Port Alberni Transshipment Hub: PATH

“Canada Starts Here”
PAPA: Existing Facilities & Volumes

- 3 berths: 900m/11.5 to 13m draft
- 7.5 hectares
- 4 warehouses 4700 m2
- 4 marinas
- Over 100 leases
- Jurisdiction of 47 km-long Inlet

Volume

- Ships: 75 per annum
- Lumber: 80 mil BF
- Logs: 750,000 m3
- Fishing: 11,000 m/t
- Cruise: 1 call
Port Alberni Transhipment Hub: PATH

- Terminal efficiencies & capacity
- Growing international trend of ULCS
- Maximize Gateway investments
- Road congestion & bottlenecks
- Negative Environmental Impact
- Industrial Land Reserve
- Social License
- Costly Distribution Centers Real Estate
- Frustrated Industry
- Meet Future Capacity Requirement
- Cost of Living
Lower Mainland’s Benefits of PATH

- Environmental benefits
- Maximize Use of Port and Transportation Infrastructure
- Reduce Traffic Congestion
- Land Reserve – ALR – Industrial
- Warehouse Space
- Transportation Infrastructure
- Construction Cost
- Use of Marine Highway
- Non-Competitive
- Security
PAPA - Milestones

- 750 Hectares of Land Reserve
- On-going Studies for LNG and Transhipment
- Agreement with First Nations
- Social Licence: Yes
- Environmental Issues: Minor-Nil

15 NM to Pacific Ocean
World does it. Why can’t we?
PORT METRO VANCOUVER:
TRUCKING UPDATE

October 9, 2013

Peter Xotta
Vice-President,
Planning and Operations
PORT METRO VANCOUVER

- Canada’s largest gateway to the Asia-Pacific region
- 4th largest tonnage port in North America
- Connects Canadians with trading partners in 160 economies
- Approx. $475 million of cargo moved daily
GOVERNANCE

- Non-shareholder, financially self-sufficient corporation
- Canada Marine Act obligations
- National Transportation Policy
- Governed by a diverse board of 11 directors
- Guided by a vision for long-term growth and competitiveness, benefiting communities locally and across the nation.
OPERATIONS & ASSETS

- 28 major marine cargo terminals
- 3,081 vessel calls in 2012
- Serviced by 3 major railways
- Administration of 16,000 hectares of water and nearly 1,000 hectares of land and assets
2012 STATS | CONTINUING GROWTH

• 124 million tonnes of cargo, 1% increase
  - 96.8 million tonnes foreign tonnage
  - 27.1 million tonnes domestic tonnage
• Throughput volumes reflect growth in Asian economies, continuing strength of Canada
STRATEGIC INFRASTRUCTURE DEVELOPMENT
BUILDING THE PROVINCE, CREATING CAPACITY

• Trade Areas
  • North Shore
  • South Shore
  • Roberts Bank Rail Corridor

• Container Capacity Improvement Program
  • Deltaport Terminal, Road & Rail Project
  • Roberts Bank Terminal 2

• Tenant-led projects

• Regional investments
  • Port Mann Hwy 1
  • SFPR
ROBERTS BANK RAIL CORRIDOR – STATUS

PMV is Lead Agency
MINIMIZING IMPACTS AND INCREASING EFFICIENCY
CHALLENGES AND OPPORTUNITIES

- Global supply chain
- Local Gateway
- Smart Fleet Strategy

Port of Oakland Protest Update
August 19, 2013, 11:45 pm • Posted by KQED News Staff

4 Comments

Truck driver J.R. Coleman (left, holding sign) talks with Michael Villeggiante, president of Local 10 of the longshore union.
(Deborah Svoboda / KQED)
SMART FLEET TRUCKING STRATEGY

- 3-year plan to achieve excellence in container trucking sector
- Most significant outreach in a decade
- Collaboration between industry and government
- Accurate performance measurement and monitoring
SMART FLEET – KEY INITIATIVES

Collaboration:
- Container Drayage Leadership Team

Accountability:
- GPS Program
- Measuring And Monitoring Performance Reporting Framework

Long Term Sustainability
- Truck Licensing System Review
- Clean Transportation Initiative
- Environmental Programs
TOTAL CONTAINER TRUCK GATE TRANSACTIONS

Gate Transactions per Month

- TSI-Deltaport
- TSI-Vanterm
- DPW-Centerm
- Fraser Surrey

Gate Transactions per Month:

<table>
<thead>
<tr>
<th>Month</th>
<th>TSI-Deltaport</th>
<th>TSI-Vanterm</th>
<th>DPW-Centerm</th>
<th>Fraser Surrey</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sep-12</td>
<td>10,000</td>
<td>10,000</td>
<td>10,000</td>
<td>10,000</td>
</tr>
<tr>
<td>Oct-12</td>
<td>10,000</td>
<td>10,000</td>
<td>10,000</td>
<td>10,000</td>
</tr>
<tr>
<td>Nov-12</td>
<td>10,000</td>
<td>10,000</td>
<td>10,000</td>
<td>10,000</td>
</tr>
<tr>
<td>Dec-12</td>
<td>10,000</td>
<td>10,000</td>
<td>10,000</td>
<td>10,000</td>
</tr>
<tr>
<td>Jan-13</td>
<td>10,000</td>
<td>10,000</td>
<td>10,000</td>
<td>10,000</td>
</tr>
<tr>
<td>Feb-13</td>
<td>10,000</td>
<td>10,000</td>
<td>10,000</td>
<td>10,000</td>
</tr>
<tr>
<td>Mar-13</td>
<td>10,000</td>
<td>10,000</td>
<td>10,000</td>
<td>10,000</td>
</tr>
<tr>
<td>Apr-13</td>
<td>10,000</td>
<td>10,000</td>
<td>10,000</td>
<td>10,000</td>
</tr>
<tr>
<td>May-13</td>
<td>10,000</td>
<td>10,000</td>
<td>10,000</td>
<td>10,000</td>
</tr>
<tr>
<td>Jun-13</td>
<td>10,000</td>
<td>10,000</td>
<td>10,000</td>
<td>10,000</td>
</tr>
<tr>
<td>Jul-13</td>
<td>10,000</td>
<td>10,000</td>
<td>10,000</td>
<td>10,000</td>
</tr>
<tr>
<td>Aug-13</td>
<td>10,000</td>
<td>10,000</td>
<td>10,000</td>
<td>10,000</td>
</tr>
<tr>
<td>Sep-13</td>
<td>10,000</td>
<td>10,000</td>
<td>10,000</td>
<td>10,000</td>
</tr>
</tbody>
</table>
BENEFITS

- Improved safety
- Service consistency
- Sustainable growth
- Increased productivity and profitability
- Reduced congestion in communities
Complete critical infrastructure upgrades
Expanding tools for collaboration
  • Expand GPS coverage
  • Drayage Financial & Operational Model
  • Technology Pilot
  • Truck License System Standards
TransLink: Planning for the Future

October 9, 2013
Looking to the future, while managing today’s needs…

- Pattullo Bridge Strategic Review
- 2014 Base Plan
- Strategic Priorities Fund
- RTS Fall Engagement
Pattullo Bridge Strategic Review
Partners working together to:

- Review and evaluate alternatives to rehabilitate the Pattullo Bridge

- Determine a preferred alternative that meets the needs of communities connected by the bridge, as well as the broader region served by the bridge

- Current collaborative joint review was initiated in late 2012 by New Westminster, Surrey, TransLink, Ministry of Transportation and Infrastructure, Metro Vancouver, and Coquitlam

- The 2014 Base Plan includes a budget of up to $299 million for potential Pattullo Bridge rehabilitation
Consultation Activities *(June 2013)*

- New Westminster, Surrey and TransLink consulted local residents and businesses, local and regional stakeholders, and bridge users regarding:
  - Problem Statement for the Pattullo Bridge Review
  - Objectives for rehabilitating or replacing the bridge
  - Initial screening of the long list of alternatives for rehabilitating or replacing the bridge (screening against the objectives)

- **4,000 participant interactions** during the consultation period:
  - Open houses and consultation events
  - Feedback forms
  - City of Surrey’s City Speaks
  - Online public opinion poll
Consultation Results

- 6 of 25 alternatives recommended for further consideration:

1. New 4-lane Surrey-Coquitlam bridge with 2- or 3-lane rehabilitated Pattullo Bridge (*Alternative 19*)
2. New 6-lane bridge at existing location (*Alternative 8*)
3. New 4-lane bridge at existing location (*Alternative 6*)
4. Rehabilitated Pattullo Bridge – 4 lanes (*Alternative 5*)
5. Rehabilitated Pattullo Bridge – 3 lanes (*Alternative 4*)
6. New 5-lane bridge at existing location (*Alternative 7*)
Next Steps

- Develop good connection options for each alternative
- Conduct more detailed analysis and costing
- Evaluate the alternatives with the aim of reducing the list of alternatives to those that are most consistent with the problem statement and objectives
2014 Base Plan
Being Fiscally Responsible

Positive news on the financial front:

- We are starting 2014 in a more favourable financial position
- We are meeting our cumulative reserve requirements
- We are managing through the projected 2015 gap

Reasons for this include:

- Cost containment and increased efficiencies in 2013
- Timing of our borrowing program
Revenue & Expenditures

- Revenue rates are not changing
- Transit fare increase deferred until 2015
- Expenditures continue to be higher than revenue

2014 Revenue

Total: $1.44B

- Transit revenues 36%
- Motor fuel tax 23%
- Security 2%
- Admin (includes Compass) 7%
- Rent expense 11%
- Interest expense 12%
- Senior government contributions 6%
- Parking rights tax 4%
- Toll revenues 3%
- Other taxes 7%

2014 Expenditures

Total: $1.49B

- Transit operations 60%
- Security 2%
- Admin (includes Compass) 7%
- Rent expense 11%
- Interest expense 12%
- Senior government contributions 6%
- Parking rights tax 4%
- Toll revenues 3%
- Other taxes 7%

*Other Taxes: Other taxes, Canada Line Credit, Interest Revenue
Delivering on our Commitments

- Evergreen Line contribution
- Transit service hours held constant
- Upgrade seven SkyTrain stations
- MRN programs funding
- Regional cycling program
- Pattullo Bridge potential rehabilitation
Strategic Priorities Fund
SPF Overview

- The Strategic Priorities Fund (SPF) is Metro Vancouver’s portion of the Federal Gas Tax Fund, initiated in the 2005/06 fiscal year that provides long-term, predictable funding for TransLink.

- The SPF must be used for environmental improvements.

- 100% of Metro Vancouver’s SPF is dedicated to transit investment.

- Transit investments are restricted to capital and technology that support environmental sustainability.

- TransLink consults with Metro Vancouver on proposed projects before they are formally submitted to Union of BC Municipalities’ (UBCM) Gas Tax Fund Management Committee.
Progress to Date

- TransLink has received $676 million in committed funding from the SPF to date

- $349 million has been transferred from the committed Gas Tax restricted account toward approved Gas Tax projects.

- The total cost of all the approved projects is approximately $1 billion

- Approved projects include:
  - Replace older diesel buses with more fuel-efficient vehicles
  - Replace SeaBuses
  - Acquire new buses, HandyDART vehicles and SkyTrain vehicles
  - Refurbish Mark 1 SkyTrain vehicles
  - Upgrade Infrastructure
Example: Hamilton Transit Centre Spending Timeline

- Project approved: 2011
- $76 million received
- Project completion: 2015
- Cumulative Spending

$0 remains

A better place to live based on transportation excellence
Year 9 Proposed Projects

- For Year 9 (2013/2014), TransLink is applying for $122.6 million of SPF funding, which is almost 80% of the total cost of the proposed projects.

- Proposed projects include:
  - Replace 132 diesel buses with Hybrid and CNG buses
  - Replace 3 trolley overhead rectifiers at Metrotown
  - Replace automated SkyTrain control equipment
  - Buyout 28 West Coast Express vehicles
Outcomes

The SPF has delivered customer, environmental and fleet benefits, including:

- Increased fleet accessibility
- Increased fleet reliability and reduced maintenance costs
- Cleaner, quieter vehicles
- Increased customer capacity

Funding certainty is required to maintain current service and infrastructure
RTS Overview

Regional Transportation Strategy in two components:

1. Strategic Framework (approved July 2013)
   - Key directions for moving people & goods; meeting growth management, economic, environmental, and social objectives
   - Outlines key strategies & actions under 3 levers: Invest, Manage, Partner
   - Indicates priority transportation investments for 30-year horizon

2. Implementation Plan
   - Identifies initiatives, timing and funding over next 15 years
   - Will clarify roles and responsibilities
   - Consultation will include two phases:
     - Challenges & Choices (Nov-Dec 2013)
     - Draft Implementation Plan (2014)
Consultation Fall 2013 - Questions

- Objective:
  - Facilitate dialogue on investment priorities and funding for the region

- Questions:
  - What are your investment choices/priorities?
  - What is your support for other policy measures?
  - What is an acceptable funding level? How to pay?
Consultation Fall 2013 - Process

- Broad Engagement
  - 4-6 sub-regional public workshops
  - Stakeholder engagement
  - Decision makers: elected officials workshops; Metro and Mayors’ Council

- Interactive tool:
  - Basis for online and in-person engagements
  - Users select preferences from menu of investments
    (rapid transit, bus transit, roads/bridges, walk/bike)
  - See the impact (economy, environment, health etc.) and how much they cost
  - Select preferred funding sources and ‘balance the budget’

Feedback on ‘how far, how fast’ on investment to shape the Plan.