

**Ministry of  
Transportation  
and Infrastructure**

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**2017/18  
Annual Service Plan Report**

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## Minister's Message and Accountability Statement



Our government's commitments to make life more affordable, improve the services people count on and build a strong, sustainable and innovative economy are reflected in the daily work of the Ministry of Transportation and Infrastructure. These commitments and the priorities outlined in my [Mandate Letter](#) from Premier Horgan guided the Ministry this past fiscal year as we worked to deliver a safer, greener and more accessible transportation network.

My Ministry successfully completed or made substantive progress on a number of objectives, as discussed in our [Report on Performance](#). These included: eliminating tolls on the Port Mann and Golden Ears bridges; launching a review of the coastal ferry system, freezing fares on BC Ferries' routes between Vancouver Island and the Lower Mainland, rolling back fares on all other routes and reinstating free passenger fares for seniors travelling Monday to Thursday on major and minor routes; and beginning consultation to inform the development of a fair approach to ride hailing.

Ensuring people and goods move safely and efficiently around the province both supports communities and strengthens our trade routes. So, we have accelerated the widening of Highway 1 between Kamloops and the Alberta border and have begun work on the replacement of the Pattullo Bridge. We also worked with our federal counterparts to bring to fruition a \$4.1 billion Integrated Bilateral Agreement with the federal government. Along with funding from the Province, this will allow us to make unprecedented investments in public transit, green infrastructure, recreational and cultural infrastructure and rural and northern communities.

The Ministry's many accomplishments this last fiscal year would not be possible without the commitment of Ministry staff across the province. In particular, I would like to acknowledge the efforts of staff and contractors who worked tirelessly during last year's flooding in southern B.C. and wildfires in the central interior. Whenever events like these occur, these dedicated individuals are there to restore the critical highway links that keep British Columbians safe and our communities connected.

The *Ministry of Transportation and Infrastructure 2017/18 Annual Service Plan Report* compares the Ministry's actual results to the expected results identified in the *2017/18 - 2019/20 Service Plan* created in September, 2017. I am accountable for those results as reported.

A handwritten signature in blue ink, appearing to read 'Claire Trevena', written over a light blue horizontal line.

Honourable Claire Trevena  
Minister of Ministry of Transportation and Infrastructure

July 4, 2018

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## Purpose of the Ministry

The Ministry of Transportation and Infrastructure plans transportation networks, provides transportation services and infrastructure, develops and implements transportation policies, and administers many related acts, regulations and federal-provincial funding programs, including the Investing in Canada Infrastructure Program – transit stream. The Ministry strives to build and maintain a safe and reliable multi-modal transportation system and provide affordable, efficient and accessible transportation options for all British Columbians. The Ministry's priorities include improving vital rural and urban infrastructure, investing in public transit, cycling infrastructure and other green modes of transportation, reducing transportation-related greenhouse gas emissions, and strengthening the economy through the movement of people and goods.

The Ministry is responsible for three internal-reporting Crown corporations: the BC Transportation Financing Authority (BCTFA), BC Railway Company (BCRC), and Transportation Investment Corporation (TI Corp). BCTFA, BCRC and TI Corps are reported internally and BCTFA and BCRC continue ongoing delivery of the goals identified in the service plan.

- The BC Transportation Financing Authority (BCTFA) is established under the *Transportation Act* to plan, acquire, construct, hold, improve, or operate transportation infrastructure throughout the province. The BCTFA owns all provincial highways and land held for construction of future transportation infrastructure.
- BC Railway Company (BCRC) is incorporated under the *British Columbia Railway Act*. BCRC acquires and holds railway corridors and strategic port lands and makes related infrastructure investments to benefit the province. BCRC also administers the Canadian National Railway Company (CN Rail) Revitalization Agreement and operates the Roberts Bank Port Subdivision.
- Transportation Investment Corporation (TI Corp) is established under the *Transportation Investment Act*. TI Corp's future form and mandate continue to be reviewed following the elimination of tolling of the Port Mann Bridge on September 1, 2017. During this time TI Corp will continue to collect outstanding toll debt, complete financial reconciliations and manage the transfer of knowledge. TI Corp will continue to own the Port Mann Bridge assets. Port Mann Bridge operations, maintenance, and rehabilitation were transferred to the Ministry of Transportation and Infrastructure on March 31, 2018. TI Corp became a subsidiary of BCTFA effective April 1, 2018.

BC Transit, for which the Ministry is responsible, is a self-reporting Crown corporation. More information can be found on the BC Transit [web site](#).

## Strategic Direction

In September 2017, the new government announced its priorities with three key commitments to British Columbians:

- To make life more affordable.
- To deliver the services people count on.
- To build a strong, sustainable, innovative economy that works for everyone.

Integrating with these priorities is government's commitment to true, lasting reconciliation with Indigenous peoples in British Columbia, as we move towards fully adopting and implementing the United Nations Declaration on the Rights of Indigenous Peoples and the Calls to Action of the Truth and Reconciliation Commission.

In the *2017/18 – 2019/20 Service Plan* the Ministry provided a series of objectives and performance targets from the Minister's [Mandate Letter](#) designed to further the key commitments of government.

## Operating Environment

**The Economy:** British Columbia's real GDP increased by 3.9 per cent in 2017 (according to preliminary GDP by industry data from Statistics Canada), the second strongest growth among provinces. Employment in B.C. grew by 3.7 per cent in 2017, its fastest annual pace since 1994. Consumer spending was strong for a fourth consecutive year as retail sales were supported by strong employment growth, increased tourism, high consumer confidence and relatively low interest rates. B.C.'s housing market saw elevated levels of construction activity in 2017, with the highest number of annual housing starts in data going back to 1955. B.C. manufacturing shipments and exports expanded in 2017 as goods exports to both the U.S. and the rest of the world increased.

**Federal Infrastructure Programs:** Leveraging federal funding in support of infrastructure development provides excellent value for the people of British Columbia, and the Ministry has been successful in taking advantage of various funding programs offered by the Government of Canada. The Ministry has now prioritized the remaining funding under the \$1.09 billion allocated to B.C. through the [New Building Canada Fund](#) and will be working with the federal government to fully commit these funds by March 31, 2019. The federal government extended Phase 1 of the Public Transit Infrastructure Fund by two years in recognition of the challenges experienced completing projects by the original March 31, 2018 deadline. The Ministry, in partnership with the Ministry of Municipal Affairs and Housing, negotiated an Integrated Bilateral Agreement to secure the \$4.1 billion in federal funding allocated to B.C. under Phase 2 of the Investing in Canada Plan (ICP) for public transit infrastructure, community, culture and recreation infrastructure, green infrastructure and infrastructure in rural and northern communities. As well, the Ministry has been pursuing opportunities for funding under merit-based ICP programs.

**Western Trade Corridor Development:** Western trade corridors are integral to economic growth in B.C. Targeted investment will sustain British Columbia as North America's preferred trade corridor for Asia-Pacific trade, while ensuring the livability of B.C.'s communities throughout the network. A study is underway to identify priority transportation infrastructure that supports growth in international trade by making our multi-modal transportation network more efficient and sustainable. New and expanding road, rail and port capacity, including private sector investment, will support growing volumes of agricultural exports, forestry products, project cargo and containers.

**Regional Economies:** B.C.'s rural economies are integral to building a strong, sustainable, innovative economy. As regional economies continue to expand the development of the natural resource sector, investments to support the additional wear and tear of the infrastructure is required. In 2017/18, the Ministry invested more than \$400 million in improvements to the transportation network that directly benefited B.C.'s rural economies.

## Report on Performance

The following table reports on the objectives and performance targets provided in the *2017/18 – 2019/20 Service Plan* along with the Ministry's achievements.

Objective	Actions Taken Up to March 31, 2018
Objective 1 – Lead planning to address the infrastructure needs of rural and urban British Columbia under the government's comprehensive capital infrastructure plan to build a Better B.C.	<ul style="list-style-type: none"> <li>• Negotiations were completed with the federal government through Infrastructure Canada for tri-party cost sharing under the Investing in Canada Infrastructure Program – Integrated Bilateral Agreement.</li> <li>• The Integrated Bilateral Agreement will provide access to up to \$4.1 billion over the next ten years under four funding streams – public transit infrastructure, green infrastructure, rural and northern community infrastructure, and community, culture and recreational infrastructure. These funds will benefit British Columbians through improved infrastructure within their communities.</li> </ul>
Objective 2 – Work with the Minister of Finance to eliminate tolls on the Port Mann and Golden Ears Bridges.	<ul style="list-style-type: none"> <li>• Tolls were successfully eliminated on September 1, 2017 for the Port Mann and Golden Ears bridges.</li> </ul>
Objective 3 – Accelerate Highway 1 upgrades to the Alberta border.	<ul style="list-style-type: none"> <li>• To accelerate investment on this corridor, \$464 million was allocated under the <i>2018/19 - 2020/21 Service Plan</i>, which is \$191 million more than under the <i>2017/18-2019/20 Service Plan</i>.</li> <li>• Planning and engineering continued in 2017/18 to allow priority projects to be advanced.</li> <li>• The Ministry submitted requests for additional federal funding under the Provincial-Territorial Infrastructure Component of new Building Canada Fund for Highway 1 improvements.</li> <li>• Contract awarded in December 2017 to four lane 2.5 kilometres of Highway 1 between Donald and Forde Station Road.</li> </ul>
Objective 4 – Work with the Minister of Municipal Affairs and Housing to secure federal funding for the Pattullo Bridge replacement and rapid transit in Metro Vancouver as part of implementing the mayor's 10-year plan for transit and transportation.	<ul style="list-style-type: none"> <li>• In February 2018, the Province announced that it will move forward with the replacement of the Pattullo Bridge with a more modern four-lane crossing. An application for funding was made under the federal government's National Trade Corridors fund; however, the project was not selected. The Pattullo Bridge Replacement Project will be delivered solely by the Province, with construction scheduled to begin in the summer of 2019 and targeted to</li> </ul>

	<p>finish in 2023.</p> <ul style="list-style-type: none"> <li>• The Ministry successfully negotiated a 10-year Integrated Bilateral Agreement with Canada under the Investing in Canada Infrastructure Program, which provides \$2.2 billion for eligible transit and rapid transit projects to support the Mayors' Council Vision in Metro Vancouver.</li> <li>• Business cases for the Millennium Line Broadway Extension and Surrey-Newton-Guildford Light Rail Transit projects were submitted to the federal government for funding approval under the Investing in Canada Infrastructure Program.</li> </ul>
<p>Objective 5 – Work with BC Transit, the federal government, and local governments to fund transit improvements across the province, including improving handyDART service.</p>	<ul style="list-style-type: none"> <li>• The provincial operating grant to BC Transit for the provision of transit services increased by \$2.3 million annually starting in 2018/19.</li> <li>• The Province continues to partner with the Government of Canada and local governments under the Public Transit Infrastructure Fund to enable \$180 million in BC Transit investments outside of Metro Vancouver. In 2017/18, completed projects include a new transit exchange at the UBC Okanagan campus, a CNG fuel compressor in Whistler, and deployment of new buses across B.C.</li> <li>• British Columbia successfully negotiated terms to enter into a new 10-year agreement with the federal government under the Investing in Canada Infrastructure Program, which will provide over \$460 million in federal funding for eligible transit projects in BC Transit systems. Federal funding will be matched by the Province, and including local government contributions, total available funding under this program will be over \$1 billion.</li> <li>• Both infrastructure funding streams will improve handyDART service through the acquisition of new handyDART buses for use in BC Transit communities, and for construction of a new handyDART operating and maintenance facility in Victoria.</li> <li>• BC Transit has also been directed (under its 2018 <a href="#">Mandate Letter</a>) to provide a formal report to the Ministry by September 31, 2018, outlining options for further improving handyDART.</li> </ul>

<p>Objective 6 – Work with BC Ferries to freeze and reduce fares, and reinstate the senior’s weekday 100 per cent discount while conducting a comprehensive operating review.</p>	<ul style="list-style-type: none"> <li>• The Province and BC Ferries finalized an agreement effective April 1, 2018 to: freeze fares on the three routes between Vancouver Island and the Lower Mainland; reduce fares by 15 per cent on all other routes; and reinstate free passenger fares for seniors travelling Monday to Thursday on major and minor routes.</li> <li>• In January 2018, Blair Redlin, appointed as a Special Advisor, began a comprehensive operating review of the coastal ferry system (Coastal Ferry Services Review) to evaluate its performance in meeting the needs of ferry users and British Columbia’s coastal communities. A final report will be delivered to government in the summer of 2018.</li> </ul>
<p>Objective 7 – Ensure that BC Ferries procurement practices for new ferries provide for a fair and competitive bidding process that is open to B.C. shipyards.</p>	<ul style="list-style-type: none"> <li>• The Coastal Ferry Services Review includes an examination of new vessel procurement.</li> </ul>
<p>Objective 8 – Work with the Minister of Public Safety and Solicitor General to create a fair approach to ridesharing.</p>	<ul style="list-style-type: none"> <li>• In October 2017, the Ministry contracted Dr. Dan Hara, a recognized Canadian expert in the taxi industry, to consult with taxi drivers, taxi, limousine and ridesharing companies, and taxi-user groups. The purpose of the consultation was to find solutions that would modernize and strengthen the existing industry while achieving a balance between increased consumer demand for new technologies that enable more convenience, flexibility and greater choice.</li> <li>• In November 2017, the Select Standing Committee on Crown Corporations (SSC-CC) was tasked to examine current requirements and hold an inquiry to make recommendations regarding a regulatory regime to enable ride-hailing and Transportation Network Companies (TNCs) to operate in British Columbia. On February 15, 2018, the SSC-CC released its unanimous report, which included 32 recommendations related to ride-hailing and the operation of TNCs in B.C.</li> </ul>

As committed to in the *2017/18 – 2019/20 Service Plan* tabled in September 2017, the Ministry released fully developed objectives and performance measures in the Ministry’s *2018/19 – 2020/21 Service Plan*, tabled in February 2018.

## **Financial Report**

### **Discussion of Results**

The Ministry's total estimated budget was \$843.545 million. The Ministry has balanced its budget and controlled spending, resulting in a year-end surplus of \$501 thousand. The operating budget is managed by closely monitoring expenditures during the year.

Approximately 80 per cent of the Ministry's expenditures include significant components which are subject to either inflation or fluctuating market prices. These expenditures are in two areas.

The first is Highway Operations, where the road and bridge maintenance contracts include an annual inflation adjustment. While the inflation adjustment is estimated at budget preparation, the full impact cannot be determined until the various indicators used are published, often well into the first quarter of the fiscal year. Given the dollar volume of the contracts, the difference between estimated and actual inflation, while not material in comparison to the total budget, requires managing.

The second area, included in Public Transportation, is the coastal ferry services contract of which fuel is a significant component. Fuel prices can vary significantly from the cost estimated for budget preparation.

These budget fluctuations are primarily managed by either increasing or deferring highway operations projects. At any given time, there is a program of prioritized projects above and beyond recurring operations that are required for highway maintenance. Careful monitoring of the areas subject to fluctuation from budget, as described above, either allows the Ministry to undertake projects in addition to those planned, or may require a deferral of some projects.

The amounts shown on the next page are net of funding from external sources, primarily the BC Transportation Financing Authority.

**Financial Report Summary Table**

	Estimated	Other Authorizations	Total Estimated	Actual	Variance
<b>Operating Expenses (\$000)</b>					
<b>Transportation and Infrastructure Improvements .....</b>	11,808	-	11,808	16,224	4,416
<b>Public Transportation.....</b>	306,131	-	306,131	303,490	(2,641)
<b>Highway Operations .....</b>	513,127	-	513,127	511,969	(1,158)
<b>Commercial Transportation Regulation.....</b>	1,568	-	1,568	1,867	299
<b>Executive and Support Services.....</b>	10,911	-	10,911	9,526	(1,385)
<b>Adjustment of Prior Year Accrual<sup>1</sup></b>	-	-	-	(32)	(32)
<b>Total .....</b>	843,545	-	843,545	843,044	(501)
<b>Ministry Capital Expenditures (Consolidated Revenue Fund) (\$000)</b>					
<b>Highway Operations .....</b>	2,323	-	2,323	2,261	(62)
<b>Total .....</b>	2,323	-	2,323	2,261	(62)

<sup>1</sup> The Adjustment of Prior Year Accrual is a reversal of accruals in the previous year.

## BC Transportation Financing Authority

### Statement of Operations

2017/18	Budget	Actual	Variance
<b>Revenue (\$000)</b>			
Tax revenue <sup>1</sup> .....	467,000	468,997	1,997
Amortization of deferred contributions <sup>2</sup> .....	178,221	178,774	553
Other revenue <sup>3</sup> .....	52,341	102,523	50,182
<b>Total .....</b>	<b>697,562</b>	<b>750,294</b>	<b>52,732</b>
<b>Expenses (\$000)</b>			
Highway Operations .....	589,145	560,655	(28,490)
Transit Programs .....	144,529	134,579	(9,950)
Ferry Operations .....	19,738	19,446	(292)
Other .....	185,553	108,948	(76,605)
Debt Servicing Costs <sup>4</sup> .....	417,880	379,114	(38,766)
<b>Total .....</b>	<b>1,356,845</b>	<b>1,202,742</b>	<b>(154,103)</b>
<b>Net Loss (\$000)</b>			
<b>Net operating loss .....</b>	<b>(659,283)</b>	<b>(452,448)</b>	<b>(206,835)</b>

<sup>1</sup> Tax revenue includes 6.75 cents per litre motor fuel tax and a car rental tax of \$1.50 per car rental day.

<sup>2</sup> Contributions towards capital assets are deferred and amortized to revenue at the same rate as the related highway infrastructure is amortized to expense.

<sup>3</sup> Other revenue includes interest income, grants from the Province, net property sales, rental revenue, and earnings from British Columbia Railway Company.

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

**Transportation Investments**

(\$ millions)	2017/18
<b>Provincial Investments:</b>	
Highway Rehabilitation	212
Side Road Improvement Program	98
Natural Gas Road Upgrades Program	23
Highway 1 - Kamloops to Alberta Border	28
Okanagan Valley Corridor	22
Cariboo Connector	29
Major Highway Corridors and Roads	152
Other Transportation Programs	50
Transit Infrastructure	115
<b>Total Provincial Transportation Investments</b>	<b>729</b>
<b>Investments funded through contributions from Federal Government and Other Partners:</b>	
<b>Contributions from all partners</b>	<b>129</b>
<b>Total Investments in Transportation Infrastructure<sup>1</sup></b>	<b>858</b>
<sup>1</sup> Total investments in transportation infrastructure includes operating and capital spending	
Transportation Investment Corporation (\$ millions)	2017/18
George Massey Tunnel Replacement Project	27
Port Mann Bridge Highway 1 Capital Project	3
Port Mann Bridge Highway 1 Rehabilitation	3
<b>Total Investments</b>	<b>33</b>
<b>Total Investments in Transportation Infrastructure including investments from the Transportation Investment Corporation</b>	<b>891</b>

## Major Capital Projects

Major Capital Projects (over \$50 million)	Targeted Completion Date (Year)	Approved Anticipated Total Cost of Project (\$ millions)	Project Cost to March 31, 2018
<b>Evergreen Line</b>	2016	\$1,350	\$1,350
<p><b>Objective:</b> The Evergreen Line extending Metro Vancouver’s rapid transit to growing northeast sector communities was put into service in December 2016.</p> <p>The Evergreen Extension is a significant expansion of the Metro Vancouver’s integrated transportation network, connecting the Tri-Cities to the existing SkyTrain system, regional bus network, and the West Coast Express. The Evergreen Extension provides fast, frequent and efficient rapid transit service between Coquitlam, Port Moody, Burnaby and Vancouver. More than 34,000 riders per day are using the Evergreen Extension.</p> <p>The Evergreen Line was completed in March 2018, and the project cost came in \$81 million under the approved budget of \$1,431.</p>			
<b>Highway 97 HOV Six-Laning from Highway 33 to Edwards Road</b>	2018	\$67	\$55
<p><b>Objective:</b> Six-laning Highway 97 through Kelowna from Highway 33 to Edwards Road, extensions of HOV lanes to improve Rapid Transit, intersection improvements at Leathead, McCurdy, Sexsmith and Findlay/Hollywood roads, and access consolidation and realignment of Rutland Road to provide separation from intersections on Highway 97.</p> <p><b>Costs:</b> The estimated cost is \$67 million inclusive of property costs and contingencies. The Government of Canada is contributing half of eligible costs up to a maximum of \$18 million under the Major Infrastructure component of the Building Canada Fund. The project is expected to be complete in summer 2018 because of complications related to extreme weather last spring and the early arrival of winter. Additional work caused by the unforeseen site conditions, such as the discovery of undocumented utilities, additional utility relocations and archaeological finds, has delayed the project.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Improve traffic flow and reduce congestion on a core National Highway System route;</li> <li>• Improve safety for road users;</li> <li>• Improve rapid transit service and ride sharing opportunities with the continuation of the HOV lanes through the project;</li> <li>• More efficient and safer connections to UBCO, Quail Ridge; Rutland, Glenmore, Ellison, Lake Country and beyond for motorists and transit users; and</li> <li>• Safer access to and from adjacent properties.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Property acquisition;</li> <li>• Archeological finds; and</li> <li>• Utilities coordination.</li> </ul> <p>More information is available on the Ministry’s <a href="#">web site</a>.</p>			

Major Capital Projects (over \$50 million)	Targeted Completion Date (Year)	Approved Anticipated Total Cost of Project (\$ millions)	Project Cost to March 31, 2018
<b>Highway 1 – Admirals Road/McKenzie Avenue Interchange</b>	2019	\$85	\$50
<p><b>Objective:</b> Construction of an interchange on the Trans-Canada Highway at the intersection with Admirals Road and McKenzie Avenue to improve traffic flow and reliability and reduce congestion on a core National Highway System route. The project includes construction of shoulder bus lanes, extension of the merge lanes, and construction of a grade-separated structure for the Galloping Goose Regional Trail.</p> <p><b>Costs:</b> The estimated cost is \$85 million, inclusive of property acquisition costs and contingencies. The Government of Canada is contributing half of eligible costs up to a maximum of \$32.6 million under the Provincial-Territorial Infrastructure Component of the new Building Canada Fund.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Improve safety for all road users;</li> <li>• Reduce congestion and improve travel times through a key corridor; and</li> <li>• Support transit use, cycling and other alternatives to single occupant vehicles.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Geotechnical conditions;</li> <li>• Archeological impacts;</li> <li>• Relocation of a large Capital Regional District waterline; and</li> <li>• Maintaining adequate traffic flow during construction may require temporary works and development of comprehensive traffic control plans.</li> </ul> <p>More information is available on the project’s <a href="#">web site</a>.</p>			
<b>Highway 1 Widening and 216 Street Interchange</b>	2019	\$59	\$22
<p><b>Objective:</b> Widening the Trans-Canada Highway to six lanes between 202 Street and 216 Street and construction of a diamond interchange at 216 Street to improve traffic flow, reliability and congestion on a core National Highway System route used extensively for moving people and goods.</p> <p><b>Costs:</b> The estimated project cost is \$59 million, inclusive of property acquisition costs and contingencies. The Government of Canada is contributing half of eligible costs up to a maximum of \$22.3 million under the Provincial Territorial Infrastructure Component of the new Building Canada Fund. The Township of Langley is contributing \$14.3 million toward the cost of the interchange.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Improve safety for all road users;</li> <li>• Reduce congestion and improve travel times through a key corridor;</li> <li>• Support transit use, cycling and other alternatives to single occupant vehicles; and</li> <li>• Keep regional traffic off local streets.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Relocation of an important Telus fibre optic line is required; limited construction activity over the existing line; no confirmed schedule for the splicing “by others”; and</li> <li>• Night work is required as no lane closures during the day will be permitted. Night work includes building an earth berm in proximity to residents.</li> </ul> <p>More information is available on the Ministry’s <a href="#">web site</a>.</p>			

Major Capital Projects (over \$50 million)	Targeted Completion Date (Year)	Approved Anticipated Total Cost of Project (\$ millions)	Project Cost to March 31, 2018
<b>Highway 7 Corridor Improvements</b>	2019	\$70	\$10
<p><b>Objective:</b> Improve safety, capacity and mobility on Highway 7 between the City of Pitt Meadows and the District of Mission including: a right turn extension at Harris Road (Pitt Meadows); safety and intersection improvements from 222 Street to Kanaka Way (Haney Bypass-Maple Ridge); and four-laning from Silverdale Avenue to Nelson Street (Mission).</p> <p><b>Costs:</b> Total project cost is estimated at \$70 million including a \$22 million contribution under the Provincial-Territorial Component of the new Building Canada Fund.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Address key safety issues along Highway 7;</li> <li>• Improve capacity constraints between the District of Mission and the City of Pitt Meadows; and</li> <li>• Support the Province’s commitment to provide a continuous divided four-lane corridor from Mission to Pitt Meadows.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Environmental impacts to fish bearing stream and ditches;</li> <li>• Archaeological finds;</li> <li>• Property acquisition negotiations; and</li> <li>• Traffic management during construction.</li> </ul>			
<b>Highway 91 – Alex Fraser Bridge</b>	2019	\$70	\$19
<p><b>Objective:</b> Implement a counter-flow system during peak travel times through the addition of a seventh lane, a moveable barrier system and a delay-time information system.</p> <p><b>Costs:</b> The estimated cost is \$70 million, inclusive of property acquisition costs and contingencies. The Government of Canada is contributing half of eligible costs up to a maximum of \$34 million under the National and Regional Priorities of the new Building Canada Fund.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Improve traffic capacity and reduce travel time delays for commuters and goods movement during peak times; and</li> <li>• Respond to community and local government concerns.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Archeological impacts; and</li> <li>• Managing traffic during construction.</li> </ul> <p>More information is available on the Ministry’s <a href="#">web site</a>.</p>			

Major Capital Projects (over \$50 million)	Targeted Completion Date (Year)	Approved Anticipated Total Cost of Project (\$ millions)	Project Cost to March 31, 2018
<b>Highway 99 – Ten Mile Slide</b>	2020	\$60	\$8
<p><b>Objective:</b> Long-term stabilization of the Ten Mile Slide, approximately 17 kilometres northeast of Lillooet and located within Xaxli'p's Fountain Reserve 1A.</p> <p><b>Costs:</b> The estimated cost is \$60 million, which includes planning, engineering, construction, mitigation, site supervision, Xaxli'p accommodation and contingency. The project is targeting fall 2018 to tender the works, with completion in 2020. The project team continues to work with the Xaxli'p to finalize an agreement for the construction of these improvements within their reserve.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Improve safety and reliability;</li> <li>• Maintain direct connection between Lillooet and Kamloops;</li> <li>• Maintain community connectivity and cohesiveness for the Xaxli'p community;</li> <li>• Respond to requests for a long-term solution dating back to the mid-1990s; and</li> <li>• Limit future costs associated with extra-ordinary maintenance and stabilization measures.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Geotechnical conditions (ongoing slide movement);</li> <li>• Managing traffic during construction;</li> <li>• Impacts to the Xaxli'p Fountain Reserve 1A; and</li> <li>• Archaeological finds.</li> </ul> <p>More information is available on the Ministry's <a href="#">web site</a>.</p>			
<b>Highway 1 – Lower Lynn Corridor Improvements</b>	2021	\$198	\$65
<p><b>Objective:</b> Construction of replacement Highway 1 structures at Mountain Highway, Keith Road and Main Street as well as municipal improvements on Keith Road, Brooksbank Avenue, Mount Seymour Parkway and Main Street. The project also includes the construction of two westbound collector-distributor lanes and the construction of two new structures on either side of the existing Highway 1 Lynn Creek Bridge.</p> <p><b>Costs:</b> The estimated cost is \$198 million, inclusive of property acquisition costs, partner contributions and contingencies. The Government of Canada is contributing \$66.6 million under the Provincial Territorial Component of the new Building Canada Fund and the Major Infrastructure Component of the old Building Canada Fund, and the District of North Vancouver is contributing \$54.7 million.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Improve safety for all road users;</li> <li>• Reduce congestion and improve travel times through a key corridor; and</li> <li>• Support community connectivity.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Geotechnical conditions;</li> <li>• Archeological impacts;</li> <li>• Utility relocations; and</li> <li>• Managing traffic during construction.</li> </ul> <p>More information is available on the Ministry's <a href="#">web site</a>.</p>			

Major Capital Projects (over \$50 million)	Targeted Completion Date (Year)	Approved Anticipated Total Cost of Project (\$ millions)	Project Cost to March 31, 2018
<b>Highway 1 Hoffman's Bluff to Jade Mountain</b>	2022	\$199	\$14
<p><b>Objective:</b> Upgrading approximately 12 kilometres of the Trans-Canada Highway to four lanes, including highway realignment, construction of interchanges, frontage roads, rehabilitation or replacement of the Chase Creek Bridge, and a Commercial Vehicle Safety Enforcement inspection facility. It will also provide greater pedestrian/cycling connectivity between the Village of Chase and Neskonlith Indian Reserve.</p> <p><b>Costs:</b> Estimated project cost is \$199.22 million, with the Government of Canada contributing \$55.09 million under the Provincial-Territorial Component of the new Building Canada Fund.</p> <ul style="list-style-type: none"> <li>• The Hoffman's Bluff to Jade Mountain project is composed of three segments to be delivered in three phases:                             <ul style="list-style-type: none"> <li>○ The first phase, Chase Creek Road to Chase West (non-Federal Cost Share), will be ready for tender in summer 2018 and will be completed in fall 2021;</li> <li>○ The second phase, Chase West to Jade Mountain, is planned to start in the spring of 2020 and finish in the summer of 2022; and</li> <li>○ The final phase, Hoffman's Bluff to Chase Creek Road, is scheduled to start in the spring of 2021 and finish in summer 2022.</li> </ul> </li> </ul> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Improve safety, mobility and reliability of this section of Highway 1 for all road users;</li> <li>• Increase capacity on a vital transportation link between British Columbia and the rest of Canada, supporting regional, provincial and national economic growth;</li> <li>• Improve intersections and accesses for local residents of the Village of Chase, Indigenous communities and the surrounding area; and</li> <li>• Improve pedestrian and cyclist accommodation for the communities.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Potential costs and time associated with increasing involvement from invested Indigenous groups;</li> <li>• Potential costs and time related to evaluation of scope change requests;</li> <li>• Potential costs and time associated with completing archaeological investigations; and</li> <li>• Potential additional costs related to completing property acquisition.</li> </ul> <p>More information is available on the Ministry's <a href="#">web site</a></p>			
<b>Highway 91 to Highway 17 and Deltaport Way Upgrade Project</b>	2023	\$245	\$15
<p><b>Objective:</b> Improvements to existing Highway 91, Highway 17, Highway 91 Connector and Deltaport Way corridors to improve travel safety and efficiency. These upgrades will improve residential and commercial travel in the area, reduce conflicts between commercial vehicles and other traffic, and help improve cycling in and around the Highway 91 Connector.</p> <p><b>Costs:</b> The estimated cost is \$245 million, with the Government of Canada contributing \$81.7 million, the Port of Vancouver \$80 million, and the Tsawwassen First Nation \$3.5 million.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Improve travel safety and efficiency through congested highway connector routes;</li> <li>• Allow Commercial Vehicle Safety and Enforcement weigh scales to operate full time for vehicle safety inspections;</li> <li>• Improve access to Canada Border Services Agency container examination facility; and</li> <li>• Support national and international trade through efficient goods movement out of Deltaport.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Geotechnical conditions;</li> <li>• Traffic management during construction;</li> <li>• Archeological finds; and</li> <li>• Utility relocations.</li> </ul> <p>More information is available on the Ministry's <a href="#">web site</a></p>			

Major Capital Projects (over \$50 million)	Targeted Completion Date (Year)	Approved Anticipated Total Cost of Project (\$ millions)	Project Cost to March 31, 2018
<b>Highway 1 – Salmon Arm West</b>	2023	\$163	\$26
<p><b>Objective:</b> Upgrade six kilometres of the Trans-Canada Highway to four lanes to improve safety, mobility and reliability on this key section of the corridor. The project includes a new bridge across the Salmon River, a new interchange, up to seven intersections and approximately four kilometres of frontage roads.</p> <p><b>Costs:</b> The current estimate is \$162.7 million, including a \$48.5 million Government of Canada contribution under the Provincial-Territorial Component of the Building Canada Fund. The project is composed of three segments and will be delivered in four phases. The first phase, preload construction in Segment 2, 1 Avenue SW to 10 Avenue SW, is ready for tender in fall 2018, with a target completion date of summer 2019.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Improve the safety, mobility and reliability of the Trans-Canada Highway corridor, which is a vital transportation link between British Columbia and the rest of Canada, supporting regional, provincial and national economic growth;</li> <li>• Improve safety for the City of Salmon Arm, local Indigenous community members and the surrounding area with improvements to intersections and accesses;</li> <li>• Improve pedestrian and cyclist accommodation with construction of a multi-use pathway that will integrate with the community trail networks; and</li> <li>• Mitigate impacts of projects on Aboriginal interests including archaeological, environmental and cultural interests.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Increased costs and time delays with potential archaeological finds; and</li> <li>• Increased costs and time delays completing First Nations consultation.</li> </ul> <p>More information is available on the Ministry's <a href="#">web site</a>.</p>			
<b>Pattullo Bridge Replacement Project</b>	2023	\$1,377	\$2
<p><b>Objective:</b> A new four-lane bridge that meets current seismic and road design standards and provides a safe and reliable crossing for vehicles, pedestrians and cyclists and network connections in Surrey and New Westminster.</p> <p><b>Costs:</b> The estimated cost is \$1,377 billion which includes planning, engineering, construction, site supervision, property acquisition, regulatory approvals, removal of the existing Pattullo Bridge and contingency. The estimated cost includes both capitalized and expensed costs. The new bridge is expected to open in 2023. The removal of the existing bridge will occur after the new bridge is in service.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Improve safety for drivers;</li> <li>• Improve seismic resiliency and emergency response capability;</li> <li>• Improve regional connectivity;</li> <li>• Improvements for the movement of goods; and</li> <li>• Safer corridors for pedestrians and cyclists.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Managing traffic during construction;</li> <li>• Archeological impacts;</li> <li>• Permitting/regulatory requirements;</li> <li>• Utility relocations;</li> <li>• Third party agreements; and</li> <li>• Geotechnical conditions.</li> </ul>			

Major Capital Projects (over \$50 million)	Targeted Completion Date (Year)	Approved Anticipated Total Cost of Project (\$ millions)	Project Cost to March 31, 2018
<b>Highway 1 – Phase Four of the Kicking Horse Canyon Project</b>	2024	\$450	\$11
<p><b>Objective:</b> 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. This portion of the Trans-Canada Highway serves as a gateway between British Columbia and the rest of North America, connecting resource extraction sites with processing, manufacturing and distribution centres, and is a key part of the province’s resource economies, tourism and inter-provincial trade. The first three phases of the project have been completed and are now in operation.</p> <p><b>Costs:</b> The current estimate for Phase 4 is \$450 million. The Government of Canada is contributing \$215.2 million under the National Infrastructure Component of the new Building Canada Fund.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Increase the safety, reliability and capacity on a critical provincial and national gateway; and</li> <li>• Economic development through increased tourism and efficient movement of goods and services.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Challenging climatic and geographic conditions; and</li> <li>• Traffic management during construction.</li> </ul>			

**George Massey Tunnel Replacement Project** The George Massey Tunnel Replacement Project has been put on hold while we engage further with the Metro Vancouver Mayors and an independent technical review is undertaken to ensure all options are fully explored for the crossing in the broader context of how the crossing fits into the regional and provincial transportation priorities. The George Massey Tunnel Bridge replacement design/build/finance/operate/maintain/rehabilitate procurement process that was initiated in the fall of 2016 has been cancelled while the review is underway.

## Appendices

### Appendix A: Major Programs

**Highway Rehabilitation** – Invested \$212 million in 2017/18 in main highways and bridge surfacing, bridge rehabilitation and replacement and seismic retrofits. This includes \$31 million in safety projects across the province, such as intersection improvements, snow avalanche infrastructure, guardrail and livestock fencing installation, and locally identified community safety projects.

**Side Roads Improvement Program** – Invested \$98 million in 2017/18 to make side roads safer and more reliable and improve connections between communities.

**Highway 1 to the Alberta Border** – Invested \$28 million in 2017/18 to continue to four lane sections of the Trans-Canada Highway between Kamloops and the Alberta border to improve the flow of trade and increase safety on this corridor. More information is available on the Ministry [web site](#).

**Investing in Transit** – Improving public transit supports healthy communities and families across B.C. and aligns with government's key commitments to make life more affordable and deliver the services that people count on. Attractive and affordable public transportation connects people with jobs, education, health care and recreation, reduces congestion, supports efficient land use, and contributes to reductions in greenhouse gas and other emissions. Provincial priorities include maintaining high levels of operating funding support for BC Transit systems and partnering with the Government of Canada, local communities, and TransLink to make significant infrastructure investments. Under Phase 1 of the Public Transit Infrastructure Fund agreement entered into with the federal government in June 2016, B.C. committed \$308 million over four years towards over \$900 million of transit infrastructure investments across the province and invested \$60 million in 2017/18 for projects such as the planning, design and early works for rapid transit expansion in Metro Vancouver, SkyTrain upgrades and cars, new buses, maintenance facilities and transit exchanges, compressed natural gas fueling facilities, and new information technology systems.

Additionally, in 2017/18, the Province secured an additional \$2.69 billion in federal funding over the next decade under the Government of Canada's Integrated Bilateral Agreement, which will support public transit improvements across the province, including in Metro Vancouver.

**Other Highway Corridors and Programs** – Work with local governments and stakeholders to undertake priority infrastructure improvements. More information on these projects is available on the Ministry's [web site](#).

**British Columbia Air Access Program** – The British Columbia Air Access Program (BCAAP) provides capital funding to assist B.C. aviation facilities, including airports and water aerodromes, with improvements to their infrastructure. This cost-sharing program enables aviation facilities to invest in safety and infrastructure enhancements that help strengthen local, regional and provincial economies. In 2017/18, \$10.7 million was invested in projects through BCAAP. More information is available on BCAAP [web site](#).

**BikeBC** – The BikeBC program helps local governments develop their cycling infrastructure to encourage cycling and walking for commuting, recreation and tourism. This provides alternatives to car travel, resulting in reduced traffic congestion and greenhouse gas emissions and a healthier population. \$6.974 million was invested in 2017/18 in projects through BikeBC. In addition to cost sharing, the Ministry continues to invest in cycling projects as part of its highway operations. The program also underwent a review to ensure that it is still meeting the needs of the communities it serves. From this review several changes have been made for the 2018/19 program. These changes include increasing the cost-shareable amount for small communities, expanding what infrastructure is considered eligible and providing funding for small communities to undertake cycling network plans. More information is available on the BikeBC [web site](#).

**Highway 16 Transportation Action Plan** – The Ministry committed \$7.3 million in provincial and federal funding for the Highway 16 Transportation Action Plan. The five-point action plan continues to improve access to public transportation services along the Highway 16 corridor and enable residents of Indigenous communities and municipalities to travel safely to and from rural towns and villages along the corridor. More information is available on the Highway 16 Transportation Action Plan [web site](#).

## **Appendix B: Ministry Contact Information**

### **Ministry Contacts**

[gov.bc.ca/tran/contacts](http://gov.bc.ca/tran/contacts)

### **General Inquiries**

E-mail: [tran.webmaster@gov.bc.ca](mailto:tran.webmaster@gov.bc.ca)

Phone: 250 387-3198

Fax: 250 356-7706

Twitter: @TranBC

DriveBC: <http://www.drivebc.ca/>

### **Web site**

[www.gov.bc.ca/tran/](http://www.gov.bc.ca/tran/)

### **Mailing Address**

PO Box 9850 Stn Prov Govt

Victoria BC V8W 9T5

### **Regional Offices**

#### **South Coast Regional Office**

1500 Woolridge Street, Suite 310

Coquitlam BC V3K 0B8

604 527-2221

#### **Southern Interior Regional Office**

447 Columbia Street

Kamloops BC V2C 2T3

250 828-4220

#### **Northern Regional Office**

1011 4th Avenue, Suite 213

Prince George BC V2L 3H9

250 565-6185

## **Appendix C: List of Crowns, Agencies, Boards and Commissions**

The Minister is responsible for the following Crown corporations:

- BC Transit ([BC Transit](#))
- BC Railway Company ([BCRC](#))
- BC Transportation Financing Authority ([BCTFA](#))
- Transportation Investment Corporation ([TI Corp](#))

More information can be found on their respective web sites.

## Appendix D: Non-reporting Crowns

The Minister is responsible for the following non-reporting Crown corporations: the BC Transportation Financing Authority (BCTFA), BC Railway Company (BCRC) and Transportation Investment Corporation (TI Corp). BCTFA, BCRC and TI Corp are reported in the service plan.

### British Columbia Railway Company

#### Organizational Overview:

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

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

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

#### Corporate Governance:

BCRC's governance practices are in accordance with the best practices outlined in the BC Governance and Disclosure Guidelines for Governing Boards of British Columbia Public Sector Organizations, Board Resourcing and Development Office, February 2005.

The Deputy Minister of the Ministry of Transportation and Infrastructure is the sole member and chair of the Board of Directors. More information on BCRC's governance is available on its [web site](#).

## **BC Transportation Financing Authority**

### **Organizational Overview:**

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

### **Corporate Governance:**

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

## **Transportation Investment Corporation**

### **Organizational Overview:**

Transportation Investment Corporation (TI Corp) was established under the *Transportation Investment Act*. Tolls on the Port Mann Bridge were removed on September 1, 2017. TI Corp will continue to collect outstanding toll debt, complete financial reconciliations and manage the transfer of knowledge. TI Corp will continue to own the Port Mann Bridge assets. Port Mann Bridge operations, maintenance, and rehabilitation were transferred to the Ministry of Transportation and Infrastructure as of March 31, 2018. TI Corp became a subsidiary of BCTFA effective April 1, 2018.

### **Corporate Governance:**

TI Corp's future form and mandate continue to be reviewed following the elimination of tolling.