

**Ministry of
Transportation
and Infrastructure**

**2023/24 – 2025/26
Service Plan**

February 2023



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[Ministry of Transportation and Infrastructure](#)

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Minister's Accountability Statement



The Ministry of Transportation and Infrastructure 2023/24 – 2025/26 Service Plan was prepared under my direction in accordance with the *Budget Transparency and Accountability Act*. I am accountable for the basis on which the plan has been prepared.

A handwritten signature in black ink that reads "Rob Fleming". The signature is fluid and cursive.

Honourable Rob Fleming
Minister of Transportation and Infrastructure
February 21, 2023

Minister of State's Accountability Statement



I am the Minister of State for Infrastructure and Transit and under the *Balanced Budget and Ministerial Accountability Act*, I am accountable for achieving the following results for 2023/24:

- a) Support the Minister of Transportation and Infrastructure to advance B.C.'s major infrastructure projects, including Highway 1 expansion in the Fraser Valley, the Fraser River tunnel replacement project, and the Surrey-Langley and UBC SkyTrain projects;
- b) Work with BC Transit and TransLink to ensure ridership continues to recover to pre-pandemic levels;
- c) Support the Minister of Transportation and Infrastructure in working with Cabinet colleagues, communities and regions to assess and support the planning of transit projects to reduce commute times for fast growing urban areas, including evaluating the possible extension of the West Coast Express;
- d) Work with local communities to develop options to improve public transit and other transportation modes on Vancouver Island, including building on the South Island Transportation Strategy;
- e) Support the Minister of Transportation and Infrastructure to complete the Transit-Oriented Development Framework to advance sustainable communities along transit corridors to help achieve our housing and affordability goals;
- f) Work with BC Transit, TransLink and BC Ferries on improving service integration to ensure passengers experience more seamless travel;
- g) Support the Minister of Transportation and Infrastructure to ensure highway improvement projects result in more integrated transportation corridors through incorporating improved active transportation and transit amenities;
- h) Support the Minister of Transportation and Infrastructure in working with Indigenous Communities, and the federal government to advance rural transportation solutions;
- i) Submit to Cabinet a report on the results referred to in paragraphs (a) to (h) on or before March 31, 2024.

A handwritten signature in black ink that reads "Dan Coulter".

Honourable Dan Coulter
Minister of State for Infrastructure and Transit
February 21, 2023

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Strategic Direction

In 2023/24, the Government of British Columbia will continue our work to make life better for people in B.C., improve the services we all rely on, and ensure a sustainable province for future generations. Government will focus on building a secure, clean, and fair economy, and a province where everyone can find a good home – whether in a rural area, in a city, or in an Indigenous community. B.C. will continue working toward true and meaningful reconciliation by supporting opportunities for Indigenous Peoples to be full partners in an inclusive and sustainable province. The policies, programs and projects developed over the course of this service plan period will focus on results that people can see and feel in four key areas: attainable and affordable housing, strengthened health care, safer communities, and a secure, clean and fair economy that can withstand global economic headwinds.

This 2023/24 service plan outlines how the Ministry of Transportation and Infrastructure will support the government’s priorities including the foundational principles listed above and selected action items identified in the [December 2022 Minister's Mandate Letter](#) and [Minister of State for Infrastructure and Transit Mandate Letter](#).

Purpose of the Ministry

The Ministry of Transportation and Infrastructure helps build resilient communities by providing a safe and reliable transportation network that keeps people and goods moving and supports B.C.’s economic growth. The Ministry is also positioning the province for a greener and more sustainable future by adopting new technologies and implementing intermodal and active transportation solutions. Whether through policy and legislative work, building new or updating existing infrastructure, or providing funding and support to Indigenous communities and local governments, the Ministry’s work enables British Columbians to benefit from a growing, accessible, and connected transportation network.

The Ministry builds and maintains safe and resilient roadways and infrastructure, plans integrated transportation hubs and networks, provides affordable, efficient and accessible transportation options for all people in British Columbia, partners with Crown corporations and other entities to deliver transportation services, develops and implements transportation policies, and administers many related acts, regulations and federal-provincial funding programs.

This work includes investing in road infrastructure and running a comprehensive asset management system, including road resurfacing, bridge rehabilitation and replacement, seismic retrofits, safety improvements and upgrades to smaller side roads to help connect communities. This work also includes policy, planning, funding and oversight of public transit, coastal and inland ferry services, passenger and commercial vehicles, active transportation and multi-modal networks. The Ministry is leading initiatives to increase integrated land use

and transportation planning, reduce transportation-related greenhouse gas emissions, and strengthen the economy through the efficient movement of people and goods.

The Ministry is responsible for four Crown corporations: the [BC Transportation Financing Authority \(BCTFA\)](#); [BC Railway Company \(BCRC\)](#); [Transportation Investment Corporation \(TI Corp\)](#); and [BC Transit](#). It also serves as the principal liaison into Government for TransLink, BC Ferries, and the Passenger Transportation Board.

Operating Environment

British Columbia is still recovering from the COVID-19 pandemic, facing increased frequency and severity of climate related events, including flooding and wildfires, and dealing with global inflation that is driving up costs for everything from food to fuel and housing. Now more than ever, we need to focus on building a secure, low emission, sustainable economy, and a province where everyone, in any community, can find a good home.

The environment in which the Ministry does its work is changing, which has broadened its priorities and is evolving its approach. Throughout 2023 and beyond, the Ministry will continue its work to modernize its legislative and regulatory frameworks and better align the diverse areas of its work – Highways, Infrastructure, Marine, Transit, Policy, Active Transportation and more - into a unified effort that will provide the most benefit for British Columbians as we build more connected, liveable and affordable communities.

People and communities' need for British Columbia's transportation network are diverse and evolving. Planning, delivering and operating a transportation network that responds to these evolving needs and expectations has become increasingly complex and requires the Ministry to explore new partnerships and ways of working to achieve mandate commitments. Collaboration across sectors is also needed to quickly respond to extreme events and build back stronger with more resilient services and infrastructure to mitigate future risks.

The Ministry will continue to lean into core work and services to maintain and operate a transportation network to keep people and goods moving, while highlighting new and growing areas of focus: leadership in climate change and resilience; supporting people, communities and B.C.'s economic growth and success; leveraging transportation investments with smarter land use alignment to deliver co-benefits to communities and support liveability; and advancing transportation policies, programs and services that meet the diverse needs of British Columbians by advancing reconciliation, equity and anti-racism across and within our work.

Economic Statement

B.C.'s economy has been resilient to pandemic, geopolitical and climate-related disruptions. However, higher interest rates are expected to weigh on the economy in the coming years. Following a rapid recovery from the economic impacts of the COVID-19 pandemic, high inflation led to successive interest rate increases from the Bank of Canada in 2022. The impact

of higher interest rates has been evident in housing markets and there is uncertainty over its transmission to the rest of the economy in B.C. and among our trading partners. B.C. is heading into this challenging period in relatively strong position, with a low unemployment rate. The Economic Forecast Council (EFC) estimates that B.C. real GDP expanded by 3.0 per cent in 2022 and expects growth of 0.5 per cent in 2023 and 1.6 per cent in 2024. Meanwhile for Canada, the EFC estimates growth of 3.4 per cent in 2022 and projects national real GDP growth of 0.5 per cent in 2023 and 1.5 per cent in 2024. As such, B.C.'s economic growth is expected to be broadly in line with the national average in the coming years. The risks to B.C.'s economic outlook center around interest rates and inflation, such as the risk of further inflationary supply chain disruptions, the potential for more interest rate increases than expected, and uncertainty around the depth and timing of the impact on housing markets. Further risks include ongoing uncertainty regarding global trade policies, the emergence of further COVID-19 variants of concern and lower commodity prices.

Performance Planning

Goal 1: British Columbia has an integrated transportation network.

To better reflect the priorities of Government and the Ministry including aligning transportation and land use, maximizing network movement, transit ridership and co-benefits to communities including housing, livability and economic development and participation, this goal has been amended from the 2022/23 Service Plan. New performance measures will be developed in 2023.

Objective 1.1: Leverage integrated transportation planning and development to support complete, connected communities.

The Ministry is leading the alignment of land use and transportation planning to advance smart, coordinated growth across B.C. Integrated transportation planning leverages investments to maximize access to and movement across our transportation network, while delivering co-benefits to communities to enhance liveability, encourage complete and connected communities, and support more sustainable transportation options, like public transit and active transportation.

Key Strategies

- Advance integrated planning and development across the Ministry to deliver co-benefits to communities in partnership with them.
- Develop a transit oriented development framework to advance sustainable communities along transit corridors to support housing development and other benefits.
- Work with other ministries to improve timing and transparency of permitting processes to support housing and sustainable economic development.
- Review and update investment metrics that incorporate both monetary and social costs and benefits of our transportation system and major integrated projects.

Discussion

To leverage integrated transportation planning and development, the Ministry is working on a framework for transit oriented development to advance community connectivity, housing development and transit ridership. Collaboration with other ministries will improve permitting and transparency processes, support housing and economic development, adding smart and coordinated growth across the province. Additionally, the Ministry will update investment metrics to address monetary and social costs to our transportation network and major projects, further contributing to complete and connected communities. These key strategies ensure that the Ministry is working towards British Columbia having an integrated transportation network, connecting communities, improving livability and economic development.

Objective 1.2: Support resilient supply chains and influence economic development through transportation services, planning and infrastructure.

The Ministry leads transportation network planning and investment that enables economic development and people, communities and businesses to stay connected. It also connects partners to support resilient and efficient supply chains that are essential to economic activity and delivering the goods and services the province and Canada depend on.

Key Strategies

- Deliver a goods movement strategy to provide leadership and coordination among the transportation sector to help ensure that goods move efficiently between roads, railways and ports, both within B.C and beyond.
- Leverage transportation planning and investments to integrate and connect people and communities to jobs, services, goods and opportunities.
- Continue to make key asset preservation and rehabilitation investments to support connections between communities and key transportation corridors and roadways across the province.

Discussion

To support resilient supply chains and economic development, the Ministry is developing a goods movement strategy that will provide leadership on the efficient movement of goods between locations and modes, further integrating the province's transportation network. The goods movement strategy is targeted for completion in 2023. The Ministry is also making key investments in road, bridge and culvert rehabilitation to ensure transportation networks are proactively maintained. Investment in transportation infrastructure, planning, integration and maintenance is integral to providing a transportation network for British Columbia to ensure supply chains remain resilient and economic development remains strong.

Objective 1.3: Deliver people focused transportation services and systems.

The Ministry is leading service integration of transit, ferries and active transportation to connect people and businesses, improving network accessibility and community connection. It is also incorporating a GBA+ lens to ensure policies, programs, planning and services meet the diverse needs of people and communities.

Key Strategies

- Develop a strategy to ensure transportation modes and infrastructure meet the diverse needs of people across British Columbia.
- Continue to support and expand GBA+ analysis across business processes policies, programs and services.
- Advance implementation of the *Declaration on the Rights of Indigenous Peoples Act* (Declaration Act) and its Action Plan.

Discussion

The Ministry is dedicated to delivering people focused transportation services and systems by addressing key areas in which the Ministry can support the diverse needs of all British Columbians. Supporting and expanding GBA+ analysis ensures that projects and programs consider the accessibility of an integrated transportation network. The Ministry will also continue to implement the Ministry-specific goals outlined in the Declaration Act Action Plan, identifying and advancing reconciliation negotiations on historical road impacts and road accessibility with First Nations on reserve, treaty and title lands, and identifying multi-modal transportation systems that provide sustainable, safe, reliable and affordable transportation options for First Nations communities. A people-focused plan for transportation across the province will further improve integration in the transportation network.

Performance Measures

Performance Measure[s]	2022/23 Forecast	2023/24 Target	2024/25 Target	2025/26 Target
1a Annual public transit ridership in B.C.	241 million	269 million	276 million	279 million

Data source: TransLink and BC Transit forecasts

Discussion

Provincial transit ridership levels are gradually recovering from substantial declines in 2020/21 due to the COVID-19 pandemic. As of September 2022, total ridership for BC Transit and TransLink has recovered to approximately 80 percent of pre-pandemic levels. Ridership levels are forecast to continue rebuilding gradually over the service plan period.

Goal 2: British Columbia has a clean and sustainable transportation network.

To better reflect the priorities of Government and the Ministry including supporting shifts to sustainable modes of travel, meeting ambitious greenhouse gas targets for the transportation sector and expanding active transportation networks to meet [CleanBC](#) goals, this goal has been amended from the 2022/2023 Service Plan. The previous year’s Customer Satisfaction Survey performance measure has been retired from the Service Plan. New performance measures will be developed in 2023. The transportation sector is responsible for 40 per cent of B.C.’s greenhouse gas (GHG) emissions and the Ministry is taking a leadership role within government through CleanBC and in our operations to advance climate change mitigation, adaptation and resilience across the transportation network. Success hinges on action, collaboration and partnerships within government and with communities, and leaning into innovation and technology to drive change.

Objective 2.1: Reduce greenhouse gas emissions across the transportation sector.

The Ministry is leading, in partnership with the Ministry of Energy, Mines and Low Carbon Innovation, a Clean Transportation Action Plan to support emissions reductions by focusing on efficiency-first transportation options to reduce GHG emissions by 2030.

Key Strategies

- Develop and implement the Clean Transportation Action Plan to reduce greenhouse gas emissions for people and goods across the transportation network.
- Support the adoption of zero emission vehicles (ZEVs) by creating a continuous EV charging network throughout the province – especially in the North – as part of Canada’s electric highway.
- Support and pursue innovative policies, programs and projects that support mode shift and reduce emissions.
- Continue to work with public transit agencies as they transition to low carbon fleets through BC Transit’s Low Carbon Fleet Program and TransLink’s Low Carbon Fleet Strategy, and support TransLink’s other climate action initiatives for Metro Vancouver captured in the agency’s new 30-year [Regional Transportation Strategy, Transport 2050](#).

Discussion

The Clean Transportation Action Plan currently in development will include personal and commercial transportation, public transit and other modes of transportation. It will establish policy, actions, baselines and measurements to reduce emissions by reducing distance travelled in GHG emitting modes of transportation. The Ministry will also collaborate with public transit agencies to transition to low carbon alternatives. A more robust performance measure on GHG emissions will be added in the future.

Objective 2.2: Support accessible and affordable public transit.

The Ministry is focusing on expanding a public transit network that is accessible, reliable, integrated and affordable to connect British Columbians to their communities, jobs and each other. A robust and connected public transit system will also address climate goals by reducing GHG emissions generated by motor vehicles, improving livability and housing.

Key Strategies

- Work with provincial transit agencies, the federal government, local governments and Indigenous communities to expand public transit and major public transit infrastructure.
- Improve inter-regional connections within the province.
- Lead integration of TransLink and BC Transit services, and support development of a strategic transit capital plan followed by TransLink and BC Transit investment plans.

Discussion

The Ministry is supporting accessible and affordable public transit by collaborating with relevant groups to expand public transit across the province, improve inter-regional connections, and integrate TransLink and BC Transit services.

Performance Measures

Performance Measure[s]	2022/23 Forecast	2023/24 Target	2024/25 Target	2025/26 Target
2a Number of locations with public EV charging installed or supported by the Ministry ^{1,2}	27	29	30	34

Data source: Ministry of Transportation and Infrastructure

Discussion

By March 2023, the Ministry will have constructed 27 new EV charging station locations. In the following three years, the Ministry's targets are smaller and focused on upgrading existing stations. Despite the small numbers, this performance measure shows progress in closing the gaps in the province's network of EV charging stations – a commitment under the CleanBC Roadmap to 2030. In future service plans, to align with other objectives in the Roadmap, the Ministry will report on progress toward reducing kilometers travelled in light-duty vehicles by 25 per cent by 2030, compared to 2020.

Goal 3: Transportation networks and roadways in British Columbia are safe, reliable and resilient.

This goal has combined goals 1 and 2 from last year's service plan to better reflect the priorities of Government and the Ministry. The Ministry strives to plan, operate and maintain a safe, reliable and resilient transportation network through strong and strategic capital, maintenance and rehabilitation investments.

Objective 3.1: Ensure a high standard of transportation infrastructure maintenance through strong and strategic rehabilitation investments.

The Ministry's investments in transportation infrastructure ensure the safety, reliability and resiliency of the transportation network that British Columbians depend on.

Key Strategies

- Develop strategic partnerships with federal and other local government agencies, communities and the private sector to invest in priority rehabilitation and improvement projects.
- Lead negotiations for the next round of federal-provincial infrastructure programs.
- Systematically assess the conditions of provincial infrastructure to determine priority in the annual resurfacing and structure rehabilitation and replacement programs.

- Invest in the provincial highway system to maintain safety and efficiency, mitigate the onset of deterioration, and maximize the return on infrastructure investment.
- Continue to evaluate and update maintenance contractor standards.

Discussion

The Ministry delivers its maintenance and rehabilitation investment programs through data collection, developing collaborative relationships with stakeholders, leading negotiations on federal infrastructure programs, and proactively assessing and investing in the highway system.

Objective 3.2: Improve transportation network safety across all modes.

The Ministry prioritizes upholding the highest standards of safety for the transportation network and continuously updates operating frameworks to make sure it meets the diverse safety needs of users across an integrated, multi-modal network.

Key Strategies

- Maximize highway safety and reliability through focused enhancements and improvements.
- Continue to be a leader in implementing intelligent transportation systems, including variable speed limit systems that use sensors and data to adjust highway speeds in real time to account for weather, congestion, or pavement condition.
- Continue to enhance commercial vehicle safety in B.C. through monitoring, inspection, enforcement, and education.

Discussion

The Ministry is improving safety in the transportation network by addressing policy, programs and design. Road safety enhancements, commercial vehicle safety and enforcement, and intelligent transportation systems enhance on-road safety conditions.

Objective 3.3: Drive resilience in the transportation network and its assets.

The Ministry is advancing the integration of resilient design in B.C.'s transportation network to improve safety and reliability. Increased threats of climate change and seismic related events mean that resilient infrastructure is key to ensuring British Columbians have a safe, reliable, connected network they can depend on.

Key Strategies

- Integrate climate change and seismic resilience considerations into rehabilitation projects.
- Design resilient infrastructure to better withstand natural disasters and to adapt to future climate change events.

- Continue as a recognized sector-leader in developing climate adaptation and resilience engineering policy, standards and practices.
- Pursue a systems-based approach to transportation network planning and investments.

Discussion

The Ministry is improving resilience in the transportation network by working with partners to design new and upgrade existing infrastructure to be resilient against the threat of climate and seismic related events. This includes resilience assessments, implementing resilient design across all major capital and rehabilitation projects, and collaborating with other levels of government to advocate for resilient design in our transportation network.

Objective 3.4: Deliver priority projects on schedule and within budget.

The Ministry leads the delivery of priority projects, ensuring that planning and investment is done in a fiscally responsible way. Projects that are kept on schedule and within budget improve the public’s confidence in the planning and maintenance of the transportation network.

Key Strategies

- Streamline consultation, tendering, and construction of infrastructure projects to ensure projects are delivered without unnecessary delays.
- Use innovative solutions and best practices to deliver cost-effective transportation investments.

Discussion

The Ministry is delivering priority projects on schedule and within budget by working with partners to ensure project management principles are applied and the procurement process is completed in a timely and financially responsible manner.

Performance Measures

Performance Measure[s]	2016/20 Baseline ¹	2022/23 Forecast ²	2023/24 Target ²	2024/25 Target ²	2025/26 Target ²
3a Serious collision rate on Provincial Highways (Collision per Million Vehicle Kilometre)	0.150	0.133	0.128	0.123	0.119

Data source: The RCMP and ICBC

¹The baseline value represents the serious collision rate for the five-year period 2016-2020.

²The forecast and target are based on historical trends of the 5-year rolling average serious collision rate between 2012 and 2021.

Discussion

Targeted safety improvements, together with sound regulations and policy, ongoing monitoring and enforcement in cooperation with public safety partners, and the use of information systems and other technologies, improves transportation network efficiency, which creates a safer highway network with a reduced rate of serious crashes.

Performance Measure[s]	2022/23 Forecast	2023/24 Target	2024/25 Target	2025/26 Target
3b Rating of maintenance contractor performance using Contractor Assessment Program	93%	93%	93%	93%

Data source: Ministry of Transportation and Infrastructure

Discussion

Ensuring the safety and reliability of the provincial highway system through a high standard of highway maintenance protects the safety of network users, reduces delays and closures, and increases traveller confidence in our transportation network.

The target of 93 per cent indicates good performance from maintenance contractors and an indication of exceptional service delivery in exceeding contract specifications, working proactively, and promptly responding to emergencies. The target also indicates a contractor is proactively engaging and communicating with the public and local stakeholders.

Performance Measure[s]	2022/23 Forecast	2023/24 Target	2024/25 Target	2025/26 Target
3c Percentage of projects that meet their budget and schedule ^{1,2}	91.5%	91.5%	91.5%	91.5%

Data source: Ministry of Transportation and Infrastructure

Discussion

This performance measure reflects the goal of being cost-conscious and evaluates all Ministry capital construction and rehabilitation projects completed each year, within the overall Transportation Investment Plan. This performance measure allows the Ministry to assess how efficiently and effectively it delivers this large suite of projects, and the consistent target represents the ability to maintain a high level of achievement despite challenges and the broad range of projects included in the target. This enables continued investment in projects that benefit rural and urban British Columbians, including those listed in the Capital Expenditures section.

Financial Summary

Core Business	2022/23 Restated Estimates ¹	2023/24 Estimates ²	2024/25 Plan	2025/26 Plan
Operating Expenses (\$000) ³				
Transportation and Infrastructure Improvements	29,258	30,433	28,057	28,057
Public Transportation ⁴	344,255	350,435	349,904	349,904
Highway Operations	556,555	612,876	614,917	614,917
Commercial Transportation Regulation	3,283	2,332	2,439	2,439
Executive and Support Services	22,629	24,843	25,370	25,370
Total	955,980	1,020,919	1,020,687	1,020,687
Ministry Capital Expenditures (Consolidated Revenue Fund) (\$000)				
Highway Operations	5,005	5,261	3,473	3,135
Total	5,005	5,261	3,473	3,135

¹ For comparative purposes, amounts shown for 2022/23 have been restated to be consistent with the presentation of the 2023/24 Estimates.

² Further information on program funding and vote recoveries is available in the [Estimates and Supplement to the Estimates](#).

³ Operating expenses are reported net of funding from external sources, primarily the BC Transportation Financing Authority.

⁴ Public Transportation operating expenses include government contributions towards public transit and coastal ferry services.

BCTFA Statement of Operations:

	2022/23 Forecast	2023/24 Budget	2024/25 Plan	2025/26 Plan
Revenue (\$000)				
Tax Revenue ¹	474,000	481,000	481,000	475,000
Amortization of deferred contributions ²	173,969	176,728	177,747	182,503
Other operating revenue ³	7,473	38,502	31,747	31,293
Total	655,442	696,230	690,494	688,796
Expenditures (\$000)				
Highway Operations	764,881	788,740	934,391	888,711
Transit Programs	150,986	223,234	318,964	358,197
Ferry Operations	27,109	24,443	24,374	24,276
Other	83,490	78,237	84,021	73,474
Debt Servicing Costs ⁴	571,976	777,576	910,744	1,051,138
Total	1,598,442	1,892,230	2,272,494	2,395,796
Net Loss (\$000)				
Net operating loss	(943,000)	(1,196,000)	(1,582,000)	(1,707,000)

¹ Tax revenue includes 6.75 cents per litre motor fuel tax and a provincial sales tax on short-term car rental of \$1.50 per day.

² Contributions towards capital assets are deferred and amortized to income at the same rate as the related transportation infrastructure is amortized to expense.

³ Other operating revenue includes property sales, rental revenues, grants from the Province and revenue from subsidiaries.

⁴ Interest on borrowing used to finance construction work in progress is capitalized. Upon substantial completion, related interest costs are expensed.

Transportation Investments:

(\$ millions)	2023/24 Budget	2024/25 Plan	2025/26 Plan	Total
Provincial Investments:				
Highway Corridor	344	330	337	1,011
Side Road Improvements	176	179	184	539
Pattullo Bridge Replacement	323	227	70	620
Highway 99 Tunnel Program	138	425	372	935
Transportation Infrastructure Recovery	474	633	376	1,483
Highway 1 to Alberta Border	330	232	166	728
Broadway Subway	372	332	468	1,172
Surrey Langley Skytrain	567	431	535	1,533
Transit Infrastructure	236	388	420	1,044
Transportation and Trade Network Reliability	624	796	777	2,197
Safety Improvements	52	57	54	163
Community and other programs	18	26	19	63
Total Provincial Transportation Investments	3,654	4,056	3,778	11,488
Investments funded through contributions from Federal Government and Other Partners:				
Contributions from all partners	565	558	558	1,681
Total Investments in Transportation Infrastructure¹	4,219	4,614	4,336	13,169

¹ Total investments include operating and capital spending.

Capital Expenditures:

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2022 (\$m)	Estimated Cost to Complete (\$m)	Approved Anticipated Total Cost (\$m)
Highway 91 – Alex Fraser Bridge Capacity Improvements	2019	66	4	70
<p>Objective: Implement a counter-flow system during peak travel times through the addition of a seventh lane, a moveable barrier system and a delay time information system.</p> <p>Costs: The estimated cost is \$70 million. The Government of Canada is contributing half of eligible costs up to a maximum of \$33 million under the National and Regional Priorities of the new Building Canada Fund. The Project completed in 2020. The asset has been put into service and only trailing costs remain.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improve traffic capacity and reduce travel time delays for commuters and goods movement during peak times. • Respond to community and local government concerns. <p>Risks:</p> <ul style="list-style-type: none"> • This project is substantially complete. No significant risks remain. 				
Highway 1 – Illecillewaet Four-Laning and Break Check	2021	73	2	75
<p>Objective: Located 42 kilometres east of Revelstoke, this portion of Highway 1 Kamloops to Alberta program includes an expansion of the existing brake check area with accelerating and decelerating lanes, four laning, improved geometrics and a turn around for trucks and cars.</p> <p>Costs: The estimated cost is \$75 million with the Government of Canada contributing \$16 million under the Provincial-Territorial Infrastructure Component of the New Building Canada Fund, and the Province of BC contributing \$59M.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improve safety, mobility, reliability and efficiency for users. • Improve travel speeds and relieved congestion. • Improve capacity and safety for queued vehicles and reduced traveller delay due to highway closures during winter storm and avalanche control events. • Improve brake check safety and capacity. • Provide an opportunity for vehicles to safely turn around in the event of extended highway closures. • Improve rural highway passing capability and safety. <p>Risks:</p> <ul style="list-style-type: none"> • This project is substantially complete. No significant risks remain. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2022 (\$m)	Estimated Cost to Complete (\$m)	Approved Anticipated Total Cost (\$m)
Highway 1 – Lower Lynn Corridor Improvements	2021	174	-	174
<p>Objective: Construction of replacement structures over Highway 1 at Mountain Highway, and Keith Road and Main Street/Dollarton Highway as well as municipal improvements on Keith Road/Bridge. The Project also includes the construction of two westbound collector-distributor lanes and the construction of two new structures on either side of the existing Highway 1 Lynn Creek Bridge.</p> <p>Costs: The estimated cost is \$174 million with the Government of Canada contributing \$66 million, the Province of B.C. \$77 million and \$31 million from other parties.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improve safety for all road users. • Reduce congestion and improve travel times through this key corridor. • Support community connectivity. <p>Risks:</p> <ul style="list-style-type: none"> • This project is substantially complete. No significant risks remain. 				
Highway 99 – 10 Mile Slide	2021	72	12	84
<p>Objective: Long-term stabilization of the Ten Mile Slide, approximately 17 kilometres northeast of Lillooet and located within Xaxli'p's Fountain Reserve 1A.</p> <p>Costs: The estimated cost is \$84 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improve safety and reliability. • Maintain direct connection between Lillooet and Kamloops. • Maintain community connectivity and cohesiveness for the Xaxli'p community. • Limit future costs associated with extraordinary maintenance and stabilization measures. <p>Risks:</p> <ul style="list-style-type: none"> • Managing gravel road surface until paved. • Construction claims. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2022 (\$m)	Estimated Cost to Complete (\$m)	Approved Anticipated Total Cost (\$m)
Highway 4 – Kennedy Hill Safety Improvements	2022	52	2	54
<p>Objective: Upgrade the 1.5-kilometre section of Highway 4 located along Kennedy Lake known as Kennedy Hill, to a standard that meets a minimum design speed of 50 km/h with 3.6 m wide lanes and minimum shoulder width of 1.5 m to accommodate cyclists.</p> <p>Costs: The estimated cost is \$54 million, with the Government of Canada contributing \$14 million and the Province of B.C. \$40 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improve safety and mobility of traffic. • Facilitate economic development and tourist travel. <p>Risks:</p> <ul style="list-style-type: none"> • Geotechnical conditions. • Environmental impacts. • Maintaining traffic flow during construction. • Construction claims. 				
Highway 14 Corridor Improvements	2023	62	15	77
<p>Objective: Enhance safety, reduce travel times and promote mobility options on Highway 14 through improvements to 10 kilometres between Otter Point Road (west) and Woodhaven Road and over 1.5 kilometres between Connie and Glinz Lake roads.</p> <p>Costs: The estimated cost is \$77 million, with the Government of Canada contributing \$29 million and the Province of B.C. \$48 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Mobility improvements via the introduction of wider paved shoulders for cyclists and improved sideroad connections and the new Park and Ride transit facility. • Safety improvements via wider paved shoulders, better surface conditions, straighter alignments, intersection upgrades, median barrier division, channelization and lighting. • Reduce collisions and associated highway closures, as well as new passing opportunities. <p>Risks:</p> <ul style="list-style-type: none"> • Environmental and geotechnical. • Properties. • Construction and Traffic Management. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2022 (\$m)	Estimated Cost to Complete (\$m)	Approved Anticipated Total Cost (\$m)
Highway 1 – Chase Four Laning	2023	84	136	220
<p>Objective: Upgrading approximately 4.9 kilometres of the Trans-Canada Highway to increase safety and capacity by expanding narrow two-lane sections, constructing safer access points to local communities and promoting safer pedestrian and cycling inter-community access.</p> <p>Costs: The estimated cost is \$220 million, with the Government of Canada contributing \$12 million under the Provincial-Territorial Component of the new Building Canada Fund and the Province of B.C. \$208 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improve safety, mobility and reliability of this section of Highway 1 for all road users. • Increase capacity on a vital transportation link between British Columbia and the rest of Canada, supporting regional, provincial and national economic growth. • Improve intersections and accesses for local residents of the Village of Chase and Indigenous communities. • Improv pedestrian and cyclist accommodation for the communities. <p>Risks:</p> <ul style="list-style-type: none"> • Potential additional costs related to completing property acquisition. • Noise mitigation may be required. • Potential for changed conditions and/or archaeological finds during construction. 				
Highway 1 – Salmon Arm West	2023	85	70	155
<p>Objective: Upgrade 3.2 kilometres of the Trans-Canada Highway to four lanes to improve safety, mobility and reliability. The Project will be delivered in two phases. The work includes four laning, a pathway for pedestrians, cyclists and other non motorized users, up to four intersections, a new bridge across the Salmon River, a new interchange, and approximately four kilometres of frontage roads.</p> <p>Costs: The estimated cost is \$155 million including a \$31 million Government of Canada contribution under the Provincial-Territorial Infrastructure Component of the new Building Canada Fund and the Province of B.C. \$124 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improve safety, mobility, and reliability of the Trans-Canada Highway corridor and the City of Salmon Arm, local Indigenous community members and the surrounding area. • Improve pedestrian and cyclist accommodation with construction of a multi-use pathway that will integrate with the community trail networks. <p>Risks:</p> <ul style="list-style-type: none"> • Archaeological finds. • Potential additional costs or delays related to completing Section 35 agreement. • Disposition of the existing Salmon River Bridge to the City of Salmon Arm. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2022 (\$m)	Estimated Cost to Complete (\$m)	Approved Anticipated Total Cost (\$m)
Highway 91 – Highway 17 Deltaport Way Corridor	2023	235	25	260
<p>Objective: A combination of improvements to the existing Highway 91, Highway 17, Highway 91 Connector and Deltaport Way to improve travel safety and efficiency. These upgrades will improve local and commercial travel in the area and reduce conflicts between commercial vehicles and other traffic. They also complement the Alex Fraser Bridge improvements and 72nd Avenue Interchange projects.</p> <p>Costs: The estimated cost is \$260 million, with the Government of Canada contributing \$82 million, the Port of Vancouver \$87 million, the Province of B.C. \$87 million, and the Tsawwassen First Nation \$4 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Reduced congestion to improve travel time and reliability through Delta. • Improved traffic safety for goods movers and the travelling public, with lowered collision risk and better operating hours at the Nordel commercial inspection facility. • Support community and economic development, with better access to employment areas, faster access between South Delta and North Delta/Surrey, improved cycling connections, and improved permitting and inspection service for commercial vehicle operators. <p>Risks:</p> <ul style="list-style-type: none"> • Final deficiency review. 				
Kootenay Lake Ferry Service Improvements	2023	44	41	85
<p>Objective: To replace the aging MV Balfour with a new, larger electric-ready ferry; as well as improve safety and accessibility at both ferry terminals (Balfour and Kootenay Bay).</p> <p>Costs: The estimated cost is \$85 million, with the Government of Canada contributing \$17 million through the New Building Canada Fund – Provincial-Territorial Infrastructure Component and the Province of B.C. \$68 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Provide service continuity after the retirement of MV Balfour. • Improve capacity to meet demand during summer peaks. • Reduce GHG emissions. • Improve traffic flow in/out of both ferry terminals (Balfour and Kootenay Bay). • Improve safety and accessibility for motorists and pedestrians using the terminal. <p>Risks:</p> <ul style="list-style-type: none"> • Project delays may impact ferry service. • Vessel assembly in a remote location. • Market conditions may impact project pricing and vessel delivery. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2022 (\$m)	Estimated Cost to Complete (\$m)	Approved Anticipated Total Cost (\$m)
West Fraser Road Flood Recovery	2023	58	45	103
<p>Objective: Reconstruct 5.6 kilometres of two-lane West Fraser Road on a new alignment that bypasses a closed eroded section that was washed out in 2018 and is located in an active landslide area. A new bridge will be constructed over Narcosli Creek along a new alignment. This project will eliminate the need to take a substantial detour which has been in place since the closure.</p> <p>Costs: The estimated cost is \$103 million. The Project is eligible for reimbursements from the Government of Canada through the Disaster Financial Assistance Arrangements (DFAA).</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improve travel time and reliability for residents affected by the detour. • Connect Indigenous communities that are separated by the closure. • Improve the ability for local industries to get their goods and resources to their destinations. • Improve safety of all road users through lower collision risk. • Avoid active slides and rockfall areas. <p>Risks:</p> <ul style="list-style-type: none"> • Geotechnical conditions. • Archeological finds. • Potential for changed conditions during construction. • Potential for flooding in Narcosli Creek drainage area. 				
Highway 1 - Quartz Creek Bridge Replacement	2024	55	66	121
<p>Objective: Upgrading approximately 4.4 kilometres of the Trans Canada Highway to four lanes, including a replacement of the existing Quartz Creek bridge, a new bridge structure to replace the existing Wiseman Stream Culvert (culvert buried under 30 metres of highway fill), and access improvements to forest service roads.</p> <p>Costs: The estimated cost is \$121 million, with the Government of Canada contributing \$50 million under the Provincial-Territorial Infrastructure Component of the new Building Canada Fund and the Province of B.C. \$71 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improve safety, mobility, and reliability for all users on this section of the Trans Canada Highway. • Increase capacity on a vital transportation link between British Columbia and the rest of Canada, supporting regional, provincial, and national economic growth. • Improve safety for accessing forest service roads. <p>Risks:</p> <ul style="list-style-type: none"> • Third party agreements. • Schedule delays. • Geotechnical conditions. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2022 (\$m)	Estimated Cost to Complete (\$m)	Approved Anticipated Total Cost (\$m)
Highway 1 – Ford Road to Tappen Valley Road Four Laning	2024	34	209	243
<p>Objective: The Trans Canada Highway 1 Ford Road to Tappen Valley Road Four-Laning project will upgrade approximately 4.3 km of the Trans-Canada Highway (TCH)The western limit of the project begins at Ford Road and extends through to its terminus 400 metres east of Tappen Valley Road. Improvements include four laning, a commercial carrier pullout, frontage roads, a protected T-intersection, a new overhead bridge and median barrier.</p> <p>Costs: The estimated cost is \$243 million. This includes up to \$82 million from the Government of Canada under the Provincial-Territorial Infrastructure Component of the New Building Canada Fund and the Province of B.C. \$161 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improve safety, capacity and movement of goods and services. • Provide safer access to local roads for residents, commercial vehicles, tourists and travellers. • Reduce travel times during peak travel periods. • Wider shoulders and new frontage road system to support cyclists, pedestrians, and people using other modes of active transportation. <p>Risks:</p> <ul style="list-style-type: none"> • Archeological finds. • Potential schedule delay due to Section 35 process. • Geotechnical concerns and rock horizon variances. 				
Highway 1 – Kicking Horse Canyon Phase 4	2024	440	161	601
<p>Objective: Upgrade the final 4.8 kilometres of the Kicking Horse Canyon section of the Trans-Canada Highway to a modern, four-lane standard, completing the corridor improvements from the junction of Highway 95 at Golden to the western boundary of Yoho National Park. The first three phases of the project have been completed and are now in operation.</p> <p>Costs: The estimated cost is \$601 million. The Government of Canada is contributing \$215 million under the National Infrastructure Component of the new Building Canada Fund and the Province of B.C. \$386 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Increase the safety, reliability and capacity on a critical provincial and national gateway. • Strengthen economic development through increased tourism and efficient movement of goods and services. <p>Risks:</p> <ul style="list-style-type: none"> • Challenging climatic and geographic conditions. • Traffic management during construction. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2022 (\$m)	Estimated Cost to Complete (\$m)	Approved Anticipated Total Cost (\$m)
Pattullo Bridge Replacement	2024	638	739	1,377
<p>Objective: A new four-lane bridge that meets current seismic and road design standards and provides a safe and reliable crossing for vehicles, pedestrians and cyclists and network connections in Surrey and New Westminster. The removal of the existing bridge will occur after the new bridge is in service.</p> <p>Costs: The estimated cost is \$1.377 billion.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improve safety for drivers. • Improve seismic resiliency and emergency response capability. • Improved regional connectivity and goods movement. • Safer corridors for pedestrians and cyclists. <p>Risks:</p> <ul style="list-style-type: none"> • Managing traffic during construction. • Permitting/regulatory processes. • Utility relocations. • Coordinating rail interface. • Availability and cost of materials 				
Highway Reinstatement Program – Highway 5 Corridor	2024	58	292	350
<p>Objective: Rebuild the Highway 5 Corridor with longer and more robust structures to facilitate climate resiliency and recognizing and respecting the Indigenous territories on which the work is being conducted.</p> <p>Costs: The estimated cost is \$350 million. The Project is eligible for reimbursements from the Government of Canada through the Disaster Financial Assistance Arrangements (DFAA).</p> <p>Benefits:</p> <ul style="list-style-type: none"> • 75-year service life on structures. • Incorporation of climate resiliency. • Streamlined delivery schedule. • 4 lanes of traffic over 2022 winter. <p>Risks:</p> <ul style="list-style-type: none"> • Weather impacts; remote location of project. • Geotechnical. • Material and fabricator supply and fabrication. • Equipment dismantling/assembly, site office power connection, equipment utilization. • Environment, archaeology, communications, and third parties. • Impact to indigenous interests. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2022 (\$m)	Estimated Cost to Complete (\$m)	Approved Anticipated Total Cost (\$m)
BC Transit Victoria HandyDART Facility	2025	17	43	60
<p>Objective: Construct a new BC Transit owned Victoria regional handyDART operations and maintenance facility to meet growing demand for transit service for persons with disabilities, support a future fully electric vehicle fleet and replace an existing facility.</p> <p>Costs: The estimated cost is \$60 million with the Government of Canada contributing \$21 million under the Investing in Canada Infrastructure Program (ICIP), the Province of B.C \$26 million and other contributions of \$13 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Increase Victoria Regional handyDART fleet capacity to support future service increases. • Enable future operation of a fully electric handyDART fleet in Victoria, supporting CleanBC greenhouse gas emissions reduction targets. <p>Risks:</p> <ul style="list-style-type: none"> • Geotechnical and permitting requirements. • Materials cost escalation. • Labour availability. 				
Highway 1 - 216th to 264th Street Widening	2025	45	300	345
<p>Objective: Extension of 10 kilometres of High Occupancy Vehicle (HOV) lanes in both directions of the Trans-Canada Highway between 216th and 264th streets in Langley. The project will include reconfiguring the interchange at 232nd Street and constructing a new crossing at Glover Road and replacing the railway crossing immediately east of it.</p> <p>Costs: The estimated cost is \$345 million, with the Government of Canada contributing up to a maximum of \$96 million under the Provincial-Territorial Infrastructure Component of the new Building Canada Fund, the Province of B.C. \$226 million and other contributions of \$23 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improve safety for all road users. • Reduce congestion and improve travel times through a key corridor. • Support HOV use. <p>Risks:</p> <ul style="list-style-type: none"> • Geotechnical conditions. • Environmental impacts and contaminated soils. • Replacement of the Canadian Pacific Railway crossing of Highway 1 while keeping rail traffic moving along the Roberts Banks Rail Corridor. • Maintaining adequate traffic flow during construction may require temporary works and development of comprehensive traffic control plans. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2022 (\$m)	Estimated Cost to Complete (\$m)	Approved Anticipated Total Cost (\$m)
Highway 1 – RW Bruhn Bridge	2025	33	192	225
<p>Objective: The R.W. Bruhn Bridge and Approaches Project supports the provincial commitment to accelerate Highway 1 upgrades to the Alberta border and addresses the immediate needs of the aging bridge infrastructure and associated safety, mobility and reliability issues. The work includes four laning approximately 1.98 kilometres of Highway 1 and replacing the R.W. Bruhn Bridge. The project extends approximately 2.5 kilometres and includes at-grade intersection improvements at Old Sicamous Road, Old Spallumcheen Road, Gill Avenue and Silver Sands Road. The scope also includes a new multi-use path to increase safety for pedestrians and cyclists.</p> <p>Costs: The estimated cost is \$225 million, with the Government of Canada contributing \$91 million under the Building Canada Fund and the Province of B.C. \$134 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improve safety and traffic flow along the Trans-Canada Highway corridor. • Replace aging R.W. Bruhn Bridge. • Improve safety of local road connections at the Trans-Canada Highway. • Enhance safety for pedestrians and cyclists along the Trans-Canada Highway corridor. <p>Risks:</p> <ul style="list-style-type: none"> • Archeological finds. • Potential costs and schedule delay with property acquisition completion. • Geotechnical conditions. 				
Highway 7 – Widening 266th to 287th	2025	16	90	106
<p>Objective: Improve 4 kilometres of Highway 7 between 266th Street and 287th street from two to four lanes, including the construction of 2 metre wide shoulders, new sidewalks on 272 Street, River Road and 280 Street, new energy efficient lighting and pavement markings, and accommodations for future bus stops to provide more accessible and reliable service. This project supports improved connectivity between communities and regions, and the movement of goods and services to port and rail related activities along the Fraser River.</p> <p>Costs: The estimated cost is \$106 million, with the Government of Canada contributing \$29 million under the Provincial Territorial Infrastructure Component – National and Regional Projects (PTIC-NRP) and the Province of B.C. \$77 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Provide key safety improvements to reduce the collision rate. • Increase mobility and reliability for users including First Nations, commercial transport industry and local communities. • Safer active transportation facilities. <p>Risks:</p> <ul style="list-style-type: none"> • Unforeseen ground or adverse weather conditions during construction requiring additional work. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2022 (\$m)	Estimated Cost to Complete (\$m)	Approved Anticipated Total Cost (\$m)
Highway 99/Steveston Interchange, Transit, and Cycling Improvements	2025	30	107	137
<p>Objectives: Support sustainability of Fraser River communities, facilitate increased share of sustainable modes of transportation, enhance regional goods movement and commerce and support a healthy environment. The new transit and cycling improvements are expected to be complete in 2023 and the Steveston Interchange in 2025.</p> <p>Costs: The estimated cost is \$137 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Relieve congestion at key interchanges within the Highway 99 corridor. • Improve transit reliability and operations within the Highway 99 corridor. • Address significant transit vehicle travel times within the corridor. • Improve travel reliability for priority vehicles such as transit and high-occupancy vehicles/electric vehicles. • Improve long-term mobility and reliability for transit travel within the Highway 99 corridor and support higher capacity transit services. <p>Risks:</p> <ul style="list-style-type: none"> • Higher than anticipated construction material costs. • Environmental and geotechnical conditions. • Protection of proximal infrastructure. • Traffic management during construction. • Third party interfaces (e.g., utilities). • Regulatory and permitting requirements. 				
Highway 17 – Keating Cross Overpass	2025	10	67	77
<p>Objective: The project will replace the northbound left turn onto Keating Cross Road with a “flyover” overpass, eliminating the need to turn across busy highway traffic and reducing congestion. This includes widening of Keating Cross Road, installation of a new sidewalk on Keating Cross Road, installation of bus-on-should facilities to support future plans for rapid bus transit on Highway 17, and realignment of the southbound on-ramp.</p> <p>Costs: The estimated cost is \$77 million, the Government of Canada contributing \$17 million under the Provincial Territorial Infrastructure Component – National and Regional Projects (PTIC-NRP), the Province of B.C. \$58 million and the District of Saanich \$2 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improve safety, traffic flow and travel times along Highway 17. • Reduce idling times and related air emissions. • Relieve existing vehicle congestion and accommodate growing traffic demands. • Improve access for area neighbourhoods and businesses. <p>Risks:</p> <ul style="list-style-type: none"> • Utility relocation. • Property acquisition. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2022 (\$m)	Estimated Cost to Complete (\$m)	Approved Anticipated Total Cost (\$m)
Broadway Subway	2026	983	1,844	2,827
<p>Objective: The proposed project is a 5.7-kilometre extension of the existing Millennium Line along Broadway from VCC Clark station, entering a 5-kilometre tunnel at the Great Northern Way campus and continuing as a subway to Arbutus Street. Six underground stations will be built: one at the Great Northern Way campus, and five along Broadway Avenue (Main Street, Cambie Street, Oak Street, Granville Street and Arbutus Street). Upon completion, it will be fully integrated into the regional transportation network and operated by TransLink.</p> <p>Costs: The estimated cost is \$2,827 million, with the Government of Canada contributing \$897 million, the Province of B.C. \$1.830 billion and the City of Vancouver \$100 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Provide faster, convenient and more reliable transit service. • Improve transportation options and economic development potential. • Connect communities and regional destinations and fill the gap in the regional transit network. • Help meet future needs by keeping people and goods moving and supporting a growing economy. • Support environmentally friendly transportation options. • Improve regional affordability and access to the Broadway Corridor. <p>Risks:</p> <ul style="list-style-type: none"> • Traffic management during construction. • Geotechnical conditions. • Third Party agreements. • Future expandability. • Utility relocations. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2022 (\$m)	Estimated Cost to Complete (\$m)	Approved Anticipated Total Cost (\$m)
Surrey Langley SkyTrain Project	2028	53	3,957	4,010
<p>Objective: The Surrey Langley SkyTrain Project is a 16-kilometre extension of the existing Expo Line that will run on an elevated guideway primarily along Fraser Highway from King George Station to 203 St. in Langley City. The Project includes eight new stations, three new transit exchanges, active transportation elements and provides for transit-oriented development opportunities. Upon completion, it will be fully integrated into the regional transit network to be operated and maintained by TransLink.</p> <p>Costs: The estimated cost is \$4.010 billion, with the Government of Canada contributing \$1.306 billion, the Province of B.C. \$2.476 billion and other contributions of \$228 million. The provincial contribution includes \$60 million for active transportation improvements.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Provide sustainable multi-modal transportation choices to connect communities. • Support transit-oriented development. • Foster healthy communities and a healthy environment. • Create economic development and job growth. <p>Risks:</p> <ul style="list-style-type: none"> • Traffic management during construction. • Geotechnical Conditions and utility relocations. • Third Party Agreements. • Labour market conditions and global supply chain issues. 				
Fraser River Tunnel Project	2030	39	4,109	4,148
<p>Objective: A new eight-lane immersed tube tunnel that will provide more capacity for drivers and transit users in both directions, while providing walking and cycling options at this crossing for the first time. The new tunnel is expected to open in 2030. The removal of the existing tunnel will occur after the new tunnel is in service.</p> <p>Costs: The estimated cost is \$4.148 billion.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • More capacity for drivers and transit users in both directions. • Improve transit speed and reliability along the Highway 99 corridor. • More travel options for users with a new connection for pedestrians and cyclists. • Improve seismic resiliency and emergency response capability. • Maintain the current clearances for the Fraser River navigational channel. <p>Risks:</p> <ul style="list-style-type: none"> • Geotechnical conditions. • Permitting/regulatory processes. • Managing highway and river traffic during construction. • Managing archeological impacts. • Utility relocations. • Coordinating rail interface. • Third party agreements. 				

Appendix A: Agencies, Boards, Commissions and Tribunals

As of February 21, 2023, the Minister of Transportation and Infrastructure is responsible and accountable for the following organizations:

BC Transit

BC Transit coordinates the delivery of public transportation across B.C. with the exception of those areas serviced by TransLink (Metro Vancouver). BC Transit's Service Plan is available on their [website](#).

BC Container Trucking Commissioner

The Office of the BC Container Trucking Commissioner enforces compliance with the *Container Trucking Act*, issues Container Trucking Services licences within the Truck Licencing System, and facilitates ongoing policy and regulatory review. More information about the role of the BC Container Trucking Commissioner is available at obcctc.ca.

Passenger Transportation Board

The Passenger Transportation (PT) Board is an independent tribunal established under the *Passenger Transportation Act*. In its adjudicative roles, the PT Board operates independently from Government. The PT Board is accountable to the Minister of Transportation and Infrastructure for complying with applicable government administrative, financial and human resources and other policies. More information on the Board's role and its strategic plan is available at ptboard.bc.ca.

Transportation Investment Corporation

Transportation Investment Corporation (TI Corp) was established under the *Transportation Investment Act*. TI Corp became a subsidiary of BCTFA on April 1, 2018, and has a mandate to provide enhanced oversight, management and delivery of major capital projects, including the new Pattullo Bridge Replacement Project, the Kicking Horse Canyon Project – Phase 4, the Broadway Subway Project, the Fraser River Tunnel Project, and the Steveston Interchange Project. TI Corp's Service Plan is available on their [website](#).

Appendix B: Non-Reporting Crowns

BC Transportation Financing Authority (BCTFA)

Organizational Overview:

The BC Transportation Financing Authority (BCTFA) was established in 1993 as a Crown corporation operating under the Transportation Act with a mandate to plan, acquire, construct, hold, improve, or operate transportation infrastructure throughout B.C. The BCTFA owns all provincial highways and land held for construction of future transportation infrastructure. However, administration, regulatory responsibility and operational authority for management of highways, as set out in the Transportation Act, are the responsibility of the Minister and the Ministry of Transportation and Infrastructure. The BCTFA has no dedicated staff. Management is provided by staff at the Ministry of Transportation and Infrastructure.

Corporate Governance:

The Minister of Transportation and Infrastructure is the Minister responsible for the BCTFA and the sole member of the Board of Directors. The Deputy Minister of the Ministry of Transportation and Infrastructure is appointed as the Chief Executive Officer and is responsible for the business and operations of the BCTFA.

The BCTFA has two subsidiaries: Transportation Investment Corporation (TI Corp); and the British Columbia Railway Company (BCRC).

BCTFA Performance Plan 2023/24-2025/26

Goal 1: Maximize the financial, social and economic benefits of provincial transportation investments.

Strategies:

- Protect existing transportation infrastructure by replacing, rehabilitating and seismic retrofitting of the transportation networks;
- Invest wisely with comprehensive transportation investment plans that support long-term and sustainable economic growth;
- Develop strategic partnerships with federal and local government agencies, communities and private sectors that serve the best interest of British Columbians; and,
- Use innovative solutions and best practices to deliver the most cost-effective transportation investment plans.

British Columbia Railway Company (BCRC)

Organizational Overview:

BCRC's primary mandate is to acquire and hold railway corridor and strategic port lands and to make related infrastructure investments to provide benefits to the province. BCRC owns the former BC Rail railway lands and tracks infrastructure, which is leased to CN Rail through the Revitalization Agreement. Consistent with western trade corridor strategies, BCRC owns and operates the Roberts Bank Port Subdivision rail line (a 40-kilometre track from Surrey to Roberts Bank coal and container terminals). BCRC, through its subsidiary BCR Properties Ltd., also owns port-related lands which are leased to terminal operators, including those upon which the Vancouver Wharves and Squamish Terminals port facilities operate.

BCRC is a corporation incorporated under the British Columbia Railway Act. On April 1, 2010, BCRC moved under the control and management of the Ministry of Transportation and Infrastructure, becoming a wholly owned subsidiary of the BC Transportation Financing Authority (BCTFA).

BCRC has retained its legislative authority and is governed by two principal pieces of legislation. The British Columbia Railway Act establishes the corporation's structure, governance, responsibilities and accountabilities. The British Columbia Railway Finance Act establishes the borrowing and investment framework for BCRC. BCRC must also meet the requirements common to other government corporations and organizations under the Financial Administration Act and the Budget Transparency and Accountability Act.

Corporate Governance:

The Deputy Minister of the Ministry of Transportation and Infrastructure is the sole member and Chair of the Board of Directors.

Goals and Strategies:

Goal 1:

Provide open access for the three class one railways serving the Roberts Bank port terminals via BCRC's Port Subdivision and ensure safe, reliable and efficient freight train operations.

Key Strategies:

- Conduct dispatching, train control and yard management in a manner that provides fair and equal access to Roberts Bank port terminals;
- Maintain railway track and infrastructure in compliance with standards acceptable to Technical Safety BC and Transport Canada; and
- Maintain cooperative relationships with port terminal operators and neighbouring municipalities of Delta and Surrey.

Goal 2:

Participate in joint planning and development initiatives related to western trade corridor strategies.

Key Strategies:

- Provide advice and support to further trade corridor strategies;
- Secure through lease, purchase, or other means, lands suitable for supporting trade corridor objectives; and
- Make investments in infrastructure projects that support western trade corridors.

Goal 3:

Effective and efficient management of the long-term leases of BCRC's strategic assets, including the Revitalization Agreement with CN Rail, the Vancouver Wharves Operating Lease Agreement with Pembina Pipelines, and the property lease with Squamish Terminals.

- Manage a positive landlord-tenant relationship with Squamish Terminals, CN Rail and Pembina Pipelines;
- Monitor CN Rail compliance with terms of the Revitalization Agreement and Pembina compliance with terms of the Operating Lease Agreement; and
- Protect the strategic interests of BCRC and the Province whenever terms of the Revitalization Agreement and the Operating Lease Agreement require enforcement or interpretation.