

Ministry of Transportation

2007/08 Annual Service Plan Report



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Message from the Minister and Accountability Statement

This report shows our progress in meeting our goals of expanding and strengthening British Columbia's roads, rails, bridges, ferries, ports and airports. We have been aggressively investing to build transportation infrastructure to move people and goods safely and efficiently throughout B.C., while supporting and stimulating our growing economy.

On January 14, we unveiled a \$14-billion public transit plan to be completed by 2020, focusing on safe, comfortable, reliable services that will highlight green technologies and reshape our urban form. The plan will double transit ridership by increasing choice for people around the province, and it is a key measure in the Province's greenhouse gas reduction plan. Some of the highlights are: a \$10.3-billion investment in four new rapid transit lines in Metro Vancouver — the Evergreen Line, the UBC Line, the upgraded Expo Line with an extension into the Fleetwood area of Surrey and the Canada Line; \$1.2-billion for a new, energy efficient, high capacity RapidBus BC service along nine major routes in Metro Vancouver, Kelowna, and Victoria; and \$1.6-billion investment for up to 1,600 new, clean energy buses and related infrastructure.

The \$3-billion Gateway program in the Lower Mainland — our plan to meet the needs of our growing population, and increase Asia-Pacific trade — is moving forward and on track. The Port Mann/Highway 1 Project has advanced to the Request for Proposals stage, and is also expected to receive its environmental assessment certification by summer 2008. In October 2007, the Province signed a Memorandum of Understanding with TransLink for a \$180-million cost-sharing project to provide a RapidBus service across the new Port Mann Bridge between Burnaby, Surrey and Langley, with connecting buses to Abbotsford and communities north of the Fraser River via the new Golden Ears Bridge.

Construction is now well underway on a new seven-lane high level bridge that will span across the Pitt River, replacing the two existing swing bridges. Completion of the new bridge is slated for 2009. Meantime, the South Fraser Perimeter Road Project (SFPR) is in the final stages of an Environmental Assessment review. Once completed, the SFPR will remove trucks and regional traffic from community streets and put them back on the highway, resulting in reduced congestion, better access and improved quality of life.

Revitalizing the Trans-Canada Highway through the Kicking Horse Canyon, a key link to B.C.'s ports and southern routes, is critical to strengthening the province as Canada's Asia-Pacific connection and a gateway to the world. Improving this section of highway remains a top priority for this Ministry. The first two phases of construction have been completed, including the new Park Bridge which opened in August 2007 ahead of schedule. The new bridge and its approaches are a great example of the federal and provincial governments working together with the private sector. Design work has begun on the next section of work.

The Sea-to-Sky Highway Improvement Project is moving along on time and on budget. The project — which includes highway widening and straightening for improved sightlines — has passed the 70 per cent completion mark, and is due to be completed in fall 2009. Work crews are using very innovative construction methods — creating a safe and modern highway in very challenging terrain — to increase this road's safety, reliability and capacity. The project has been recognized internationally as an outstanding public-private partnership.

Another successful public-private partnership is the William R. Bennett Bridge Project in Kelowna, which progressed well ahead of schedule and opened in May 2008. The new toll-free, five-lane bridge replaces the old three-lane Okanagan Lake Bridge, improving safety, reducing congestion and stimulating economic growth in Kelowna. The bridge has an elevated span to allow for the passage of marine traffic, and improved access for cyclists and pedestrians.

I am extremely proud of our accomplishments, and particularly proud of my Ministry's employees, who are an exceptional team of dedicated professionals who deliver first-rate service to the province of British Columbia. Every region of the province is benefiting from our transportation investments, and we will continue to build and work towards our ambitious infrastructure goals, to benefit all British Columbians.

The Ministry of Transportation's 2007/08 Annual Service Plan Report compares the actual results to the expected results identified in the Ministry's *2007/08–2009/10 Service Plan*. I am accountable for those results as reported.



Honourable Kevin Falcon
Minister of Transportation

June 18, 2008

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Highlights of the Year

Our investments in British Columbia's transportation infrastructure will strengthen our economy, improve safety, and enhance the flow of goods and people throughout the province and across our borders. Some important highlights of 2007/08 are listed below.

William R. Bennett Bridge

The old Okanagan Lake Bridge was replaced by the new five-lane William R. Bennett Bridge. The new bridge, built under a design-build-finance-operate public-private-partnership arrangement, opened for traffic in May 2008, over three months ahead of schedule. The bridge is one of less than ten large floating bridges world-wide and includes a high level navigation span for marine traffic.

Key accomplishments in 2007/08 include:

- Launched five large (5,000 tonne) pontoons;
- Completed the high level fixed navigation span that allows sailboats up to 18 metres tall to pass under the structure;
- Installed all nine new pontoons including the transfer of 10 existing 70 tonne anchor connections from the old to the new bridge and the installation of four new anchors; and



The new five-lane bridge and the old three-lane bridge looking towards Kelowna

- Ninety per cent completion of the bridge approach roadways on both sides of the bridge including the completion of a 25,000 cubic metre Styrofoam light weight fill.

Kicking Horse Canyon

Improvements to the Trans-Canada Highway in the Kicking Horse Canyon are providing a safer and more efficient movement of people and goods on this vital trade route. The improvements are also having a positive effect on the environment by reducing vehicle emissions, fuel consumption and enhancing bicycle use.

Achievements in 2007/08 include:

- Phase 2: The new Park Bridge was opened on August 30, 2007, 21 months ahead of schedule. The innovative partnership arrangement to design, build and finance this phase, and to operate and maintain the entire 26-kilometre corridor resulted in \$18 million savings over conventional tendering; and
- Phase 3: On November 6, 2007, the governments of British Columbia and Canada announced shared funding for Phase 3 (two segments), with construction scheduled to begin in the fall of 2008. The remaining segments are now designated as Phase 4.



Traffic using the new Park Bridge

Gateway Program

The program focuses on reducing congestion and improving the movement of people, goods, and transit. The planned improvements along and across the Fraser River are targeted for completion by 2013. In 2007/08, the program reached these important milestones:

- Began construction for Pitt River Bridge and Mary Hill Interchange project in early 2007 and completed detailed design consultation on pedestrian/cycling features. Construction will be completed in 2009;
- Submitted an application for Environmental Assessment Certificate for Port Mann Bridge/ Highway 1 (PMH1) project and completed public comment period with certification anticipated in spring 2008;

- Three PMH1 proponents short-listed in Request for Qualifications stage of competitive selection process submitted technical proposals. Review of technical proposals completed in March 2008 and advanced to Request For Proposals stage for evaluation in summer 2008; and
- Completed second and third Public Comment Periods on the South Fraser Perimeter Road Environmental Assessment Application, with environmental certification anticipated for spring/summer 2008, followed by early works by the Ministry and procurement for design and construction completion by fall 2012.

Sea-to-Sky Highway Improvement Project

The project will improve the safety, reliability and capacity of the Sea-to-Sky Highway which connects communities between West Vancouver and Whistler. Construction includes highway widening and straightening for improved sightlines, added passing lanes and other design innovations to reduce hazards and increase capacity. The project is about 70 per cent complete and achievements in 2007/08 include:

- 21.6 new kilometres of passing lanes and 15 new bridges are now complete;
- Most major rock work has been completed with 2,350,000 cubic metres of material excavated, 110,000 tonnes of asphalt placed and 35,000 square metres of mechanically stabilized earth walls constructed; and
- The final stage of public consultation (detailed design) was completed in 2007. Public consultation began in 2002 and has gone through four separate stages.

Taxis — Bill of Rights and Green Taxis

Following extensive consultations with industry, the Minister of Transportation announced the Metro Vancouver Taxi Bill of Rights in January 2008. This statement of principles outlines expectations of both taxi drivers and passengers, and is backed by a new trip refusal regulation that makes it a requirement for on duty taxi drivers in British Columbia to transport passengers to their stated destination. The Bill balances the needs and responsibilities of both drivers and users, and will benefit the many tourists and residents who depend on this vital component of British Columbia's transportation network.

On May 16, 2007, the Passenger Transportation Board announced an "Eco-Friendly Taxi" policy for the Greater Vancouver Regional District and the Capital Regional District to support the goal of reducing greenhouse gas emissions. The Board now requires all new taxis that are not accessible to persons with disabilities in these areas to be eco-friendly. Industry agrees that the use of such vehicles makes good economic and environmental sense.

DriveBC

DriveBC has revolutionized the way that the Ministry provides information to the public. Providing quick and convenient access to road reports, weather information and web cameras, as well as other useful links like the distance calculator, Canada/USA border wait times, ferry information and seasonal load restriction advisories, DriveBC has everything people need to plan their trip and travel safely.

With all of this information in one place, the DriveBC website has become extremely popular. It has the distinction of being the most visited website in the provincial government, averaging 20,000 visits a day.

Thanks to the efforts of the DriveBC team, the website continues to improve. In 2007/08, a new version of the site was released, increased phone line capacity was added, and increased training was carried out across the province.

Because of the success of the website, and the dedicated work of those involved with it, the DriveBC team won a Premier's Innovation and Excellence Award for Service Excellence in March, 2008.

Mountain Pine Beetle Program

The Mountain Pine Beetle Program supports the goals and objectives of the *Provincial Mountain Pine Beetle Action Plan* by providing the rehabilitation of interior roads significantly impacted by the increased number of logging trucks carrying pine beetle killed wood to mills or market. This program continues to ensure wood can be safely and efficiently moved on the highway system, while protecting the infrastructure and reducing the impacts to other users. This program assists in providing the maximum economic benefits to communities and the province within the pine beetle affected areas.

For 2007/08, the Ministry undertook 51 improvement projects within this program with an investment value of approximately \$30 million. Notable projects included:

- Resurfacing of approximately 30 kilometres of existing pavement on the Nazko Road west of Quesnel;
- Reconstruction and gravelling of nine kilometres of the Big Creek Road southwest of Williams Lake; and
- Asphalt recycling of approximately 44 kilometres of Highway 16 from Parkridge Heights to Bednesti.

Heartlands Oil and Gas Roads Rehabilitation Strategy

The Heartlands Oil and Gas Road Rehabilitation Strategy is based on a partnership between the Ministry of Energy and Mines, and the Ministry of Transportation, to upgrade roads that will assist industry and produce additional revenues to the province. This program continues to strengthen the province's economic position and access to global energy markets.

For 2007/08, 20 improvement projects such as complete road reconstruction, adding additional lanes, road base strengthening and paving were undertaken, with an investment value of approximately \$37.7 million. Notable projects included:

- The four-laning of the Fort St. John arterial to accommodate the mix of industrial, residential and tourism traffic;
- Paving of 10 kilometres of the Upper Halfway Road and preparing a further 10 kilometres for paving in 2008/09; and
- Upgrade Braden Road near Dawson Creek widening, strengthening and preparing for paving in 2008/09.

TransLink

Legislative amendments were enacted that changed the name of the Greater Vancouver Transportation Authority to the South Coast British Columbia Transportation Authority, put in place a new governance structure for the authority, and changed and augmented the revenues sources that can be utilized by the authority. The new governance structure creates a Mayors' Council to provide for accountability approving changes to the Authority's 10-year strategic plan, and authorizing any additional tax measures and borrowing required to implement the plan. Implementation of the plan will be the responsibility of a new board of directors appointed by the Mayors' Council from a list of qualified individuals who are not elected politicians. An independent commissioner, appointed by the Mayors' Council, is also provided to enhance transparency and due diligence regarding TransLink's plans and initiatives, and to authorize any proposed fare increases. The amendments are intended to provide a solid foundation for an expanded, high-quality public transportation system in the lower mainland.

Prince Rupert Container Terminal

A new container handling facility at the Port of Prince Rupert, Fairview Terminal Phase 1, opened in September, 2007 and set the stage for a new, northern gateway and transportation corridor that provides the fastest and least expensive sea/rail route between Asia and the U.S. Midwest industrial heartland. This cost-shared initiative between the Prince Rupert Port Authority, the Government of B.C., the Government of Canada, CN Rail and Maher Terminals provides opportunities for communities and businesses all along the corridor. Planning is already underway to expand the facility as traffic increases.

CVSE Provincial Permit Centre

The CVSE Provincial Permit Centre in Dawson Creek is now fully operational. The permit centre provides commercial vehicle permitting services as a one stop shopping service for industry. A dedicated team of staff are available to issue permits and educate and inform clients on the practices for transporting loads throughout the province. The permit centre is open from 6:00 A.M. to 10:00 P.M., seven days-a-week and most statutory holidays to accommodate the trucking industry. On average, 136,000 permits a year are issued in B.C. The permit centre initiative will allow CVSE staff at inspection stations throughout the province to focus on their core mandate of road safety.

Cariboo Connector Program

Work is well underway on the first five-year phase of a new Cariboo Connector strategy to widen the 460 kilometre portion of Highway 97 from Cache Creek to Prince George. The improvements to Highway 97 will increase safety and decrease travelling times while providing northern communities with a first-class trade corridor that will support increased commercial traffic that is meeting the needs of a rapidly expanding economy.

Phase One will widen the most urgent portions of Highway 97 first. These portions are typically in urban areas and around industrial and commercial centres where high traffic volumes cause increased congestion. In previous years, Plett Road and Fletchers Corners projects have been completed.

Key accomplishments in 2007/08 include:

- Simon Fraser Bridge Project secured federal funding and began construction;
- Simon Fraser Bridge to Sintich Road — initiated design and discussions with the Federal Government for funding partnership;
- Prince George South Scale Relocation and Four Laning — design completed and federal funding secured. Construction will begin in 2008;
- Completed design of Dale Lake to Dragon Lake Project and initiated discussions with the Federal Government for funding partnership. Will proceed to construction in 2008 subject to Federal participation;
- Completed functional design from Williams Lake to 150 Mile House and a 1.5 kilometre section will proceed to construction in 2008; and
- Wright Station Curves Project completed design activities and secured federal funding. Construction will begin in 2008.

Partnerships

In partnership with the Ministry, the City of Surrey began construction of the 156 Street underpass to improve access to Fraser Heights neighbourhood and to accommodate cyclists and pedestrians. The underpass structure will become an important component of the RapidBus initiative with future Gateway improvements, such as Port Mann/Highway 1 project's transit/high occupancy vehicle ramps.

Purpose of Ministry

The Ministry of Transportation plans transportation networks, provides transportation services and infrastructure, develops and implements transportation policies, and administers many transportation-related acts and regulations.

To accomplish its mandate, the Ministry:

- Develops provincial transportation plans to integrate various modes of transportation in consultation with Regional Transportation Advisory Committees and local and regional authorities, and in cooperation with the transportation-related Crown corporations;
- Ensures British Columbia's ports and airports are gateways for economic growth and development;
- Builds highway infrastructure to fulfill the economic and social needs of British Columbians;
- Maintains existing highways to a high standard through contracts with private sector road maintenance providers;
- Undertakes vehicle safety inspections and sets commercial vehicle operating standards;
- Works with partners and other levels of government to provide cost-effective public transit, coastal ferry services, and cycling networks;
- Manages contracts for inland ferry operations; and
- Licenses and regulates commercial passenger transportation.

Information regarding the Ministry's Core Business Areas can be found on the Ministry website at: www.th.gov.bc.ca/publications/ministry_reporting/service_plans/Core_Business_Areas_2007-2010.pdf.

Legislation governing the Ministry's activities can be found on the Ministry website at: www.th.gov.bc.ca/key_initiatives/legislation/statutes.htm.

Crown Corporations

The Minister of Transportation is responsible for the following four Crown corporations of which two, the BC Transportation Financing Authority and Rapid Transit Project 2000, are addressed in this Service Plan. The other two Crown corporations publish their own Annual Service Plan Reports.

BC Transportation Financing Authority

The BC Transportation Financing Authority is a provincial Crown corporation continued under the *Transportation Act*. It owns provincial highways and provides for their rehabilitation and expansion through dedicated fuel taxes and other revenues. The Authority can also acquire, hold, construct, or improve other transportation infrastructure throughout British Columbia.

Rapid Transit Project 2000

The Rapid Transit Project 2000 (RTP 2000) completed its mandate to build the Millennium Line and closed its project office as of June 30, 2006. The Ministry is responsible for any continuing RTP 2000 administration and financial reporting.

Complete Rapid Transit Project 2000 Financial Statements are available at:
www.th.gov.bc.ca/publications/ministry_reporting/RTP2000/07-08_financial_statement.pdf.

BC Transit

www.bctransit.com

British Columbia Railway Company

www.bcrproperties.com/bcrco/index.html

Strategic Context

The Ministry of Transportation primarily supports government's Great Goal to create more jobs per capita than anywhere else in Canada. Job creation depends on the success of the economy, and an efficient and effective transportation system is essential to economic growth. All of the Ministry's activities support the improved performance of this system, which in turn facilitates the creation of jobs.

Factors Affecting Service Delivery

The provincial transportation system is our link with the global economy and many factors affect the business of the Ministry. Factors that affected Ministry service delivery in 2007/08 include the following:

- Increased population and economic activity led to a growth in transportation demand;
- Higher fuel and oil prices continued to increase the cost of oil-based products such as asphalt and escalation continued to increase the price of other construction materials such as steel and concrete, resulting in increased costs for new infrastructure and maintenance of existing infrastructure. Escalation allowances are included in project budgets;
- Competition for engineering and construction services, from the oil and gas and other sectors within and outside B.C., continued to constrain the marketplace and the Ministry responded with strategies such as early tendering and day labour construction;
- The transportation sector accounts for approximately 40 per cent of total greenhouse gas emissions and the Ministry continues to develop strategies and action plans to meet government's climate change goals and to become carbon neutral by 2010;
- The spread of the mountain pine beetle continued to accelerate timber harvesting activities, resulting in increased wear and tear on the highway system. The Ministry continues to implement the annual \$30 million Mountain Pine Beetle road improvement program to mitigate impacts;
- Environmental approval process for South Fraser Perimeter Road was extended to address issues raised by federal agencies and pre-loading and utility relocation activities were delayed to early 2008/09, although project completion remains the end of 2013; and
- The timelines for securing project approvals under federal infrastructure programs announced in Budget 2007 have been longer than anticipated and the advancement and tendering of candidate projects was delayed.

Report on Performance

Performance Plan Summary Table

Goal 1: Key transportation infrastructure is improved to drive economic growth and trade. For greater detail see pages 17 to 20	2007/08 Target	2007/08 Actual
1.1 Available provincial investment dollars are used as effectively as possible The percentage of projects that meet their budget and schedule	91%	92% ACHIEVED
Private investment capital leveraged through public-private partnerships, plus defrayed or reduced costs from efficient land use	\$153.3 M	\$245.8 M EXCEEDED
Federal funding investment leveraged (capital)	\$99 M	\$81 M NOT ACHIEVED
1.2 Improved mobility for highways servicing major economic gateways Average commercial trucking travel speed between economic gateways (kilometres per hour)	70	73 EXCEEDED
Goal 2: British Columbia is provided with a safe and reliable highway system. For greater detail see pages 21 to 25	2007/08 Target	2007/08 Actual
2.1 Contractors maintain the provincial highway system to a high standard Rating of the maintenance contractors' performance using Contractor Assessment Program	92%	91% SUBSTANTIALLY ACHIEVED
2.2 The main highway system is rehabilitated on a lowest life-cycle cost basis Main Highway Condition: Lane kilometres of main highway rehabilitated each year	1,800	1,814 ACHIEVED
2.3 Improved road access for resource industries and rural residents Cumulative lane kilometres improved or to be improved in the stated programs	4,900	5,310 EXCEEDED
2.4 Improved highway safety and reliability Crash reduction after construction on safety improvement capital projects (number of crash reduction from 725 crashes baseline)	150	371 EXCEEDED
2.5 Effective road safety enforcement, education and programs for the commercial transport industry Variation from national average in out-of-service rate for commercial vehicles	+/- 2% of national average	+3.2% of national average NOT ACHIEVED

Goal 3: British Columbia's transportation industries become more globally competitive. For greater detail see pages 26 to 27	2007/08 Target	2007/08 Actual
3.1 Building on the British Columbia Ports Strategy as part of a Pacific Gateway Strategy. Improved highway safety and reliability. Growth in container volume handled at west coast ports in TEUs (twenty-foot equivalent units)	2.64 million TEUs	2.52 million TEUs SUBSTANTIALLY ACHIEVED
Goal 4: Excellent customer service. For greater detail see pages 28 to 29	2007/08 Target	2007/08 Actual
4.1 Excellent service is provided to all British Columbians Customer satisfaction survey: Highway users' satisfaction with existing Ministry services and deliver processes, rated on a scale of 1 to 5	4.00	4.09 EXCEEDED

Goals, Objectives, Strategies and Performance Results

This section describes the Ministry's overall goals, the supporting objectives that should be met along the way, the major strategies the Ministry uses and targets against which performance are measured. Ministry staff and the public are able to gauge how well these strategies are working by comparing the performance targets below with the actual measured results.

Goal 1: Key transportation infrastructure is improved to drive economic growth and trade

Objective 1.1: Available provincial investment dollars are used as effectively as possible

Strategies

Key strategies for this objective include:

- Complete projects on budget and on time;
- Develop public-private partnerships in consultation with Partnerships BC, where appropriate;
- Capture value from surplus land to fund transportation improvements; and
- Secure federal funding for transportation projects in British Columbia.

Performance Results

Performance Measure	2005/06 Actual	2006/07 Actual	2007/08 Target	2007/08 Actual
The percentage of projects that meet their budget and schedule	91%	90.6%	91.0%	92.0% ACHIEVED

Data Source: Ministry of Transportation. The data are approved budgets and schedules compared to actual expenditures and completion dates.

Discussion of Results

During 2007/08, the Ministry had over 700 active projects, of which 402 were planned to complete. Of the 402 projects planned to complete, 370 or 92 per cent were completed on time and on budget.

Performance Results

Performance Measure	2005/06 Actual	2006/07 Actual	2007/08 Target	2007/08 Actual
Private investment capital leveraged through public-private partnerships, plus defrayed or reduced costs from efficient land use	\$120.9 M	\$281.7 M	\$153.3 M	\$245.8 M EXCEEDED

Data Source: Ministry of Transportation, Partnerships Department. This performance measure includes contributions at the time of construction from non-provincial treasury sources, such as municipalities, Crown corporations, First Nations and the private sector. It also includes the financing of projects by the private sector under design-build-finance-operate contracts. It does not include contributions from the federal government, which are measured separately. The performance measure also includes the net value captured from land sales.

Discussion of Results

The target was exceeded. The contribution / recovery from partners and the land contribution are measured against the gross cost of capital projects. Results are based on financial contributions from partners, net revenue from land sales, independent valuation of other contributions, and estimates of the value of construction undertaken on design-build-finance-operate contracts.

The target did not fully account for the likely progress on public-private partnership projects overall being significantly ahead of schedule. Land revenue goals were exceeded.

Performance Results

Performance Measure	2005/06 Actual	2006/07 Actual	2007/08 Target	2007/08 Actual
Federal funding investment leveraged (capital).	\$53 M	\$76 M	\$99 M	\$81 M NOT ACHIEVED

Data Source: Ministry of Transportation. The reported federal contributions do not include funding available under the “Build Canada Fund” or Base Funding, cost-sharing programs announced in the Federal Budget 2007, as contribution agreements have not been concluded in the 2007/08 timeframe. These per capita and per jurisdiction based programs will support investment in the core National Highway Systems highways, public large-scale projects and small-scale municipal projects. B.C.’s share is \$1.215 billion of which approximately \$360 million may be available for highway projects.

Discussion of Results

Federal funding investment leveraged refers to the amount of federal funding secured through British Columbia/Canada contribution agreements for transportation improvements. The Ministry’s ability to leverage federal funding is dependent on competing provincial (non-transportation) priorities, on the availability of matching provincial funding, federal funding allocation and prioritization practices.

The variance is due primarily to a restructured schedule for the South Fraser Perimeter Road Project, for which Canada has allocated funding under the Asia-Pacific Gateway and Corridor Transportation Infrastructure Fund. The changes have resulted in less expenditures occurring in 2007/08 than originally anticipated, and more occurring in subsequent years. The project’s targets in-service date in 2013 remains unchanged. The project is unable to proceed with implementation until a Canadian Environmental Assessment Act approval is obtained. This extent of the delay could not have been foreseen and is an anomaly.

The Ministry will diligently continue to pursue the conclusion of Contribution Agreements for federal cost-sharing.

Objective 1.2: Improved mobility for highways servicing major economic gateways

Strategies

Key strategies for this objective include:

- Improve mobility and reliability and reduce bottlenecks on major urban and rural trade corridors using partnership cost-sharing where feasible;
- Reduce congestion at inspections stations (formerly weigh scales) by relocating and/or redesigning them, and by using intelligent transportation systems (ITS) to process truck traffic more efficiently; and
- Reduce congestion at Canada/USA border crossings through the use of ITS initiatives.

Performance Results

Performance Measure	2004/05 Actual	2005/06 Actual	2006/07 Actual	2007/08 Target	2007/08 Actual
Average commercial trucking travel speed between economic gateways (kilometres per hour).	71	69	73	70	73 EXCEEDED

Data Source: Ministry of Transportation, Highway Planning Branch. The data represent a large sample in terms of highway coverage (6,260 kilometres), data quantity (over 190,000 samples), temporal conditions (constant data from the peak summer and shoulder autumn seasons) and location (capturing both urban and rural conditions). Unreasonably low speeds were screened out. In the winter months, the average speeds may be higher because of lower rural traffic volumes, but weather conditions would also affect the results.

Discussion of Results

This measure has not changed since its initial development in 2005. The speed of approximately 1,500 heavy long-distance trucks is monitored as they travel on primary provincial numbered highways during August, September and October 2007.

In 2007, the actual performance exceeded the target by three kilometres per hour, and is the same as the previous year's performance. The average speed of 73 kilometres per hour is based on both urban and rural highway segments. Generally, speeds on urban highways are lower than the average, while speeds on rural highways are greater than the average.



Semi-truck with double stacked containers in the background.

The variance is not considered significant given the many factors that can affect truck travel time. In any case, the Ministry continues to advance significant investments to improve performance on trucking corridors.

Goal 2: British Columbia is provided with a safe and reliable highway system

Objective 2.1: Contractors maintain the provincial highway system to a high standard

Strategy

Fully implement and review the Contractor Assessment Program, a new procedure for administering the road and bridge maintenance contracts and assessing how well the contractors are delivering their services.

Performance Results

Performance Measure	2005/06 Actual	2006/07 Actual	2007/08 Target	2007/08 Actual
Rating of the maintenance contractors' performance using Contractor Assessment Program	92%	92%	92%	91% SUBSTANTIALLY ACHIEVED

Data Source: Ministry of Transportation, Construction and Maintenance Branch. Ratings measure whether the contractors exceed contract requirements based on the results of local and regional assessments and road user satisfaction ratings. Contractors that exceed basic requirements of 85% are entitled to a bonus. The performance measure is a provincial average of the combined summer and winter ratings for all 28 contractors in the province for the period between October 1, 2006 and September 30, 2007.

Discussion of Results

The target was substantially achieved. The winter of 2006/07 had unusually high levels of snowfall throughout the province which resulted in lower than normal road user satisfaction. Further, during the summer of 2007, some contractors experienced a fairly protracted labour dispute with their unionized employees. This resulted in lower ratings for these contractors and lowered the overall average. Regardless, the base maintenance services were delivered.



Highway shoulder maintenance — brush cutting

Objective 2.2: The main highway system is rehabilitated on a lowest life-cycle cost basis

Strategies

Key strategies for this objective include:

- Maintain the current condition of the main highway system (roads and structures) and mitigate the onset of deterioration in ways that provide the “least cost over the life-cycle” of the infrastructure; and
- Systematically assess the condition of the main highways to determine which needs should take priority in the annual resurfacing and structure rehabilitation and replacement programs.

Performance Results

Performance Measure	2005/06 Actual	2006/07 Actual	2007/08 Target	2007/08 Actual
Main Highway Condition: Lane kilometres of main highway rehabilitated each year	2,601	1,865	1,800	1,814 ACHIEVED

Data Source: Ministry of Transportation, Construction and Maintenance Branch. The data are measured in the field during program delivery.

Discussion of Results

This performance measure tracks the lane kilometres of highway rehabilitated during each fiscal year on the main highway system (all numbered highways). Typical activities include first time hard surface paving or seal coating, and resurfacing of existing paved surfaces by such means as overlay, hot-in-place recycling, mill and fill and surface sealing.

Objective 2.3: Improved road access for resource industries and rural residents

Strategies

Strategically invest in roadway rehabilitation and improvements, on the provincial side road system as follows:

- Heartlands Roads Program — \$75 million per annum since 2004/05, \$55 million in 2008/09 and \$50 million in 2009/10;
- Heartlands Oil and Gas Road Rehabilitation Strategy — \$42 million per annum for 2006/07 to 2008/09; and

- Support British Columbia's Mountain Pine Beetle Action Plan, through the strategic investment of \$30 million per annum for three years, commenced in 2006/07.

Performance Results

Performance Measure	2004/05 Actual	2005/06 Actual	2006/07 Actual	2007/08 Target	2007/08 Actual
Cumulative lane kilometres improved or to be improved in the stated programs	2,703	3,817	4,573	4,900	5,310 EXCEEDED

Data Source: Ministry of Transportation, Construction and Maintenance Branch. The data are reported lane kilometres of roads that were treated in 2007/08 which were measured in the field during program delivery.

Discussion of Results

The 2007/08 target was exceeded. The quantities include various treatments such as drainage improvements, base reconstruction and strengthening, gravelling and first time hard surfacing or resurfacing. The above quantities apply to the side road system only (all non-numbered highways). The Mountain Pine Beetle funding will be invested on both the main highway system (numbered routes) and on the side road system.

The Ministry will continue to hold the course on this performance measure and its strategies, the different project works proposed to be accomplished in each year come with different costs; and it is anticipated that in some years we will achieve more work than was originally anticipated when the cumulative accomplishments were set; while in other years we may achieve less.

Objective 2.4: Improved highway safety and reliability

Strategies

Key strategies for this objective include:

- Monitor highway safety and improve high-risk locations, in consultation with Regional Transportation Advisory Committees;
- Maximize highway safety and reliability through both safety focused enhancements and low-cost improvements, such as signs, lighting and lane markings; and
- Work with safety partners such as the Insurance Corporation of British Columbia, the RCMP and the Ministry of Public Safety and Solicitor General to develop a safety plan to achieve the targets established in the Canada-wide Road Safety Vision 2010.

Performance Results

Performance Measure	Baseline	2005/06 Actual	2006/07 Actual	2007/08 Target	2007/08 Actual
Crash reduction after construction on safety improvement capital projects	725 crashes	72 crash reduction from baseline	360 crash reduction from baseline	150 crash reduction from baseline	371 crash reduction from baseline EXCEEDED

Data Source: The crash data are gathered by the RCMP as part of their on-site accident investigation. The RCMP completes MV 6020 forms and passes those on to ICBC. The data for provincial roads are passed on to the Ministry and input into the Highway Accident System. Data reliability is dependent on RCMP attendance at crashes and the accuracy of the form completion.

Discussion of Results

The table compares the before and after crash reduction on a set of safety improvement capital projects on completion of construction. The baseline benchmark is 725 crashes measured over five years, averaging 145 crashes per year, for the candidate projects for the data period 1991–1995. This period was chosen due to superior data quality.

The target crash reduction for the year 2007/08 is 150 crashes from the baseline. Based on the collision data available, it was calculated that 371 crashes were reduced from the baseline benchmark over the average project completion time of 2.8 years. This overall reduction in crashes from the baseline is substantial and exceeds the target significantly.

It should also be noted that other road safety campaigns such as increased enforcement and driver education may also have contributed to collision reduction.

The Ministry has exceeded its projected target based on the available data. To determine a more representative safety performance, it is preferable to obtain five years of crash data as collisions are random events. It is estimated that most projects would have five years post construction collision data within the next two to three years. Based on the historical data, it is anticipated that the overall collision reduction will be close to the projected target in the long range. Therefore, the Ministry intends to continue with the same strategies.

Objective 2.5: Effective road safety enforcement, education and programs for the commercial transport industry

Strategies

- Establish and enforce standards that govern British Columbia's commercial transport industry;
- Improve commercial transport safety regulations;

- Work with other jurisdictions to co-ordinate and harmonize commercial transport and vehicle safety standards; and
- Introduce systems improvements to enhance the quality and timeliness of commercial vehicle safety data for law enforcement.

Performance Results

Performance Measure	2005/06 Actual	2006/07 Actual	2007/08 Target	2007/08 Actual
Variation from national average in out-of-service rate for commercial vehicles	+/- 2% of national average	+/- 2% of national average	+/- 2% of national average	+3.2% of national average NOT ACHIEVED

Data Source: The data are collected by commercial vehicle inspection staff across the country during the 72 hour Roadcheck which is held in June each year.

Discussion of Results

The out-of-service (OOS) rate is the percentage of commercial vehicles inspected at Roadcheck that are taken out of service for safety violations. Roadcheck is an annual North American-wide, 72 hour duration, commercial vehicle inspection exercise. The traditional performance measure is +/- 2% of the national OOS rate.

The target was not achieved. The national average out-of-service rate dropped while the provincial rate increased.

Performance Measures	2005/06 Actual	2006/07 Actual	2007/08 Target	2007/08 Actual
Provincial average out-of-service rate for commercial vehicles	18.9%	19.3%	+/- 2% of national average	21.8%
National average out-of-service rate for commercial vehicles	18.5%	20.3%	NOT APPLICABLE	18.6%

The national average is highly dependent upon the OOS figures from the provinces with the highest number of inspections during Roadcheck. For this reporting period, the ratio of inspections in B.C., as a component of the national total, was lower than previous years. As this is the first time that B.C.'s rate was above the two per cent variance, additional monitoring will be conducted to confirm whether this sample was an anomaly.

Goal 3: British Columbia's transportation industries become more globally competitive

Objective: Building on the British Columbia Ports Strategy as part of a Pacific Gateway Strategy

Strategies

Key strategies for this objective include:

- Ensure British Columbia's ports and airports are gateways for economic growth and development by providing a long-term plan; and
- Work closely with other levels of government and stakeholders where responsibilities may overlap.

Performance Results

Performance Measure	2005/06 Actual	2006/07 Actual	2007/08 Target	2007/08 Actual
Growth in container volume handled at west coast ports in TEUs (twenty-foot equivalent units)	2.14 million TEUs	2.30 million TEUs	2.64 million TEUs	2.52 million TEUs SUBSTANTIALLY ACHIEVED

Data Source: Figures for growth in container volumes are based on cargo traffic statistics reported annually by British Columbia's key trading ports. This includes the ports of Vancouver and Fraser River and the new port of Prince Rupert, which came online in the fall of 2007.

Discussion of Results

Container traffic is a key indicator of trade throughput at ports. Container traffic handled by British Columbia's key trading ports is listed from 2005 through 2007 in order to compare year-on-year growth. The observed increase in volume at B.C. ports over this period reflects continued growth in Asia-Pacific container traffic which is projected to increase 300 per cent by 2020.

For the reporting year of 2006, the container traffic target was based on a conservative growth rate of three per cent. Actual container traffic for 2006 significantly exceeded the 2006 target (at 13 per cent over 2005 volumes). As a result the performance measure baseline and growth targets for 2007 and onward were adjusted to obtain more accurate comparisons year-over-year and ensure consistency with the official forecast demand report in the *Pacific Gateway Strategy Action Plan*.

Total container traffic handled at B.C. ports in 2007 was 2.52 million TEUs, indicating a 9.6 per cent increase in container traffic over 2006 volumes. In the *British Columbia Ports Strategy*, container traffic in B.C. was projected to grow between six per cent and eight per cent annually through 2020. While 2007 container traffic volumes fell slightly short of the “high case” target of 2.64 million TEUs, the 9.6 per cent increase in traffic is higher than projected growth rates from the *British Columbia Ports Strategy* and higher than the growth rate of the previous one year period (7.5 per cent). The Port of Vancouver was also the only major port on the west coast of North America to experience growth in container traffic in 2007 and B.C.’s market share of Asia-Pacific container traffic increased by one per cent over 2006 (to 10.1 per cent). Overall, the container traffic and trends for 2007 through B.C. ports is a positive indicator of trade growth.

Growth in actual container traffic handled by British Columbia’s key trading ports in 2008 is up 18 per cent over 2005 volumes of 2.14 million TEUs. The annual rate of container growth through B.C. ports is expected to continue increasing as new or expanded port terminal, and supporting road and rail network capacity is put in place. However the housing market correction and sub-prime lending issues in the United States will negatively affect trans-Pacific trade thus lowering container volumes from Asia and could result in lower than projected trade volumes through B.C. ports.



Port of Prince Rupert (Photo courtesy of CN)

Through the Pacific Gateway, the Ministry, in partnership with industry and other levels of government, continues to advance critical infrastructure, operational efficiencies and policy initiatives needed to meet long-term (2020) Asia-Pacific trade targets.

Goal 4: Excellent customer service

Objective: Excellent service is provided to all British Columbians

Strategies

- Undertake annual surveys of customer satisfaction and compare survey results with baseline data to ensure customer needs are met;
- Use survey results and public feedback to better understand various elements of customer expectations and levels of customer service provided through existing processes and procedures;
- Conduct focus group sessions with individual stakeholder groups to identify potential gaps in service delivery, and determine how to refine ways of doing business in order to better meet customer needs; and
- Evaluate results to determine how to adjust internal processes, procedures or communications to enable more rapid information exchange within and between Ministry business units to deliver enhanced customer service.

Performance Results

Performance Measure	CMT Baseline	2005/06 Actual	2006/07 Actual	2007/08 Target	2007/08 Actual
Customer Satisfaction Survey: Stakeholder satisfaction with existing Ministry services and delivery processes, rated on a scale of 1 to 5	3.89	4.04	4.10	4.00	4.09 EXCEEDED

Data Source: Ministry of Transportation. The Ministry conducted 1,730 surveys to internal and external clients throughout the province to ensure validity of the results. The key stakeholders surveyed include commercial highway operators, permit applicants, emergency services, resource industry, highway construction and maintenance companies, professional and technical consultants, real estate industry, business groups, First Nations, internal clients and general highway users.

Discussion of Results

The Ministry's customer satisfaction survey is based on the Common Measurement Tool (CMT), designed by the Institute for Citizen Centered Service. It is a survey framework designed to be administered by public-sector organizations to facilitate the measurement of citizen satisfaction.

Respondents were asked a common set of questions based on questions from the Common Measurement Tool as well as a series of non-Common Measurement Tool questions relating to communication and service delivery. Measuring stakeholder satisfaction is a critical means of measuring the Ministry's success in improving service quality.

The 2007 survey results allowed the Ministry to benchmark service delivery changes with all business unit, district and regional stakeholders while measuring customer satisfaction against previous year performance and projected targets. The result indicated above was a weighted average of the five key customer satisfaction questions.

Recent survey results suggest that the Ministry is succeeding in its efforts to improve service quality. The Ministry is using the survey results to identify areas and processes that could be reviewed to improve service delivery. Specific areas identified the need for online access for permits, and the Ministry is in the process of implementing online permitting for some of the core business areas.

Report on Resources

Ministry of Transportation

Core Business Areas	Estimated	Other Authorizations	Total Estimated	Actual	Variance
Operating Expenses (\$000)¹					
Transportation Improvements	19,525	0	19,525	17,310	(2,215)
Public Transportation	382,371	985	383,356	383,618	262
Highways Operations.....	463,805	0	463,805	463,786	(19)
Commercial Passenger Transportation Regulation.....	2,578	0	2,578	2,430	(148)
Executive and Support Services	13,568	0	13,568	15,688	2,120
Total	881,847	985	882,832	882,832	0
Full-time Equivalents (FTEs)²					
Transportation Improvements	363	0	363	303	(60)
Highways Operations.....	962	0	962	950	(12)
Commercial Passenger Transportation Regulation.....	23	0	23	22	(1)
Executive and Support Services	101	0	101	109	8
Total	1,449	0	1,449	1,384	(65)
Ministry Capital Expenditures (Consolidated Revenue Fund) (\$000)³					
Transportation Improvements	676	0	676	988	312
Highways Operations.....	8,136	0	8,136	6,153	(1,983)
Commercial Passenger Transportation Regulation.....	400	0	400	0	(400)
Executive and Support Services	20	0	20	64	44
Total	9,232	0	9,232	7,205	(2,027)
Other Financing Transactions (\$000)⁴					
Public Transportation	17,885	5,700	23,585	23,585	0
Revenue (\$000)⁵					
Total Receipts	99,661	0	99,661	103,501	3,840

¹ The Ministry manages its operating budget to the bottom line by monitoring expenditures during the year, identifying potential savings and cost pressures, and reallocating funds accordingly. The Ministry accessed government contingency for \$0.985 million for Coastal Ferry Services social programs.

² FTE staff usage was 65 under budget due largely to recruitment lag.

³ The Ministry CRF capital budget was under expended largely due to the deferral of systems equipment purchases and the timing of vehicle acquisitions.

⁴ Prepaid Capital Advances are made to support Public Transportation around the province. The Ministry advanced \$5.7 million from fiscal 2008/09.

⁵ Revenue was \$3.8 million higher than expected due to higher than anticipated Coquihalla Toll and inspection station permit revenues.

BC Transportation Financing Authority

2007/08	Total Estimated	Actual	Variance
Revenue (\$000)			
Dedicated Taxes ¹	442,000	437,556	(4,444)
Amortization of deferred contributions ²	151,107	161,906	10,799
Other revenue ³	56,943	66,866	9,923
Total	650,050	666,328	16,278
Expenditures (\$000)			
Amortization	322,213	330,656	8,443
Interest ⁴	197,040	181,305	(15,735)
Interior and rural side roads ⁵	35,000	32,259	(2,741)
Grant programs ⁶	132,745	134,117	1,372
Operations and administration ⁷	43,502	59,037	15,535
Total	730,500	737,374	6,874
Net Earnings (Loss) (\$000)			
Net Earnings (Loss)	(80,450)	(71,046)	(9,404)
Capital Plan (\$000)⁸			
Transportation Improvements	943,495	808,127	(135,368)

¹ Dedicated taxes include 6.75 cents per litre motor fuel tax and a provincial sales tax on short-term car rentals of \$1.50 per day.

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

³ Other revenue includes interest, property and economic development revenues.

⁴ Interest on borrowing used to finance construction work in progress is capitalized. Upon completion, related interest costs are expensed. The variance is due to less borrowing than anticipated and lower interest rate.

⁵ Improvements to interior and rural side roads are included in capital expenditures; repairs are expensed. Total interior and rural side roads program is \$75 million per year to the end of 2007/08, \$55 million for 2008/09 and then \$50 million every year thereafter. The split between capital and repairs in 2007/08 is approximately 50/50.

⁶ Grant programs include grants paid under the transportation partnerships program for ports, airports, cycling infrastructure, and the provincial contribution to the Canada Line rapid transit project.

⁷ Operations and administration expenditures include public-private-partnerships project performance payments, inland ferries operations and maintenance, and write-down and/or disposal of assets. The variance is mainly due to the devolution of highways.

⁸ Capital Plan numbers are net of federal funding.

Complete BC Transportation Financing Authority Financial Statements are available at:
www.th.gov.bc.ca/publications/ministry_reporting/BCTFA/07-08_financial_statement.pdf

Major Capital Projects

Kicking Horse Canyon

Objective: Upgrade the 26 kilometre section of the Trans-Canada Highway to a modern, four-lane standard from the junction of Highway 95 at Golden to the western boundary of Yoho National Park. This corridor was originally constructed throughout the 1950s and is mostly two lanes wide. It is an important route for tourism and inter-provincial trade, serving as a gateway between British Columbia and the rest of North America.

Additionally, by connecting remote resource extraction sites with processing, manufacturing and distribution centres, this portion of the Trans-Canada Highway is a key part of our province's resource economies, particularly forestry and mining.

The Kicking Horse Canyon Project now has four phases, of which the first two, Yoho (5-Mile) Bridge and Park (10-Mile) Bridge are complete and in use.

Costs: Construction of the first phase of the Kicking Horse Canyon project was undertaken by the Ministry. Construction of the second phase was undertaken through a 25-year performance-based public-private partnerships. The capitalized value for the first two phases has been recorded at \$207 million. This includes the construction costs incurred directly by the Ministry, an estimate of the private partner's construction costs and interest costs during construction.

Phase 1, Yoho (5-Mile) Bridge (cost \$64 million): The cost of this work was shared with the Government of Canada under the Strategic Highway Infrastructure Program. The federal portion was \$21 million and the provincial portion was \$43 million. Construction reached substantial completion in November 2006.

Phase 2, Park (10-Mile) Bridge (cost \$143 million): This project was delivered under a public-private partnership agreement, using a design-build-finance-operate contract.

Construction commenced in November 2005 and substantial completion was achieved in August 2007, 21 months ahead of schedule. The cost of this work was shared with the Government of Canada under the Canadian Strategic Infrastructure Fund. The federal portion was \$62.5 million and the provincial portion was \$80.5 million.

Phase 3 (estimated cost \$134.5 million): Federal cost sharing has been secured under the Building Canada Fund for the next phase of the project, upgrades from east of Golden to 5-Mile and 10-Mile to Yoho National Park.

Note: The fourth phase will consist of upgrades to the Highway 95 interchange and the challenging and costly tunnel segment. The full scope of improvements likely will be made over the longer term, outside the three-year scope of the most recent service plan, dependent on federal funding availability. Preliminary engineering work is underway.

Benefits:

- Safer roads and increased capacity on a critical provincial and national gateway;
- Fewer road closures due to slides and accidents;
- Replacement of two major structures that are nearing the end of their service lives; and
- Economic development through increased tourism and more efficient movement of goods and services.

Risks:

- Challenging climatic and geographic conditions; and
- Managing traffic during construction.

William R. Bennett Bridge

Objective: Construct a new five-lane floating bridge to replace the existing 50-year-old bridge which is now at the end of its economic and useful life, and reduce the increasing traffic congestion in Kelowna. A competitive procurement process resulted in the selection of SNC-Lavalin as the private partner to design, build, finance and operate the new bridge and related improvements to the highway approaches.

Costs: Construction of the William R. Bennett Bridge project was encompassed in a 30-year performance-based public-private partnership between the Ministry and SNC-Lavalin. The capitalized value of the new bridge and east approach improvements is projected to be \$185 million. This includes costs incurred directly by the Ministry, an estimate of the private partner's construction costs for the base requirements and additional capital works undertaken (as determined by the private partner and without an increase in the Province's financial obligations under the 30-year contract) to defray future maintenance and rehabilitation costs, the cost of decommissioning the existing bridge and interest costs during construction. The bridge opened for traffic in May 2008, over three months ahead of schedule.

Benefits:

- Improved safety;
- Reduced congestion and travel time;
- Reliable 75-year life for new bridge; and
- Economic development through more efficient movement of goods and services.

Risks:

- Engineering and construction challenges for this unique floating structure; and
- Environmental risks within Okanagan Lake and archaeological risks on shore.



Installing the final pontoon section of the bridge.

Sea-to-Sky Highway

Objectives: Improve safety, reliability and capacity of the Sea-to-Sky Highway which links communities from West Vancouver to Whistler. During construction, maximize predictability and minimize disruption for travellers. When complete, the improvements will make travel along the corridor safer and more reliable for residents, commuters, and visitors.

Costs: The Ministry chose a combination of procurement methods to deliver the highway improvements on the Sea-to-Sky corridor. Approximately two-thirds of the estimated capital costs for the overall project are being undertaken through a 25-year performance-based public-private partnership between the Ministry and the S2S Transportation Group. The capitalized value of all improvements is projected to be \$796 million. This includes the construction costs incurred directly by the Ministry, an estimate of the private partner's construction costs for base requirements and for additional capital works undertaken (as determined by the private partner and without an increase in the Province's financial obligations under the 25-year contract) to defray future maintenance and rehabilitation costs, and interest costs during construction. As of March 2008, the project is about 70 per cent complete and is on schedule for completion by fall 2009.

Learn more about the project at www.seatoskyimprovements.ca.

Further information about the Concession Agreement and the Province's capital investment, visit: www.partnershipsbc.ca/files/project-seatosky.html.

Benefits:

- A safer road;
- Increased capacity;
- Improved reliability with fewer road closures due to slides and traffic incidents; and
- First Nations' participation and opportunities.

Risks:

- Difficult terrain and unstable areas that the highway crosses;
- The need to keep a large volume of traffic flowing while carrying out the improvements; and
- The need to address municipal, community and environmental issues.



Mechanically stabilized earth walls to widen highway north of Lions Bay.

Pitt River Bridge and Mary Hill Interchange/Lougheed Highway Interchange

Objective: Construct a new high level bridge to replace the existing Pitt River swing bridges connecting Pitt Meadows to Port Coquitlam. Construct a new interchange at the west end of the new bridge and provide intersection improvements to Lougheed Highway and Kennedy Road.

Construction is underway and on target for completion in late 2009.

Costs: The bridge and interchange project is estimated to cost \$198 million. The federal government has committed \$90 million for the project. Total expenditures for fiscal 2007/08 were approximately \$41 million.

Benefits:

- Elimination of traffic congestion, delays, and capacity limitations during peak travel periods;
- Accommodation of future traffic demands stemming from regional growth, development of Dominion Triangle and Burke Mountain, and TransLink's new Golden Ears Bridge;
- Increased road safety through greater traffic separation;
- Improved goods movement with better access to CP Rail's Pitt Meadows inter-modal yard;
- Reduced interference with marine traffic; and
- Improved marine habitat through a reduction in the number of bridge piers in the river, allowing for restoration of riparian habitat.

Risks:

- Potential for construction activity due to the need to keep a large volume of traffic moving;
- Shortages of skilled labour and increasing world prices for construction materials, and the impact of these on the cost of construction; and
- Protection of third-party utilities in extremely soft soils.

South Fraser Perimeter Road

Objective: The South Fraser Perimeter Road Project, approximately 40 kilometres long, is a new four-lane, 80 kilometres per hour route along the south side of the Fraser River extending from Deltaport Way in Southwest Delta to 176th Street (Highway 15), with connections to Highway 1, and to approximately 184th Street in Surrey where it will link with TransLink's new Golden Ears Bridge.

Following environmental certification, early construction will commence in summer 2008. Project completion is scheduled for 2012.

Costs: The overall cost of the project is estimated at \$1 billion. A federal contribution of \$365 million was committed in May 2007. Expenditures for fiscal 2007/08 are approximately \$84 million.

Benefits:

- Improved movement of people and goods through the region via enhanced connections to the Provincial highway network;
- Reduced east-west travel times, particularly for heavy truck movements by providing a continuous highway along the south side of the Fraser River;
- Improved access to major trade gateways and industrial areas, and enhanced development in designated industrial areas along the south side of the Fraser River;
- Improved safety and reliability; and
- Restored municipal roads as community connectors by reducing truck traffic on municipal road networks.

Risks:

- Risk of contamination of some sites with soft soils, which will require mitigation and may preclude re-use of those soils on site;
- Construction in soft soils (preloading in some areas may take over two years to settle);
- Property cost escalation in key areas due to rapidly expanding development. About half of the 520 total required properties have been acquired; and
- Shortages of skilled labour and increasing world prices for construction materials, and the impact of these on the cost of construction.

Port Mann Bridge/Trans-Canada Highway

Objective: The Port Mann/Highway 1 project includes widening the highway, twinning the Port Mann Bridge, upgrading interchanges and improving access and safety on Highway 1 from the McGill interchange in Vancouver to 216th Street in Langley, a distance of approximately 37 kilometres.

In keeping with the Provincial Transit Plan and commitment to alternative transportation, the pre-design concept includes congestion-reduction measures such as high occupancy vehicle lanes, transit and commercial vehicle priority access to highway on ramps, improvements to the cycling network and a toll on the Port Mann Bridge. As well, the new Port Mann Bridge will be built to accommodate future light rail transit. The project will also provide for a Highway 1 RapidBus service, a joint initiative of the Province and TransLink.

Costs: The bridge and highway project, projected to be completed in 2013, is estimated at \$1.7 billion. Approximately \$36 million was spent in fiscal 2007/2008.

Benefits:

- Reduced congestion;
- Improved safety and reliability;
- Improved local connections across the highway;
- Improved access to and exit from the corridor; and
- Implementation of congestion reduction measures to maintain corridor efficiency and increase transportation choice.

Risks:

- Shortages of skilled labour and increasing world prices for construction materials, and the impact of these on the cost of construction; and
- Traffic management during construction on B.C.'s busiest highway.

Transportation Investment Plan

Transportation Investment Plan	2007/08 Expenditures (\$ millions)
Rehabilitation	151
Interior and Rural Side Roads	65
Heartlands Oil and Gas Road Rehabilitation	35
Mountain Pine Beetle Strategy	27
Highway 1 — Kicking Horse Canyon	22
Sea-to-Sky Highway	158
William R. Bennett Bridge	65
Border Crossing Infrastructure	42
Gateway Program	161
Okanagan Valley Corridor	11
Cariboo Connector Program	12
Other Highway Corridors and Programs	102
Airports and Ports	11
Canada Line Rapid Transit Project	118
Environmental Enhancement Fund	2
Total Provincial Investment	982

Highway Rehabilitation — During 2007/08, \$151 million was invested in resurfacing our provincial highways, rehabilitating or replacing bridges and other structures, seismic retrofits, and various safety improvements.

Interior and Rural Side Roads — In 2007/08, \$65 million was invested in making the northern and rural road network safer and more reliable, and improving connections between communities.

Heartlands Oil and Gas Road Rehabilitation Strategy — Approximately \$35 million was invested in 2007/08 on rehabilitating the existing public road infrastructure in the northeast region of the province to help eliminate seasonal road restrictions and extend the winter drilling season for oil and gas exploration, thereby attracting new investment and creating jobs. This rehabilitation is being done in partnership with the Ministry of Energy, Mines and Petroleum Resources.

Mountain Pine Beetle Strategy — In 2007/08, \$27 million was invested in roads under the Ministry's jurisdiction, in areas impacted by the mountain pine beetle timber harvest. These funds were invested in improving roads to facilitate harvest activities, and on rehabilitating or improving the safety of provincial highways impacted by the significantly increased volume of truck traffic generated by the accelerated harvest of mountain pine beetle killed timber.

Border Crossing Program — Approximately \$69 million was invested in 2007/08 on projects to enhance the free flow of goods through British Columbia's busiest border crossings to keep international trade moving and the economy strong. Of this, \$27 million was recovered from the federal government and other sources. The program's multi-year projects will be cost-shared with the federal government until their completion in 2008/09.

Gateway Program — Delivering a program of road and bridge improvements along and across the Fraser River to address congestion and improve the movement of goods, people and transit throughout Metro Vancouver. The program represents an investment of about \$3 billion over 10 years. Projects include:

- South Fraser Perimeter Road, a new 40 kilometre east-west route along the south side of the Fraser River;
- North Fraser Perimeter Road, a set of improvements to existing roads from Coquitlam to Maple Ridge, including the Pitt River Bridge project; and
- Port Mann Bridge/Highway 1, which involves twinning the Port Mann Bridge, upgrading interchanges, and improving access and safety along Highway 1 from Vancouver to Langley.

Okanagan Corridor Improvements — In addition to replacing the Okanagan Lake Bridge with the new William R. Bennett Bridge, trade and tourism will be supported through projects to reduce congestion. These projects include four-laning of Highway 97 between Summerland and Peachland, upgrading Highways 97 and 33 within Kelowna, and four-laning Highway 97A north of Vernon to Armstrong. The UBC Okanagan Flyover Project, a partnership with the City of Kelowna and University of British Columbia, was the most significant construction project put in service during the 2007/08 fiscal year.

Cariboo Connector — Widening the 460-kilometre portion of Highway 97 from Cache Creek to Prince George will increase safety and decrease travelling times while providing northern communities with a first-class trade corridor that meets the needs of a rapidly expanding economy. Phase 1, a \$200 million improvement program was initiated in 2005/06 with approximately \$12 million invested in 2007/08.

Other Highway Corridors and Programs — Investments totalling \$102 million were made in 2007/08 improving the performance of highway corridors through projects such as passing lanes, four-laning, left turn slots, realignments and safety upgrades; including \$65.5 million spent on interest-during-construction, procurement expenses for design-build-finance-operate projects, and other transportation programs.

Transportation Partnerships Program — Approximately \$11 million was invested in 2007/08. This amount includes the final \$8 million of a \$30 million contribution to Phase 1 of the container handling facility at the Port of Prince Rupert, the closest port in the Americas to the rapidly growing Asia-Pacific market. Other contributions were made to modernize airports and improve cycling infrastructure across British Columbia to help boost tourism, create jobs and enable the realization of other economic opportunities. The Ministry continues to reserve funds each year that combined with contributions from other funding partners provides significant benefits to regional economies. A portion of this program funding is directed to cost-sharing the development of cycling networks to make sure there is the infrastructure needed to make cycling a safe and convenient option for commuters.

Canada Line — The Canada Line is a jointly-funded (B.C. Government, Vancouver International Airport, Federal Government and the Greater Vancouver Transportation Authority (GVTA)) rail-based rapid transit line that will link central Richmond, the Vancouver International Airport and Vancouver's downtown business district. The project is deliverable by the GVTA through its subsidiary, Canada Line Rapid Transit Inc. The Province is committed to making \$435 million in contributions; \$118 million was invested in the project in 2007/08.



*Galloping Goose Trail Victoria.
(Photo — Capital Bike & Walk Society)*

Environmental Enhancement Fund — Investments of \$2 million for 50 completed projects throughout the province that directly restored, protected and enhanced environmental resources linked to the provincial highway infrastructure. Projects included restoration of fish passages at highway stream crossings to help fish runs such as Pacific salmon return to their former levels, acquisition and protection in-perpetuity of environmentally sensitive properties, big game translocations to reduce wildlife accidents and fish and wildlife habitat enhancements such as construction of habitat ponds and channels.

Annual Service Plan Report Appendix

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