

Ministry of Transportation and Transit

2026/27 – 2028/29 Service Plan

February 2026



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Minister's Accountability Statement



The Ministry of Transportation and Transit 2026/27 – 2028/29 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 blue ink, appearing to read "Mike Farnworth". The signature is stylized with a large, looping "M" and "F".

Honourable Mike Farnworth
Minister of Transportation and Transit
February 10, 2026

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Strategic Direction

In 2026/27, the Government of British Columbia will prioritize support for people by taking action to make life better for everyone.

Despite a challenging fiscal environment due to global uncertainty, trade relationship reordering, and low resource prices, over the past year Government made significant progress on efforts to reduce costs for British Columbians, hire more doctors and nurses, and build more homes, hospitals and schools, faster. Government will continue to advance these key priorities even as tariffs, trade policies, and instability outside of the province's borders continue to put pressure on the province's finances.

Ongoing fiscal pressure means all parts of Government must continue to do their part to maximize efficiencies and make sure every dollar counts.

To respond to these extraordinary times, Government will focus on expanding trade and investment both within Canada and abroad and delivering major projects that offer good jobs and opportunities for people and communities. This focus on economic growth and prosperity is critical to delivering the revenue needed to provide services and infrastructure.

Good relationships and mutually beneficial partnerships with First Nations are critical to building a better future for everyone in British Columbia. Government will continue working diligently to implement the Declaration on the Rights of Indigenous Peoples Act Action Plan. Through collaboration and open dialogue, we aim to foster trust, stability and certainty for all.

This 2026/27 service plan outlines how the Ministry of Transportation and Transit will support the Government's priorities and selected action items identified in the Minister's most recent [Mandate Letter](#).

Purpose of the Ministry

The Ministry of Transportation and Transit 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 more sustainable future by promoting transit use, implementing inter-modal and active transportation solutions and adopting new technologies. The Ministry's work enables British Columbians to benefit from a growing, accessible, and connected transportation network. This work includes building new or updating existing infrastructure, policy and legislation and providing funding and support for multi-modal options like transit and ferries as well as for local governments and Indigenous communities.

The Ministry builds and maintains safe and resilient roadways and infrastructure, supports efficient goods movement through permitting and enforcement for the commercial vehicle industry, enables transit and active transportation across the province, plans integrated transportation hubs and networks, provides affordable, efficient and accessible transportation options for 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 side roads to help connect communities. The Ministry also engages with service providers to support effective, affordable and accessible services, including 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 works with partners 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 enables Transit-Oriented Development by coordinating with municipalities to create high-density, mixed-use communities that support sustainable transportation.

The Ministry is responsible for four Crown corporations: the [BC Transportation Financing Authority](#) (BCTFA); [British Columbia Railway Company](#) (BCRC); [Transportation Investment Corporation](#) (TI Corp); and [BC Transit](#). It also serves as the principal liaison into Government for [TransLink](#) and the [Office of the B.C. Container Trucking Commissioner](#), which enforces compliance with the Container Trucking Act, issues Container Trucking Services licences and facilitates policy and regulatory review. The Ministry also holds the Coastal Ferry Services Contract with [BC Ferries](#), which defines service obligations, funding arrangements, and performance expectations for coastal ferry services. TransLink and BC Ferries are independent of Government and as such, they are not included in the Government Reporting Entity.

Economic Statement

B.C.'s economy saw mixed performance among sectors in 2025 amid U.S. tariffs and related global economic uncertainty and declining B.C. population growth. Consumer spending was strong through the first half of the year, supported by front-loaded spending ahead of U.S. tariffs (particularly for automobiles), lower inflation and interest rates, but spending has slowed in recent months. Residential construction remained above average in 2025 despite declining from the high levels of activity seen in recent years, and home sales were subdued in 2025. Meanwhile other investment indicators (such as public sector investment and commercial building permits) saw steady growth despite headwinds from economic uncertainty. B.C.'s exports have been resilient amid U.S. tariffs. The value of international exports was unchanged as lower forestry exports and coal prices offset higher values of natural gas and copper exports.

The Economic Forecast Council (EFC) estimates that B.C. real GDP grew by 1.5 per cent in 2025. In the near-term, the EFC expects B.C.'s economy to also grow by 1.5 per cent in 2026 and by 1.9 per cent in 2027, similar to the national average. For Canada, the EFC estimates growth of 1.6 per cent in 2025 and projects national real GDP growth of 1.3 per cent in 2026 and 1.9 per cent in 2027.

A volatile global trade conflict as well as immigration and population fluctuations are the main risks to the outlook. Other risks include commodity price instability, renewed inflationary pressures leading to elevated interest rates, prolonged housing market weakness, and climate change impacts.

Performance Planning

Goal 1: British Columbia has an integrated transportation network

Performance Measures

Performance Measure	2025/26 Forecast	2026/27 Target	2027/28 Target	2028/29 Target
1a Annual public transit ridership in B.C. ¹	295 million	301 million	311 million	319 million

Data source: TransLink and BC Transit forecasts

¹Figures are totals of TransLink and BC Transit passenger trips

Objective 1.1: Deliver people focused transportation services and systems.

Objective 1.2: Leverage integrated transportation planning and development to support complete, connected communities.

Objective 1.3: Support resilient supply chains and economic development through transportation services, planning and infrastructure.

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

Performance Measures

Performance Measure	2025/26 Forecast	2026/27 Target	2027/28 Target	2028/29 Target
2a Number of completed All Ages and Abilities (AAA) ¹ active transportation infrastructure planning and capital projects funded by MOTT through the Active Transportation Capital Program ¹	2	3	2	4

Data source: Ministry of Transportation and Transit

¹AAA design standards can be found in the [B.C. Active Transportation Design Guide](#).

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

Objective 2.2: Support accessible and affordable public transit.

Discussion of Changes

The Ministry of Transportation and Transit advanced sustainable and inclusive mobility projects with an \$85 million investment through the 2024/2025 Active Transportation Capital Program. In June 2024, the Ministry announced 11 active transportation infrastructure projects that will enhance safety, connectivity, and accessibility for pedestrians and cyclists across the province.

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

Performance Measures

Performance Measure	2019/23 Baseline	2025/26 Forecast	2026/27 Target	2027/28 Target	2028/29 Target
3a Serious collision rate on Provincial Highways (Collisions per million vehicle kilometres) ^{1,2}	0.115	0.102	0.096	0.090	0.085

Data source: The RCMP and ICBC

¹The baseline value represents the serious collision rate for the five-year period 2019—2023.

²The forecast and targets are based on historical trends of the 5-year rolling average of serious collision rates between 2015 and 2024.

Performance Measure	2025/26 Forecast	2026/27 Target	2027/28 Target	2028/29 Target
3b Rating of maintenance contractor performance using the Contractor Assessment Program	93%	93%	93%	93%

Data source: Ministry of Transportation and Transit

Performance Measure	2025/26 Forecast	2026/27 Target	2027/28 Target	2028/29 Target
3c Percentage of projects that meet their budget and schedule	91.5%	91.5%	91.5%	91.5%

Data source: Ministry of Transportation and Transit

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

Objective 3.2: Improve transportation network safety across all modes.

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

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

Financial Summary

(\$000s)	2025/26 Restated Estimates ¹	2026/27 Estimates	2027/28 Plan	2028/29 Plan
Operating Expenses				
Transportation and Infrastructure Improvements	27,764	24,600	24,600	24,600
Public Transportation	395,630	406,855	406,855	406,855
Highway Operations	733,070	745,293	746,293	746,293
Commercial Transportation Regulation	1,969	1,891	1,891	1,891
Executive and Support Services	18,920	17,937	17,937	17,937
Total	1,177,353	1,196,576	1,197,576	1,197,576
Capital Expenditures				
Highway Operations	3,135	3,135	3,135	3,135
Total	3,135	3,135	3,135	3,135

¹ For comparative purposes, amounts shown for 2025/26 have been restated to be consistent with the presentation of the 2026/27 Estimates.

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

BCTFA Statement of Operations:

	2025/26 Forecast	2026/27 Budget	2027/28 Plan	2028/29 Plan
Revenue (\$000)				
Tax revenue ¹	457,500	468,500	474,500	481,500
Amortization of deferred contributions ²	177,359	165,020	155,111	173,287
Other operating revenue ³	24,412	44,075	39,432	23,919
Total	659,271	677,595	669,043	678,706
Expenditures (\$000)				
Highway Operations	837,513	961,179	1,004,139	1,003,915
Transit Programs	226,382	238,164	300,045	357,198
Ferry Operations	24,574	23,623	23,456	23,442
Other	74,749	85,019	75,034	75,885
Debt Servicing Costs ⁴	808,053	1,017,610	1,240,369	1,478,266
Total	1,971,271	2,325,595	2,643,043	2,938,706
Net Loss (\$000)				
Net operating loss	(1,312,000)	(1,648,000)	(1,974,000)	(2,260,000)

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)	2026/27 Budget	2027/28 Plan	2028/29 Plan	Total
Provincial Investments:				
Highway Corridor Rehabilitation	487	459	447	1,393
Side Road Improvements	197	201	202	600
Pattullo Bridge Replacement	176	103	93	372
Highway 99 Tunnel Program ¹	718	1,320	1,424	3,462
Transportation Infrastructure Recovery	48	27	-	75
Fraser Valley Highway 1 Corridor Improvements Program	618	506	413	1,537
Highway 1 to Alberta Border	137	93	162	392
Broadway Subway	275	175	108	558
Surrey Langley Skytrain	842	660	260	1,762
Transit Infrastructure	418	414	212	1,044
Transportation and Trade Network Reliability	333	304	207	844
Safety Improvements	91	75	70	236
Community and other programs	21	22	23	66
Total Provincial Transportation Investments	4,361	4,359	3,621	12,341
Investments funded through contributions from Federal Government and Other Partners:				
Contributions from all partners	835	485	326	1,646
Total Investments in Transportation Infrastructure ²	5,196	4,844	3,947	13,987

¹ Includes the Fraser River Tunnel Project and Highway 99/Steveston Interchange Transit & Cycling Improvements. This includes an updated forecast of cash flows for the tunnel project.

² Total investments include operating and capital spending.

Capital Expenditures

The table below provides a brief description of all approved major capital projects with an anticipated total cost over \$50 million. More detailed information is available via the website links provided. The Ministry's major capital projects often face several common key risks, including:

- **Regulatory:** Delays or complications arising from obtaining necessary permits and meeting regulatory requirements.
- **Environmental:** Potential adverse impacts on the environment, which may lead to project delays or increased costs due to mitigation measures.
- **Stakeholder:** Engagement with community or stakeholder groups that can lead to project delays or modifications.
- **Technical:** Challenges related to the complexity of engineering design, technology integration, or unforeseen technical issues during construction.
- **Schedule:** Delays due to numerous factors such as weather conditions and supply chain disruptions; and
- **Market:** Fluctuations in material and labour costs that can impact project budgets.

Addressing these risks through planning and risk management strategies is essential for the success of transportation and transit projects. The Ministry applies international best practices for identifying, assessing, and managing risks on capital projects, in accordance with the Capital Asset Management Framework.

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2025 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 99 10 Mile Slide	2021	82	2	84
<p>The purpose of the Highway 99 10 Mile Slide project was to provide long-term stabilization to the site approximately 17 kilometres northeast of Lillooet and located within Xaxli'p's Fountain Reserve 1A.</p> <p>The scope of the project included:</p> <ul style="list-style-type: none"> • Installing soil anchors above Highway 99 to stabilize the soil and installing a pile wall below Highway 99. • Restore Highway 99 to two lanes. <p>Assets have been put into service and only trailing costs remain.</p>				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2025 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
<u>Highway 4 Kennedy Hill Safety Improvements</u>	2022	57	10	67
<p>The purpose of the Highway 4 Kennedy Hill Safety Improvements project was to improve the safety and reliability of the 1.5 kilometre section of Highway 4 located along Kennedy Lake known as Kennedy Hill.</p> <p>The scope of the project included:</p> <ul style="list-style-type: none"> • Upgrade the section to meet a minimum design speed of 50 km/h with 3.6-metre-wide lanes and minimum shoulder width of 1.5 metres to accommodate cyclists. • Install road barrier between the lake and highway. • Build a new rest area accessible to all vehicle types. <p>Assets have been put into service and only trailing costs remain.</p>				
<u>Highway 91 to Highway 17 and Deltaport Way Corridor Improvements</u>	2023	250	10	260
<p>The purpose of the Highway 91 to Highway 17 and Deltaport Way Corridor Improvements project was to address capacity constraints and reduce truck congestion along two critical provincial highways: Highway 17 and Highway 91. These upgrades improved local and commercial travel in the area and reduce conflicts between commercial vehicles and other traffic. They also complemented the completed 72nd Avenue Interchange Project and the Alex Fraser Bridge Improvements.</p> <p>The scope of this project included:</p> <ul style="list-style-type: none"> • Highway 91 at Nordel interchange – Upgraded ramps to and from Delta, improved acceleration and deceleration lanes, and additional through lanes for Nordel Way traffic crossing over Highway 91; improved access to and from the commercial vehicle-inspection and truck parking area. • Highway 17 and Highway 91 Connector – A new interchange. • River Road connection – Replacement of the existing signalized intersection and eliminating the need for an at-grade rail crossing to access the highway. • 27B Avenue to Deltaport Way – Access improvements and upgrades between Deltaport Way and 41B Street. • 80th Street at Highway 17 intersection – Upgrading the connection from 80th Street to Highway 17 westbound, improving merging and reducing queuing. <p>Assets have been put into service and only trailing costs remain.</p>				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2025 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
West Fraser Road Realignment	2023	84	-	84
<p>The purpose of the West Fraser Road Realignment project was to reconstruct 5.6 kilometres of the two-lane West Fraser Road on a new alignment that by-passes a closed eroded section that was washed out in 2018 and is in an active landslide area.</p> <p>The scope of this project included:</p> <ul style="list-style-type: none"> • 5.6 kilometres of two-lane road construction on a new alignment that avoids geotechnical areas of concern. • Construction of a new bridge crossing Narcosli Creek and demolition of the damaged bridge. • Rock stabilization work (bolting and meshing). • Decommissioning of the previous section of West Fraser Road. <p>Assets have been put into service and only trailing costs remain.</p>				
Highway 1 Corridor Falls Creek	2024	86	3	89
<p>The purpose of the Highway 1 Corridor – Falls Creek project was to construct a new three-lane bridge, officially named CəX^w Cix^w Bridge (pronounced Check-Chow), at Falls Creek, located approximately 20 kilometres south of Lytton along Highway 1. The project is part of the Highway Reinstatement Program, which was created in response to the catastrophic damage to infrastructure due to the atmospheric river event in November 2021.</p> <p>The scope of this project included:</p> <ul style="list-style-type: none"> • A new three-lane bridge that will meet climate change resiliency standards. • Increasing resilience to future events with repairing downslope washouts, protection of the bridge substructure with rip rap, and asphalt replacement. <p>Assets have been put into service and only trailing costs remain.</p>				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2025 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 1 Kicking Horse Canyon Phase 4	2024	595	6	601
<p>The purpose of this project was to 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.</p> <p>The scope of this project included:</p> <ul style="list-style-type: none"> • Replacement of Kicking Horse Bridge No. 1 with a single two-lane bridge and replacement of the Kicking Horse Bridge No. 2 to provide access to Gould's Island from the south. • Construction of a multi-use path, including tunnel, under the south approach span to provide trail connectivity. • Provision of upgrades for utilities and municipal service infrastructure. <p>Assets have been put into service and only trailing costs remain.</p>				
Highway 1 Quartz Creek Bridge Replacement	2024	103	16	119
<p>Objective: The purpose of the Highway 1 Quartz Creek Bridge Replacement project was to upgrade approximately 4.4 kilometres of Highway 1 to four lanes and to a 100km/h standard. The project is located approximately 40 kilometres west of Golden.</p> <p>The scope of this project included:</p> <ul style="list-style-type: none"> • Replacement of the existing two-lane Quartz Creek Bridge with a new four-lane bridge. • Replacement of the Wiseman Creek Culvert allowing fish to access the stream. • Auxiliary lanes for access to and from Quartz Creek Forest Service Road. <p>Assets have been put into service and only trailing costs remain.</p>				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2025 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 5 Corridor	2024	253	10	263
<p>The purpose of the Highway 5 Corridor project was to rebuild three key crossings along the Highway 5 Corridor. The project saw the replacement of six bridge spans at three river crossings including new structures at Bottletop, Juliet and Jessica Bridges. The project is part of the Highway Reinstatement Program, which was created in response to the catastrophic damage to infrastructure due to the atmospheric river event in November 2021.</p> <p>The scope of this project included:</p> <ul style="list-style-type: none"> • Significant increases to overall bridge lengths to increase resilience and accommodate current and future river flows. • Improved wildlife crossings. • Extensive protection of bridge and roadway structures with rock rip rap from local quarries. <p>Assets have been put into service and only trailing costs remain.</p>				
BC Transit Victoria HandyDART Facility	2025	73	11	84
<p>The purpose of the BC Transit Victoria HandyDART Facility was to construct a new BC Transit-owned Victoria regional handyDART operations and maintenance facility at the corner of Burnside Road and Watkiss Way in the Town of View Royal.</p> <p>The scope of this project included:</p> <ul style="list-style-type: none"> • A new facility in View Royal that will support a future fully electric handyDART vehicle fleet in the Victoria Regional Transit System. • Improvements to Burnside Road West to mitigate traffic impacts and enhance streetscape with trees and sidewalk. • Realignment of the Galloping Goose Regional Trail for improved safety and visibility and enhanced user experience. <p>Assets have been put into service and only trailing costs remain.</p>				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2025 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 1 Chase Four-Laning	2025	159	37	196
<p>The purpose of the Highway 1 Chase Four-Laning project was to upgrade 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. The project was delivered in two phases: the Chase Creek Road to Chase West phase, which completed in 2023, and the Chase West to Chase Creek Bridge phase, which is expected to complete in 2025.</p> <p>The scope of the project included:</p> <ul style="list-style-type: none"> • Four-lane approximately 4.9 kilometres along Highway 1. • Grade-separated pedestrian crossing and active transportation connection between Neskonlith Indian Band Indian Reservation #2 and the Village of Chase. • New interchange at Brooke Drive and emergency vehicle access at Coburn Drive. • Scatchard Trail connection from Brooke Drive and Chase Creek Bridge. • Longer overpass structure to accommodate additional space for sidewalk under the highway with lighting. <p>Assets have been put into service and only trailing costs remain.</p>				
Highway 1 Corridor Nicomen Bridge	2025	94	6	100
<p>The purpose of the Highway 1 Corridor – Nicomen Bridge project was to replace the Nicomen River Bridge to fully restore this section of Highway 1 to pre-storm functionality. The project is located approximately 16 kilometres northeast of Lytton, along Highway 1. The project is part of the Highway Reinstatement Program, which was created in response to the catastrophic damage to infrastructure due to the atmospheric river event in November 2021.</p> <p>The scope of this project included:</p> <ul style="list-style-type: none"> • Construction of a new two-span, 70 metre long, curved steel girder bridge with a concrete running surface and piled foundations. • Channel improvements to increase climate resilience and restore damaged environmental habitat. • Demolition of the existing damaged bridge structure. <p>Assets have been put into service and only trailing costs remain.</p>				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2025 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
<u>Highway 7 Widening 266th Street to 287th Street</u>	2026	107	23	130
<p>The purpose of the Highway 7 Widening – 266th Street to 287th Street project is to upgrade a 4 kilometre segment of Highway 7 between Maple Ridge and Mission.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> Increased capacity by providing two travel lanes in each direction (four lanes total), reducing congestion, including the construction of 2-metre-wide shoulders. Improved safety by reducing the risk of a serious cross-over collision through installation of roadside and median barriers between 287th Street and Spilsbury Road. Provide safe turnarounds to maintain access to all properties along the highway. Widen the 272nd/River Road intersection to accommodate large trucks. New sidewalks on 272nd Street, River Road and 280th Street, new energy efficient lighting and pavement markings, and accommodations for future bus stops to provide more accessible and reliable service. 				
<u>Highway 17 Keating Overpass</u>	2026	67	10	77
<p>The purpose of the Highway 17 Keating Cross Overpass project is to improve traffic safety, access and congestion at the to Keating Cross Road turning lane.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> Replace the northbound left turn onto Keating Cross Road with a flyover across Highway 17 to Keating Cross Road and a realigned southbound ramp. Widening of Keating Cross Road, installation of a new sidewalk on Keating Cross Road, and installation of bus-on-shoulder facilities to support future plans for rapid bus transit on Highway 17. 				
<u>Highway 99/Steveston Interchange Transit and Cycling Improvements</u>	2026	85	52	137
<p>The purpose of the Highway 99 Steveston Interchange, Transit and Cycling improvements project is to support sustainability of Fraser River communities, facilitate increased share of sustainable modes of transportation, enhance regional goods movement and support a healthy environment.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> Replace the existing two-lane overpass structure at Steveston Highway and Highway 99 with a new structure that accommodates two eastbound lanes and three westbound lanes. Improved connections for transit along the Highway 99 corridor. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2025 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
<u>Pattullo Bridge Replacement</u>	2026	1,197	440	1,637
<p>The purpose of the project is to replace the existing bridge with a new four-lane bridge. The new bridge is located east of the existing bridge with direct connections to McBride Boulevard and East Columbia on the north side in New Westminster and to King George Boulevard on the south side in Surrey. The new bridge is called the stal'əwasəm Bridge, pronounced "stoll-O-osum."</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • A new four-lane bridge, designed to allow for a potential future expansion to six lanes, located in the same corridor as the existing bridge. • Segregated pedestrian and cycling facilities on both sides of the bridge. • An additional grade-separated multi-use path connecting the Victoria Hill neighbourhood to downtown New Westminster. • Decommissioning and removal of the existing bridge. 				
<u>Highway 1 Salmon Arm West</u>	2027	93	47	140
<p>The purpose of the Highway 1 Salmon Arm West project is to upgrade 3.2 kilometres of the Trans-Canada Highway. The project is located on the western approach into Salmon Arm and will be delivered in two phases: the Salmon Arm West 1st Avenue to 10th Avenue phase, which completed in 2023, and the Salmon Arm West 10th Avenue to 10th Street phase, which is expected to complete in 2026.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Four-laning 3.2 kilometres of Highway 1 to improve safety, mobility, and reliability • Installation of a pathway for pedestrians, cyclists and other non motorized users • Construction of up to four intersections, a new bridge across the Salmon River, a new interchange, and approximately 4 kilometres of frontage roads. 				
<u>Blackwater North Fraser Slide</u>	2027	18	185	203
<p>The purpose of the Blackwater North Fraser Slide project is to re-establish sections of the road network in the Cariboo region impacted by slide events. The project is part of the Cariboo Road Recovery Program, which was created in response to the catastrophic damage to infrastructure due to slides and washouts experienced throughout the Cariboo region from March 2020 to June 2021.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Re-establish the road network by realigning approximately 1.4 kilometres of Blackwater Road 20 metres south into the slope and implementing slope stabilisation system and improved drainage. • Reconfigure the Blackwater and Wells Road Intersection. • Install depressurisation works such as pumping wells to manage slide movement on the Knickerbocker Slide. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2025 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
<u>Cottonwood Hill at Highway 97 Slide</u>	2027	34	301	335
<p>The purpose of the Cottonwood Hill at Highway 97 project is to re-establish sections of the road network in the Cariboo region impacted by slide events. The project is part of the Cariboo Road Recovery Program, which was created in response to the catastrophic damage to infrastructure due to slides and washouts experienced throughout the Cariboo region from March 2020 to June 2021.</p> <p>The scope of the project includes:</p> <ul style="list-style-type: none"> • Emergency work to reduce riverbed erosion with bank protection. • Stabilization of the slope and the highway using rockfill buttress and structural solution on Highway 97 at Cottonwood Hill. 				
<u>Highway 1 Ford Road to Tappen Valley Road Four-Laning</u>	2026	190	53	243
<p>The purpose of the Highway 1 Ford Road to Tappen Valley Road Four-Laning project is to upgrade approximately 4.3 kilometres of the Trans-Canada Highway to improve safety, capacity, and movement of goods and services. The western limit of the project begins at Ford Road and extends through to its terminus 400 metres east of Tappen Valley Road, about 15 kilometres north of Slamon Arm.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Replacement of a rail overhead structure. • A new east bound commercial carrier pullout. • New frontage road system to provide safer access to the highway. • Modified protected T-intersection at Tappen Valley Road. • Installation of median barrier. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2025 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 95 Bridge Replacement	2027	38	52	90
<p>The purpose of the Highway 95 Bridge Replacement project is to replace Kicking Horse River Bridges No. 1 and No. 2 located on Highway 95 in the Town of Golden, approximately 2 kilometres south of the junction with the Trans-Canada Highway.</p> <p>The scope of the project includes:</p> <ul style="list-style-type: none"> • Replacement of Kicking Horse Bridge No. 1 with a new two-lane bridge. • Replacement of the Kicking Horse Bridge No. 2 to provide access to Gould's Island from the south. • Construction of a multi-use path, including tunnel under the south approach span, to provide trail connectivity. • Geometric upgrades on bridge approaches to meet vertical clearance requirements for the new structures, with horizon upgrades eliminating the S-curve on the south approach and improvements to side road access. • Provision of upgrades for utilities and municipal service infrastructure. 				
Kootenay Lake Ferry Service Upgrade	2026	84	33	117
<p>The purpose of the Kootenay Lake Ferry Service Upgrade project is to replace the aging MV Balfour ferry and improve safety and accessibility at both ferry terminals (Balfour and Kootenay Bay).</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Construction of a larger electric-ready ferry with increased capacity. • Dredging of the west arm of Kootenay Lake for navigational safety. • Safety, access and amenity improvements at the Kootenay Bay and Balfour terminals. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2025 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 1 Corridor Tank Hill	2026	145	148	293
<p>The purpose of the project is to reinstate a grade separation between the Trans-Canada Highway and Canadian Pacific Kansas City Rail (CPKC) including highway construction to accommodate the grade separation, structured crossing of existing creek and improved drainage from the CPKC rail under the Trans-Canada Highway. The Tank Hill project is located 14 kilometers east of Lytton. The project is part of the Highway Reinstatement Program, which was created in response to the catastrophic damage to infrastructure due to the atmospheric river event in November 2021.</p> <p>The scope of the project includes:</p> <ul style="list-style-type: none"> • Design and construction of a viaduct/bridge structure over CPKC rail and the underlying creek channel. • Construction of the road approach, supporting retaining walls and tie-in to existing highway. • Removal of the temporary level crossing, existing culverts and re-establishment of the creek channel. 				
Quesnel-Hydraulic Road Slide	2026	5	75	80
<p>The purpose of the project is to restore and realign Quesnel-Hydraulic Road to meet modern design standards damaged by a slide caused by an increased rainfall event in 2020. The project is part of the Cariboo Road Recovery Program, which was created in response to the catastrophic damage to infrastructure due to slides and washouts experienced throughout the Cariboo region from March 2020 to June 2021.</p> <p>The scope of the project includes:</p> <ul style="list-style-type: none"> • Realigning approximately 750 metres of Quesnel-Hydraulic Road. • Upgrading drainage systems. • Reinforcing slopes and placing riprap for erosion protection. • Maintaining monitoring equipment in the slide area. • Decommissioning the existing alignment once construction is complete. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2025 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 8 Corridor	2026	57	173	230
<p>The purpose of the project is to build two two-lane bridges to replace temporary single-lane bridges and rebuild 3 kilometres of damaged highway. The project is part of the Highway Reinstatement Program, which was created in response to the catastrophic damage to infrastructure due to the atmospheric river event in November 2021</p> <p>The scope of the project includes:</p> <ul style="list-style-type: none"> • Construction of two permanent two-lane bridge structures including deep foundations • Widening of existing highway embankment to a two-lane cross-section. • Road base construction and paving for approximately 3 kilometres. • Improved drainage to accommodate higher flows. • Hydrotechnical resiliency works. • Removal of the two temporary structures. 				
Broadway Subway	2027	2,106	848	2,954
<p>The purpose of the Broadway Subway project is to construct an extension of the SkyTrain network from the existing Millennium Line along Broadway to Arbutus Street. The project will provide faster, more reliable transit service, improve transportation options and connect communities and regional destinations within the metro Vancouver region.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Constructing a 5.7 kilometre extension of the existing Millennium Line along Broadway from VCC Clark Station, entering a 5 kilometre tunnel at Great Northern Way and continuing as a subway to Arbutus Street. • Six underground stations will be built: one at Great Northern Way-Emily Carr, and five along Broadway Avenue: Mount Pleasant, Broadway-City Hall, Oak-VGH, South Granville, and Arbutus. • Full integration into the regional transportation network and operated by TransLink. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2025 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 1 Bus on Shoulder – McKenzie to Colwood Interchange	2027	19	76	95
<p>The purpose of the Highway 1 Bus on Shoulder – Mckenzie to Colwood Interchange project is to design and construct a 3.7 kilometre westbound and 3.1 kilometre eastbound bus on shoulder lane between the McKenzie and Colwood interchanges.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • New Highway 1 bus on shoulder lanes between the McKenzie and Colwood interchanges. • New rapid bus stops and safety improvements at the Helmcken interchange for both westbound and eastbound connections. • New Galloping Goose Trail pedestrian bridge that will accommodate future active transportation plans. 				
Highway 1 Selkirk	2027	29	100	129
<p>The purpose of the Highway 1 Selkirk project is to improve the safety, capacity, and movement of goods and services along a section of the Trans-Canada Highway. The project is located between Revelstoke and Golden.</p> <p>The scope of the project includes:</p> <ul style="list-style-type: none"> • Widening approximately 3.9 kilometres of highway to four-lanes. • Wildlife exclusion fencing and construction of two wildlife crossings. • Median barrier throughout the length of the project. • Relocate the eastbound and westbound Redgrave Rest Areas to Quartz Creek Forest Service Road with enhanced facilities and improved access for commercial and passenger vehicles. 				
Highway 1 Jumping Creek to MacDonald	2027	101	144	245
<p>The purpose of the Highway 1 Jumping Creek to Macdonald project is to improve the safety, capacity, and movement of goods and services along a section of the Trans-Canada Highway located approximately 40 kilometres east of Revelstoke.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Widening approximately 2.6 kilometres to four lanes between Jumping Creek and the MacDonald Snowshed. • Avalanche and rockfall risk mitigation measures to increase reliability and safety. • A safe wildlife crossing at the existing MacDonald Snowshed. • Increasing shoulder width for active transportation. • A median barrier to improve safety. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2025 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
<u>Highway 1 R.W. Bruhn Bridge</u>	2027	138	122	260
<p>The purpose of the Highway 1 R.W. Bruhn Bridge project is to improve the safety, capacity, and movement of goods and services along a section of Trans-Canada Highway in the District of Sicamous.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> Expand 1.9 kilometres to four lanes and replace the aging R.W. Bruhn Bridge with a new crossing over the Sicamous Narrows. Acceleration lane on bridge replaced with new highway underpass with on/off ramp at west end of the project. Permanent closure of the intersection at Old Spallumcheen Road. A new multi-use path to increase safety for pedestrians and cyclists. 				
<u>Highway 1 Sackum Overhead Bridge Replacement</u>	2027	12	81	93
<p>The purpose of the Highway 1 Sackum Overhead Bridge Replacement project is to replace the overhead bridge crossing of Canadian Pacific Kanas City Railway (CPKC). This crossing is at the end of its design life and extensive rehabilitation is no longer an option.</p> <p>The scope of the project includes:</p> <ul style="list-style-type: none"> Replacement of the existing deficient bridge structure which is at the end of its service life. Resilient design to meet requirements for climate adaptation. Improved geometrics on the bridge approaches, and pedestrian and cyclist accommodation on the bridge. Removal of substandard westbound passing lane and permanently close southbound pullout. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2025 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
<u>Belleville Terminal Redevelopment</u>	2028	71	345	416
<p>The purpose of the Belleville Terminal Redevelopment project is to build a new preclearance ferry terminal in Victoria that will meet Canada's obligations under the Canada-US Land, Rail, Marine, and Air Transport Preclearance Agreement.</p> <p>The scope of the project includes:</p> <ul style="list-style-type: none"> • Convert the Steamship building and wharf into a temporary ferry terminal. • Provide administrative space for ferry operators and United States Customs and Border Protection (USCBP) and complete some minor revisions to the Black Ball building to accommodate Canada Border Services Agency (CBSA). • Demolish the existing Clipper terminal, wharf, and Stores wharf. • Raise and replace the Clipper and Stores wharfs to account for climate change and rising sea levels. • Construct a new, consolidated, preclearance ferry terminal on the existing site. 				
<u>Highway 1 Fraser Valley Corridor Improvements – 264th Street to Mount Lehman Road</u>	2028	474	1,776	2,250
<p>The purpose of the Highway 1 Fraser Valley Corridor Improvements 264th Street to Mount Lehman Road project is to make improvements along a 13 kilometre length of Highway 1 between the 264th Street Interchange and Mount Lehman Road to meet the needs of a growing region, improve travel and transit services for people in the Fraser Valley and facilitate efficient goods movement.</p> <p>The scope of the project includes:</p> <ul style="list-style-type: none"> • Adding HOV/EV lanes in each direction. • Adding bus-on-shoulder lanes in each direction • Adding truck climbing lanes (eastbound along the uphill grade east of Bradner Rest Area and westbound from east of Fraser Highway) and a truck staging area. • Replacing the existing cloverleaf interchange at 264th Street with a diverging diamond interchange. • Improving active transportation connections at 264th Street Interchange and Mount Lehman Road Interchange and building a mobility hub. • Adding a multi-use-path (MUP) on the north side of Highway 1 between 264th Street Interchange and Mount Lehman Road Interchange. • Replacing Bradner Road Overpass and improving the Bradner Rest Area. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2025 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 1 216th Street to 264th Street Widening	2029	156	324	480
<p>The purpose of the Highway 1 216th Street to 264th Street Widening project is to widen 10 kilometres of Highway 1 within the Township of Langley.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Widening Highway 1 to accommodate eastbound and westbound high occupancy vehicle (HOV) and electric vehicle (EV) lanes in the median between the 216th Street and 264th Street Interchanges. • Constructing a new crossing at Glover Road, including new three-metre-wide multi-use paths in both directions and increased clearance over the highway. • Reconfiguring the existing 232nd Street interchange and the replacement of the existing crossing, including three-metre-wide multi-use paths in both directions and increased clearance over the highway. • Replacing the existing railway crossing immediately east of Glover Road, including increased highway clearance. 				
Surrey Langley SkyTrain Project	2029	2,067	3,929	5,996
<p>The purpose of the Surrey Langley Skytrain Project is build a 16 kilometre extension of the existing Expo Line that will run on an elevated guideway primarily along Fraser Highway from King George Station in Surrey to 203rd Street in the City of Langley. The project will improve regional transportation connections and provide fast, frequent and reliable transit service, especially for those who are South of the Fraser River.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Construction of 16 kilometre elevated guideway with eight new stations and three new transit exchanges. • 14 kilometres of active transportation elements. • Transit-oriented development opportunities. • Full integration into the regional transportation network and operated by TransLink. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2025 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Fraser River Tunnel Project	2030	398	3,750	4,148
<p>The purpose of the Fraser River Tunnel Project is to construct 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.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Replacement of the existing George Massey Tunnel on Highway 99 and retiring the existing tunnel once the new tunnel is in operation. • Three vehicle lanes and a dedicated transit lane in each direction. • A separated multi-use pathway for cyclists and pedestrians that connects to active transportation routes on both sides of the Fraser River. • Fraser River navigational channel clearances will be maintained. • New Deas Slough Bridge. <p>The tunnel project is in design, and the estimated cost of the project and schedule are being updated and reviewed as the design and contract negotiations progress. Due to commercial sensitivities related to releasing an updated estimate for the project before a contract is executed, the Province will update the project budget and schedule once negotiations with the contractor have concluded.</p>				
Highway 1 Fraser Valley Corridor Improvements Mount Lehman Road to Highway 11	2031	116	2,535	2,651
<p>The purpose of the Highway 1 Fraser Valley Corridor Improvements Mount Lehman Road to Highway 11 project is to make improvements along an 8 kilometre length of Highway 1 from Mount Lehman Road Interchange to Highway 11 to meet the needs of a growing region, improve travel and transit services for people in the Fraser Valley and facilitate efficient goods movement.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Adding HOV/EV lanes in each direction. • Adding bus-on-shoulder lanes in each direction • Replacing the existing Peardonville Road Underpass. • Improving active transportation connections at Clearbrook Road, McCallum Road, and Sumas Way. • Replacing the existing Highway 11 Interchange. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2025 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Agassiz-Rosedale Bridge Rehabilitation Project	2029	-	64	64
<p>The purpose of the project is to remedy the structural steel and concrete degradation and improve the deck drainage systems, extending the service life of the bridge for another 40 to 50 years.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Address the most critical and urgent repairs to structural components, including replacement of all deck joint compression seals. • Repair of deteriorated steel truss members, installation of drain troughs below. expansion joints and modifications to the deck drains, approach span bearing replacements, and recoating of repaired steel elements. 				

Appendix A: Public Sector Organizations

As of February 2026, 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 Commission

The Office of the B.C. Container Trucking Commissioner enforces compliance with the Container Trucking Act, issues Container Trucking Services licenses within the Truck Licensing System, and facilitates ongoing policy and regulatory review. More information about the role of the B.C. Container Trucking Commissioner is available at obcctc.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 Pattullo Bridge Replacement Project, the Kicking Horse Canyon Project – Phase 4, the Broadway Subway Project, the Surrey Langley Skytrain Project, the Fraser River Tunnel Project, The Belleville Terminal Redevelopment Project and the Steveston Interchange Project. TI Corp's Service Plan is available on their [website](#).

Appendix B: Non-Reporting Crowns

B.C. Transportation Financing Authority (BCTFA)

Organizational Overview

The B.C. 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 or cause to be constructed, improved or operated, transportation infrastructure throughout B.C. and transit-oriented developments. 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 Transit. The BCTFA has no dedicated staff. Management is provided by staff at the Ministry of Transportation and Transit.

Corporate Governance

The Minister of Transportation and Transit 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 Transit 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

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

- 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 industrial tenants and 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 direction management of the Ministry of Transportation and Transit, becoming a wholly owned subsidiary of the B.C. 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 Transit is the Chairperson of the BCRC Board of Directors.

Goals and Strategies

Goal 1: Provide open access for the three class one railways (CN, CPKC and BNSF) serving the Roberts Bank port terminals via BCRC's Port Subdivision and ensure safe, reliable and efficient freight train operations.

- 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 the applicable standards of Technical Safety BC and Transport Canada
- 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.

- Provide advice and support to further trade corridor strategies
- Secure through lease, purchase, or other means, lands suitable for supporting trade corridor objectives
- 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 industrial tenants, including 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.

Appendix C: Minister Mandate Letter



January 16, 2025

Honourable Mike Farnworth
Minister of Transportation and Transit
Parliament Buildings
Victoria, BC V8V 1X4

Dear Minister Farnworth:

Congratulations on your appointment as Minister of Transportation and Transit at a critical time for our province. Serving as a member of the executive council is a privilege and responsibility which I am confident you will fulfill with integrity and a commitment to the people of our province.

British Columbians have trusted us with a mandate to deliver for them in ways that make a tangible difference in their daily lives. They expect us to listen and learn from people of different perspectives – and work together to make things better for everyone.

Specifically, we will tackle the challenges people worry about at the kitchen table:

- **Grow the economy by creating good jobs across British Columbia.** We will collaborate with businesses, workers, and communities to attract investments in both new and traditional sectors as well as emerging sectors of the economy. This approach will bring certainty for business, security for workers, and generate the wealth needed to support the essential services British Columbians rely on.
- **Reduce costs for families** including by helping people access homes they can afford through support for first-time homebuyers, increasing the supply of rental housing stock, and stronger measures to crack down on housing speculation.

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- **Strengthen health care** by expanding access to family doctors and recruiting and training more health professionals, ensuring that every British Columbian can access the care they need, no matter where they live. We will also increase access to addictions treatment and provide help for people whose struggles require intensive supports.
- **Make our neighbourhoods and communities safer** by working with law enforcement and social agencies to address street disorder, crack down on organized crime, and do all we can to ensure repeat offenders stay behind bars.

Our commitment to take action on climate change remains foundational and will be key to a healthy and prosperous BC for future generations.

Underlying all this work is our partnership with Indigenous peoples. Advancing reconciliation, implementing the *Declaration on the Rights of Indigenous Peoples Act* and working in partnership with First Nations rights-holders to advance shared interests is the responsibility of every Minister.

Over this mandate I expect you to prioritize making progress on the following:

- In order to protect key services that British Columbians rely on, work with the Minister of Finance to review all existing Ministry of Transportation and Transit programs and initiatives to ensure our programs remain relevant, are efficient, are responsive to the needs of commuters, grow the economy, and help keep British Columbians moving. This is important in the context of current Provincial budget constraints and the priorities of communities in the province.
- Support improvements in BC's road infrastructure balanced with integrated transit opportunities to ensure that people can get home and to work faster, and goods can get to market more efficiently in our province.
- Find ways to support low-income people including seniors and young people in accessing affordable transit.
- Drive the development and expansion of transit across the province and work with communities across BC to find ways to strengthen key rural and intercity transportation services. This includes supporting regional transportation plans such as the Central Okanagan Transit Future Plan and working toward regular local transit along the Sea to Sky corridor.
- Ensure that our provincial transit services are being delivered in a way that is cost-effective for taxpayers, responsive to the concerns of transit riders, and not duplicative of administration by reviewing the private delivery model for provincial transit systems starting with handyDART.

- Work with BC ferries to address administrative costs and ensure affordable, reliable, and sustainable ferry services.
- Identify affordable and efficient opportunities for expansion of SkyTrain, RapidBus, and rail service in the province to meet the transportation and goods movement needs of growing populations.
- Lead work to advance progress on the Broadway extension to UBC, including by working with the federal government, UBC, the City of Vancouver, First Nations, and all relevant government agency stakeholders. Work with the Minister of Housing and Municipal Affairs to advance related government objectives on housing density and identify opportunities to achieve reduced carbon pollution and economic development. Delegate key responsibilities as you are able to the Parliamentary Secretary for Transit to support the extensive coordination and relationship building required by this file.
- Find ways to support taxi and ride hail operators and ensure safe and affordable transportation options for British Columbians.
- Support the Minister of Public Safety and Solicitor General in ensuring safety and efficiency across our public transportation system through partnerships with TransLink, BC Transit, and local governments to permit the use of technology in relation to enforcement of public transportation safety.

To assist you in meeting the commitments we have made to British Columbians, you are assigned a Parliamentary Secretary for Transit whose focus will be to:

- Work with you and the Minister of Housing and Municipal Affairs to identify and champion transit-oriented development sites with local governments, stakeholders, and the private sector in order to maximize success of this initiative.
- Work with you to advance progress on the Broadway extension to UBC, including by building relationships with the relevant contacts in the federal government, UBC, the City of Vancouver, First Nations and all relevant government agency stakeholders. Work with the Minister of Housing and Municipal Affairs to advance related government objectives on housing density and identify opportunities to achieve reduced carbon pollution and economic development.
- Work with you to identify opportunities to improve transit in underserved areas with greatest need, with a goal of connecting communities.

You will work closely together and ensure your Parliamentary Secretary receives appropriate support to deliver on this work.

As you are aware, we have established an accord with the BC Green Caucus that supports our shared commitment to ensuring stable governance focused on delivering progress and tangible outcomes for British Columbians. The commitments in that accord complement the direction in these mandate letters.

As a Cabinet, we will uphold the highest standards of ethics, collaboration, and good conduct in service of the public, and as a Minister of the Crown, you are expected to review, understand, and act according to the *Members' Conflict of Interest Act*. You will establish a collaborative working relationship with your Deputy Minister and the public servants under their direction, who provide the professional, non-partisan advice that is fundamental to delivering on our government's priorities. Your Minister's Office must meet the highest standards for integrity and provide a respectful, rewarding environment for all staff.

The work we have ahead takes place in a profoundly challenging geopolitical environment. Close friends and neighbours to our south are contemplating imposing draconian tariffs on our products that would hurt both Americans and Canadians. Our allies internationally face governmental instability. Hate and racism are on the rise around the world. Artificial intelligence breakthroughs with unclear implications and astonishing potential are announced daily. Global inflation, snarled supply chains, and war are threatening global economic growth and prosperity as well as the transition to a low-carbon economy.

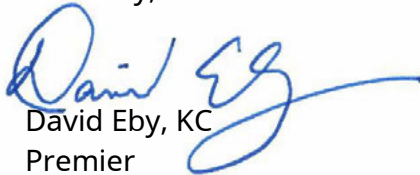
We have an obligation to protect and defend British Columbians, as well as seize opportunities, in these uncertain times.

The good news is that we have everything we need to succeed, and we will succeed. British Columbia's people – our workers, entrepreneurs, business leaders, artists, and innovators – are among the most talented in the world. We are home to world-class educational institutions and public services. Our natural beauty is unmatched, we have internationally envied resources, and we are one of the most diverse places on the planet. Your job is to help us leverage these advantages in perilous times.

Use this mandate letter to guide your work, and do not be afraid to challenge assumptions, or be innovative, bold and aggressive in achieving the goals set out for you and your Ministry by the people of this province.

Thank you for joining me in the work ahead.

Sincerely,



David Eby, KC
Premier

cc: George Anderson, MLA
Parliamentary Secretary for Transit