

Ministry of Transportation

2002/03– 2004/05 Service Plan Summary

Mission

- Creating an integrated transportation plan that incorporates all modes of transport and provides a strong foundation for economic growth
- Maintaining and improving the safety of the provincial highway system, ensuring the safe and efficient movement of goods from all regions to provincial, national and international markets
- Ensuring regional participation in the provincial transportation system including the highway and rural road system

Strategic Shifts

- There will be a shift to the development of one strategic integrated transportation plan with strong regional and stakeholder input rather than planning highways, rail transport, air transport and other transportation modes separately.
- The ministry will work to attract private sector investment for the delivery of new or expanded infrastructure so that roads and bridges can be built years sooner than if government continues to bear the full cost.
- The ministry will shift from being the sole decision-maker on regional highway planning priorities to a partnership with regions that enables regions to identify priorities and work with the ministry to develop plans.

Core Business Areas

- The ministry's core services are to maintain and improve the transportation infrastructure; encourage private sector involvement and investment in transportation infrastructure; and develop an integrated strategic provincial transportation plan.
- The ministry's work is organized into two major categories:
 - **Highway Operations** encompasses road and bridge maintenance, asset preservation, traffic operations, inland ferries and Coquihalla toll administration.
 - **Other Ministry Programs**, which include:
 - Highway Improvement and Partnerships, which consists of attracting private sector investment, transportation planning, policy and legislation, engineering and construction;
 - Motor Vehicle Regulation, which consists of the Office of the Superintendent of Motor Vehicles and the Motor Carrier Commission; and
 - Corporate Services, which consists of finance, administration and human resources activities, as well as asset management, capital project audits, performance measurement and the Minister and Deputy Minister's offices.

Major Initiatives

- The ministry will develop a comprehensive and integrated transportation plan incorporating all modes (roads, rail, air, marine, etc.) by the end of 2003.
- The ministry will establish regional transportation committees that will initially provide input to the provincial transportation plan and identify priorities for maintaining the road system. Committee responsibilities will be broadened over time, leading to the creation of regional transportation authorities.
- By April 2002, the ministry will identify projects that are potential candidates for public-private partnerships.
- By June 2002, the ministry will develop the policy framework to enable public-private partnerships for financing, building, owning and operating provincial highways.
- By April 2004, the ministry will privatize all activities that can be delivered effectively by the private sector. Services currently being considered for privatization are inland ferries, sign manufacturing, line painting, electrical system maintenance and radio systems operation and maintenance. Rest areas will be commercialized.
- The ministry will continue to tender contracts for road and bridge maintenance and monitor maintenance activities. Maintenance is the second biggest expenditure of the ministry and the most visible to the travelling public. The ministry will continue to perform avalanche control.
- Highway capital investment is estimated at \$254 million in 2002/03, \$221 million in 2003/04 and \$217 million in 2004/05.
- The ministry will implement a streamlined “one-stop” rural sub-division approvals process to replace the current practice where land development proposals outside of municipal areas are referred to several ministries and agencies before a permit is issued. Fees will be adjusted to cover costs. The responsibility for the rural subdivision approvals process will be offered for transfer to regional districts.
- The Office of the Superintendent of Motor Vehicles will continue to administer sections of the Motor Vehicle Act relating to dangerous drivers and the fitness of drivers; conduct appeals of administrative driving prohibitions and vehicle impoundments; conduct hearings and reviews of ICBC driver licensing decisions, vehicle inspection facility and inspector licences; and licensing sanctions for motor carriers regulated under the National Safety Code.
- The Motor Carrier Commission will continue to regulate the commercial passenger industry (buses and taxis) and issue licences for the interprovincial and international road transport of passengers. Its processes are under review for streamlining.
- The ministry will save costs by relocating administrative services such as payroll, systems support and human resources to shared services agencies in government.
- The ministry will develop and implement a human resources strategy that addresses competencies, training and succession planning.

Ministry Resources (million \$)

	Fiscal Year				Percent Change (%) 2001/02 to 2004/05
	(Restated Estimates) 2001/02	2002/03	2003/04	2004/05	
Operating Expenses					
• Highway Operations (Maintenance)	\$436	\$449	\$439	\$404	(7%)
• Other Ministry Programs	64	40	32	30	(53%)
• Public Transit	173	239	257	247	43%
Total Operating Expenses	\$673	\$728	\$728	\$681	1%
FTEs	2,371	1,695	1,274	925	(61%)

Significant Changes:

- Highway Operations (Maintenance) – Expenditures on the road are being protected. Reductions are due to consolidation of regions and districts, headquarters restructuring, and shifting to an auditing role in the supervision of road and bridge maintenance contracts.
- Other Ministry Programs – Reductions are due to elimination of transportation grants and staff reductions.
- Public Transit – Includes an operating grant to British Columbia Transit, as well as amortization and debt servicing for both British Columbia Transit and Rapid Transit Project 2000. Increase reflects amortization and debt servicing for completion of the SkyTrain Millennium Line.
- FTEs – Reduction from consolidation of regions and districts, headquarters restructuring, the shift to an auditing role for road and bridge maintenance contracts, increased reliance on public-private partnerships for delivery of capital projects, and potential privatizations.

Attachment 1

Government Priorities relating to Ministry of Transportation



New Era Commitments Achieved

- Eliminated the Highway Constructors Limited union-only “hiring hall” requirement on highway construction projects.
- Appointed an independent inquiry into the fast ferries and management of BC Ferries.

New Era Commitments Included in 02/03 – 04/05 Service Plan

- Establish regional transportation authorities that are accountable to local taxpayers and give local communities more control over their transportation needs and planning.
- Focus resources on improving Northern and rural transportation.

Key Projects Included in 02/03 – 04/05 Service Plan

- Develop an integrated provincial transportation strategy.