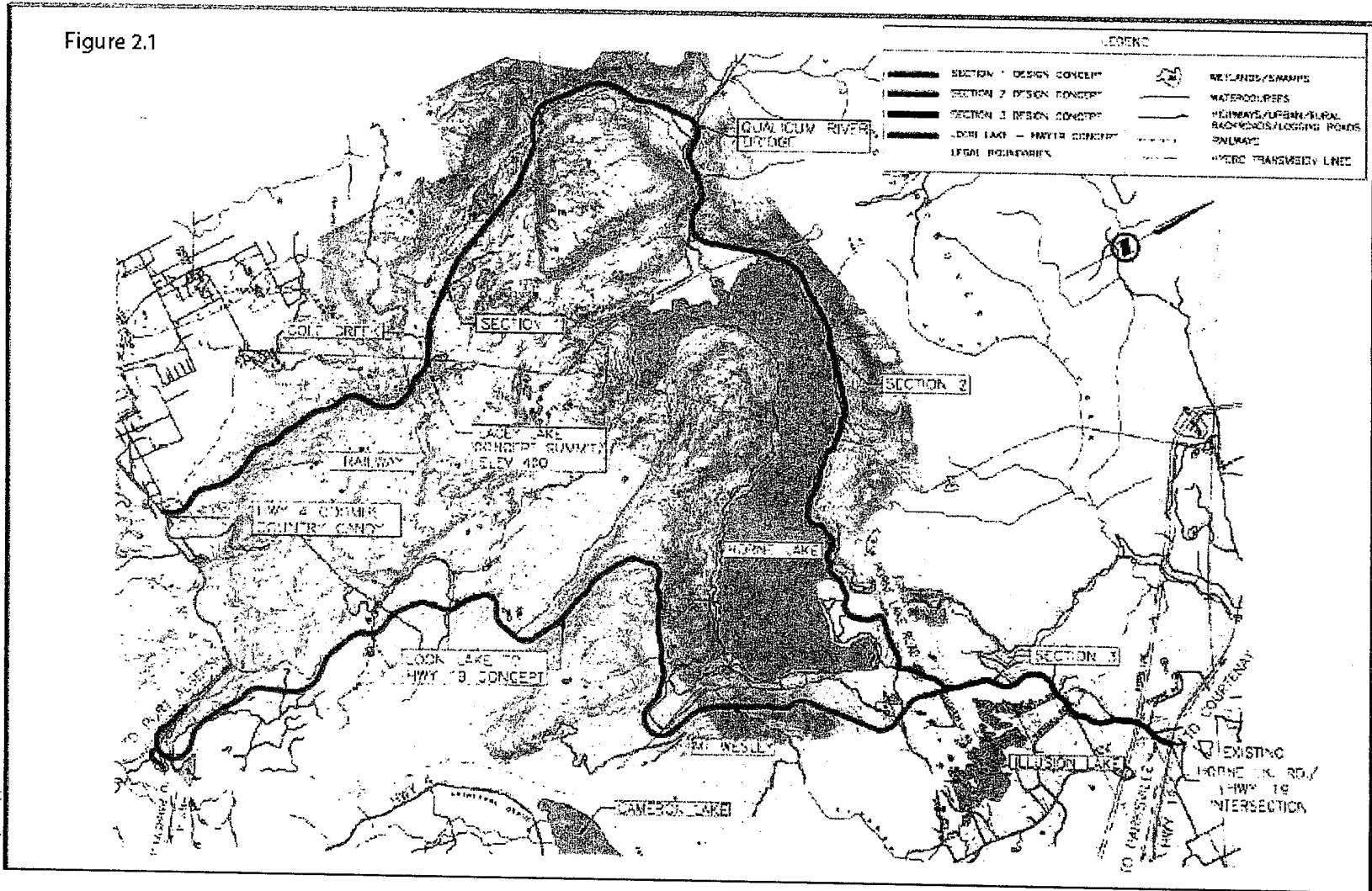
Key Findings

- Route identified that meets MoTI standards for 80km/hr highway
- A 25 km route with 19 minutes travel time
- Estimated cost \$73 million

Challenges

- The route goes very close to Lacey Lake / Cherry Creek Watershed reservoir
- Highest cost option

Figure 2.1



2012 MoTI Urban Systems Report

**MoTI-commissioned report to identify preferred route
and cost/benefit assessment**

Key Findings

- Current Highway 4 traffic count was 10,000 vehicles per day potentially growing to over 12,500
- Truck traffic was estimated to grow from 300 to potentially 650 trucks per day
- Report identified Haggard route as preferred route
- Diversion to Haggard route was estimated at 43%
- Report concluded that it would be 25 years until a new route was cost effective and that existing Highway 4 route was **'a safe and reliable corridor... capable of supporting general and commercial traffic growth that could arise from economic development activities in the region.'**

ACRD Haggard Connector

Option C – the 2007 ACRD commissioned route from the Highway 4 summit to Highway 19.

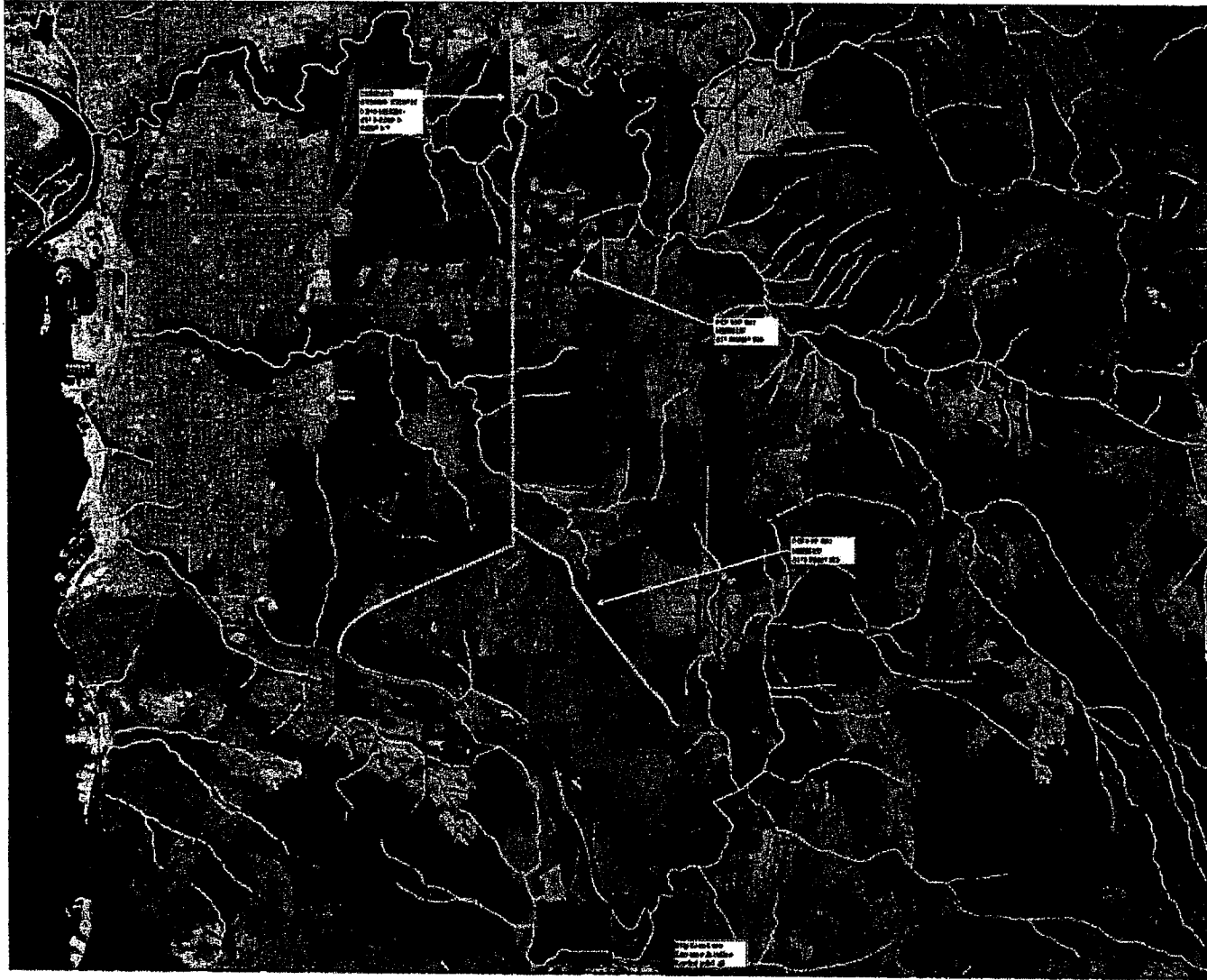
Key Findings

- Route identified that meets MoTI standards for 80km/hr highway
- A 20 km route and 17 minute travel time from the summit
- Estimated Cost \$65 million

Challenges

- Elevation of 512 meters negatively effects winter driving conditions
- Significant amounts of private lands involved

Potential Routes



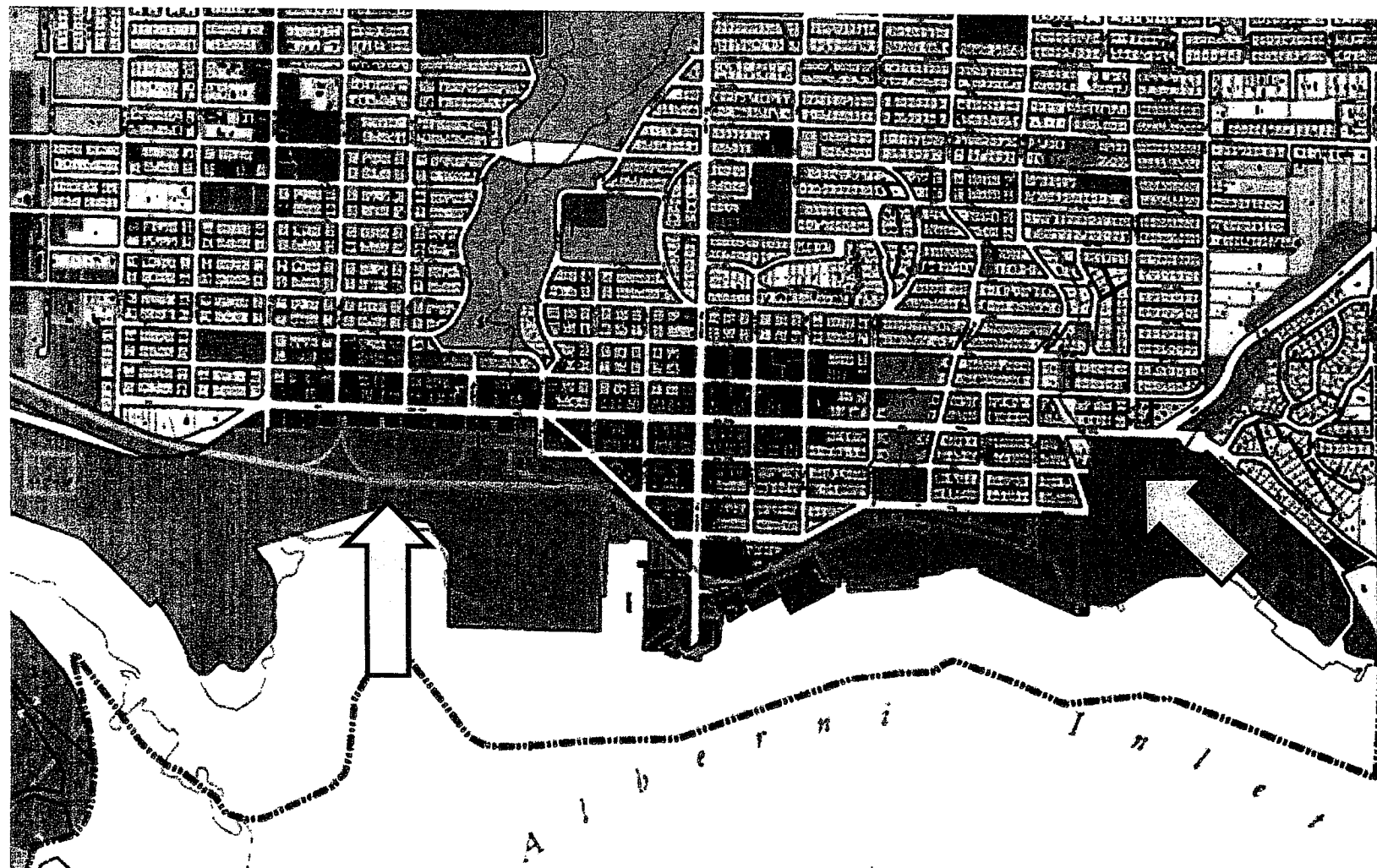
The 'Ring Road'

A proposed bypass route to divert heavy truck traffic off Redford Street and Anderson Avenue by establishing a road corridor from the Candy Store to Ship Creek Road

Status

- ACRD has retained Binnie to examine routes including cost estimates, design issues, benefits and challenges
- Report due January 31, 2013

Harbour Road



Harbour Road Industrial Road

A route from the base of Ship Creek Road transiting along the waterfront past the Port terminals to the bottom of Redford Street

Status

- City of Port Alberni engaged in engineering reports to assess project
- Negotiations required with Catalyst and APD mills for land acquisition

Next Steps

- Complete Ring Road report and assess options
- Identify preferred option for connector route
- Identify funding to complete Preliminary Design Studies that further defines costs, design options, geotechnical, environmental and property constraints
- Lobby governments to include highway connector and ring road in budget for 5-yr capital plan

Next
Dinnise
Oct/2012 / Long Lake Capital
Reports (2)

THREE REPORTS WERE ATTACHED. ALL NOW PUBLIC INFORMATION.

DOWNLOAD AT:

Oct 2012 Horne Lake/Lacey Lake/Coupler reports (2 reports)

And

Ministry of Transportation July 2012 Horne Lake Study

<http://www.vifreightbyrail.ca/history-of-new-highways-on-central-vancouver-island/>

Bianca Filipchuk

From: Livolsi, Patrick C TRAN:EX <Patrick.Livolsi@gov.bc.ca>
Date: July-28-12 12:40 PM
To: dfdeluca@shaw.ca
Cc: Pedersen, Kirsten TRAN:EX
Subject: Horne Lake Connector

Darren

I was just made aware that I may have mistakenly copied you on my last email to Kirsten on the Horne Lake Connector. As you can probably tell from the informal language used, the email was meant to be between Kirsten and myself.

Given that you have received it, I wanted to more formally clarify the intent of the email.

When it comes to roadway planning, operations and maintenance, the District through Kirsten's group is the primary group responsible and accountable for everything to do with MOTI roadways. With respect to alternate corridors such as the Horne lake Connector, they will always be the lead on the initiative within the ministry and use regional and external resources as necessary to do further analysis and design work to ensure they are well informed on the issues.

The district makes recommendations and decisions within the ministry for developing future transportation plans and then these go to the region and HQ to program provincially taking into consideration the other competing provincial priorities based on sound business cases.

The intent of the email was to ensure that the Alberni Connector group understand that they need to work through our District first to determine the viability of the initiative. As the study has just been completed and sent to you, I would see that the next step is to have Kirsten and our technical staff walk through the ministry study with you and answer any questions you may have, and have a discussion on where we go from here.

I understand that you may want to meet with our senior executive on this, however they would want to know that you have been working with the District first and foremost and then they would be seeking the advice of the District in any discussions.

I trust this helps in understanding where we need to go from here. I look forward to our meeting with the Alberni Connector group in September to follow up on our review and answer any questions on the analysis and discuss future direction.

Sincerely,

Patrick C. Livolsi, P. Eng.
Regional Director

Bianca Filipchuk

From: Livolsi, Patrick C TRAN:EX <Patrick.Livolsi@gov.bc.ca>
Sent: July-27-12 11:37 PM
To: Pedersen, Kirsten TRAN:EX; dfdeluca@shaw.ca
Subject: Re: Final report on Horne Lake Connector proposal

Kirsten

I would prefer that we focus mr dellucca and his group to the district and would suggest that we recommend that the next meeting is with you and the technical staff to go over any questions they may have on this - I would like to try to get them away from dave and Dave recognizing in the end they may choose to go around us but the authority for proceeding any further primarily rests with you and I.

Thanks Kirsten!

Patrick

From: Pedersen, Kirsten TRAN:EX
Sent: Friday, July 27, 2012 10:22 PM
To: 'Darren DeLuca' <dfdeluca@shaw.ca>
Cc: Livolsi, Patrick C TRAN:EX
Subject: RE: Final report on Horne Lake Connector proposal

Hello Mr. DeLuca, please be assured that the ministry has been actively working on the report over the past several months. The analyses based on the modelling work performed by Urban Systems has been completed within the last month. I will be back in touch next week regarding the ring road proposal.

I will also advise Dave Duncan's office of your meeting request with him and Grant Main. Either myself or someone from Dave's office will be in touch with you shortly. You are of course also welcome to contact Dave's office directly, whichever approach you prefer.

Thanks again and have a good weekend as well.

Kirsten

From: Darren DeLuca [mailto:dfdeluca@shaw.ca]
Sent: Friday, July 27, 2012 4:11 PM
To: Pedersen, Kirsten TRAN:EX
Cc: Livolsi, Patrick C TRAN:EX; bobcole@shaw.ca; Paula Petersen - home; gtrumper@shaw.ca; saints@alberni.net; cstern@tshaht.com; sayersbrenda@hotmail.com; glwong@telus.net; Jack McLeman; rob@islandtimebt.com; mikekokura@shaw.ca; donferster@shaw.ca; Zoran Knezevic; David McCormick
Subject: FW: Final report on Horne Lake Connector proposal

Hello Kirsten,

Thank you, I am forwarding the report to the rest of the committee members. Please understand that we are not upset about the accidental release, more that the report has been sitting on someone's computer while we have been waiting patiently and facing a time constraint. As you may know, our community is struggling with economic stagnation with the latest census data indicating a 1% population growth over the past ten years – seriously, a .1% per year growth rate for

a decade is not acceptable to us and should not be acceptable to government. It is no surprise that your report has come to the same conclusion.

Respecting the route selected, has your consultant taken in to consideration the ring road proposal that starts at the Dry Store and terminates at Ship Creek Road? Island Timberlands does not support using the Cameron Connector as an industrial by-pass road.

We would like to schedule a meeting with yourself, DM Grant Main, ADM Dave Duncan and whomever else you would feel is appropriate to discuss the highway project. We would like to meet in Victoria in mid-September. Would you like to coordinate the meeting or should I?

Enjoy your weekend, I hope it goes better than your Thursday!

Regards,

Darren DeLuca

From: Pedersen, Kirsten TRAN:EX [mailto:Kirsten.Pedersen@gov.bc.ca]

Sent: July 27, 2012 2:49 PM

To: 'Darren DeLuca'

Cc: Livolsi, Patrick C TRAN:EX

Subject: RE: Final report on Horne Lake Connector proposal

Thank you Mr. DeLuca for your email. As promised, I am sending along the final report of the ministry's Horne Lake Connector Updated Assessment. The report reviewed all previous alignments developed and identified the Alberni-Quot Regional District (ACRD) alignment from 2007 with truck climbing lanes to have the best potential. The updated capital costs for the ACRD alignment with truck climbing lanes was estimates by Urban Systems to be \$65 Million in 2012 dollars. Assuming continued traffic growth rates, the business case analysis concluded that construction and operation of a new route would not be cost effective for 15 to 20 years.

While this report will be posted on the ministry's website later today, I wanted to ensure your group was provided with a copy of the final document first. My apologies again for the very unfortunate set of circumstances of yesterday. Thank you for indicating your availability to meet about the report in September. We will be in touch shortly to firm up a date for that discussion to take place and we very much look forward to meeting again with your group.

Kirsten Pedersen

From: Darren DeLuca [mailto:dfdeluca@shaw.ca]

Sent: Thursday, July 26, 2012 8:45 PM

To: Pedersen, Kirsten TRAN:EX

Cc: Livolsi, Patrick C TRAN:EX; bobcole@shaw.ca; gtrumper@shaw.ca; saints@alberni.net; cstern@tseshaht.com; glwong@telus.net; Jack McLeman; rob@islandtimebt.com; Paula Petersen - home; donferster@shaw.ca; Zoran Knezevic; mikekokura@shaw.ca

Subject: RE: Final report on Horne Lake Connector proposal

Hello Kirsten,

I am happy to pass your comments along to the rest of the committee. It is unfortunate that your report was not ready for committee meeting this morning as we have been waiting on it, we look forward to seeing it tomorrow.

Your reports statement that *"the cost of the new route significantly exceeds benefits that would be derived from the new route. Assuming continued traffic growth rates a B/C greater than 1 will likely not be achieved for 15 to 20 year"* echoes what we have been saying all along, that the region suffers from lack of growth, and will for the next 15 to 20 years without an investment in transportation infrastructure. We are interested in what new or existing route has been chosen as the preferred route, and what the estimated costs are, as it was the primary purpose of the report.

Our committee will not be meeting again until after Labour Day so if you would like to schedule a meeting in September to discuss your report we would be happy to meet with you.

Regards,

Darren DeLuca

-----Original Message-----

From: Pedersen, Kirsten TRAN:EX [<mailto:Kirsten.Pedersen@gov.bc.ca>]

Sent: July 26, 2012 6:20 PM

To: 'Darren DeLuca'

Cc: Livolsi, Patrick C TRAN:EX

Subject: Final report on Horne Lake Connector proposal

My apologies again Mr. DeLuca, for the inadvertent release today of the draft updated assessment of the Horne Lake Connector proposal. If you could please pass on my apologies to the rest of the committee members. I have contacted the individual who was provided with the draft report, by an unfortunate and unintentional error on the part of a junior staff member, and asked him to delete the report and refrain from any further public disclosure of its contents.

As discussed on the phone, you will be provided with a copy of the final report by end of day tomorrow. My deepest apologies again for this extremely unfortunate set of circumstances.

Kirsten Pedersen

Transportation Committee
July 26, 2012 @ Chamber of Commerce

Attendance:

- Darren DeLuca (PAPA) – Cmte Chair
- Don Ferster (PAPA)
- Gillian Trumper (PAPA)
- Dave McCormick (PAPA)
- Cindy Stern (Tseshah First Nation)
- Dianne St. Jacques (PAPA)
- Rob Cole (City Councillor)
- Jack McLeman (City Councilor)
- Bob Cole (Chamber of Commerce Director)
- Glen Wong (ACRD Director)
- Brenda Sayers (Hupacasath First Nation)

1. Member Updates

Glen Wong: Meeting with Premier

- Discussed ring road, connector and Gateway initiative
- Premiered discussed coal and potential for development of 12 other mine sites being explored north of Campbell river as potential users of a new highway and the Port
- Key message is to build the business case for the connector and how the Port can support mainland ports and not compete with them with respect to distribution centre / Gateway ideas
- Noted also that Ucluelet Mayor Irving met with MOT officials yesterday to discuss need for Hwy 4 improvements from Port Alberni to Ucluelet/Tofino and that he supports Alberni Connector highway

Jack McLeman: SRY / ICF meeting

- SRY told the group in attendance that if there is a project and a business case to support upgrades of the rail to Alberni then they would support
- SRY pushed back for rail to be the ask of government from the transportation committee and not a highway
- Glen Wong advised Graham Bruce would soon be coming to ACRD meeting to make a push for public funding of rail upgrades throughout the island

2. Binnie Report

- Found different route on the north side of Horne Lake
 - This route runs close to Lacey Lake and Horne Lake watersheds
 - Also goes through heart of Horne Lake residents
 - Potential high social impact and potential environmental impacts
 - Some geotechnical concerns, need for a substantive bridge and rail crossing
 - This route could also face significant contrary political pressure from influential Horne Lake residents
- Given identified issues need to look at other routes that are near or connect the Lacey Lake route to the Haggard Connector route → this study would cost another \$6500
- PAPA has paid for other studies to dates and board would need to consider this further funding request but PAPA asks others on the committee to start thinking about their contributions
- Need feedback from Ministry of Transportation (MOT) sooner rather than later to see if the initiative and investments are gaining positive traction and that there would be actual, real, support from MOT to contribute

- To get greater traction it is important to start talking to the Assistant Deputy Minister and Regional Director level in order to get the push on the bureaucrats at the lower levels
- Committee needs to thinking about its business case and how Island Timberlands can support
- In order to continue with studies, business case, etc the ACRD has staff looking into potential for funding through Infrastructure Grants

3. Ring Road

- IT wants the ring road to limit impact to their private lands
- PAPA wants to hand off the ring road portion to the City and ACRD → Wong reported the Mayor has been in discussions with IT on a regular basis about ring road and suggested the mayor should be involved in the committee
- Wong advised there may be Gas Tax funds available to be invested in a ring road IF there is a proven business case

4. MOT Meeting

- When? With what info? Next Steps?
- Need a business case, modeled alternate routes, determine the specific ask to present
- Need to start working now to request a meeting prior to UBCM in September and as this government starts to wind down and transition to election mode in October while simultaneously working on the business case and routes, etc
- PAPA's Economic Impact Study may assist if can get an interim or draft report prior to final being expected in October
- Committee needs to find resources to develop a business case and construction details that can be handed off to MOT in order to get project adopted into Province's 5-year Capital Plan
- Focus the business case on: Safety, health, small business development and NOT based on prospective projects and heavy industry development

5. Communications

- Committee sought feedback from Dave with respect to best approach to communications
- Advice given and accepted is:
 - a) Develop clear message
 - b) Stay on message
 - c) Lead your on message (be proactive with media and community)
 - d) Don't get into "tit for tat" responses to every critic and critique
 - e) Designate a spokesperson
- Also – need to be prepared and have broad ranging support
- Communications Strategy to be developed. Dave advised strategy needs to be founded on the Committee's:
 - a) Purpose
 - b) Roles
 - c) Goals
- Board discussed Darren as spokesperson with Dave as back-up OR as the spokesperson and to have Dave develop the Strategy → PAPA must determine if resources and desire to support this

6. Next Steps

- As discussed above

Dave McCormick, MBA, Manager of Property and Community Relations

July 25/12

PORT ALBERNI PORT AUTHORITY
TRANSPORTATION COMMITTEE BRIEFING NOTE

- The Port Alberni Port Authority has been actively investigating improved transportation links to Port facilities for the past 12 months.
- Our focus has been primarily on the highway bottleneck restricting the flow of goods to the Port, and our role in the Asia Pacific Gateway program.
- The Port worked independently for a period of time and then recently approached local governments and first nations to assess their interest in forming a regional transportation committee.
- Membership includes Port Authority, City of Port Alberni, Alberni Clayoquot Regional District, and the Alberni Valley Chamber of Commerce
- The committee has met with the Ministry of Transportation to review the two previously proposed routes from Highway 19 to Port Alberni - Horne Lake (2002) and Haggard (2008) - and have requested that the ministry identify the preferred route from an engineering perspective.
- The Port has also commissioned an independent review of route options due to a perceived lack of support from MOT for a new connector highway.
- The committee recognizes as a whole that it is in the long term interest of Port Alberni to identify an industrial bypass route to access port terminals and divert as much traffic as possible from the downtown core.
- The actual bypass route would be dependent on the route chosen for a new highway 4 connector and its terminus.
- The bypass options relate to routes from the top of the hump down Cameron Main to Ship Creek or an as yet undesignated route closer to town. In both cases the land is private and requires discussions with the landowners.
- Raven Coal CEO John Tapics has been briefed on the transportation options and expressed a willingness to work with the committee in the event his project receives EA approval, including contributing to costs.

PORT ALBERNI PORT AUTHORITY
TRANSPORTATION COMMITTEE BRIEFING NOTE

- Mr. Tapics sees potential to reduce trucking costs, greenhouse gasses and address community concerns about trucking coal.
- Mr. Tapics also noted that if the new highway were to be built, the Raven mine would be about 60 km from Alberni and that construction and production jobs could be available to Alberni residents.
- Committee chair has done media interviews with VI Business Examiner (Dec 2011), AV Times (June 19), and CBC Radio Victoria (June 23).
- Letters sent to City, Regional District, First Nations and Chamber providing updates
- Public consultation is pending MOT and independent consultant providing preferred route information.
- No cost estimates available until preferred route is confirmed.

Transportation Committee Members

Darren DeLuca, Chair	Port Alberni Port Authority
Gillian Trumper	Port Alberni Port Authority
Dianne St Jacques	Port Alberni Port Authority
Rob Cole	City of Port Alberni
Jack McLennan	City of Port Alberni
Mike Kokura	Alberni Clayoquot Regional District
Glen Wong	Alberni Clayoquot Regional District
Bob Cole	Alberni Valley Chamber of Commerce
Paula Petersen	Alberni Valley Chamber of Commerce
Cindy Stern (observer)	Tseshah First Nation



July 24, 2012

Darren DeLuca, Director
Port Alberni Port Authority
2750 Harbour Road
Port Alberni, BC V9Y 7X2

Reference: 204675

Re: Port Alberni Highway Access

Dear Darren:

Thank you for your letter of June 19, 2012, expressing the Port Alberni Port Authority's continued support for a new connector highway between Port Alberni and Highway 19. I appreciated the opportunity to meet with you and other members of the Alberni Valley Regional Transportation Committee last September, and I am pleased to hear that subsequent meetings with ministry staff have been productive.

I am advised that ministry staff are working to update an earlier engineering assessment of the Horne Lake Connector proposal, as committed to in a meeting with your committee in November 2011. The analysis should be complete by the end of the summer and will provide an overview of routes, including the identification of the best alignment, an updated traffic and travel pattern assessment, and economic analysis and benefit/cost information on the best route.

Kirsten Pedersen, the ministry's Executive Director and District Manager for the Vancouver Island District, will be in touch with you once this work is complete to arrange a meeting with members of the Alberni Valley Regional Transportation Committee to discuss the findings. I am glad to see you copied her on your letter to me.

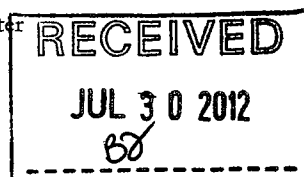
In the meantime, should you have any concerns about these matters, please do not hesitate to contact Ms. Pedersen at 250 751-3282 or by e-mail at Kirsten.Pedersen@gov.bc.ca, as she would be pleased to assist you.

The ministry is also aware of the City of Port Alberni's proposal to construct truck routes along its eastern and western boundaries to bypass the many residential neighbourhoods serviced by the current network of city roads. We recognize the importance of such a project to the local trucking industry and economy, and ministry staff would be pleased to assist the City in reviewing bypass options as they proceed with this planning work.

.../2

Ministry of Transportation
and Infrastructure

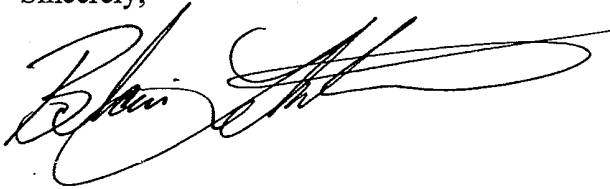
Office of the Minister



Mailing Address:
Parliament Buildings
Victoria BC V8V 1X4

Thank you again for taking the time to write.

Sincerely,

A handwritten signature in black ink, appearing to read 'Blair Lekstrom', with a long horizontal flourish extending to the right.

Blair Lekstrom
Minister

Copy to: Premier Christy Clark

Honourable Pat Bell
Minister of Jobs, Tourism and Innovation
MLA, Prince George-Mackenzie

Honourable Ida Chong
Minister of Community, Sport and Cultural Development
MLA, Oak Bay-Gordon Head

Honourable Don McRae
Minister of Agriculture
MLA, Comox Valley

Grant Main
Deputy Minister

Kirsten Pedersen, District Manager
Vancouver Island

Bianca Filipchuk

From: Darren DeLuca <dfdeluca@shaw.ca>
t: September-26-12 11:02 PM
To: Bianca Filipchuk
Subject: FW: Alternate route through Horne Lake

From: Murray Hamilton, Horne Lake Recreation Management Ltd. [mailto:murrayhamilton@shaw.ca]
Sent: July 24, 2012 2:04 PM
To: 'Darren DeLuca'
Subject: RE: Alternate route through Horne Lake

Hi Darren

Thank you for getting back to me. I would appreciate receiving a copy of the report when it is available. It would be great to meet in person to discuss this further. Maybe a meeting at Horne Lake and I can show you the proposed routes that are included in the reports. You may find that helpful if you haven't see the routes on the ground and in relation to the Horne Lake Community.

When this topic was active in 2008, Horne Lake strata council representatives met with members of the Alberni Clayoquot Regional District committee including Haria Chopra, Bob Harper, Mayor Dianne St. Jacques, and Mike Kokura at my cottage at Horne Lake regarding the proposed RF Binnie Haggard connector. It appeared to be an eye opener for them as they were unaware of how the proposed route would impact the community.

at meeting Strata President Ron Drewery explained the strata owner's position as outlined below.

Horne Lake is an off the grid recreational community and the proposed highway does not fit within the mandate of our owners. Our Mission Statement, adopted by our owners

"The Horne Lake Community is committed to a safe, pristine/natural, family oriented, recreational area that embraces sustainable environmental stewardship"

In 2002 over 350 cottage owners purchased their recreational lots and 3200 acres of private managed forestlands that surround the lake and their cottages. They bought the additional land to protect and have control over their environment. About 4 kms of the proposed route crosses through our private lands.

The proposed route is very close and to and directly above over 130 residences, and in direct view of almost all of our 400 residences. The noise from all types of vehicles echoing through the lake valley, either climbing a mountain or coming down a mountain 24 hours a day, 7 days a week is not in the best interest of the Horne Lake Residents and does not fit in with our community plan.

It would seem that the proposed route is going in the wrong direction to serve the Alberni Clayoquot residents and their visitors. If a new route is built it should be directed to the south to connect with the population and the transportation links. As your study shows, 85% of traffic comes from the south.

As a community we cannot support this route.

I would note that the ACRD committee met with representatives of the Spider Lake Community as well. Their reaction was similar to the Horne Lake Community. You may want to include the Spider Lake Community in your discussions.

Previously the strata had reviewed the ND, Lea 2002 proposal.

Option 1 along the south side of Horne Lake proposes to use South Lake Road, a private common property strata road as the base for the highway. South Lake road services about 200 strata lots with many driveways entrances. The posted speed is 40 kph where there are not cottages and reduced to much less when driving by the cottages that front onto South Lake Road due to driveway, pedestrians and the proximity to cottages and the resulting resident activities.

Option 2 along the north side proposes to use portions of Horne Lake Caves Road. This a public road, with over 100 cottages and driveway entrances and it services over 200 cottages. The posted speed is 50 kph, but requires drivers to drive much slower due to driveways, pedestrians and the proximity to cottages and resulting resident activities. In our opinion, neither Option 1 or 2 are viable options considering the current uses of this area.

Please let me know if you are interested to visit the Horne Lake Community and have seen on the ground the proposed routes. I would be pleased to show you and take you on a tour. You may find that helpful to understand our position.

I would appreciate being kept in the loop on any developments that come along and if possible notice of meetings that I would be able to attend as an observer.

Regards,

Murray Hamilton
Horne Lake Recreation Management Ltd.
719 Newcastle St., Parksville, B.C., V9P 1G1
Office: 250-951-0877 Fax: 250-951-0878
Email: murrayhamilton@shaw.ca

From: Darren DeLuca [<mailto:dfdeluca@shaw.ca>]
Sent: July 24, 2012 11:18 AM
To: 'Murray Hamilton, Horne Lake Recreation Management Ltd.'
Cc: Kevin Sommerville
Subject: RE: Alternate route through Horne Lake

Hello Murray,

The Regional Transportation Committee that the Port is chairing was struck in January 2012 to address the access and egress problems facing the Port Alberni community. The proposed Raven Coal project generated a lot of controversy respecting the ability of Highway 4 to facilitate any additional traffic and clearly identified that it was limiting factor in growth opportunities for the community or the Port regardless of the need – forestry, mining, tourism, health care, emergency preparedness, etc.

The committee is focussing its work on the two previous studies done for an alternate route, the ND Lea/Horne Lake study in 2002 and the RF Binnie/Haggard Connector Study in 2005. I have attached both of these studies here for your convenience. We have asked MOT and a private consultant to help identify a preferred route that would maximize safe and efficient travel while minimizing social and environmental factors. We hope to have a report back soon that we can share with the you.

Are there any specific issues that you would like us to be aware of? Are there benefits or concerns to either route? I would be pleased to meet with you if you are in Port Alberni in the near future. I am away on holiday July 28 to Aug 5th.

Regards,

Darren DeLuca

From: Murray Hamilton, Horne Lake Recreation Management Ltd. [<mailto:murrayhamilton@shaw.ca>]
Date: July 24, 2012 10:16 AM
To: dfdeluca@shaw.ca
Subject: Alternate route through Horne Lake

Dear Mr. DeLuca

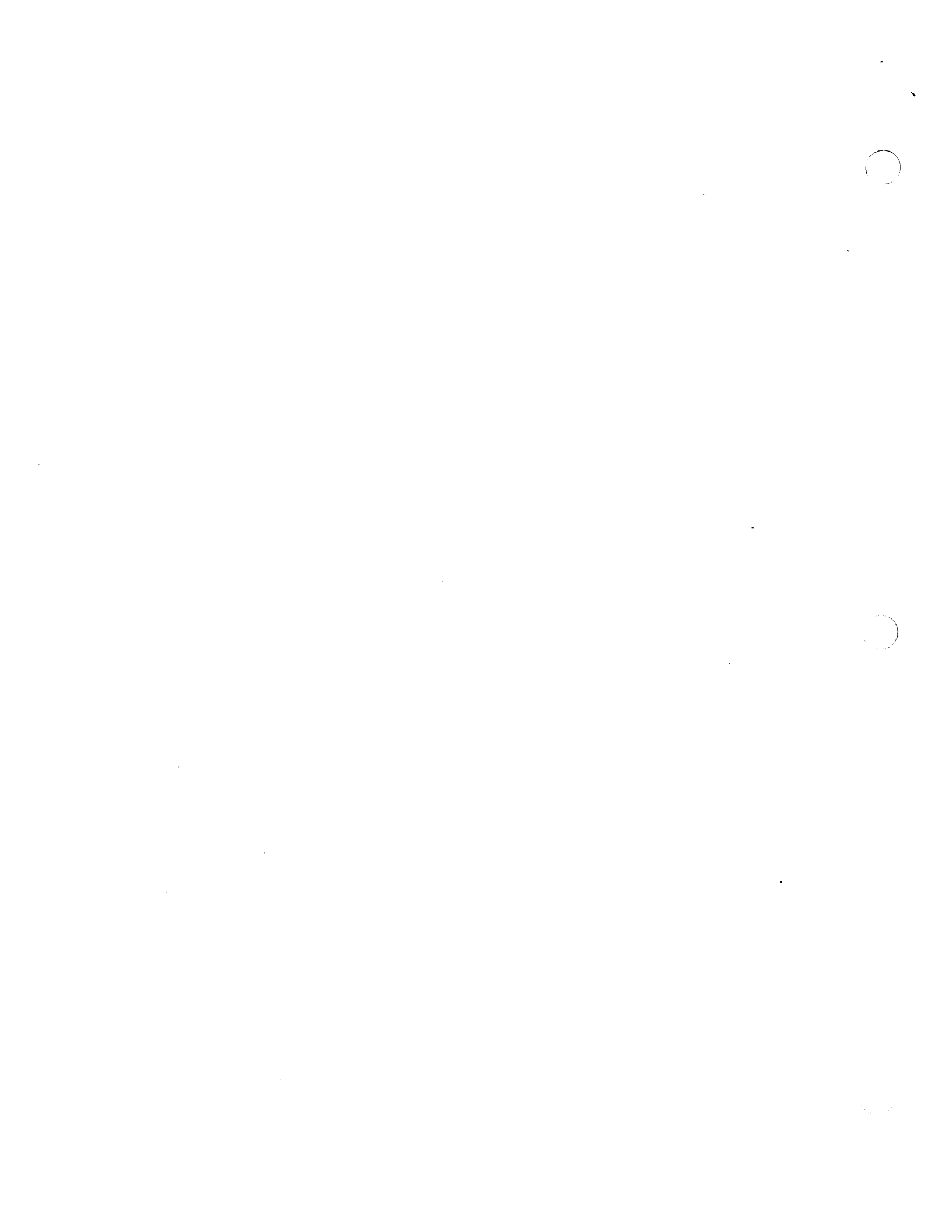
I am the Manager for the Horne Lake Community. We are a community of 400 recreational lakefront strata lots and the strata owns 3200 acres of adjacent forest lands in the Horne Lake valley.

I have been reading information from Port Alberni media regarding the development of a connector road between the Horne Lake exit on Highway 19 and Port Alberni. As this route would likely go through our lands we are very interested in what is being discussed or proposed. As I understand, the Port Authority, City of Port Alberni and the Regional District have been in discussions with Raven Coal about building an alternate route.

As the info that I am reading is from media and emails, which may only be telling part of the story, I would appreciate if you could clarify for me what is being discussed and forward any information or plans in regards to an alternate connector to Port Alberni.

I look forward to hearing from you.

Murray Hamilton
Horne Lake Recreation Management Ltd.
719 Newcastle St., Parksville, B.C., V9P 1G1
Office: 250-951-0877 Fax: 250-951-0878
Email: murrayhamilton@shaw.ca



June 19, 2012

Mr John Tapics
President and CEO
Compliance Energy Corporation
550- 800 West Pender Street
Vancouver BC V6C 2V6

Dear Mr. Tapics:

Thank you for taking the time to meet with members of the Alberni Valley Regional Transportation Committee on Tuesday. Your insights and information was quite helpful.

The Transportation Committee is led by the Port Alberni Port Authority and includes membership for the City of Port Alberni, Alberni Clayoquot Regional District, and Alberni Valley Chamber of Commerce, and includes observer status from the Tseshahat First Nation. The committee members are listed below:

Darren DeLuca	Port Alberni Port Authority
Gillian Trumper	Port Alberni Port Authority
Dianne St Jacques	Port Alberni Port Authority
Rob Cole	City of Port Alberni
Jack McLennan	City of Port Alberni
Mike Kokura	Alberni Clayoquot Regional District
Glen Wong	Alberni Clayoquot Regional District
Bob Cole	Alberni Valley Chamber of Commerce
Paula Petersen	Alberni Valley Chamber of Commerce
Cindy Stern (observer)	Tseshahat First Nation

The primary purpose of the committee is to lobby for a new Highway 4 general routed via Horne Lake to Highway 19, and to review and identify options for an industrial route to divert unnecessary traffic away from the Port Alberni inner core.

We intend to follow closely the Raven Coal EA process as we continue to pursue a new connector highway and ring road to service the Alberni Valley and Port Alberni Port Authority port facilities. Due to our common interest in improving the safety and efficiency of the regional road infrastructure, we look forward to meeting with you again to participate in mutually beneficial endeavors that contribute to the social and economic well-being of the community.

Please feel free to contact me via the Port Alberni Port Authority at 250-723-5312, via my cell at 250-720-7453 or personal email darren.deluca@shaw.ca if you require further information.

Best Regards,

Darren DeLuca, Chair
Alberni Valley Regional Transportation Committee

June 19, 2012

Mr. Randy Orr / Mr. Stephen Henderson
Real Estate Division
Island Timberlands
65 Front Street, 4th Floor
Nanaimo BC V9R 5H9

Dear Randy and Stephen:

Thank you for taking the time to meet with members of the Alberni Valley Regional Transportation Committee on Tuesday. Your insights and information was quite helpful.

The Transportation Committee is led by the Port Alberni Port Authority and includes membership for the City of Port Alberni, Alberni Clayoquot Regional District, and Alberni Valley Chamber of Commerce, and also includes observer status from the Tseshaht First Nation. The committee members are listed below:

Darren DeLuca	Port Alberni Port Authority
Gillian Trumper	Port Alberni Port Authority
Dianne St. Jacques	Port Alberni Port Authority
Rob Cole	City of Port Alberni
Jack McLennan	City of Port Alberni
Mike Kokura	Alberni Clayoquot Regional District
Glen Wong	Alberni Clayoquot Regional District
Bob Cole	Alberni Valley Chamber of Commerce
Paula Petersen	Alberni Valley Chamber of Commerce
Cindy Stern (observer)	Tseshaht First Nation

The primary purpose of the committee is to lobby for a new Highway 4 general routed via Horne Lake to Highway 19, and to review and identify options for an industrial route to divert unnecessary traffic away from the Port Alberni inner core.

We take great interest in the conceptual route that you introduced in our meeting for a bypass from Highway 4 to the east end of Ship Creek Road. We see a good deal of merit in establishing a ring road that would allow for the re-routing of industrial traffic away from residential and commercial districts of the city, and that would improve access to Port facilities. We would like to discuss further with you this initiative and to identify the interests of Island Timberlands required to pursue this proposal.

Please feel free to contact me via the Port Alberni Port Authority or via my cell 250-720-7453 or personal email darren.deluca@shaw.ca if you require further information.

Best Regards,

Darren DeLuca, Chair
Alberni Valley Regional Transportation Committee

June 19, 2012

Honourable Blair Lekstrom
Minister of Transportation and Infrastructure
PO Box 9055 Stn Prov Govt
Victoria BC V8W 9E2
Telephone 250-387-1978
Fax 250-356-2290

Re: Improved highway access to Port Alberni the top infrastructure priority

Dear Minister Lekstrom,

You are well aware of the important role transportation infrastructure plays in the economic and social development of a region and province. For too long the Alberni Valley, including the Port Alberni Port Authority, have suffered from an inadequate highway system necessary to help the region grow and prosper. Recently, with your support, we have been actively promoting and developing the conceptual plans to build a new connector highway into Port Alberni that is safer, faster and more reliable.

The Port Alberni Port Authority has been working for the past 12 months on assessing the transportation links to Port facilities. Our focus has been primarily on the Highway 4 bottleneck restricting the flow of goods to the Port, and our role in the Asia Pacific Gateway program. The Port worked independently for a period of time and then recently approached local governments and first nations to assess their interest in forming a regional transportation committee. Subsequent to our invitation, the following groups have agreed to participate;

Darren DeLuca	Director, Port Alberni Port Authority
Gillian Trumper	Director, Port Alberni Port Authority
Dianne St Jacques	Director, Port Alberni Port Authority
Rob Cole	Councilor, City of Port Alberni
Jack McLennan	Councilor, City of Port Alberni
Mike Kokura	Director, Alberni Clayoquot Regional District
Glen Wong	Director, Alberni Clayoquot Regional District
Bob Cole	Director, Alberni Valley Chamber of Commerce
Paula Petersen	Member, Alberni Valley Chamber of Commerce
Cindy Stern (observer)	CEO, Tseshah First Nation

The committee has met with the Ministry of Transportation to review the two previously proposed routes from Highway 19 to Port Alberni (Haggard and Horne Lake) and have requested that the ministry identify the preferred route from an engineering perspective. We have been advised that a preferred route and conceptual plan will be available soon. It is crucial that we move from the conceptual design to the planning stage in the very near future.

The committee is also exploring options for an industrial bypass route to access port terminals and divert as much traffic as possible from the downtown core. The actual bypass route would be dependent on the route chosen for a new Highway 4 connector and its terminus.

We wish to emphasize to you the importance of this project and the necessity of moving forward to the planning stage as soon as possible. The Port Alberni Port Authority firmly believes that a new highway is the top infrastructure priority required for the region to grow and prosper. We are advised that the planning process may cost 'hundreds of thousands' of dollars to complete and the Port is prepared to make a significant financial commitment to ensure this project proceeds.

We thank you for your support so far in this initiative and would be pleased to provide any additional information or communication you require. Please feel free to contact me at the numbers above or direct at 250-720-7453.

Sincerely,

Darren DeLuca
Director, Port Alberni Port Authority
Chair, Alberni Valley Regional Transportation Committee

Cc Premier Christy Clark
Honourable Pat Bell, Minister of Jobs, Tourism and Innovation
Honourable Ida Chong, Minister of Community, Sport and Cultural Development
Honourable Don McRae, Minister of Agriculture
Scott Fraser, MLA, Alberni-Pacific Rim
Harry Bains, MLA, Opposition Transportation Critic
John Douglas, Mayor, City of Port Alberni
Glen Wong, Chair, Alberni Clayoquot Regional District
Cindy Stern, CEO, Tseshah First Nation
Rob Duncan, CEO, Hupacasath First Nation
Mike Carter, Executive Director, Alberni Valley Chamber of Commerce
Grant Main, Deputy Minister, Ministry of Transportation and Infrastructure
Kirsten Pedersen, District Manager/Executive Director, MOTI Vancouver Island Region

Bianca Filipchuk

From: online <on.line@shaw.ca>
Date: September-26-12 11:02 PM
To: Bianca Filipchuk
Subject: FW: Alberni Valley Regional Transportation committee

From: Darren DeLuca [mailto:dfdeluca@shaw.ca]
Sent: June 18, 2012 11:49 AM
To: 'Thomson, Heather (ALBERNI)'
Cc: David McCormick; donferster@shaw.ca
Subject: Alberni Valley Regional Transportation committee

Hello Heather,

The Port Alberni Port Authority has been working for the past 12 months or so on improving the transportation links to Port facilities. Our focus has been primarily on the highway bottleneck restricting the flow of goods to the Port, and our role in the Asia Pacific Gateway program. The Port worked independently for a period of time and then recently approached local governments and first nations to assess their interest in forming a regional transportation committee. Subsequent to our invitation, the following groups have agreed to participate;

Darren DeLuca	Port Alberni Port Authority
Gillian Trumper	Port Alberni Port Authority
Gene St Jacques	Port Alberni Port Authority
Rob Cole	City of Port Alberni
Jack McLennan	City of Port Alberni
Mike Kokura	Alberni Clayoquot Regional District
Glen Wong	Alberni Clayoquot Regional District
Bob Cole	Alberni Valley Chamber of Commerce
Paula Petersen	Alberni Valley Chamber of Commerce
Cindy Stern (observer)	Tseshaht First Nation

The committee has met with the Ministry of Transportation to review the two proposed routes from Highway 19 to Port Alberni (Haggard and Horne Lake) and have requested that the ministry identify the preferred route from an engineering perspective. We will be meeting them again in the near future to assess progress. The committee recognizes that it is in the long term interest of Port Alberni to identify an industrial bypass route to access port terminals and divert as much traffic as possible from the downtown core. The actual bypass route would be dependent on the route chosen for a new highway 4 connector and its terminus. The bypass options relate to routes from the top of the hump down Cameron Main to Ship Creek or an as yet undesignated route closer to town. In both cases the land is private and requires discussions with the landowners.

A group of committee members recently had a meeting with John Tapics during his visit to Port Alberni. We briefed him on our transportation plans and he expressed willingness to work with the committee in the event his project receives EA approval. Mr. Tapics sees potential to reduce trucking costs and address community concerns about trucking coal. Mr. Tapics also noted that if the new highway were to be built, the Raven mine would be about 60 km from Alberni and that construction and production jobs could be available to Alberni residents. Apparently in Campbell River, Myra Falls mine busses their workers 70 km each way.

The Port is also exploring short sea shipping opportunities in conjunction with the Port of Nanaimo to ship and receive goods via the Annacis Island barge terminal and Duke Point. These discussions are very preliminary and are conditional on improved transportation links in and out of the Valley. Our objective in the end is to be a participant in Asia Pacific Gateway economic opportunity.

Please feel free to contact me at 250-720-7453 if you have any questions.

Regards,

Darren DeLuca

From: David McCormick [<mailto:DMcCormick@alberniport.ca>]
Sent: June 18, 2012 10:48 AM
To: Thomson, Heather (ALBERNI)
Cc: 'dfdeluca@shaw.ca'
Subject: RE: Coal / Transportation Committee

Hi Heather,

The Port Alberni Port Authority has membership in the local Transportation Committee that is working proactively on an alternative route into Port Alberni. I understand John Tapics has provided background information to PAPA that has been forwarded along to the Committee in consideration of proofing the business case for an alternative route.

For more information on the Transportation Committee I suggest you contact Darren DeLuca, who is copied to this email. Darren's cell number is: 720-7453 I know he'd love an opportunity to provide an update about the Transportation Committee!

Darren – you can look forward to hearing from Heather Thomson from the Times.

Dave

From: Thomson, Heather (ALBERNI) [<mailto:HThomson@avtimes.net>]
Sent: Monday, June 18, 2012 10:37 AM
To: David McCormick
Subject: Re: Coal

Tapics said he was working with you guys on an alternative route to the port.
h

On 6/18/12 10:08 AM, "David McCormick" <DMcCormick@alberniport.ca> wrote:

What do you mean by "alternative route side of coal"?

-----Original Message-----

From: Thomson, Heather (ALBERNI) [<mailto:HThomson@avtimes.net>]
Sent: Monday, June 18, 2012 10:01 AM
To: David McCormick
Subject: Coal

Hi Dave, I'm doing a follow on the alternative route side of coal. Do you have time to chat about this today?
H

Bianca Filipchuk

From: Darren DeLuca <dfdeluca@shaw.ca>
Date: September-26-12 11:02 PM
To: Bianca Filipchuk
Subject: FW: Raven Underground Coal Project - Transportation Committee

From: Cindy Stern [mailto:CStern@tseshaht.com]
Sent: June 9, 2012 4:13 PM
To: Darren DeLuca; gtrumper@shaw.ca; saints@alberni.net; bobcole@shaw.ca; patrick_deakin@portalberni.ca; jmcln@shaw.ca; mikekokura@shaw.ca; glwong@telus.net; rob@islandtimebt.com
Cc: paula-jerry@shaw.ca; donferster@shaw.ca
Subject: RE: Raven Underground Coal Project - Transportation Committee

Thank you very much for this information Darren. I appreciate the approach that the committee is taking. I will not likely attend the meeting with Raven Coal but do appreciate being kept informed and would like to attend the committee meetings whenever I can.

Respectfully,
Cindy

From: Darren DeLuca [mailto:dfdeluca@shaw.ca]
Date: Saturday, May 26, 2012 2:31 PM
To: Cindy Stern; gtrumper@shaw.ca; saints@alberni.net; bobcole@shaw.ca; patrick_deakin@portalberni.ca; jmcln@shaw.ca; mikekokura@shaw.ca; glwong@telus.net; rob@islandtimebt.com
Cc: paula-jerry@shaw.ca; donferster@shaw.ca
Subject: RE: Raven Underground Coal Project - Transportation Committee

Hello Cindy,

At our inaugural meeting in the Port Authority office it was agreed that we would remove any reference to Raven Coal from our communication processes due to the diverse views of committee members about the merits of Raven Coal. It was specifically agreed that the Transportation Committee, and the Alberni Connector, would NOT be used to promote Raven Coal.

After the MOT briefing session in April the committee had a short caucus and again agreed the Raven Coal was divisive, but that we should be educated and informed as the socio-economic impacts of the project, and its effect on the new highway. Thus a decision was made to meet with Raven Coal to brief them on the Alberni Connector, and to receive feedback from them. That is the purpose of the breakfast meeting.

Several other action items were agreed after the MOT meeting, and the follow up strategy session at the Hospitality Inn last week, specifically;

- The Port will write a letter to Minister Lekstrom emphasizing the importance of the highway to the Port and community and identify it as the #1 transportation priority.
- The Port will cc City, RDAC First Nation's for follow up support letters. Will also cc Premier, Ministers, DM's ADM's etc.
- Committee members to make presentations to CPA, RDAC, Tseshaht councils

- Pat investigating the availability of reports or studies that demonstrate the economic benefits of improved transportation links, trying to get away from the present MOT analysis on which way the traffic turns.
- The committee members will follow up with their political contacts
- Pat, Darren and Jack are meeting with Island Timberlands in June to review the available options for a ring road around town starting at the Candy Store to Ship Creek Road

I understand that your participation in meetings may be viewed as tacit approval of the Tseshaht, and that you may be uncomfortable participating. Please feel free to take the action you feel appropriate. If any other committee members have any additional thoughts or information to offer please feel free to comment.

Regards,

Darren

From: Cindy Stern [<mailto:CStern@tseshaht.com>]

Sent: May 26, 2012 12:37 PM

To: dfdeluca@shaw.ca; gtrumper@shaw.ca; saints@alberni.net; bobcole@shaw.ca; patrick_deakin@portalberni.ca; jmcln@shaw.ca; mikekokura@shaw.ca; glwong@telus.net; rob@islandtimebt.com

Cc: paula-jerry@shaw.ca

Subject: Re: Raven Underground Coal Project - Transportation Committee

Hi Darren. Sorry I was unable to attend the last meeting. At the previous meeting we had discussed the Raven Coal project. I had advised that Tseshaht does not support that project, as do many others in the community. The group said that we would not link this initiative to that project. It seems like that has changed. Please advise me why. Tseshaht may not be able to support a bid for a new transportation route if it is linked to Raven Coal.

Thank you

Cindy

From: Darren DeLuca <dfdeluca@shaw.ca>

To: gtrumper@shaw.ca <gtrumper@shaw.ca>; saints@alberni.net <saints@alberni.net>; bobcole@shaw.ca <bobcole@shaw.ca>; Pat Deakin <Patrick_Deakin@portalberni.ca>; Jack McLeman <jmcln@shaw.ca>; mikekokura@shaw.ca <mikekokura@shaw.ca>; glwong@telus.net <glwong@telus.net>; rob@islandtimebt.com <rob@islandtimebt.com>; Cindy Stern

Cc: Paula Petersen - home <paula-jerry@shaw.ca>

Sent: Fri May 25 17:46:31 2012

Subject: FW: Raven Underground Coal Project - Transportation Committee

Hello All,

As we discussed at the last meeting of the Transportation Committee, Paula has contacted Raven Coal to ask for their input into our proposal for the Alberni Connector. We have been invited to a breakfast session with John Tapics on Wednesday June 13th at 8:45 am. Anyone who would like to attend would you please RSVP and we will let Compliance know.

Tks,

Darren

From: Paula Peterson [<mailto:paulaeda@shaw.ca>]

Sent: May 25, 2012 5:02 PM

To: Darren DeLuca

Subject: Fwd: Raven Underground Coal Project

- Shall we accept the breakfast invite for say 8:45

Bianca Filipchuk

From: online <on.line@shaw.ca>
Date: September-26-12 11:02 PM
To: Bianca Filipchuk
Subject: FW: Alberni Connector
Attachments: 20120120163628.pdf; Clark.Port ltr.pdf; MOT Abbreviated presentation April 27 2012.ppt

Importance: Low

From: Darren DeLuca [<mailto:dfdeluca@shaw.ca>]
Sent: May 25, 2012 3:12 PM
To: [John Douglas@portalberni.ca](mailto:John.Douglas@portalberni.ca)
Cc: Pat Deakin; donferster@shaw.ca
Subject: Alberni Connector
Importance: Low

Hello John,

Further to our meeting today, here a series of documents to review prior to your trip to Victoria. First is the commitment letter from MOT with a timeline of events since September. Second is a letter from Premier Clark to the Port confirming her support for Port Alberni as an Asia Pacific Gateway port. Third is the MOT presentation to the highway committee including maps of the proposed routes.

MOT is not meeting their commitments that are in their letter, either to identify a preferred route or reach the end of the planning process by June 30th. The committee has decided the following:

- Port will write a letter to Minister Lekstrom emphasizing the importance of the highway to the Port and community and identify it as the #1 infrastructure priority.
- Port will cc City, RDAC First Nation's for follow up support letter. Will also cc Premier, Ministers, DM's ADM's etc.
- Pat investigating the availability of reports or studies that demonstrate the economic benefits of improved transportation links, trying to get away from the present MOT analysis on which way the traffic turns.
- Committee members will follow up with their political contacts
- Pat, Darren and Jack are meeting with Island Timberlands in June to review the available options for a ring road around town starting at the Candy Store to Ship Creek Road

In reference to your meeting with the Premier and Catalyst, I would encourage you to offer to help Catalyst, during the meeting, by completing the sewage lagoon sale, giving them much need cash resources and lowering their taxes, and to complete the acquisition of the Harbour Road truck route to help grow the industrial tax base.

Good luck in your meetings.

Darren

Bianca Filipchuk

From: Darren DeLuca <dfdeluca@shaw.ca>
Sent: September-26-12 11:02 PM
To: Bianca Filipchuk
Subject: FW: Highway 4 study

From: Pedersen, Kirsten TRAN:EX [mailto:Kirsten.Pedersen@gov.bc.ca]
Sent: May 15, 2012 8:58 AM
To: 'Darren DeLuca'
Cc: Edgar, David D TRAN:EX
Subject: RE: Highway 4 study

Hi Darren, here is the table. What the table was intended to illustrate is the level of precision that grows around the cost estimate for a major capital project, as further assessments and designs are completed. At this point with a conceptual Horne Lake Connector, we are still very much at the conceptual phase – which means project cost estimates are still very rough. We will have an updated conceptual cost benefit analysis report ready by the end of June.

For any major capital project to move beyond a conceptual phase, full government approvals would be required and then detailed planning studies would be conducted, which can cost in the order of hundreds of thousands to complete, depending on the scale of the project involved.

Kirsten

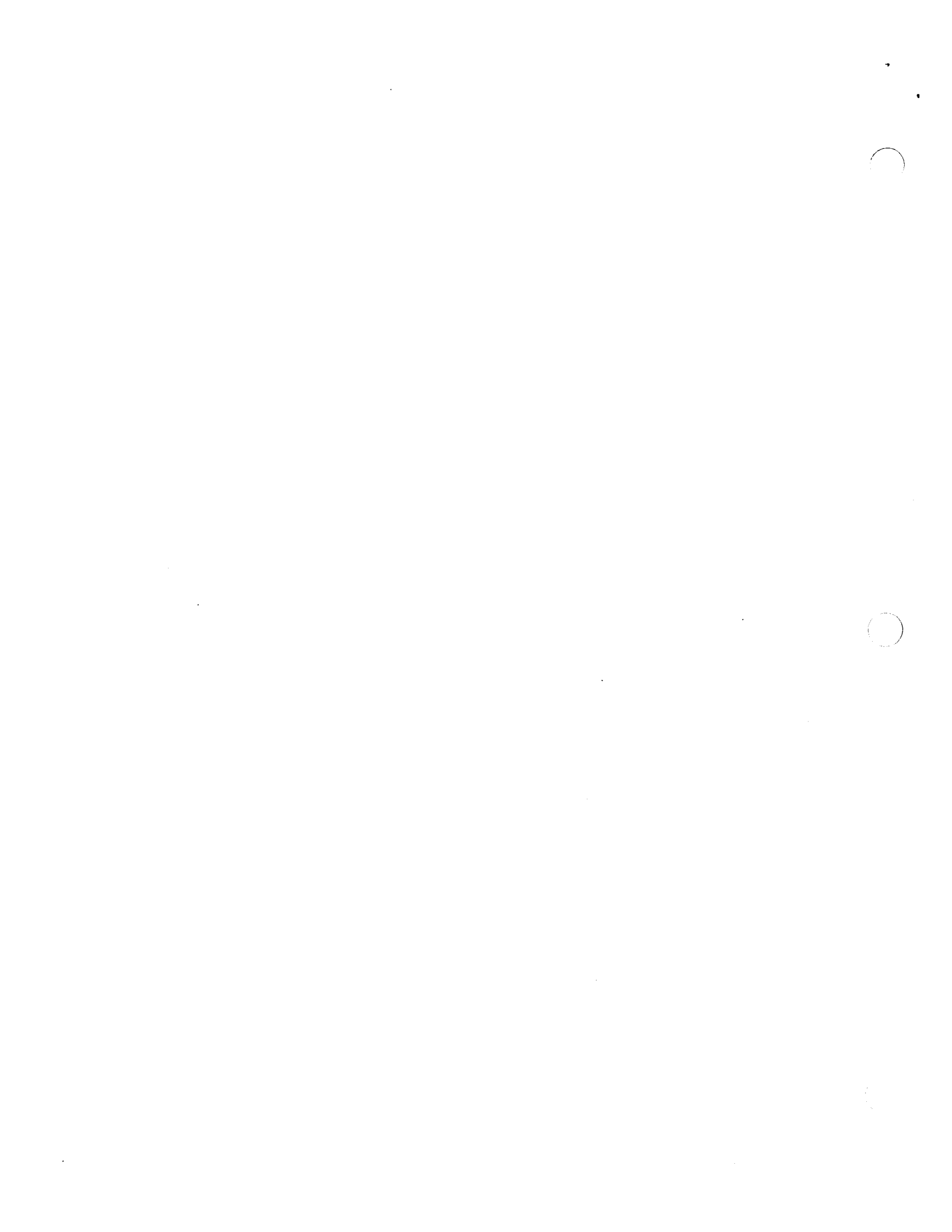
TABLE 4

Estimate Level	Range of Precision	Project Phase	Data
Conceptual	-25% to +75%	Planning & corridor studies completed.	Historical costs.
Planning	-15% to +50%	Route studies completed.	Average unit costs for summary level activities on selected routes.
Preliminary	-10% to +25%	Preliminary design completed.	Preliminary design drawings & average unit costs for detailed activities.
Pre-Construction	-5% to +10% UNDER DISCUSSION	Detailed design completed, Pre-tender.	Final quantity (pre-tender) estimate, assessment of site conditions, and construction market evaluation.

From: Darren DeLuca [mailto:dfdeluca@shaw.ca]
Sent: Monday, May 14, 2012 6:40 PM
To: Pedersen, Kirsten TRAN:EX
Cc: Edgar, David D TRAN:EX
Subject: RE: Highway 4 study

Hi Kirsten,

In the original presentation there was a slide that showed the 4 step design/approval process. My recollection is that we will be at the end of stage 2 by the end of June. Could you please send me that slide, or just a table or graphic with that information.



P

Sent from my Ipad

Begin forwarded message:

From: "\"Candy-Lea Chickite\"" <candy-lea@comoxjv.com>
Date: 25 May, 2012 11:58:27 AM PDT
To: 'Paula Peterson' <paulaeda@shaw.ca>
Cc: 'Darren De Luca' <dfdeluca@shaw.ca>
Subject: RE: Raven Underground Coal Project

Hi Paula,

Would you please call me when you get a chance? I am hoping we can schedule a meeting for your group as it is important to us to have a full understanding of the work your Committee is doing.

We will be staying in Port Alberni the evening before, so we would be available early in the morning (we could host a breakfast meeting if that would work).

Candy-Lea

----- Original Message -----

From: "Candy-Lea Chickite"
To: paulaeda@shaw.ca
Sent: Thursday, May 24, 2012 7:54 PM
Subject: Raven Underground Coal Project

Hi Paula,

Would you please suggest where John Tapics and I can meet your Committee prior to the AV Chamber of Commerce Networking Luncheon – I believe we settled on 9:00 a.m., but feel free to correct me if you had it otherwise.

Best Regards,

Candy-Lea

Bianca Filipchuk

From: Darren DeLuca <dfdeluca@shaw.ca>
Sent: September-26-12 11:02 PM
To: Bianca Filipchuk
Subject: FW: Highway 4 study
Attachments: Abbreviated presentation April 27 2012.ppt

From: Darren DeLuca [<mailto:dfdeluca@shaw.ca>]
Sent: May 14, 2012 6:40 PM
To: gtrumper@shaw.ca; saints@alberni.net; Jack McLeman (jmcln@shaw.ca); jrhcole@shaw.ca; mikekokura@shaw.ca; Pat Deakin; assistant2@jameslunneymc.ca; bobcole@shaw.ca; Paula Petersen - home; cstern@tseshaht.com; glwong@telus.net
Cc: John Douglas@portalberni.ca; Russell Dyson (rdyson@acrd.bc.ca)
Subject: FW: Highway 4 study

Hello All,

Copy of the presentation from our meeting with MOT. I'm a little concerned about the commitment MOT has to this project, it is crucial that we have this in the 5-year capital plan prior to the next election. If you recall, they have committed to have completes the planning process by the end of June. If I remember correctly, it then goes to government for a detailed preliminary design, but that slide has been removed. I will try and get a copy.

Darren

From: Pedersen, Kirsten TRAN:EX [<mailto:Kirsten.Pedersen@gov.bc.ca>]
Sent: May 14, 2012 5:17 PM
To: 'Darren DeLuca'
Cc: Edgar, David D TRAN:EX
Subject: RE: Highway 4 study

Hi Darren, as discussed at our meeting on April 27, here is an abbreviated presentation with the information to date. It includes the background material on the prior studies, as well as the parameters and some of the initial assumptions that have been used with the modelling working to date by Urban Systems. The terms of reference of the study are basically outlined on slide 12.

Once the modelling work is further advanced, and a draft report ready, we will be back in touch to arrange a meeting to go over the findings. We have also passed on the comments from your group to Urban Systems for their consideration.

Kirsten

From: Darren DeLuca [<mailto:dfdeluca@shaw.ca>]
Sent: Monday, May 14, 2012 12:50 PM
To: Edgar, David D TRAN:EX
Cc: Pedersen, Kirsten TRAN:EX; Pat Deakin
Subject: Highway 4 study

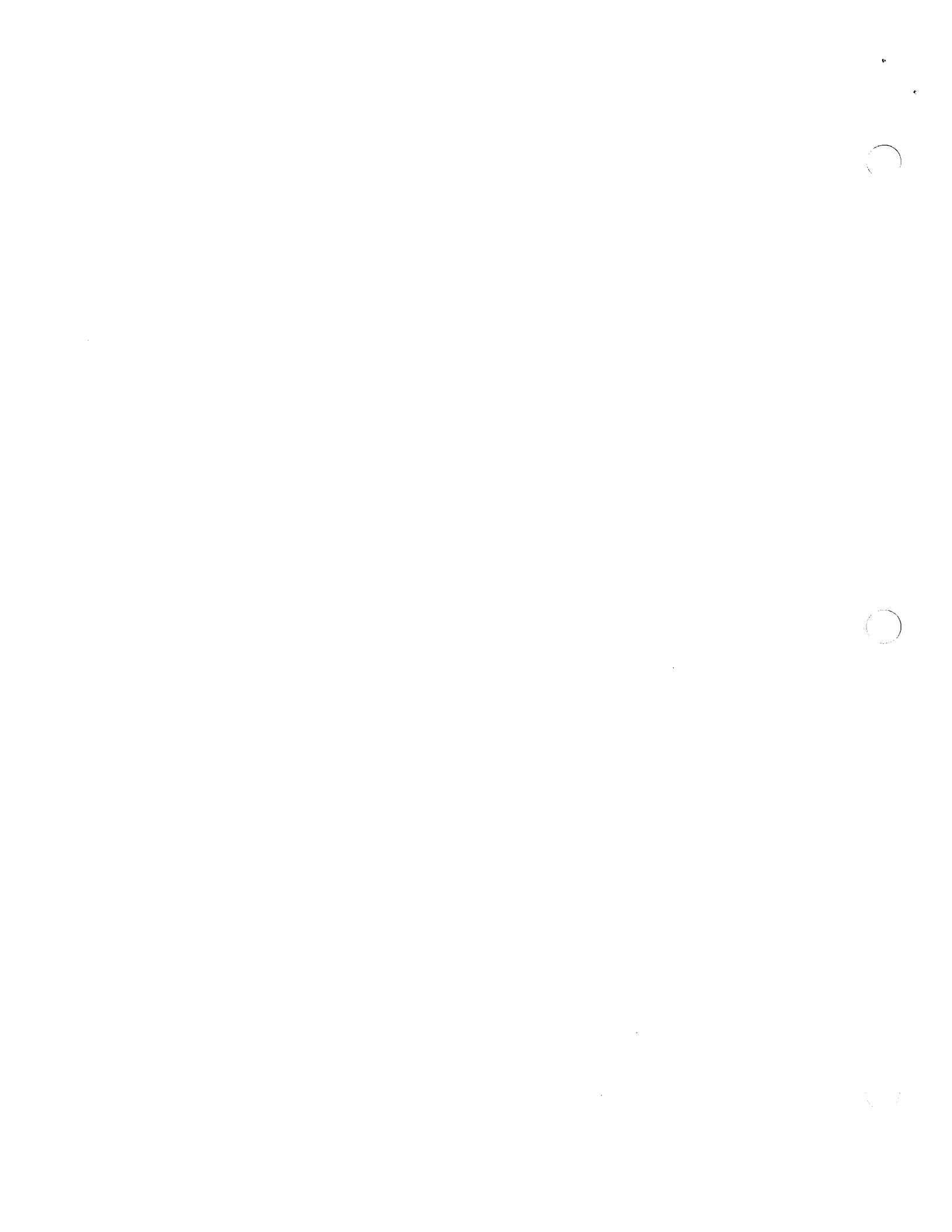
Hello Dave,

I'm following up on our past meeting and a couple of requests from the committee. We would like to have a copy of your presentation, and a copy of the terms of reference for Urban Systems.

We are also planning on meeting with Island Timberlands in June to discuss what options are available for an industrial ring road from the bottom of the hump to the end of Ship Creek Road.

Regards,

Darren DeLuca
Port Alberni Port Authority



Thanks,
Darren

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Sent: May 14, 2012 5:17 PM
To: 'Darren DeLuca'
Cc: Edgar, David D TRAN:EX
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Sent: Monday, May 14, 2012 12:50 PM
To: Edgar, David D TRAN:EX
Cc: Pedersen, Kirsten TRAN:EX; Pat Deakin
Subject: Highway 4 study

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Regards,

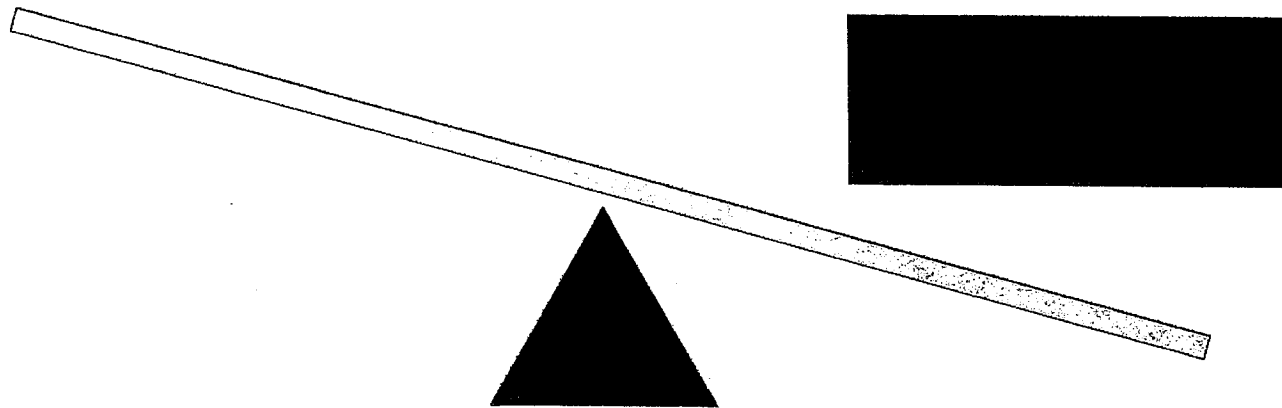
Darren DeLuca

Port Alberni Port Authority

Benefit/Cost – DRAFT

For RF Binnie Route

User Benefits
- travel time
- crash reduction
- vehicle operating costs



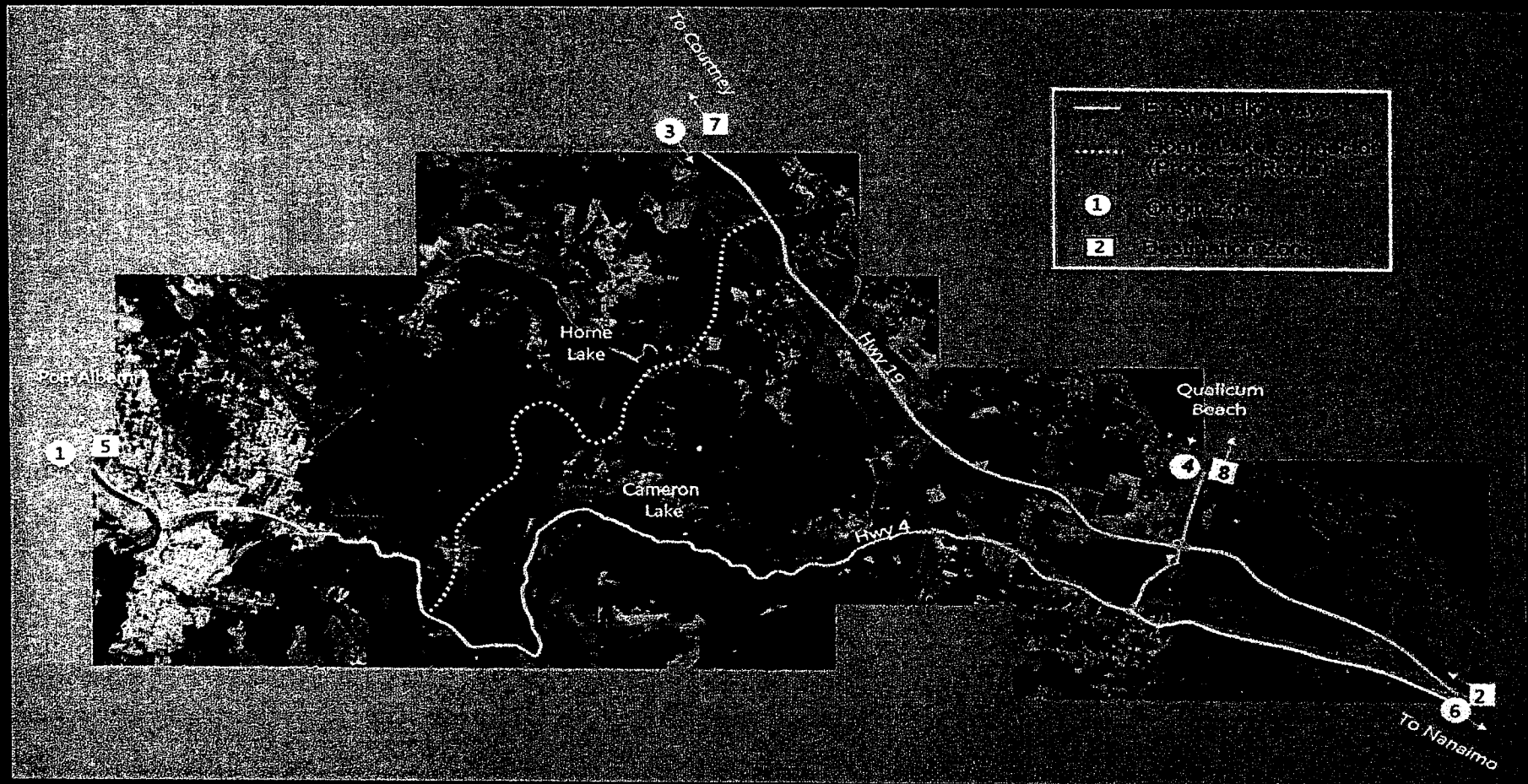
Benefit / Cost Ratio - TBD

Horne Lake Connector 2012 Update Going Forward

- Ministry will undertake additional auto/tuck counts;
- More work required on route comparison;
- Further modeling needed;
- Calculate B/C;
- More consultation with ACRD committee once results are known.

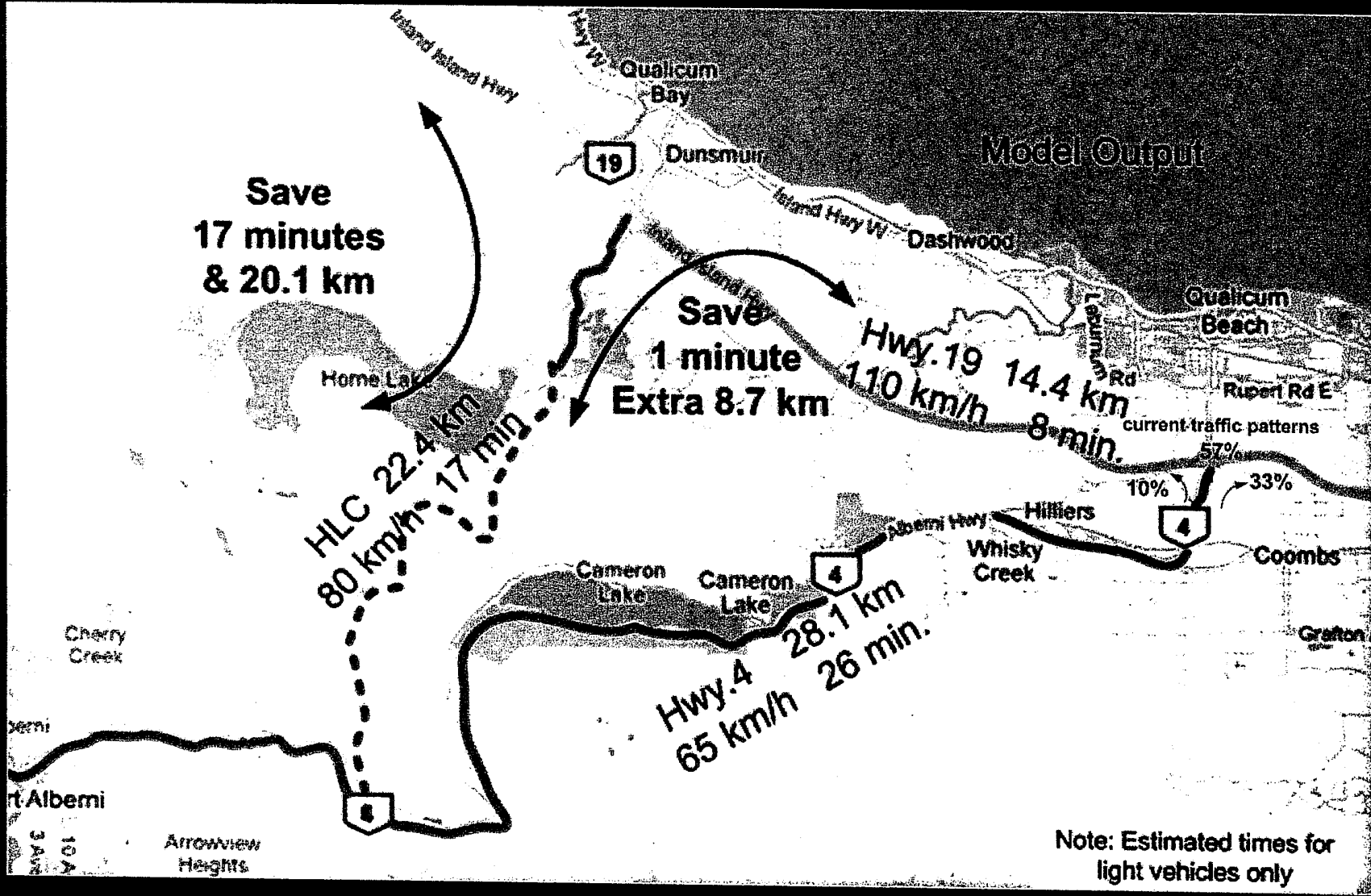
2012 Update – DRAFT

Simulation Model for RF Binnie Route



Model Results - DRAFT

For RF Binnie Route



Note: Estimated times for light vehicles only

Route Comparison- DRAFT

- RF Binnie Route
 - Shortest travel time so potential to attract existing Hwy.4 users;
 - Minimize impacts to cabin owners along the lake.
- ND LEA Option 2
 - Minimizes elevation (maintenance, winter driving)
 - North of Horne Lake, has a slide area;

2012 Update – DRAFT

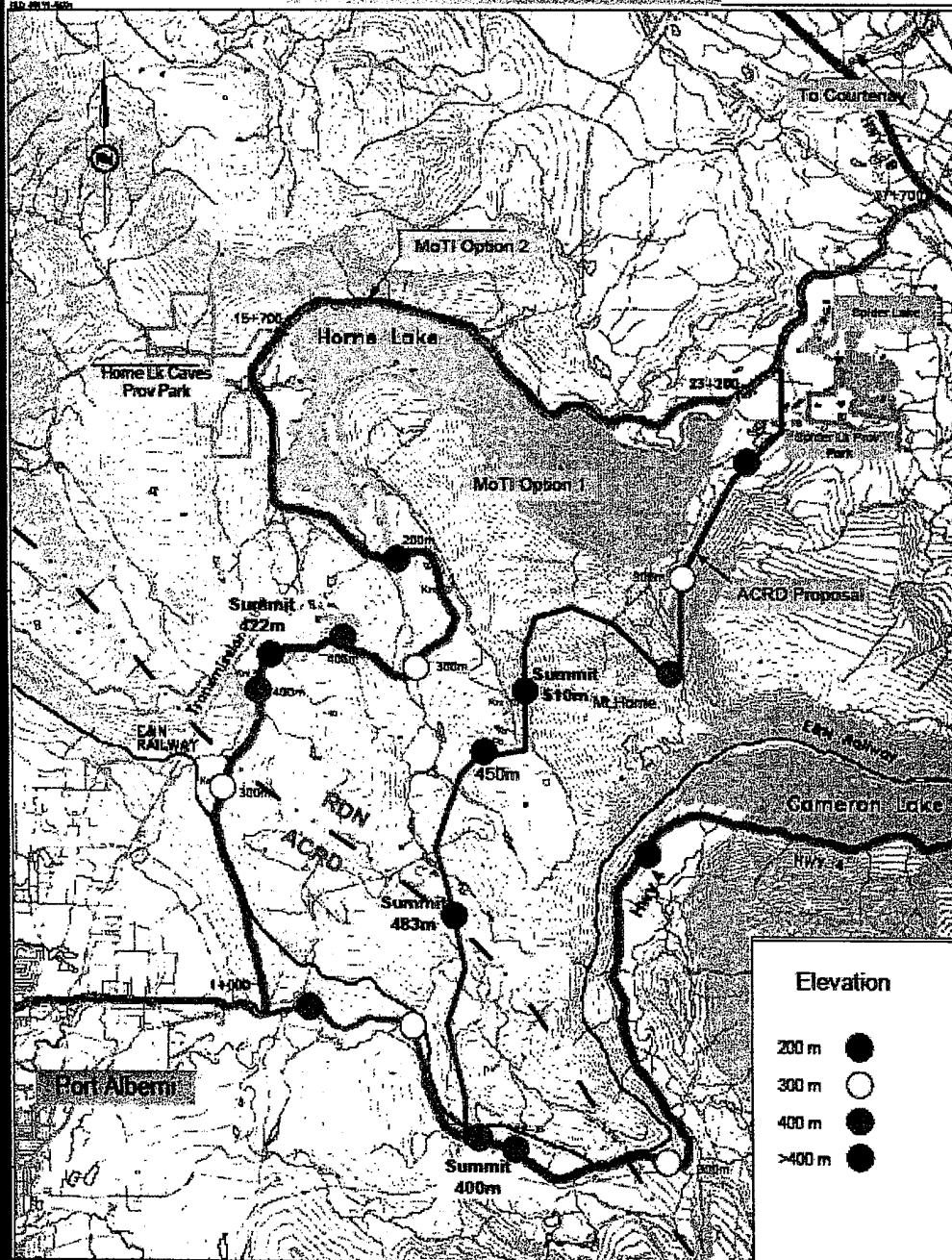
Create Traffic Simulation Model

- Determine existing traffic patterns
 - Volumes
 - Truck traffic
 - Origins / destinations
- Input existing conditions into the model
- Add the 'proposed' route(s) into the model
- Model assigns traffic to the various routes

Horne Lake Connector 2012 Update - DRAFT

- Following Oct 2011 meeting MoTI engaged Urban Systems
- Scope
 - Compare routes;
 - High level (Class D) cost estimate of the routes including any climbing lanes and passing lanes needed;
 - Determine travel time of proposed routes vs the existing route;
 - A high level Multiple Account Evaluation (MAE) including a B/C ratio.

Elevation Comparison



2012 Route Comparison

DRAFT

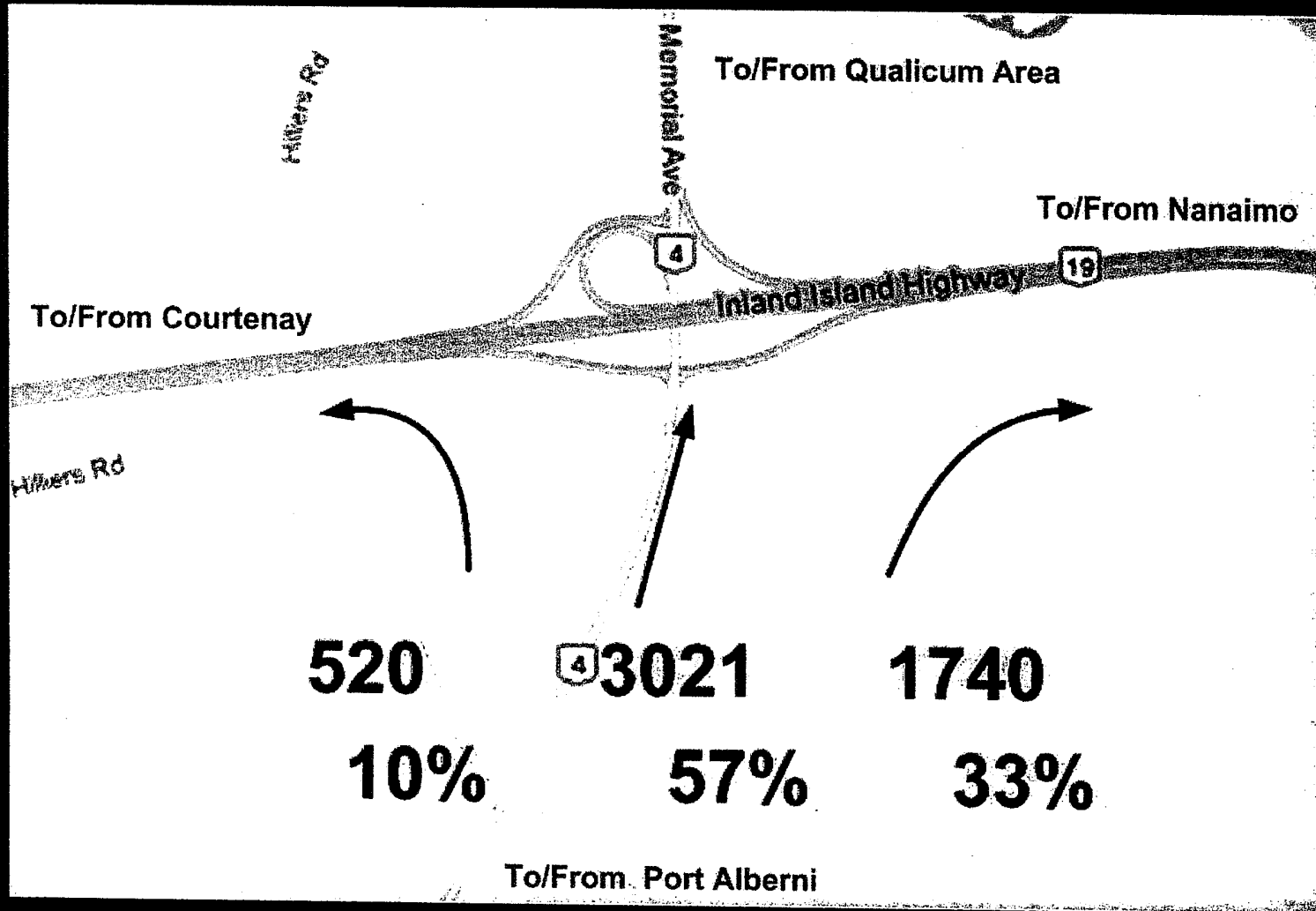
2007 ACRD Study

SUMMARY

- RF Binnie
- Construction Cost \$37.59M
 - (\$55M 2012 dollars)
- Not including climbing lanes
- Assumed diversion rates of 50% and 70%
- Elevation, grades, alignment flagged as potential concerns for the Ministry

Current Traffic Volumes

One Way Daily Averages

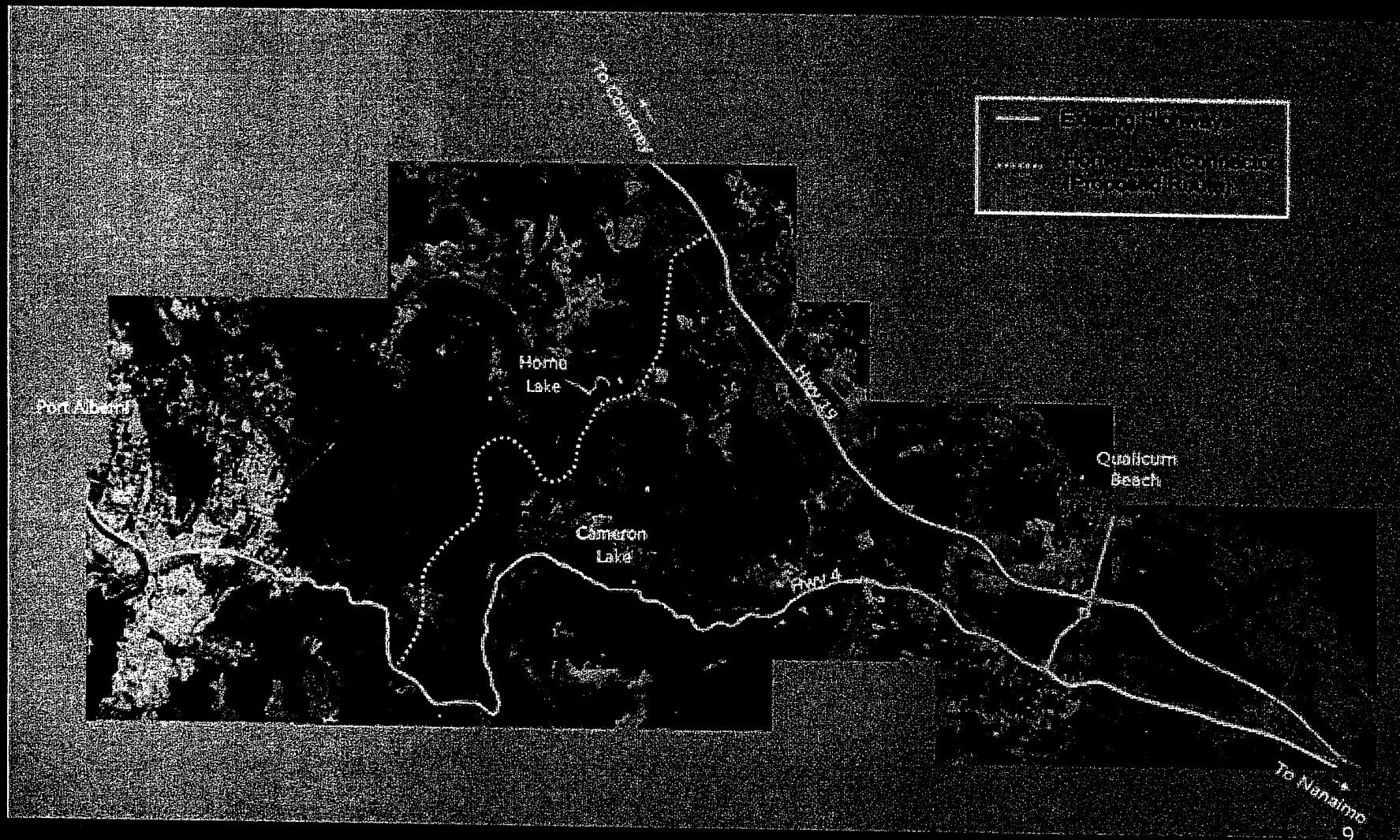


Horne Lake Connector 2005 Study

SUMMARY

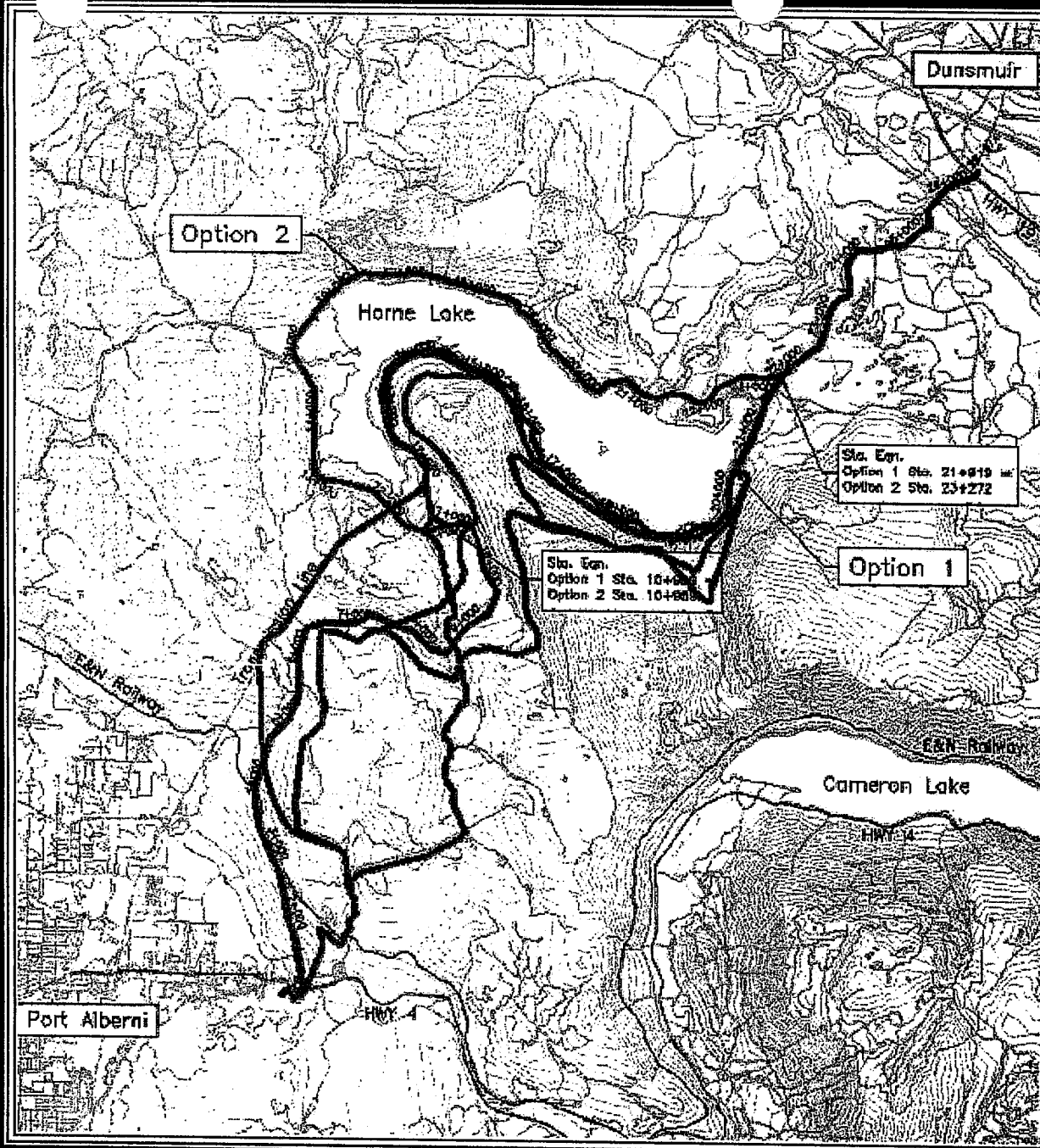
- Construction Cost \$44M – \$52M
 - (2012 dollars)
- Not including climbing lanes
- B/C ratio 0.6

2007 ACRD Study



Horne Lake Connector 2005 Study

ALIGNMENT OPTIONS



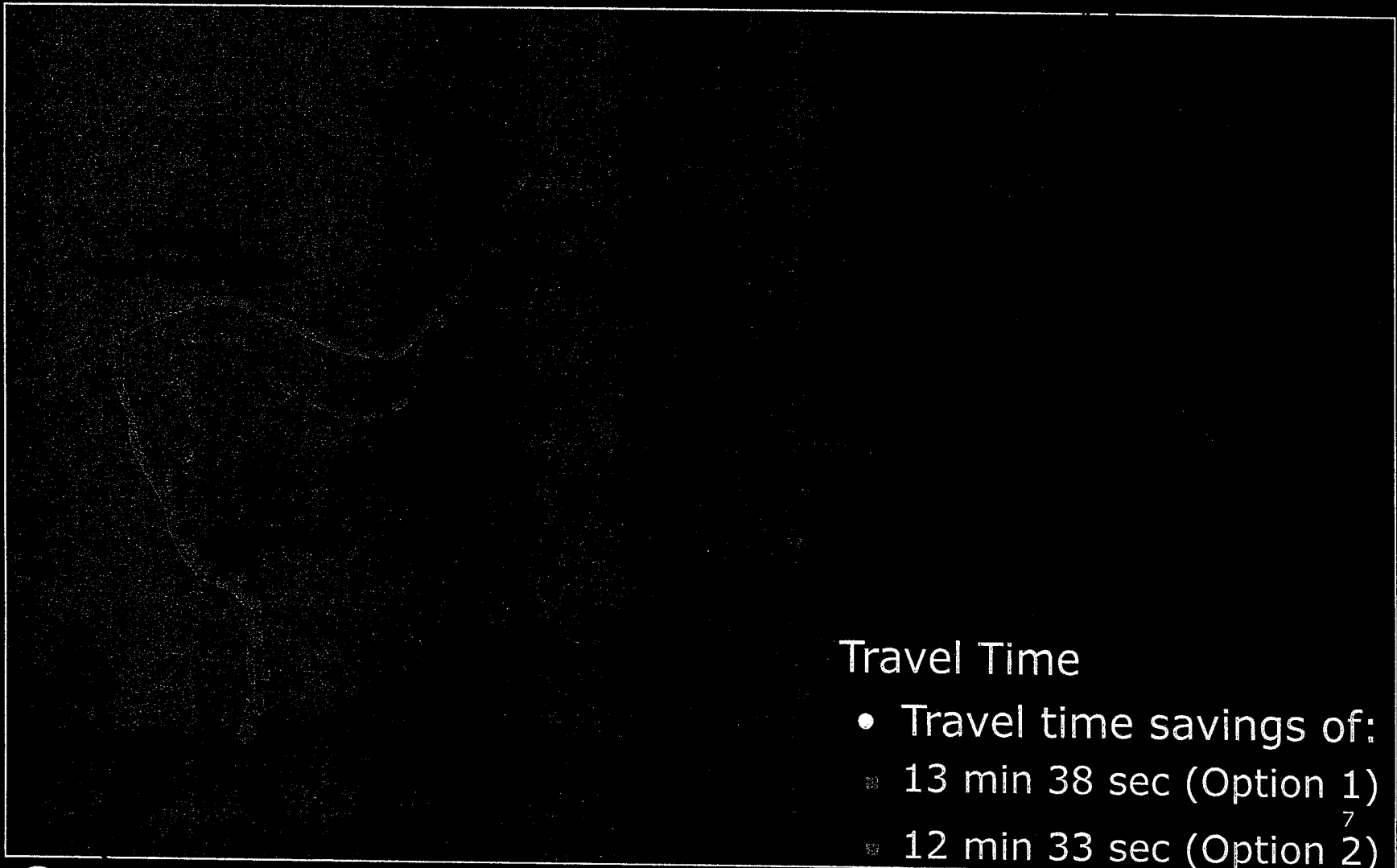
LEGEND

HIGHWAY 4	
HIGHWAY 19	
EXISTING ROADS	
OPTION 1	
OPTION 2	
E&N RAILWAY	
TRANSMISSION LINE	
25 M. CONTOUR	
STREAM	
LAKE/SHORE	



Horne Lake Connector 2005 Study

TRAFFIC OPERATIONS



Horne Lake Connector

Background

- Vancouver Island Valley Link Update Study (Focus, 2004)
- Used 1993 alignments
- Updated detailed cost estimates and benefits for Links A, B & C
- Link C (Horne Lake Connector)
 - Cost: \$37M (2004 dollars)
 - B/C ratio: 0.37

Horne Lake Connector

Background

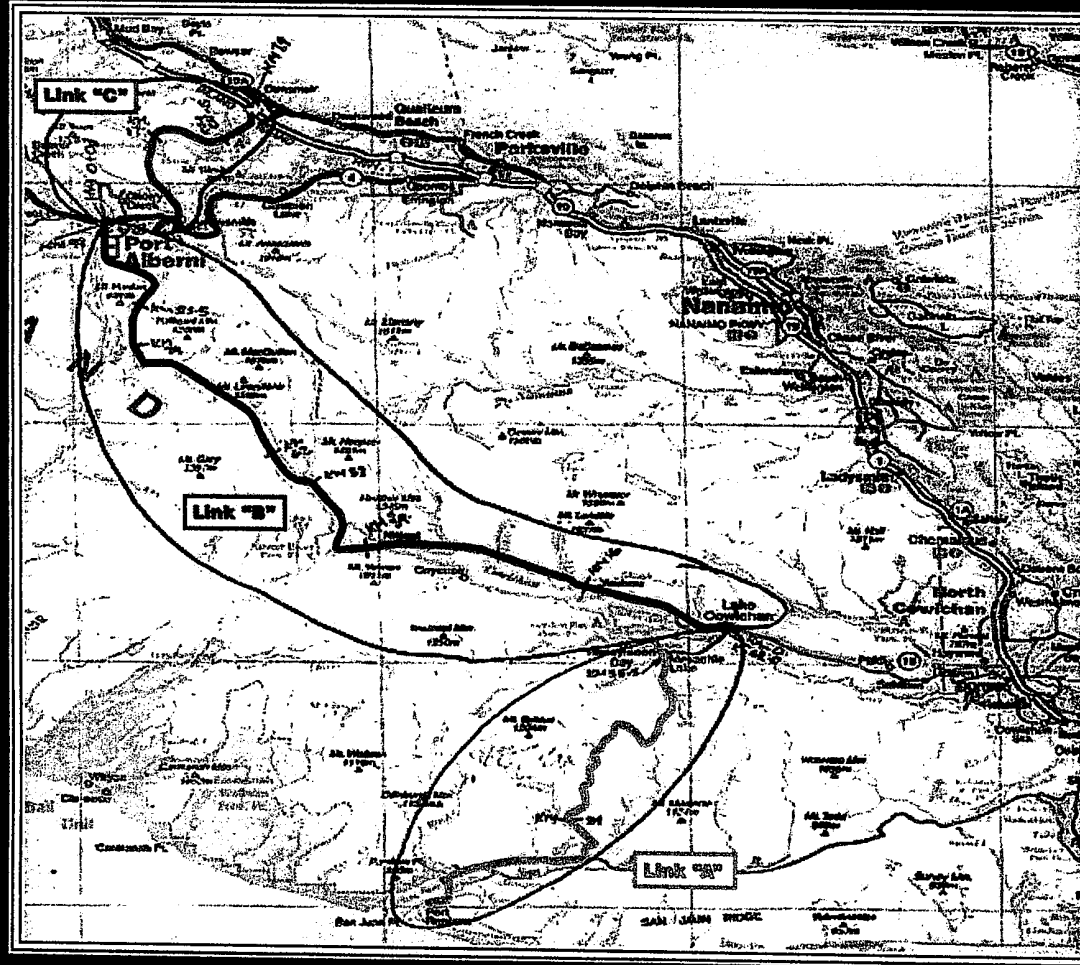
- Ministry engaged ND LEA in 2005
- Tasked with Route Selection
- Design Criteria
 - 60 km/hr with minimal reduced speed sections
 - Maximum Elevation – 422m
 - Maximum Grade – 10%
- **Comparable alignment, maximum grade and pass elevations as Hwy 4**

Horne Lake Connector

Background

- Horne Lake Connector was part of a larger vision promoted decades ago.
- Vancouver Island Valley Link Study (Ward, 1993) performed feasibility studies for several highway links:
 - Link A Port Renfrew to Lake Cowichan
 - Link B Lake Cowichan to Port Alberni
 - Link C Port Alberni to Courtenay

Horne Lake Connector Background



Horne Lake Connector Updated Assessment



April 27, 2012

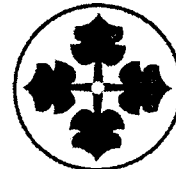
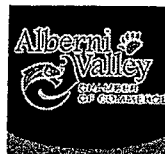
Alberni Valley
Regional Transportation Committee

Ministry of Transportation
Alberni Connector Report Presentation
Hospitality Inn
April 27, 2012
9:30 am

AGENDA

1. Introductions
2. Alberni Connector Report – MOT
 - a. Questions and Answers
3. 5-year Capital Plan process, criteria and timeline
4. Other Business
5. Transportation Committee debrief
 - a. Communications
 - b. Next Steps

Lunch provided at 11:30 am



4



PORT ALBERNI
REGIONAL TRANSPORTATION COMMITTEE
APRIL 20, 2012

AGENDA

1. INTRODUCTIONS
2. COMMITTEE TERMS OF REFERENCE
3. ACTIVITIES TO DATE
4. MEETING WITH MINISTRY OF TRANSPORTATION – APRIL 27, 2012
5. NEXT STEPS

THE ALBERNI CONNECTOR -

PORT ALBERNI TO THE INLAND ISLAND HIGHWAY

The Port Alberni Port Authority, in conjunction with the City of Port Alberni and the Alberni Clayoquot Regional District, has struck a Regional Transportation Committee to advocate for an improved highway corridor to access the Alberni Valley. The new proposed Alberni Connector offers many economic, social and safety advantages.

Shorter, Faster, and Safer

- A 25 km route from Port Alberni to the Horne Lake intersection on the Inland Island Highway
- Reduced travel distance of 25.5 kilometres to the Inland Island Highway
- Reduced travel time of 18 minutes
- \$60 - \$80 million dollar cost estimate
- Cost benefit ratio of 1.5 to 2.1 resulting from improved safety
- Accident prevention estimate of 5.4 to 7.6 accidents per year
- Improved reliability, safety and dependability for business and families
- Reduced grades for trucks, RV's and other large vehicles
- Improved passing opportunities and driver ease

Jobs, Growth, and Investment

- Improved access to Port Alberni's deep sea terminals and Canada's Asia/Pacific markets
- Highway 4 access recognized constraint in BC Port Strategy
- Improved east-bound access to Comox Airport and Mt Washington
- Reduced congestion in McMillan Provincial Park (Cathedral Grove)
- 'Circle Tour' route created for travelers and tourists
- Critical for support and approval of the Raven Coal Underground Mine project
 - 200 construction jobs
 - 335 new direct jobs
 - 500 indirect jobs
 - \$70 million per year in annual operating expenditures
 - \$400 million dollars in government taxes over term of the project

Key Benefits

- A transportation link to Asia/Pacific market for Vancouver Island
- Jobs and investment in central and northern Vancouver Island
- Improved transportation reliability, safety & emergency preparedness
- Protection of McMillan Provincial Park / Cathedral Grove
- Mitigate transportation barrier for approval of Raven Coal

What will it take?

- The Federal and Provincial governments to recognize the Port Alberni Port Authority deep sea port as a significant component of the Asia/Pacific Gateway system
- The Ministry of Transportation to establish a preferred route and cost estimate for the Alberni Connector, and for it to be included in MOT 5-year Capital Plan



March 7, 2012

Don Ferster
Chairman of the Board
Port Alberni Port Authority
2750 Harbour Road
Port Alberni, BC V9Y 7X2

Dear Mr. Ferster:

Thank you for your letter and your request to provide me with additional information about the important work, goals and objectives of the Port Alberni Port Authority. The Port is most definitely a significant part of the Asia Pacific Gateway Canada initiative and collaborative work is key to maximizing the benefits for the Port, the community, the province and the country. It is great to hear our Ministry of Transportation and Infrastructure is engaged in that important work with you.

I do appreciate hearing from you and commend you and your fellow Board members for your hard work and dedication to strengthening our transportation network as a means to enhance economic activity in our province. A lot has happened in that regard over the past few years and I understand the importance of staying focused.

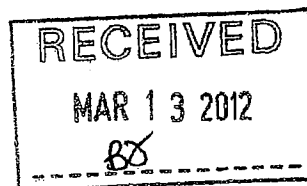
Although I am not able to make a meeting commitment with you at this time, I have asked my colleague, the Minister of Transportation and Infrastructure, the Honourable Blair Lekstrom, to follow up with you at his earliest opportunity, on my behalf.

Sincerely,

A handwritten signature in black ink, appearing to read 'Christy Clark', written over a vertical line.

Christy Clark
Premier

Pc: Honourable Blair Lekstrom





January 20, 2012

Members of the Alberni Connector Working Group:
Darren DeLuca, Bob Cole, Paula Petersen,
Gillian Trumper, Diane St. Jacques, Hira Chopra

Email – dfdeluca@shaw.ca

Dear Members of the Alberni Connector Working Group:

I am writing in response to your letter to the Honourable Blair Lekstrom, Minister of Transportation & Infrastructure dated September 13, 2012, and the September 13, 2012 meeting you had with the Minister and Dave Duncan, Assistant Deputy Minister. I am aware that some of your members also met in November with Patrick Livolsi, Regional Director of the South Coast and again on January 5, 2012, with officials of the Port Authority of Port Alberni and Grant Main, Deputy Minister, Dave Byng, Chief Operating Officer, and myself, Kirsten Pedersen, Executive Director and District Manager of Vancouver Island.

I would like to take this opportunity on behalf of the ministry to again thank the Port Authority of Port Alberni, and all of the officials in attendance, for their generous hospitality and welcome throughout the day of the tour. The day was a wonderful learning experience and was a much appreciated opportunity to visit the Alberni Valley region.

The presentation and discussions about the Port and potential economic opportunities, such as the Raven Underground Coal Project, were interesting and informative. While the Alberni Connector, also known as the Horne Lake Connector, was discussed only briefly towards the end of the day, I believe that discussion was also helpful.

... / 2

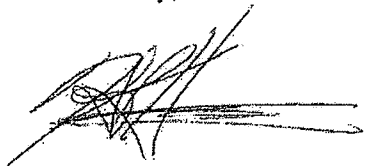
At the November meeting, I understand that Patrick Livolsi advised that the ministry would commence the process of evaluating a preferred Howe Lake Connector route. I provided an update on this process at the meeting in January. I have since confirmed that the evaluation will result in a report that will provide an economic analysis of the connector, including an updated cost estimate. A consultant has been retained to assist with this assessment as there is significant work involved, including updating data, developing connector geometrics and carrying out the cost-benefit analysis.

Due to the amount of work involved, this report is not expected to be completed until the end of March 2012. The ministry will be pleased to share the report with you once complete. I and other staff can then meet with you to go over the report and discuss the results.

In closing, I have been designated as the primary contact on this initiative for the Ministry of Transportation and Infrastructure. I am happy to discuss this project at any time and will advise of progress over the next few months. I can be reached at Kirsten.Pedersen@gov.bc.ca or at 250-751-3282.

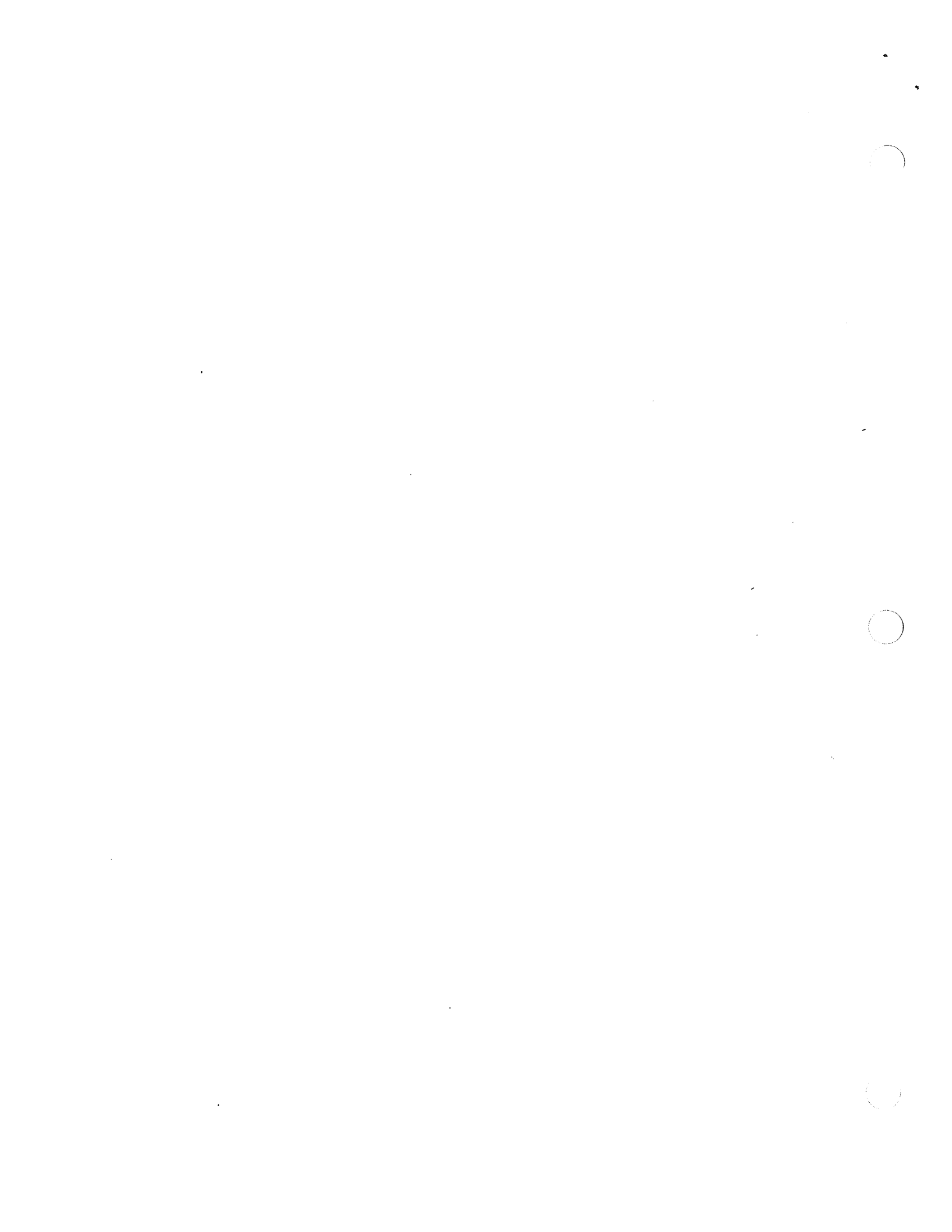
I am looking forward to working with you on this initiative.

Yours truly,



Kirsten Pedersen
District Manager of Vancouver Island
and Executive Director, Strategic Priorities
Highways Department
Ministry of Transportation and Infrastructure

pc: Patrick Livolsi, Regional Director, South Coast Region



Port Alberni Port Authority
Transportation Committee Meeting – April 20, 2012 @ 11:00 a.m.

Attendees: Gillian Trumper, Mike Kokura, Dianne St. Jacques, Cindy Stern, Rob Cole, Jack McLeman, Glen Wong, Pat Deakin, Darren DeLuca Chair, Bianca Filipchuk Corporate Secretary

Regrets: Bob Cole, Paula Petersen

Meeting commenced at 11:10 a.m.

Introductions were made and Darren summarized the actions to date as follows:

- To date's focus based on an adhoc group
- New definition as "Highway Committee"
- Do not want to cross over into Island Rail committee
- Alberni Connector into town and arrive at PAPA
- Committee to determine what they want to deal with
- Review "The Alberni Connector" document
- Up to government to determine best route
- Government leaning toward candy store area

Gillian: Port Authority's prospect to grow! Product across dock; improve transportation corridors. Huge issues with trucking around Cameron Lake. Working on Asia Pacific Gateway inclusion. Scope of committee. Doesn't work to be at cross road with City and Regional District. Must present cohesive group to government for a Ring Road and Harbour Road Inclusive.

Mike: Echoes Gillian's thoughts. Be united. Historically not unified until Regional District's engineering study. Road blocks at Horne Lake – citizens blocking road route. Second road block by Qualicum First Nations.

Dianne: Gillian covered PAPA's benefits. All know economic benefit to circle route. All upset with truck traffic in city. Harder for government to refuse a united group.

Darren: Ida Chong impressed that find one united "ask" of government.

Cindy: Clarified what is long-term plan as a united committee. Road needs to connect to something. Not familiar with any road routes, not included historically in route discussions. May 12th election for HFN but should meet with both councils for TFN and HFN to present this vision. Need to include First Nations at the beginning.

Darren explained new route and next week's presentation by BC Ministry of Transportation. Clarified this is first formal meeting of the committee. Correspondence needs to be cc'd to Cindy Stern. Future could be community presentations.

Rob: Compared strategies to Bulldogs and must agree to one unified ask of government. Committee to brain storm road to where? Don't get too bogged down on road's name.

- Jack: What is "Ring Road"? City's years ago plan for connector? Remove term from table. In 1980's, truckers not interested in trucking to Port Alberni as it was only a "spur" line. City working with Harbour Road revitalization. Discussed at City past two months so good fit here. Anyone with links in the province should try to dig up contract cancelled approximately 2000-2001.
- Darren: Name should be referred to as the "Alberni Connector".
- Glen: ACRD's perspective was always the Alberni Connector. Lots of time and money; lobbied at UBCM. Agree all offices need to be working in parallel. Who's umbrella to fall under? Mayor Douglas has had private discussion with private land owners to open dialogue on roadway. How to congeal this committee. ACRD okay with who wants to take the lead.
- Gillian: Designation as an Asia Pacific Gateway will allow funding. Vital importance to PAPA. This is main reason PAPA working on this.
- Mike: Must stick to Connector and go by Horne Lake route. At one time historically government would by-pass Port Alberni coming out at Great Central Lake. Get on the five-year plan.
- Pat: Four years ago asked to participate on Connector Road. Over time determined benefit. Provincial push back cost benefits versus ratio. Met last summer with mid-level M.O.T. representative. Need to get very clear as his perception is multiple asks. Cowichan more acceptable at a staff M.O.T. level working with current government. Industrial Road point of view – PAPA, Catalyst, WFP, City focus on realignment of Harbour Road. Complicated by four interests in this. Varying degrees of interest from top of the Hump to Cameron Main and onto Ship Creek Road. Island Timberlands and Mayor Douglas met last week to discuss routes and properties. Christopher Dawes, head of Island Timberlands properties, not included. Stephen Henderson and Randy Orm suggested Island Timberlands more interested in bottom of Hump by Coombs Country Candy to Cherry Creek electoral area; below Bainbridge below Cameron Mainline at clear-cut area. This main has more strength; would need a bridge as well. TFN working on agreement with Minister for wood lot at Ship Creek. Pacific Gateway Initiative presentation at UBCM and Port Alberni not included. Brad Madelung and Nanaimo began discussions for inclusion in APG. Glad to see Christy Clark acknowledge that Port Alberni definitely part of A.P.G.
- Darren: Conference call from Minister Edward Fast Monday April 23rd. Short sea shipping is future goal. Met with Minister Lekstrom, Don McCray Deputy Minister, Kirsten Pedersen and Minister of Transportation. April 27th there will be a two hour presentation time to comment to M.O.T. report. Funding announcement from province. How do we as an organization move forward united on this project?
- Rob: City Perspective Fund Raising Committee from China. Bring youth from China here and connect Asia Pacific Gateway with youth and future leaders. Also possible announcement to Comox Hospital expansion. Benefits and spin-offs are great.
- Glen: SD70 recruiting students from China. Grades 10-12 and university. Very successful. Issue is home stays. China reviewing building accommodations for students from China. ACRD worked on this committee for many years and very positive to participate on this committee. Use leverage with and through West Jet.

Darren: Raven Coal – challenge will be trucking. Need to think how we leverage coal message.

Cindy: Two FN's very opposed to Coal project. This will be a non-starter for this committee if coal project is mentioned or involved.

Rob: Committee does not want negative impact.

Gillian: Safety and environmental concerns.

Glen: Oceanside committee may provide letters of support regarding Cameron Lake as part of water supply.

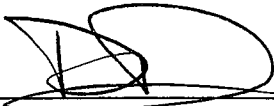
Next meeting 9:30 a.m. at Hospitality Inn April 27th, for approximately 2-3 hours, M.O.T. report to be presented. City and ACRD to invite staff.

Final thoughts from Glen:

Are we under separate organization or as one group?

Wait until after April 27th meeting. James Lunney's position getting on Minister Fast as well as raw log export.

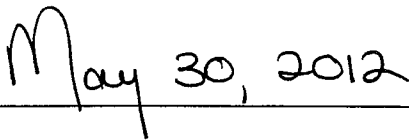
Meeting adjourned at 12:10 p.m. and lunch served by Port Authority.



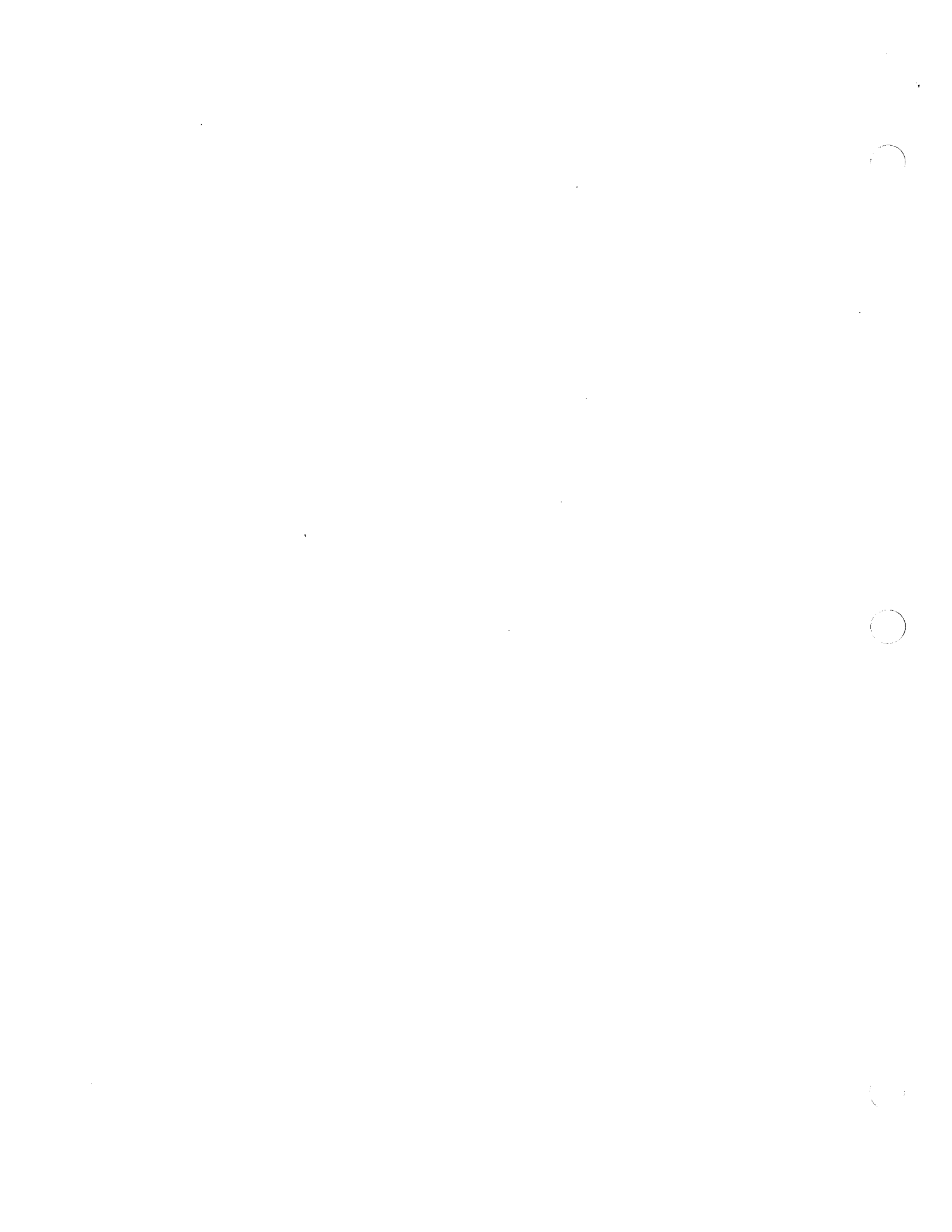
Darren DeLuca, Chairman



Bianca Filipchuk, Corporate Secretary



Date



Premier Unveils New Transportation Strategy to Expand Trade

<http://www.newsroom.gov.bc.ca/2012/04/premier-unveils-new-transportation-strategy-to-expand-trade.html>

Monday, April 2, 2012 10:20 AM

NORTH VANCOUVER - Premier Christy Clark launched a new transportation strategy that will expand trading opportunities with Asia and help B.C. businesses grow and create jobs.

"We have a once-in-a-generation opportunity to take advantage of the fastest growing economy in history," said Premier Clark. "Asia is right at our doorstep - our ports are closer than anywhere else in North America. Our government is making sure we can get our goods to market as efficiently and quickly as possible and this strategy is a huge part of that plan."

The new Pacific Gateway Transportation Strategy 2012-2020 will support the key elements of 'Canada Starts Here: The BC Jobs Plan' to expand markets for B.C. products and strengthen infrastructure to get goods to market.

"We are building on our world-class transportation network to support the growth of exports that create new jobs and opportunities in B.C.," said Transportation and Infrastructure Minister Blair Leckstrom. "Our vision is to make B.C. the preferred choice for Asia-Pacific trade and secure a great economic future for British Columbians."

B.C. has great business opportunities through the expanding Asian demand for coal, forest products, potash, grain, minerals, container traffic and the growth in air travel related to agrifoods, tourism and international education.

"Neptune Terminals' strategic investments have resulted in record terminal exports of potash and steelmaking coal, a 20 per-cent increase in jobs at our terminal, and significant additional growth to come as we complete our expansions," said James Belsheim, president, Neptune Bulk Terminals (Canada) Ltd. "We are encouraged by the new B.C. transportation plan, which supports our investment strategy and our ability to service our customers."

"Teck has invested over \$1 billion and hired an additional 1,000 people in B.C. over the last two years to maintain and expand our steelmaking coal, copper and zinc operations," said Don Lindsay, president and CEO of Teck Resources Ltd. "We're investing to meet growing demand, particularly in Asia, for the products we produce. Working with the B.C. government and the other Pacific Gateway partners, we are creating opportunities for equipment operators, trades people and professionals across the province."

The strategy targets \$25 billion in new public and private-sector investment needed to meet this demand - in addition to \$22 billion already committed since 2005. This new investment will create at least 17,000 additional jobs by 2020.

The strategy will:

- Increase major road and rail capacity, rural resource transportation capacity, bulk and container terminal capacity at B.C. ports and air passenger and cargo capacity to meet projected growth through 2020.
- Ensure an attractive climate for investment by supporting a reliable labour supply and marketing B.C.'s advantages to the world.
- Enhance collaboration with partners and stakeholders to integrate industrial land-use planning, and engage with communities and First Nations.

Going forward, \$25 billion in additional investment is required by 2020 to meet projected demand in key B.C./Canadian growth sectors. Examples are:

- **New provincial investment of \$700 million over the next five years to increase capacity on key provincial highways to support trade.**
- Investment of \$2.8 billion by CN and Canadian Pacific to improve capacity on rail mainlines to meet future growth.
- Investment of \$300 million in the Prince Rupert Road Rail Utility Corridor.
- \$18 billion in private sector pipeline and plant investment to support the development of the liquefied natural gas sector, consistent with the BC Liquefied Natural Gas Strategy.
- Private-sector investment of between \$300 million to \$1.1 billion to expand coal terminal capacity in Vancouver and Prince Rupert and up to \$60 million to expand metal and mineral terminal capacity in Northwest B.C. and Vancouver.
- Private-sector investment of up to \$700 million to develop additional potash terminal capacity.
- Investment of \$3.8 billion to increase container terminal capacity at B.C. ports, including the Province's previous \$50-million commitment to the Deltaport Terminal, Road and Rail Improvement Project.



March 15, 2012

Mr. Darren DeLuca, Chair
PAPA Regional Transportation Committee
2750 Harbour Road
Port Alberni, BC
V9Y 7X2

Dear Mr. DeLuca,

Re: Regional Transportation Committee Appointment

The Alberni-Clayoquot Regional District Board of Directors at their Committee-of-the-Whole meeting held on March 14, 2012, considered your correspondence dated March 2, 2012, requesting participation on the Regional Transportation Committee.

Our Board of Directors are pleased to participate on this Committee and have appointed Director Mike Kokura to represent the Regional District. Director Kokura has participated on the Regional District's Highway Connector Committee for many years. He is a strong advocate for improved transportation in the region. In particular, he continues to lobby the provincial government for an alternate route in/out of the region.

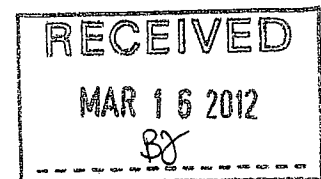
The following is contact information for Director Kokura:

**6894 Elstow Road
Port Alberni, BC
V9Y 8T9
Phone/Fax: (250) 724-0696
Email: mikekokura@shaw.ca**

Thank you for the invitation and we look forward to participating on the Committee.

Yours truly,

Wendy Thomson,
Manager of Administrative Services



cc: Mike Kokura, Director, Electoral Area "B" (Beaufort)





PORT ALBERNI PORT AUTHORITY
2750 Harbour Road
Port Alberni, B.C. V9Y 7X2
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March 2, 2012

Chief Steven Tatoosh
Hupacasath First Nation
5500 Ahahswinis Dr.
Port Alberni, BC V9Y8J9

Dear Chief Tatoosh:

Re: Regional Transportation Committee - Invitation of Participation

Over the past year the Port Alberni Port Authority (PAPA) has had a number of discussions with senior political and government officials within both the Federal and Provincial governments regarding transportation and related infrastructure challenges and opportunities in our region affecting the port. These meetings were afforded under the joint Federal-Provincial Asia Pacific Gateway Canada Initiative, in which PAPA believes it can play a pivotal role. The Port Authority believes that in order to achieve its mandate, and leverage the economic opportunities of the Asia Pacific economy, significant improvements to our community's and region's transportation network must be made. We're confident that you too believe that investments to improve our transportation network are necessary to assist your organization accomplish its objectives.

Given PAPA's direct and necessary interest in improved transportation infrastructure, it has formed a Regional Transportation Committee to lobby senior levels of government to invest in regional transportation infrastructure. The chair of this committee is PAPA director, Darren DeLuca. Darren is joined by fellow PAPA directors, Diane St. Jacques and Gillian Trumper. This committee invites you to appoint a representative of your organization to participate in order to advocate for mutual transportation improvement goals.

Please advise us of your decision to participate in this committee and, who, if you do choose to participate, will represent your organization by March 15, 2012. If you have any questions about the activities undertaken to date or the goals of this committee please contact the undersigned at 250-720-7453. Thank you very much for your consideration of this invitation to participate in the Regional Transportation Committee.

Sincerely,

PORT ALBERNI PORT AUTHORITY

Darren DeLuca
Chair, PAPA Regional Transportation Committee





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March 2, 2012

Chief Les Sam
Tseshaht First Nation
5091 Tsuma-as Drive
Port Alberni, BC V9Y 8X9

Dear Chief Sam:

Re: Regional Transportation Committee - Invitation of Participation

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PORT ALBERNI PORT AUTHORITY

Darren DeLuca
Chair, PAPA Regional Transportation Committee





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March 2, 2012

Alberni Valley Chamber of Commerce
Mike Carter, Executive Director
2533 Port Alberni Highway
Port Alberni, BC V9Y 8P2

Dear Mr. Carter:

Re: Regional Transportation Committee - Invitation of Participation

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Sincerely,

PORT ALBERNI PORT AUTHORITY

Darren DeLuca
Chair, PAPA Regional Transportation Committee





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March 2, 2012

Russell Dyson, Chief Administrative Officer
Alberni-Clayoquot Regional District
3008 5th Avenue
Port Alberni, B.C. V9Y 2E3

Dear Mr. Dyson:

Re: Regional Transportation Committee - Invitation of Participation

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PORT ALBERNI PORT AUTHORITY

Darren DeLuca
Chair, PAPA Regional Transportation Committee





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March 2, 2012

City of Port Alberni
Ken Watson, City Manager
4850 Argyle Street
Port Alberni, BC V9Y 1V8

Dear Mr. Watson:

Re: Regional Transportation Committee - Invitation of Participation

Over the past year the Port Alberni Port Authority (PAPA) has had a number of discussions with senior political and government officials within both the Federal and Provincial governments regarding transportation and related infrastructure challenges and opportunities in our region affecting the port. These meetings were afforded under the joint Federal-Provincial Asia Pacific Gateway Canada Initiative, in which PAPA believes it can play a pivotal role. The Port Authority believes that in order to achieve its mandate, and leverage the economic opportunities of the Asia Pacific economy, significant improvements to our community's and region's transportation network must be made. We're confident that you too believe that investments to improve our transportation network are necessary to assist your organization accomplish its objectives.

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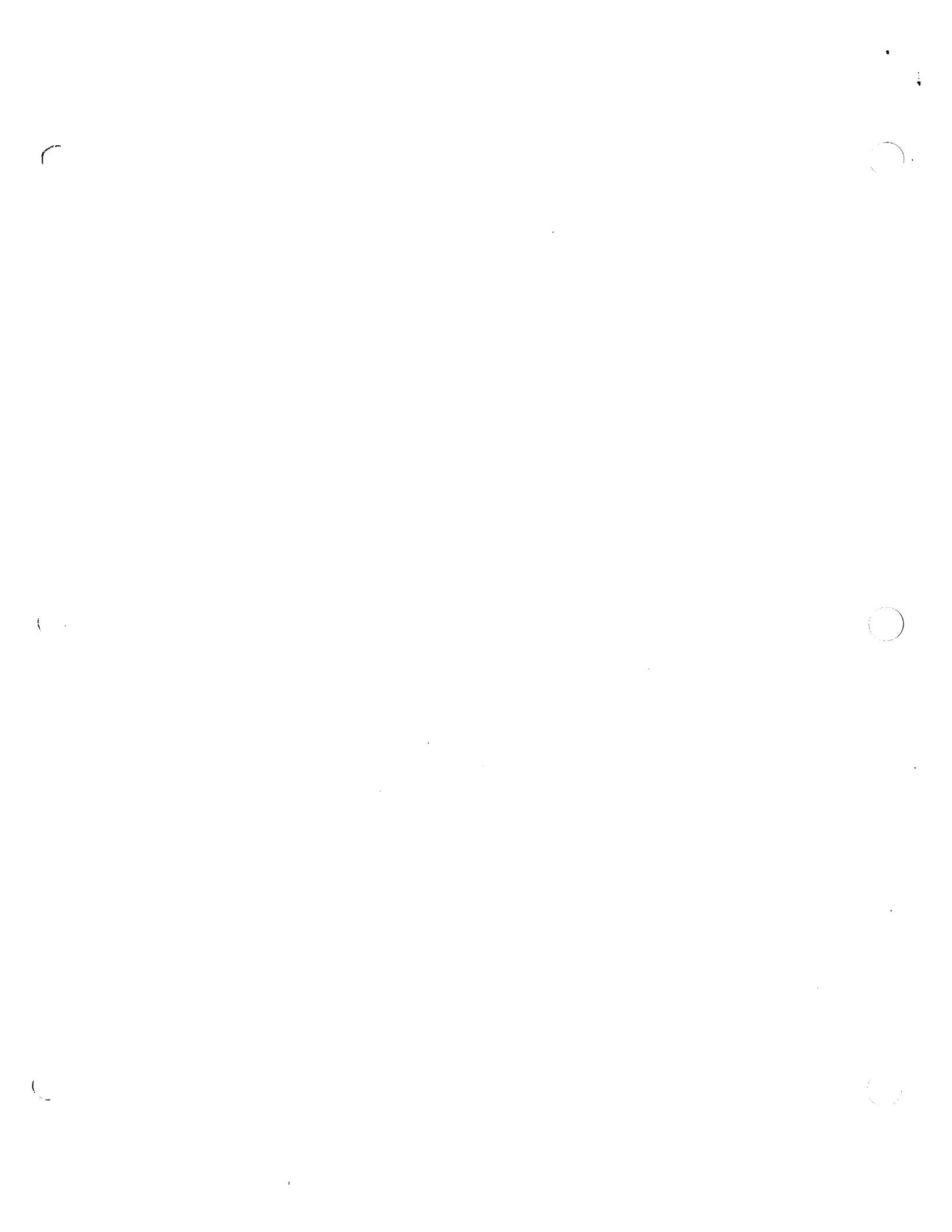
Sincerely,

PORT ALBERNI PORT AUTHORITY

Darren DeLuca
Chair, PAPA Regional Transportation Committee



Canada's Inlet Port on the Pacific
Yours to Cruise and Discover



Bianca Filipchuk

From: online <on.line@shaw.ca>
Date: September-26-12 11:06 PM
To: Bianca Filipchuk
Subject: FW: Letter for the Alberni Connector Working Group

-----Original Message-----

From: Darren DeLuca [mailto:dfdeluca@shaw.ca]
Sent: April 9, 2012 4:01 PM
To: 'Pedersen, Kirsten TRAN:EX'
Cc: 'Tillie, Johnathan TRAN:EX'; 'Pool, Joyce TRAN:EX'
Subject: RE: Letter for the Alberni Connector Working Group

Hello Kirsten,

Are you able to meet in the morning or afternoon of Friday April 27th? We would like to invite you for a lunch either before or after the presentation. Attending will be the transportation committee and possibly some technical staff from the City and RDAC.

Regards,

Darren DeLuca

-----Original Message-----

From: Pedersen, Kirsten TRAN:EX [mailto:Kirsten.Pedersen@gov.bc.ca]
Sent: April 3, 2012 5:46 PM
To: 'Darren DeLuca'
Cc: Tillie, Johnathan TRAN:EX; Pool, Joyce TRAN:EX
Subject: RE: Letter for the Alberni Connector Working Group

Hi Darren, the week of April 23 should work well. Other than the afternoon of the Monday, we should be ok. I'm not sure yet on the audio visual - I would prefer to get back to you on that a bit closer to the date.

Thanks

-----Original Message-----

From: Darren DeLuca [mailto:dfdeluca@shaw.ca]
Sent: Monday, April 2, 2012 8:40 AM
To: Pedersen, Kirsten TRAN:EX
Cc: Tillie, Johnathan TRAN:EX; Pool, Joyce TRAN:EX
Subject: RE: Letter for the Alberni Connector Working Group

Kirsten,

Thank you for the update and excited to hear the report is progressing well.

If a April 23 week meeting works for you I will confer with the rest of the committee and propose a date and location for you. Will you require audio visual equipment?

You may have heard, or have already been aware, that the Province is committing \$700,000,000 to Asia Pacific Gateway projects later today. Here's hoping we can direct a few dollars our way!

Best regards,

Darren

-----Original Message-----

From: Pedersen, Kirsten TRAN:EX [mailto:Kirsten.Pedersen@gov.bc.ca]

Sent: March 30, 2012 12:07 PM

To: 'Darren DeLuca'

Cc: Tillie, Johnathan TRAN:EX; Pool, Joyce TRAN:EX

Subject: RE: Letter for the Alberni Connector Working Group

Hi Darren, thank you for your email and I appreciate the update related to the Alberni Connector Working Group, the Port Authority and the recently created Transportation Committee. There has been significant progress on the report and a draft will be ready in a couple of weeks. I agree that it would be a good idea to meet to discuss the draft once it is ready.

I am unfortunately not available the week of April 16, but if you and other members of the committee are available for a meeting during the week of April 23 or any week thereafter, we would be happy to arrange this. I am thinking a 2-3 hour session may be most constructive to go over the details, and we would arrange to have the appropriate experts there to address the technical information. The Ministry will then be able to consider the input from the meeting, and ensure it is either addressed or reflected in the report.

We would be happy to come to Port Alberni.

If you have any questions or concerns please don't hesitate to contact me at (250) 751-3293.

Kirsten

-----Original Message-----

From: Darren DeLuca [mailto:dfdeluca@shaw.ca]

Sent: Tuesday, March 27, 2012 8:30 AM

To: Pedersen, Kirsten TRAN:EX

Subject: RE: Letter for the Alberni Connector Working Group

Hello Kirsten,

I wanted to update you on our activities related to the proposed Alberni Connector. The Port Authority has struck a Transportation Committee specifically tasked with advocating for the new highway. I am the chair of the committee and it includes fellow directors Gillian Trumper and Diane St Jacques. We have invited participation from local governments and the City of Port Alberni have appointed councillors Jack McLennan and Rob Cole. The Alberni Clayoquot Regional District have appointed

directors Mike Kocura and Glen Wong. We have invited participation from local first nations but have not yet heard back.

Do you have a status update on the report I can provide to the committee?

The committee would like to have an opportunity to meet with the folks from Urban Systems prior to completion of the report for consultation and input.

Can you arrange this?

Best Regards,

Darren DeLuca
Port Alberni Port Authority
250-720-7453

-----Original Message-----

From: Pedersen, Kirsten TRAN:EX [mailto:Kirsten.Pedersen@gov.bc.ca]

Sent: January 22, 2012 8:40 AM

To: Darren DeLuca

Subject: RE: Letter for the Alberni Connector Working Group

Thanks Darren, for your email and the information. Urban Systems has been assigned this work.

Kirsten

From: Darren DeLuca [dfdeluca@shaw.ca]

Sent: January 20, 2012 5:27 PM

To: Pedersen, Kirsten TRAN:EX

Subject: RE: Letter for the Alberni Connector Working Group

Hello Kirsten,

Thank you for the email. I'm sorry I wasn't able to attend the meeting with you January 4th with the Port Authority, I was out of the country on business. I will forward your letter to our group and will use you as the primary contact going forward. We appreciate the commitment of your ministry to produce a suitable report to allow us to properly assess the project and to pursue shared funding from other levels of government. The Port Authority has meetings scheduled with Minister John Duncan (MP North Island) and MP Ed Fast (Parliamentary Secretary, Asia Pacific Gateway) in February. We have committed to Patrick that we will raise 50% of the cost of the new highway from the federal government or other sources, and Asia Pacific Gateway recognition is key to our success. Who is the consultant that has been hired to draft the report?

We remain at your service if you require any information from our group or the Port Alberni Port Authority.

Best regards,

Darren DeLuca

From: Pedersen, Kirsten TRAN:EX [mailto:Kirsten.Pedersen@gov.bc.ca]

Sent: January 20, 2012 4:45 PM

To: 'dfdeluca@shaw.ca'

Cc: Pedersen, Kirsten TRAN:EX; Livolsi, Patrick C TRAN:EX

Subject: Letter for the Alberni Connector Working Group

Please find attached a letter for the Alberni Connector Working Group.



January 20, 2012

Members of the Alberni Connector Working Group:
Darren DeLuca, Bob Cole, Paula Petersen,
Gillian Trumper, Diane St. Jacques, Hira Chopra

Email – dfdeluca@shaw.ca

Dear Members of the Alberni Connector Working Group:

I am writing in response to your letter to the Honourable Blair Lekstrom, Minister of Transportation & Infrastructure dated September 13, 2012, and the September 13, 2012 meeting you had with the Minister and Dave Duncan, Assistant Deputy Minister. I am aware that some of your members also met in November with Patrick Livolsi, Regional Director of the South Coast and again on January 5, 2012, with officials of the Port Authority of Port Alberni and Grant Main, Deputy Minister, Dave Byng, Chief Operating Officer, and myself, Kirsten Pedersen, Executive Director and District Manager of Vancouver Island.

I would like to take this opportunity on behalf of the ministry to again thank the Port Authority of Port Alberni, and all of the officials in attendance, for their generous hospitality and welcome throughout the day of the tour. The day was a wonderful learning experience and was a much appreciated opportunity to visit the Alberni Valley region.

The presentation and discussions about the Port and potential economic opportunities, such as the Raven Underground Coal Project, were interesting and informative. While the Alberni Connector, also known as the Horne Lake Connector, was discussed only briefly towards the end of the day, I believe that discussion was also helpful.

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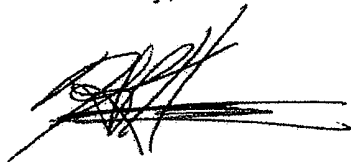
At the November meeting, I understand that Patrick Livolsi advised that the ministry would commence the process of evaluating a preferred Horne Lake Connector route. I provided an update on this process at the meeting in January. I have since confirmed that the evaluation will result in a report that will provide an economic analysis of the connector, including an updated cost estimate. A consultant has been retained to assist with this assessment as there is significant work involved, including updating data, developing connector geometrics and carrying out the cost-benefit analysis.

Due to the amount of work involved, this report is not expected to be completed until the end of March 2012. The ministry will be pleased to share the report with you once complete. I and other staff can then meet with you to go over the report and discuss the results.

In closing, I have been designated as the primary contact on this initiative for the Ministry of Transportation and Infrastructure. I am happy to discuss this project at any time and will advise of progress over the next few months. I can be reached at Kirsten.Pedersen@gov.bc.ca or at 250-751-3282.

I am looking forward to working with you on this initiative.

Yours truly,



Kirsten Pedersen
District Manager of Vancouver Island
and Executive Director, Strategic Priorities
Highways Department
Ministry of Transportation and Infrastructure

pc: Patrick Livolsi, Regional Director, South Coast Region

Executive Summary

Vision:

British Columbia is North America's gateway of choice for Asia Pacific trade

Targets:

At least \$25 billion in total investment will be required by 2020, beyond the \$22 billion previously committed. This \$25 billion in new investment includes:

- ▶ \$3.1 billion to increase major road and rail capacity, including new provincial investment of \$700 million in B.C.'s major trade corridors and the Prince Rupert Road Rail Utility Corridor announced in the *BC Jobs Plan*
- ▶ \$18 billion to support the previously announced *BC Jobs Plan* goal of three Liquefied Natural Gas plants in B.C., and at least \$222 million to increase access to natural resources in rural B.C.
- ▶ \$3.8 billion to increase bulk and container terminal capacity at ports in B.C., including the Province's \$50-million commitment to the Deltaport Terminal, Road and Rail Improvement Project

New investment will create at least 17,000 additional jobs by 2020¹.

Goals:

- ▶ Build on our world-class transportation network
- ▶ Ensure an attractive climate for investment
- ▶ Enhance collaboration with partners and stakeholders

Actions:

Build on our world-class transportation network to:

- ▶ upgrade key road transportation corridors to support trade with new provincial investments of \$700 million over the next five years
- ▶ increase railway capacity by investing \$2.8 billion by 2015 to meet CN and Canadian Pacific rail mainline growth
- ▶ expand coal terminal capacity in Vancouver and Prince Rupert with new private sector investments of between \$300 million and \$1.1 billion to accommodate up to 93 million tonnes of coal a year by 2020
- ▶ expand metal and mineral port terminal capacity in Northwest B.C. and Vancouver with new private sector investments of up to \$60 million to accommodate seven million tonnes a year by 2020
- ▶ develop additional potash terminal capacity to accommodate 24 million tonnes a year by 2020 with new private sector infrastructure investments of up to \$700 million
- ▶ invest over \$30 million to develop port terminal capacity for forest products in the North to handle products such as wood pellets and chips
- ▶ increase access to mines and forest resources through new transportation networks – for example, roads connecting mines in the North with Highway 37

¹ Asia Pacific Gateway Skills Table: B.C. Labour Market Requirement for the Asia Pacific Gateway: 2011-2019.

Actions (continued):

Including projects underway that will:

- ▶ Support bulk handling capacity at Ridley Island with the \$300 million Prince Rupert Road Rail Utility Corridor. The Province committed \$15 million in the *BC Jobs Plan* – along with partners Canada, CN and the Prince Rupert Port Authority; the \$90 million Phase 1 of the project is now fully funded
 - ▶ develop pipeline and plant capacity to transport LNG, in support of the *BC Jobs Plan* target of three LNG plants by 2020 through \$18 billion in private sector investment
 - ▶ increase access to gas reserves through \$222 million continued investment in the Oil and Gas Rural Road Improvement Project and the Sierra Yoyo Desan Road
 - ▶ attract new air passenger and cargo routes and carriers and improve the customer experience by completing the Vancouver International Airport \$1.8 billion terminal, baggage and runway improvements announced in January 2012
 - ▶ increase Vancouver container capacity by carrying out the Deltaport Terminal, Road and Rail Improvement Project announced in the *BC Jobs Plan* and new investments in the \$2-billion Roberts Bank Terminal 2 as part of the Port's Container Capacity Improvement Program
 - ▶ increase Prince Rupert container capacity by building the \$800-million Prince Rupert Fairview Phase 2
 - ▶ improve container logistics handling in Western Canada by completing over \$250 million in private sector investments in support of new integrated logistics facilities across the Pacific Gateway supply chain
 - ▶ increase major road capacity – completing \$4.9-billion investment on provincial road and bridges including the Port Mann Bridge, the new South Fraser Perimeter Road, Highway 1 upgrades from Kamloops to Golden and the Kicking Horse Canyon
 - ▶ improve rail efficiency and provide safer travel for residents by completing the \$307-million Roberts Bank Rail Corridor projects and the \$410-million investments in the North and South Shore Trade Area projects in Vancouver
 - ▶ consolidate transportation oversight operations in Vancouver at the \$11.6-million Regional Traffic Management Centre under construction
 - ▶ improve border crossing efficiency with the \$5.6 million border infrastructure and information systems announced in the *BC Jobs Plan*, and continue to work with Washington State
- Ensure an attractive climate for investment with actions including:
- ▶ eliminating the provincial jet-fuel tax for international flights, saving airlines thousands of dollars a day, resulting in more air service to B.C. as announced in Budget 2012
 - ▶ capping the property tax on designated ports as announced in Budget 2012, generating at least \$2 billion in new port investment in Prince Rupert and Vancouver and up to 1,000 additional jobs according to the BC Wharf Operators Association
 - ▶ working with stakeholders to realize Vancouver's potential as a Maritime Centre of Excellence
 - ▶ strengthening Alliance partnerships to ensure YVR becomes North America's aviation hub to Asia
 - ▶ implementing a detailed aviation strategy to make B.C. more competitive in the global aviation market
 - ▶ harmonizing regulations for transport trucks across Western Canada, minimizing barriers to inter-provincial trade, investment and labour mobility
 - ▶ supporting the recently-announced Canada/US Beyond the Border Initiative to ensure border-efficiency improvements
 - ▶ co-ordinating federal and provincial environmental assessment processes for timely decision-making for investors
 - ▶ marketing B.C.'s competitive advantages around the world and attracting the world to B.C., in collaboration with the private sector, federal government, other provinces, labour and First Nations
 - ▶ ensuring transportation construction and operations have skilled labour when it is needed, in the right location, supported by best-practice recruitment and training
 - ▶ ensuring labour reliability by building on the eight year International Longshore and Warehouse Union (ILWU) agreements by expanding the model to other transportation sectors
 - ▶ continuing implementation of supply-chain performance standards, measurement and improvement

Actions (continued):

...ance collaboration with partners and stakeholders by building on our past success. Actions in this area include:

- ▶ a B.C. Transportation Summit entitled 'Corridors to BC's Economic Future', hosted by the B.C. Chamber of Commerce in Vancouver in June 2012
- ▶ working with communities to integrate industrial land-use planning
- ▶ engaging with communities to advance specific projects as they are planned and developed
- ▶ supporting business-to-business relationships and other agreements that ensure First Nations benefit from projects in their traditional territories
- ▶ working with the Aboriginal Business and Investment Council to broaden engagement with Aboriginal people and businesses

