

**Ministry of
Transportation
and Infrastructure**

**2020/21
Annual Service Plan Report**



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Minister's Accountability Statement



The *Ministry of Transportation and Infrastructure 2020/21 Annual Service Plan Report* compares the Ministry's actual results to the expected results identified in the *2020/21 – 2022/23 Service Plan* created in February 2020. I am accountable for those results as reported.

A handwritten signature in black ink that reads "Rob Fleming". The signature is fluid and cursive, written over a light grey circular watermark.

Honourable Rob Fleming
Minister of Transportation and Infrastructure
August 12, 2021

Minister of State's Accountability Statement



The Ministry of Transportation and Infrastructure *2020/21 Annual Service Plan Report* compares the Ministry's actual results to the expected results identified in the *2020/21 – 2022/23 Service Plan* created in February 2020. Under the Balanced Budget and Ministerial Act, I am accountable for achieving the following results for 2020/21:

- a) work with the Minister of Transportation and Infrastructure to develop a plan that will advance critical transportation infrastructure;
- b) support the work of the TransLink Mayors' Council 10-year planning process to extend the Millennium Line to Arbutus Street, with an eventual terminus at UBC, and ensure prompt design and construction of the Surrey-Langley Skytrain;
- c) support planning to improve the movement of goods and people in the Fraser Valley, including the widening of Highway 1;
- d) advance the work to replace the Massey crossing;
- e) support the work of the Pattullo Bridge Replacement Project to ensure a successful completion;
- f) support the planning and development of key transit projects, like high-speed transit links for the North Shore and the expansion of rail up the Fraser Valley;
- g) submit to Cabinet a report on the results referred to in paragraphs (a) through (f) on or before March 31, 2021.

A handwritten signature in black ink that reads "Bowinn".

Honourable Bowinn Ma
Minister of State for Infrastructure
August 13, 2021

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Letter from the Minister

I am pleased to present the Ministry of Transportation and Infrastructure's Annual Service Plan Report for fiscal year 2020/21.

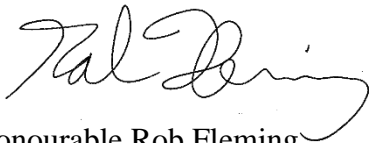
Over the past year, my ministry has worked to make our roads safer in every part of the province, expand active transportation and make investments in our transportation and trade network, so people and goods move safely and efficiently all over B.C., especially during this time of COVID-19.

Despite the challenges presented in the last year – for the first time ever – the Ministry of Transportation and Infrastructure has six concurrent major projects: Pattullo Bridge Replacement Project; Broadway Subway; Highway 91/17 and Deltaport Way Upgrade Project; Kicking Horse Canyon Project; and we also have the George Massey Crossing and the Surrey-Langley Skytrain. Each of these will provide significant benefits to the provincial transportation network.

My ministry worked with the Government of Canada to provide over \$1 billion to help protect the municipal services people rely on and keep transit and ferries running safely. We worked with the inter-city bus companies and regional airports to ensure they had the financial support to keep operating to provide British Columbians with essential services during a state of emergency and health restrictions for essential travel only.

I wish to thank the incredible staff at the Ministry of Transportation and Infrastructure for their dedication, our private sector partners for their collaboration, the construction industry that has kept projects moving and people safely employed and all others who have contributed to developing our province's transportation network.

As we turn to recovery and put the pandemic behind us, our ministry will play a significant role in powering B.C.'s economy. We will build on the investments we have made to expand a reliable and environmentally sound transportation system.



Honourable Rob Fleming
Minister of Transportation and Infrastructure
August 12, 2021

Letter from the Minister of State

As the Minister of State for Infrastructure, I have worked closely with the Minister of Transportation and Infrastructure to advance critical pieces of transportation infrastructure that will benefit communities across B.C.

Over this past year, we have made investments in infrastructure that improve the movement of people and goods. By taking a more holistic and multi-modal approach to improving transportation in British Columbia, we're also providing people with more socially and environmentally responsible options for how they choose to travel.

Delivering rapid transit projects, prioritizing road improvements that make public transit more competitive, and connecting communities with safe, efficient active transportation networks are important parts of our government's plan to build a better, cleaner, more affordable province.

Over the past year, the Ministry of Transportation and Infrastructure has provided over \$25 million in funding through StrongerBC and the BC Active Transportation Grant Program towards 90 projects that improved active transportation infrastructure across the province. We are also incorporating transit-priority and active transportation facilities into major road projects whenever possible, representing significant capital investments in these areas.

The Ministry has invested \$28 million towards upgrading secondary, side and forest service roads while creating well-paying local good jobs in rural and remote areas. The Remote and Rural Communities program received \$20 million to fund more than 80 shovel ready projects that will make getting around rural Indigenous and non-Indigenous communities safer and easier. An additional \$20 million funded 58 projects across B.C. to help adapt highways to the effects of climate change and extreme weather events.

A strong, sustainable transportation system is critical to economic recovery and keeping our communities connected. As we continue our work to make life better for people, we will also do so in a way that honours our commitment to reconciliation and the environment. I look forward to continuing our government's work to make life better for British Columbians, to grow our economy, and provide the services that people rely on.



Honourable Bowinn Ma
Minister of State for Infrastructure
August 13, 2021

Purpose of the Annual Service Plan Report

The Annual Service Plan Report is designed to meet the requirements of the [Budget Transparency and Accountability Act](#) (BTAA), which sets out the legislative framework for planning, reporting and accountability for Government organizations. Under the BTAA, the Minister is required to report on the actual results of the Ministry's performance related to the forecasted targets documented in the previous year's Service Plan.

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. The Ministry strives to build and maintain a safe and reliable transportation system and provide affordable, efficient and accessible transportation options for all British Columbians. This work includes investing in road infrastructure, public transit, the coastal and inland ferry service, active transportation network improvements 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 invests in highway rehabilitation and side road improvements, which includes road resurfacing, bridge rehabilitation and replacement, seismic retrofits, intersection improvements and upgrades to smaller side roads to help connect communities.

Two provincial cost-sharing programs are also managed by the Ministry: the British Columbia Air Access Program and the British Columbia Active Transportation Infrastructure Grant Program. These programs help local communities invest in improvements to local airports and active transportation infrastructure respectively.

The Ministry is responsible for four Crown corporations: the [BC Transportation Financing Authority](#) (BCTFA); [BC Railway Company](#) (BCRC); [Transportation Investment Corporation](#) (TI Corp); and [BC Transit](#).

Strategic Direction

The strategic direction set by Government in 2017, and expanded upon in Minister Claire Trevena's 2017 [Mandate Letter](#), shaped the goals, objectives, performance measures and financial plan outlined in the [2020/21 Ministry of Transportation and Infrastructure Service Plan](#) and the actual results reported on in this annual report.

The global COVID-19 pandemic resulted in many shifts in priorities, structures and operations across the public sector. Any changes to Ministry of Transportation and Infrastructure goals, objectives, performance measures or financial plan to align with the strategic direction established by Government in late 2020 are presented in the [2021/22 Service Plan](#).

Operating Environment

COVID-19 Pandemic

The COVID-19 pandemic and related Public Health Officer orders and travel guidelines caused immediate drastic drops in passenger volumes and revenues for all British Columbia's public and private transportation sector service providers.

The federal and provincial governments provided one-time funding to BC Transit, TransLink and BC Ferries through the Safe Restart Agreement to maintain essential services and keep fares affordable. TransLink received \$675.8 million, BC Transit \$88.3 million and BC Ferries \$308 million.

To support the aviation sector, the ministry provided airport capital assistance through the BC Air Access Program (\$2.53 million) and economic stimulus funding (\$6.75 million). The ministry also provided \$16.5 million for operational funding support to airports that host medevac services.

The Ministry also provided an operation and recovery grant of \$6.2 million to private inter-city bus companies to support inter-city bus service.

COVID-19 also disrupted B.C.'s rural economies, resulting in increased unemployment. Through the StrongerBC economic recovery plan, the Ministry delivered more than 180 projects valued at approximately \$57 million to support job creation and provide immediate employment opportunities. In 2020/21, the ministry invested more than \$650 million in transportation network improvements that directly benefited B.C.'s rural economies.

The pandemic challenged the western trade supply chain, as well. In response to lockdowns and factory shutdowns, supply chain stakeholders slashed capacity, and profits dropped dramatically. The supply chain was then slow to address shifts in consumer demand. However, by the end of 2020, record volumes of lumber and containerized products were shipped to meet pent up consumer demand. Most other commodities surpassed their 2019 fourth quarter volumes.

In 2020, container volumes decreased by about six per cent at the Port of Prince Rupert and the Port of Vancouver in 2020. However, volumes surged in the final quarter of 2020, increasing by four per cent for the Port of Prince Rupert and 24 per cent for the Port of Vancouver. The ports have recovered from the initial downturn and have come close to meeting or exceeding their volume expectations for the past year. The ports of Prince Rupert and Nanaimo (Duke Point terminal) received \$40 million for port enhancements through StrongerBC.

Throughout the pandemic, the ministry actively participated in monitoring the implications of the pandemic on goods movement in British Columbia by engaging with supply chain stakeholders, including the port authorities, rail carriers and terminal operators.

As part of the BC Pandemic Provincial Coordination Plan, the ministry coordinated all COVID-19 transportation requests that came to the Provincial Emergency Coordination Centre from health authorities, municipalities and First Nations. Ministry staff also maintained continuous communication with the ministry's main transportation stakeholders (such as

BC Ferries, TransLink and BC Transit, and ports) to help manage responses as the pandemic unfolded. Ministry staff managed these extra responsibilities alongside their normal work.

Federal Funding Environment

The Government of Canada has made available billions of dollars to support infrastructure projects across the country. The ministry has made sure that British Columbia was able to effectively leverage these funding opportunities, securing substantial funding through the [New Building Canada Fund](#) (\$1.09 billion under the Provincial-Territorial Infrastructure Component and \$297 million under the National Infrastructure Component), the [Investing in Canada Infrastructure Program](#), (working to accelerate intakes and approvals in 2020, and fully commit the \$3.9 billion in federal funding provided for transit and community-based projects), the [Disaster Mitigation and Adaptation Fund](#), and the [National Trade Corridor Fund](#).

Climate Change

Major climate-related events, such as slope movements and road closures in the Cariboo, put significant pressures on the ministry budget. The repair costs for these events are much larger than in previous years.

Support for Reconciliation

The ministry continues to support the provincial government's commitment to lasting reconciliation with Indigenous peoples and to ensuring they are full partners in British Columbia's economy. Indigenous participation in procurement and involvement in ministry projects can create tangible social and economic benefits for Indigenous groups across the province.

Economic Challenges

British Columbia's economy declined in 2020, as the negative impacts from the COVID-19 pandemic pushed economies all over the world into deep recessions. B.C.'s real GDP contraction of 3.8 per cent was the fourth smallest among provinces (behind Prince Edward Island, Nova Scotia, and New Brunswick). The decline in B.C.'s real GDP was almost entirely driven by service-producing industries, while goods-producing industries had modest declines. Output in the arts, entertainment and recreation, accommodation and food services and transportation were some of the main drivers of the decrease in the service sector. In B.C.'s goods producing sector declines in manufacturing and natural resources were partially offset by increases in the construction sector. Employment in B.C. decreased by 6.6 per cent in 2020. However, wages and salaries remained relatively stable compared to 2019 as low wage workers accounted for the majority of job losses. Retail trade increased by 1.3 per cent in 2020, while consumer prices increased by 0.8 per cent. Residential construction activity slowed but remained relatively strong, with housing starts declining in 2020 after experiencing all-time highs in 2019. In contrast, after declining for three consecutive years home sales reached record levels in late 2020. On the external front, global international trade experienced significant disruptions as the pandemic unfolded. B.C.'s international merchandise exports contracted in 2020 reflecting a combination of weaker global demand and lower commodity prices.

Report on Performance: Goals, Objectives, Measures and Targets

Goal 1: Invest in rural and urban infrastructure improvements that help build a strong, sustainable economy

Objective 1.1: Use Provincial investment dollars effectively to complete priority projects on budget and on time

Key Highlights

- Completed projects such as Highway 1 Admirals-McKenzie Interchange, Highway 1 202nd to 216th widening, Highway 1 Mountain Highway Interchange, Highway 1 Leigh Road to Goldstream Park, Highway 7 Corridor Enhancements, Highway 93/95 Radium Intersection and Cable Ferry Replacements.
- Continued construction on Pattullo Bridge Replacement.
- TI Corp awarded contracts for Broadway Subway and Kicking Horse Canyon and commencement of construction.
- Awarded contracts for Highway 1 to the Alberta Border 4-laning i.e. Chase, Salmon Arm West and Quartz Creek Bridge and commencement of construction on all three.
- Approval of transit projects under the Public Transit Infrastructure Stream (PTIS) of the Investing in Canada Infrastructure Program (ICIP) such as vehicle acquisition, technology deployment, bus shelters, transit exchanges and facility upgrades.
- More than \$400 million was invested in more than 400 projects, improving and rehabilitating Ministry infrastructure.
- An additional \$57 million received through the StrongerBC initiative supplemented maintenance of rural roads and drainage systems and improved active transportation on trails, pathways, sidewalks and bike lanes on more than 150 projects.

Performance Measure(s)	2019/20 Actuals	2020/21 Target	2020/21 Actuals	2021/22 Target	2022/23 Target
1.1 The percentage of projects that meet their budget and schedule	93.2%	91.5%	92.7%	91.5%	91.5%

Data source: Ministry of Transportation and Infrastructure

Discussion of Results

This performance measure reflects the goal of being cost conscious and evaluates all Ministry capital construction and rehabilitation projects, within the overall Transportation Investment Plan, completed each year. This performance measure allows the Ministry to assess how efficiently and effectively it delivers this large suite of projects. The consistent target represents the Ministry's ability to maintain a high level of achievement despite the broad range and varying scope of projects included in the target. In 2020/21, 92.7 per cent of projects were delivered on time and on budget, exceeding the target of 91.5 per cent. Several factors contributed to this including enhancements to project risk assessment practices and enhanced oversight in the development of bridge rehabilitation and replacement projects.

Goal 2: Improve transportation network efficiency to provide British Columbians with safe and reliable access to the services they depend on

Objective 2.1: Improve highway safety and reliability

Key Highlights

- The Ministry partners with ICBC on capital and preservation projects that have expected safety benefits. In 2020/21, ICBC provided funding towards 85 safety related projects, including installation of high friction surface treatment, speed reader boards, durable pavement markings and concrete median barrier.
- The Active Transportation Strategy and Design Guide were developed as part of the Province’s CleanBC plan to build a better future for all British Columbians. The e-mobility pilot project was announced on March 23, 2021 to enable the use of electric kick scooters on roads in specific participating communities over a 3-year period, effective April 5, 2021, for those pilot communities that enact bylaws.
- In November 2020, a congestion-based variable speed limit system was launched on Highway 1, between Abbotsford and Chilliwack, a 24-kilometre section with 23 speed signs.

Performance Measure	Baseline ¹	2019/20 Actuals	2020/21 Target ²	2020/21 Actuals	2021/22 Target ²	2022/23 Target ²
2.1 Serious collision rate on Provincial Highways (Collision per Million Vehicle Kilometre).	0.166	0.127	0.156	0.101	0.154	0.153

Data source: The RCMP and ICBC

¹The baseline value represents the serious collision rate for the five-year period of 2013 to 2017.

²The target is based on historical trends of the 5-year rolling average serious collision rate in the 10-year period between 2009 and 2018. The baseline and targets may change from previously established values following updates from more recent collision data.

Discussion of Results

This measure is an indication of the progress the Ministry has made in reducing serious collisions as a result of highway improvement projects. This provides British Columbians with a safer and more reliable highway system. Collisions are random events. There can be considerable variation in collisions from one year to another due to various factors such as the weather, distractions, impairment, etc. Performance results for this measure are compiled using a tailored approach, which accounts for fluctuations in the frequency of collisions and other confounding factors. Collision data is collected by police as part of their on-site investigation. ICBC provides collision data on provincial highways to the Ministry, which is validated before it is entered in the Collision Information System – the Ministry database.

The serious collision rate for 2020/21 is significantly lower than expected. It is assumed that the steep reduction is because of reduced traffic volume from COVID-19 restrictions.

Objective 2.2: Ensure a high standard of provincial highway rehabilitation and maintenance

Key Highlights

- Concluded the tender and award for 27 of 28 Highway Maintenance service area contracts.
- The new maintenance contracts have increased standards to improve the level of service to the travelling public, particularly in winter, with reduced time to return to bare pavement after a winter event, requirements to be proactive prior to a winter event, and increased patrol frequencies.
- Tendered and awarded contracts for the Northern region and Lower Mainland Electrical Maintenance service areas. The remaining service area, Southern Interior Region, will be tendered during summer 2021.
- The Ministry’s new Electrical Maintenance contracts have higher maintenance standards and new maintenance requirements for electric vehicle charging stations, rest area Wi-Fi systems, and LED lighting.

Performance Measure(s)	2009/10 Baseline	2019/20 Actuals	2020/21 Target	2020/21 Actuals	2021/22 Target ¹	2022/23 Target ¹
2.2 Rating of Maintenance Contractor performance using Contractor Assessment Program.	93%	93.3%	93%	93.2%	93%	93%

Data source: Ministry of Transportation and Infrastructure

Discussion of Results

The Contractor Assessment Program systematically assesses the performance of our Maintenance Contractors, ensuring they meet our high maintenance standards throughout the year. Contractor ratings are based on four components: a local assessment by district staff; a Provincial assessment by Ministry auditors from another service area; a stakeholder assessment consisting of Ministry interviews with local stakeholders; and a submission by Contractors outlining their accomplishments.

The 2020/21 results achieved the target and demonstrate a continued high level of performance among maintenance contractors with the recently tendered maintenance contracts and increased standards. The baseline and targets of 93 per cent ensure that British Columbians are receiving a high level of service from Ministry contractors and that the Ministry expects continued high-performance levels.

Objective 2.3: Provide excellent service to all British Columbians

Key Highlights

- Added 15 new highway camera locations – plus upgrades to four previously existing camera locations – equaling 43 additional views in 2020/21. The Ministry now has a total of 471 camera locations delivering 931 camera views.
- 2,655,601 total engagements with the public through DriveBC and TranBC social media.
- Received and processed more than 6,442 development approval applications all around the province consisting of Works on Rights-of-Way, Rural Subdivisions and Zoning Applications.

Performance Measure(s)	2007/08 Baseline	2019/20 Actuals	2020/21 Target	2020/21 Actuals	2021/22 Target	2022/23 Target
2.3 Survey of stakeholder and citizen satisfaction with Ministry services and processes, rated on a scale of 1 to 5.	3.9	4.15	N/A	N/A	4.1	4.1

Data source: The Ministry’s survey is based on the Common Measurement Tool, a survey framework designed by the Institute for Citizen Centered Service to be administered by public sector organizations to facilitate the measurement of citizen satisfaction.

Discussion of Results

For the 2020/21 Customer Satisfaction Survey, the Ministry intended to limit its delivery to online completion only (no in-person surveys) due to the COVID-19 pandemic. However, with the demands and ongoing uncertainty of COVID-19, starting in March 2020, and consequent public travel restrictions, the survey was deferred. This was the first year the annual survey, launched in 2003, was not offered to British Columbians.

Pre-planning to deliver a 2021/22 Customer Satisfaction Survey began in March 2021. Scheduled to launch in summer 2021, the survey will be offered online only, congruent with direction from the Provincial Health Officer for individuals to limit in-person contact with others.

The survey asks respondents to evaluate their interactions with the Ministry over the previous 12 months. The overall customer satisfaction score is an average that summarizes six key service delivery drivers, which convey the elements of customer service. These service drivers, based on a Common Measurement Tool are: fairness, staff knowledge, timeliness, accessibility, staff respect and courtesy, and information.

The tool and the contents of the survey have been consistent over time (with some minor additions to the services) to maintain comparability from year to year. This creates a high degree of reliability to assess the Ministry’s performance in providing excellent service to all British Columbians.

Goal 3: Invest in transportation options that enhance network efficiency and support climate change objectives

Objective 3.1: Reduce greenhouse gas emissions from the transportation sector¹

Key Highlights

- In 2020/21, the Ministry continued to oversee and support the delivery of transit projects under the federal Public Transit Infrastructure Fund (PTIF) and ICIP, including by providing funding.
- ICIP is expected to enable almost \$8 billion of transit investments over 10 years – about \$6.7 billion in Metro Vancouver and \$1.2 billion in the rest of B.C.
- Key transit projects completed or progressed in BC Transit communities in 2020/21 include:
 - Completion of new transit operations and maintenance facilities in Central Fraser Valley (Abbotsford), Cowichan Valley (Duncan), and Campbell River.
 - Procurement and major refurbishment of buses, including launch of procurement for BC Transit’s first ten battery electric buses.
 - Procurement of advanced fare technology and expansion of NextRide technology.
 - 100 bus shelters installed in communities across B.C.
 - Installation of backup generators at five operations and maintenance facilities.
 - Construction of a southbound Highway 1 priority bus lane in Victoria.
 - Site planning, design and early works for a new handyDART operations facility in Victoria.
- Key transit projects completed or progressed in Metro Vancouver in 2020/21 include:
 - Purchase of new SkyTrain and Canada Line cars (80 have entered service).
 - Expansion of the Canada Line Operations and Maintenance Centre.
 - Construction of a new transit exchange at the Richmond-Brighouse Canada Line Station and upgrades to the Nanaimo and Lonsdale Quay exchanges.
 - New passenger information displays, CCTV cameras, and updated passenger address systems at over 30 SkyTrain stations
 - Upgrades to the Burnaby Transit Centre, electric trolley bus infrastructure, and the SeaBus terminals.
 - Broadway Subway Project - the Ministry awarded a design-build contract in August 2020, and the contractor has undertaken planning and design activities and station preparation including demolition of buildings at station and construction locations.
 - Start of the \$1.5 billion Expo and Millennium Line Upgrade Project, including award of contracts to acquire 205 SkyTrain cars, to design upgrades to SkyTrain facilities and systems, and to upgrade the Edmonds Operations and Maintenance Centre.

Performance Measure(s)	2019/20 Actuals	2020/21 Target	2020/21 Actuals	2021/22 Target	2022/23 Target
3.1 Annual public transit ridership in B.C.	331 million	345 million	124 million	347 million	353 million

Data source: Ministry of Transportation and Infrastructure, and BC Transit and TransLink ridership figures and forecasts.

Discussion of Results

Provincial transit ridership in 2020/21 was substantially below the target established in February 2020, as the COVID-19 pandemic that started in March 2020 resulted in sharply reduced demand. Province-wide ridership declined by over 60 per cent due to reduced economic activity, post-secondary institutions transitioning to online classes, businesses temporarily or fully closing, people working from home, and other factors. While ridership is expected to start recovering when the majority of B.C.’s population is vaccinated, there is a return to in-person classes and more people return to workplaces, it is forecasted to require several years to reach pre-COVID-19 levels.

Measuring transit ridership – the number of rides taken by people using public transit – assists the Province in monitoring the success of transit funding, policies and investments in encouraging British Columbians to increase their use of transit. Transit ridership is an appropriate indicator of progress in reducing greenhouse gas emissions from transportation in B.C., as increased ridership represents person-trips shifted from private automobiles which have higher greenhouse gas emissions per person-kilometre. Transit use also reduces traffic congestion delays for all vehicles on highways and local roads, which reduces emissions from idling and the demand for additional road/highway capacity. Target ridership levels are based on BC Transit and TransLink forecasts, and actual values are obtained from figures published by BC Transit and TransLink, which are reviewed and approved by each organization’s board of directors to ensure accuracy and reliability.

In fall 2020, the Province signed the Safe Restart Agreement with the federal government, providing \$1.08 billion (shared 50-50 by B.C. and Canada) in operational funding relief to TransLink, BC Transit and BC Ferries to address COVID-19 impacts on fare revenues and operating expenses. Funding of \$772 million went to TransLink and local government partners in BC Transit communities to maintain essential transit service levels through 2021/22, and to keep fares affordable over the next three years.

Objective 3.2: Support local economies and communities through the continued development of a multi-modal transportation system¹

Key Highlights

- Implemented actions from the provincial active transportation strategy, [Move. Commute. Connect.](#) including:
 - In partnership with BC Healthy Communities Society delivered the [Active School Travel Planning program.](#)
 - Worked with HUB Cycling to deliver the [EveryoneRides Grade 4 and 5 program](#)
 - Launched the new [Active Transportation](#) website.
 - Worked with the Ministry of Energy, Mines and Low Carbon Innovation to expand [E-bike Incentives](#) available to purchase an e-bike.
 - The [Active Transportation Strategy General Population Survey](#) was conducted by BC Stats to better understand current active transportation use in B.C.
- The [Active Transportation Grant Program](#) continued to be fully subscribed. Of the 134 applications received 44 projects were supported with nearly \$9 million in funding. Nearly 20 per cent of funding went to 11 projects from Indigenous communities and funding for rural communities increased substantially.
- Developed [Reallocation of Roadway Space for Physical Distancing Guidelines](#) to help local governments ensure active transportation space remained safe and accessible to the public during the COVID-19 pandemic.
- Installed four new electric vehicle charging stations at rest areas in Northern B.C. to support adoption of zero emission vehicles (ZEVs) in British Columbia (part of the [CleanBC](#) strategy).
- In partnership with the BC Trucking Association (BCTA), the Ministry developed the Heavy-duty Vehicle Efficiency Program, which consists of a course and incentive program. The course covers basic techniques drivers can apply to make heavy duty vehicles more fuel efficient, green and safe. In 2020/21, 259 companies participated in this program. Companies that have successfully taken the course can apply to the BCTA for reimbursement on the purchase and installation of approved fuel-saving equipment for their vehicles.
- Continued to work on the electrification of the provincial inland ferry fleet, and launched the Arrow Park III, which operates on the Arrow Lakes.

Performance Measure(s)	2019/20 Actuals	2020/21 Target	2020/21 Actuals	2021/22 Target	2022/23 Target
3.2 Number of locations with public EV charging installed or supported by the Ministry ¹	18	24	22	30	36

Data source: The Ministry of Transportation and Infrastructure

¹Current EV charging strategy covers years 2018 to 2022. Planning is underway for a strategy that goes beyond 2022.¹

Discussion of Results

The Ministry began installing public EV charging stations in highway rest areas in 2018 to help accelerate ZEV/EV adoption across B.C. Tracking the number of charging stations in provincial highway rest areas provides an indication of the Ministry progress towards the growth of our EV network. Comprehensive and reliable EV infrastructure helps encourage more inter-community trips and decreases range anxiety.

As the EV charging station network expands to provide more extensive coverage, we begin to reach more rural and remote areas. This presents a greater challenge as the power grid and network connections are more difficult to establish. As a result, fewer EV charging stations were installed than anticipated as installation cost was substantially higher and more technically challenging, and in some cases not feasible.

¹ Objectives 3.1 and 3.2 under Goal 3 have been re-ordered in 2021/22-2023/24 Service Plan. However, they remain here in the order presented in the 2020/21-2022/23 Service Plan, which this document is reporting on.

Financial Report

Discussion of Results

The Ministry's total estimated budget was \$1,231,549,577 including Other Authorizations of \$302,629,577. The Ministry carefully controlled spending during the fiscal year resulting in a year-end surplus of \$2,740,326, which largely reflects the reversal of prior year accruals. The operating budget is managed by closely monitoring expenditures during the year.

Other Authorizations were provided for COVID-19 pandemic response and the transfer of a program from Ministry of Municipal Affairs and Housing. The Ministry was provided with \$100,075,577 for pandemic response and economic recovery as well as \$202,100,000 for transit and coastal ferries pandemic support. These additional COVID related expenditures were incurred to support employment and the economy and ensure transit and ferry services continued despite significant declines in fare revenue during the global pandemic. A budget of \$454,000 was transferred to the Ministry as part of one-time economic recovery funding. All expenditures were managed in the same manner as the Ministry's other expenditures.

Approximately 80 per cent of the Ministry's budget includes significant components which are subject to either inflation or fluctuating market prices. Most of these expenditures are in Highway Operations and Public Transportation.

In Highway Operations the road and bridge maintenance contracts include an annual inflation adjustment. While the inflation adjustment is estimated during 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.

Included in Public Transportation is the coastal ferry services contract of which fuel cost 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 planned 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, and described above, either allows the Ministry to undertake or defer projects in this program.

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

Resource Summary

	Estimated	Other Authorizations¹	Total Estimated	Actual	Variance
Operating Expenses (\$000)					
Transportation and Infrastructure Improvements	16,637	63,425	80,062	79,450	(612)
Public Transportation	350,248	202,100	552,348	548,501	(3,847)
Highway Operations	545,541	36,651	582,192	587,249	5,057
Commercial Transportation Regulation	3,274	0,000	3,274	4,315	1,041
Executive and Support Services	13,220	0,000	13,220	11,581	(1,639)
Community and Legislative Services	0,000	454	454	611	158
Sub-total	928,920	302,630	1,231,550	1,231,707	158
Adjustment of Prior Year Accrual ²	0,000	0,000	0,000	(2,898)	(2,898)
Total	928,920	302,630	1,231,550	1,228,809	(2,740)
Ministry Capital Expenditures (\$000)					
Highway Operations	5,383	0,000	5,383	4,427	(956)
Total	5,383	0,000	5,383	4,427	(956)

¹ “Other Authorizations” include Supplementary Estimates, Statutory Appropriations and Contingencies. Amounts in this column are not related to the “estimated amount” under sections 5(1) and 6(1) of the *Balanced Budget and Ministerial Accountability Act* for ministerial accountability for operating expenses under the Act.

² The Adjustment of Prior Year Accrual of \$2.898 million is a reversal of accruals in the previous year.

Transportation Investments

(\$ millions)	2020/21 Actual
Provincial Investments:	
Highway Corridor Rehabilitation	243
Side Road Improvements	127
Pattullo Bridge Replacement	166
Highway 1 to Alberta Border	114
Broadway Subway	173
Transit Infrastructure	132
Transportation and Trade Network Reliability	193
Safety Improvements	32
Community and other programs	15
Total Provincial Transportation Investments	1,195
Investments funded through contributions from Federal Government and Other Partners:	
Contributions from all partners	358
Total Investments in Transportation Infrastructure¹	1,553

¹Total investments in transportation infrastructure includes operating and capital spending

BC Transportation Financing Authority Statement of Operations

2020/21	Budget	Actual	Over / (Under) Budget
Revenue (\$000)			
Tax revenue ¹	471,000	421,722	(49,278)
Amortization of deferred contributions ²	176,187	173,269	(2,918)
Other operating revenue ³	57,063	39,535	(17,528)
Total	704,250	634,526	(69,724)
Expenses (\$000)			
Highway Operations	660,818	676,956	16,138
Transit Programs	176,147	131,809	(44,338)
Ferry Operations	28,093	25,742	(2,351)
Other	138,759	137,787	(972)
Debt Servicing Costs ⁴	454,936	408,933	(46,003)
Total	1,458,753	1,381,227	(77,526)
Net Loss (\$000)			
Net operating loss	(754,503)	(746,701)	7,802

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

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

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

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

Capital Expenditures

Major Capital Projects (over \$50 million)	Year of Completion	Project Cost to March 31, 2021 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 91 – Alex Fraser Bridge Improvements	2019	66	4	70
<p>Objective: Implement a counter-flow system during peak travel times through the addition of a seventh lane, a moveable barrier system and a delay time information system.</p> <p>Costs: The project cost is \$70 million. The Government of Canada contributed half of eligible costs up to a maximum of \$33 million under the National and Regional Priorities of the new Building Canada Fund. The Project completed in 2020. The asset has been put into service and only trailing costs remain.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improve traffic capacity and reduce travel time delays for commuters and goods movement during peak times. • Respond to community and local government concerns. <p>Risks:</p> <ul style="list-style-type: none"> • This project is substantially complete. No significant risks remain. 				
Highway 1 Widening and 216 Street Interchange	2020	60	2	62
<p>Objective: Widening the Trans-Canada Highway to six lanes between 202nd Street and 216th Street and construction of a diamond interchange at 216th Street to improve traffic flow, reliability and congestion on a core National Highway System route used extensively for moving people and goods.</p> <p>Costs: The project cost is \$62 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 \$12 million toward the cost of the interchange. The Project completed in 2020. The asset has been put into service and only trailing costs remain.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improve safety for all road users. • Reduce congestion and improve travel times through a key corridor. • Support transit use, cycling and other alternatives to single occupant vehicles. • Keep regional traffic off local streets. • Enhancements to local environmental and fish habitats. • Extension of ITS system on the Highway. <p>Risks:</p> <ul style="list-style-type: none"> • This project is substantially complete. No significant risks remain. 				

Major Capital Projects (over \$50 million)	Year of Completion	Project Cost to March 31, 2021 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 1 – Admirals Road/McKenzie Avenue Interchange	2020	96	-	96
<p>Objective: 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>Costs: The project cost is \$96 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. The Project completed in September 2020. Assets have been put into service and only trailing costs remain.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improve safety for all road users. • Reduce congestion and improve travel times through a key corridor. • Support transit use, cycling and other alternatives to single occupant vehicles. <p>Risks:</p> <ul style="list-style-type: none"> • This project is substantially complete. No significant risks remain. 				
Highway 7 Corridor Improvements	2020	70	-	70
<p>Objective: 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 improvements from 222nd Street to Kanaka Way (Haney Bypass-Maple Ridge); and four-laning from Silverdale Avenue to Nelson Street (Mission).</p> <p>Costs: Total project cost is \$70 million including a \$22 million contribution under the Provincial-Territorial Component of the new Building Canada Fund. The Project completed in 2020. Only trailing costs remain.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Address key safety issues along Highway 7. • Improve capacity constraints between the District of Mission and the City of Pitt Meadows. • Support the Province’s commitment to provide a continuous divided four-lane corridor from Mission to Pitt Meadows. <p>Risks:</p> <ul style="list-style-type: none"> • This project is substantially complete. No significant risks remain. 				

Major Capital Projects (over \$50 million)	Year of Completion	Project Cost to March 31, 2021 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 99 – Ten Mile Slide	2021	53	31	84
<p>Objective: Long-term stabilization of the Ten Mile Slide, approximately 17 kilometres northeast of Lillooet and located within Xaxli'p's Fountain Reserve 1A.</p> <p>Costs: The estimated cost is \$84 million, which includes planning, engineering, construction, mitigation, site supervision, First Nations accommodation and contingency. Phase 2, the main stabilization contract, commenced construction in September 2019 and is on schedule for completion by in fall 2021.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improve safety and reliability. • Maintain direct connection between Lillooet and Kamloops. • Maintain community connectivity and cohesiveness for the Xaxli'p community. • Respond to requests for a long-term solution dating back to the mid-1990s. • Limit future costs associated with extra-ordinary maintenance and stabilization measures. <p>Risks:</p> <ul style="list-style-type: none"> • Geotechnical conditions (ongoing slide movement). • Managing traffic during construction. • Impacts to the Xaxli'p Fountain Reserve 1A. • Archaeological finds. 				
Highway 1 – Lower Lynn Corridor Improvements	2021	164	34	198
<p>Objective: Construction of replacement structures over Highway 1 at Mountain Highway, and Keith Road and Main Street/Dollarton Highway as well as municipal improvements on Keith Road/Bridge. The project also includes the construction of westbound collector-distributor lanes and the construction of two new structures on either side of the existing Highway 1 Lynn Creek Bridge.</p> <p>Costs: The estimated cost is \$198 million, inclusive of property acquisition costs and contingencies with contributions from other parties totalling \$121 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improve safety for all road users. • Reduce congestion and improve travel times through a key corridor. • Support community connectivity. <p>Risks:</p> <ul style="list-style-type: none"> • Utility relocations. • Managing traffic during construction. 				

Major Capital Projects (over \$50 million)	Year of Completion	Project Cost to March 31, 2021 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 1 - Illecillewaet Four-Laning and Brake Check	2021	41	44	85
<p>The Illecillewaet Four-Laning and Brake Check Improvement Project is part of the Trans-Canada Highway program and is the first project to be delivered under the Community Benefits Agreement. The project scope includes providing approximately 2 kilometres of four-lane highway to increase vehicle storage during winter closures and to improve passing opportunities, expanding the existing brake check area to accommodate 15 trucks and accommodation of eastbound traffic turn-around to enable trucks and cars in the event of a road closure.</p> <p>Costs: The estimated project cost is \$85.2 million and is cost shared with the federal government, which is contributing \$15.5 million. The estimated total project cost includes engineering, construction, First Nations consultation, archaeology, and project management.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improve safety, mobility and reliability. • Improve travel speeds and relieved congestion, which will reduce driver frustration and improve safety. • Improve capacity and safety for queued vehicles and reduced traveler delay due to highway closures during winter storm and avalanche control events. • Improve brake check safety and capacity. • Provide an opportunity for vehicles to safely turn around in the event of extended highway closures. <p>Risks:</p> <ul style="list-style-type: none"> • Geotechnical conditions. • Environmental impacts. 				
Highway 14 Corridor Improvements	2022	22	55	77
<p>Objective: To enhance safety, introduce opportunities for travel time savings and promote mobility options and transit use to help build a stronger local and regional economy. These objectives will be met by resurfacing and shoulder widening 10 kilometres of Highway 14 between Otter Point Road (west) and Woodhaven Road, and by realigning and four laning with median division over 1.5 kilometres of the highway generally between Connie Road and Glinz Lake Road, including an underpass sideroad connection to Gillespie Road that includes a new Park and Ride transit facility.</p> <p>Costs: \$76.7 million total capital cost made up of \$29 million in funding from the Government of Canada, and \$47.7 million in provincial funding.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Mobility improvements via the introduction of wider paved shoulders for cyclists and improved sideroad connections and the new Park and Ride transit facility. • Safety improvements via wider paved shoulders, better surface conditions, straighter alignments, intersection upgrades, median barrier division, channelization and lighting. • Reliability improvements as a result of the safety benefits associated with reduced collisions and associated highway closures, as well as new passing opportunities. <p>Risks:</p> <ul style="list-style-type: none"> • Environmental and geotechnical. • Properties. • Construction and Traffic Management. 				

Major Capital Projects (over \$50 million)	Year of Completion	Project Cost to March 31, 2021 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 4 Kennedy Hill Safety Improvements	2022	32	22	54
<p>Objective: The project is located adjacent to Kennedy Lake approximately 14km northeast of the Tofino/Ucluelet Highway 4 junction. The safety improvements over the 1.5-kilometre project length include: Widening the highway to accommodate two full lanes, paved shoulders, and roadside barriers. Highway realignments to address speed advisory curves and hill grade. Excavating bedrock to eliminate existing overhanging rock and rock slope stabilization. A new rest area and intersection for safe access.</p> <p>Costs: \$53.96 million total Capital cost made up of \$13.5 million in funding from the Government of Canada, and \$40.46 million in Provincial funding.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • The project will benefit the surrounding communities by stimulating economic development and tourism opportunities that rely on this vital corridor. • Wider shoulders will improve safety for all users of the highway, including vehicles, cyclists and pedestrians. • The project will benefit commercial and recreational vehicles with the reduced road grade and elimination of the overhanging rock. • The new rest area and view point will be a benefit to area tourism. <p>Risks:</p> <ul style="list-style-type: none"> • Environmental and geotechnical. • Construction and Traffic Management. 				
West Fraser Road Realignment	2023	9	94	103
<p>Objective: Reconstruct 5.6 km of two-lane West Fraser Road on a new alignment, bypassing a closed eroded section that was washed out in 2018 and is located in an active landslide area. A new bridge will be constructed over Narcosli Creek along a new alignment. This project will improve the connectivity of local Indigenous and non-Indigenous communities in the area by eliminating the need take a substantial detour which has been in place since the closure.</p> <p>Costs: The estimated cost is \$103.4 million, and the project is eligible for reimbursements from the Government of Canada through the Disaster Financial Assistance Arrangements (DFAA).</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improves travel time and reliability for residents affected by the detour. • Better connects Indigenous communities that are separated by the closure. • Improves the ability for local industries to get their goods and resources to their destination. • Improves safety of all road users through lower collision risk. • Avoids active slides and rockfall areas. <p>Risks:</p> <ul style="list-style-type: none"> • Geotechnical conditions. • Archeological finds. • Potential for flooding in Narcosli Creek drainage area. 				

Major Capital Projects (over \$50 million)	Year of Completion	Project Cost to March 31, 2021 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 91 to Highway 17 and Deltaport Way Corridor	2023	115	145	260
<p>Objective: A combination of improvements to the existing Highway 91, Highway 17, Highway 91 Connector and Deltaport Way to improve travel safety and efficiency. These upgrades will improve local and commercial travel in the area and reduce conflicts between commercial vehicles and other traffic. They also complement the Alex Fraser Bridge improvements and 72nd Avenue Interchange projects.</p> <p>Costs: The estimated cost is \$260 million, with the Government of Canada contributing \$81.7 million, the Port of Vancouver \$87.5 million, the Province of B.C. \$87.5 million, and the Tsawwassen First Nation \$3.5 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Reduce congestion to improve travel time and reliability through Delta. • Improve traffic safety for goods movers and the travelling public, with lowered collision risk and better operating hours at the Nordel commercial inspection facility. • Support community and economic development, with better access to employment areas, faster access between South Delta and North Delta/Surrey, improved cycling connections, and improved permitting and inspection service for commercial vehicle operators. <p>Risks:</p> <ul style="list-style-type: none"> • Geotechnical conditions. • Traffic management during construction. • Archeological finds. • Utility relocations. 				
Highway 1 Quartz Creek Bridge Replacement	2023	11	110	121
<p>Objective: Upgrading approximately 4.4 kilometres of the Trans-Canada Highway to four lanes, including a replacement of the existing Quartz Creek bridge, a new bridge structure to replace the existing Wiseman Stream Culvert (culvert buried under 30 metres of highway fill), and access improvements to forest service roads.</p> <p>Costs: Approved project budget is \$121.4 million, with the Government of Canada contributing \$49.9 million under the Provincial-Territorial Component of the new Building Canada Fund.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improve safety, mobility, and reliability for all users on this section of the Trans Canada Highway. • Increase capacity on a vital transportation link between British Columbia and the rest of Canada, supporting regional, provincial and national economic growth. • Improve safety for accessing forest service roads. <p>Risks:</p> <ul style="list-style-type: none"> • Third party agreements. • Schedule delays. • Geotechnical conditions. 				

Major Capital Projects (over \$50 million)	Year of Completion	Project Cost to March 31, 2021 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Kootenay Lake Ferry Service Upgrade	2023	15	70	85
<p>Objective: To replace the aging MV Balfour with a new, larger electric-ready ferry; as well as improve safety and accessibility at both ferry terminals (Balfour and Kootenay Bay).</p> <p>Costs: The approved project budget is \$84.7 million. The project is cost shared between the provincial and federal governments. Federal funding of \$17.2 million is being provided through the New Building Canada Fund – Provincial-Territorial Infrastructure Component.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Provide service continuity after the retirement of MV Balfour. • Improve capacity to meet demand during summer peaks. • Reduce GHG emissions. • Improve traffic flow in/out of both ferry terminals (Balfour and Kootenay Bay). • Improve safety and accessibility for motorists and pedestrians using the terminal. <p>Risks:</p> <ul style="list-style-type: none"> • Project delays may impact ferry service. • Vessel assembly in a remote location. • Archaeological and geotechnical conditions. • Market conditions may impact project pricing and vessel delivery. 				
Highway 1 - R.W. Bruhn Bridge	2023	25	200	225
<p>Objective: The R.W. Bruhn Bridge and Approaches Project supports the provincial commitment to accelerate Highway 1 upgrades to the Alberta border, and addresses the immediate needs of the aging bridge infrastructure and associated safety, mobility and reliability issues. The project scope includes four-laning approximately 1.98 kilometres of Highway 1 and replacing the R.W. Bruhn Bridge. The Project extends approximately 2.5 kilometres and includes at-grade intersection improvements at Old Sicamous Road, Old Spallumcheen Road, Gill Avenue and Silver Sands Road. The scope also includes a new multi-use path to increase safety for pedestrians and cyclists.</p> <p>Costs: The estimated project cost is \$224.5 million. The project is cost shared between the provincial and federal governments with a federal contribution of \$91.1 million and a provincial contribution of \$133.4 million. Federal funding is being provided through the new Building Canada Fund. The estimated total project cost includes engineering, construction, land acquisition, First Nations consultation, archaeology, and project management.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improve safety and traffic flow along the Trans-Canada Highway corridor. • Replace aging R.W. Bruhn Bridge. • Improve safety of local road connections at the Trans-Canada Highway. • Enhance safety for pedestrians and cyclists along the Trans-Canada Highway corridor. • Continue collaboration with Indigenous people and government on opportunities and accommodation. <p>Risks:</p> <ul style="list-style-type: none"> • Archeological finds. • Potential costs and schedule delay with property acquisition completion. • Geotechnical conditions. 				

Major Capital Projects (over \$50 million)	Year of Completion	Project Cost to March 31, 2021 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 1 - Chase Four-Laning	2023	40	180	220
<p>Objective: Upgrading approximately 4.9 kilometres of the Trans-Canada Highway to increase safety and capacity by expanding narrow two-lane sections, constructing safer access points to local communities and promoting safer pedestrian and cycling inter-community access.</p> <p>Costs: Estimated project cost is \$222.1 million, with the Government of Canada contributing \$12.1 million under the Provincial-Territorial Component of the new Building Canada Fund. The Chase Four laning project is composed of the following phases:</p> <ul style="list-style-type: none"> • Phase one, Chase Creek Road to Chase West, will be completed in fall 2023 • Phase two, Chase West to Chase Creek Bridge will be complete in fall 2023 • Phase 3, Hoffman’s Bluff to Chase West has released the associated federal funding and been removed from the Chase Four Laning project to allow for additional consultation with the Neskonlith Indian Band. The ministry is continuing with the detailed design process, determining the property requirements and working closely with the Neskonlith Indian Band to address any concerns and impacts the design could have on the band. <p>Benefits:</p> <ul style="list-style-type: none"> • Improve safety, mobility and reliability of this section of Highway 1 for all road users. • Increase capacity on a vital transportation link between British Columbia and the rest of Canada, supporting regional, provincial and national economic growth. • Improve intersections and accesses for local residents of the Village of Chase and Indigenous communities. • Improve pedestrian and cyclist accommodation for the communities. <p>Risks:</p> <ul style="list-style-type: none"> • Potential additional costs related to completing property acquisition. • Potential cost increase and delays related to evaluation of scope change requests following stakeholder input. • Potential for changed conditions during construction. 				

Major Capital Projects (over \$50 million)	Year of Completion	Project Cost to March 31, 2021 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 1 – Salmon Arm West <p>Objective: Upgrade 3.2 kilometers of the Trans-Canada Highway to four lanes to improve safety, mobility and reliability on this key section of the corridor. The project includes four-laning, intersection improvements, replacement of Salmon River Bridge, construction of an interchange with frontage road connections at 1st Ave. SW, construction of frontage roads to consolidate access to and from Highway 1, and a multi-use pathway for pedestrians, cyclists and other non-motorized users. Includes up to four intersections, a new bridge across the Salmon River, a new interchange, and approximately four kilometres of frontage roads.</p> <p>Costs: The current estimate is \$155 million including a \$31.24 million Government of Canada contribution under the Provincial-Territorial Infrastructure Component of the new Building Canada Fund. The project is composed of two segments and will be delivered in two phases. The first phase, from 1st Avenue SW to 10th Avenue SW, was tendered in spring/summer 2020.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improve the safety, mobility and reliability of the Trans-Canada Highway corridor. • Improve safety for the City of Salmon Arm, local Indigenous community members and the surrounding area with improvements to intersections and accesses. • Improve pedestrian and cyclist accommodation with construction of a multi-use pathway that will integrate with the community trail networks. • Mitigate impacts of projects on Indigenous interests including archaeological, environmental and cultural interests. <p>Risks:</p> <ul style="list-style-type: none"> • Archaeological impacts. • Potential additional costs or delays related to completing property acquisition. • Disposition of the existing Salmon River Bridge to the City of Salmon Arm. 	2023	50	105	155
Highway 1 216th to 264th Street Widening <p>Objective: Construction of 10 kilometres of High Occupancy Vehicle (HOV) lanes in both directions of the Trans-Canada Highway between 216th and 264th streets in Langley. The project will include a new interchange at 232nd Street; the replacement of Glover Road Underpass and the CP Rail Underpass and a west bound truck climbing lane between 232nd and 216th streets and a parking lot for up to 150 commercial vehicles and 45 passenger vehicles.</p> <p>Costs: Estimated cost is \$235 million, with the Government of Canada contributing half of eligible costs up to a maximum of \$109 million under the Provincial-Territorial Infrastructure Component of the new Building Canada Fund. The Township of Langley is contributing up to \$27.1 million for the 232nd interchange component.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improve safety for all road users. • Reduce congestion and improve travel times through a key corridor. • Support HOV use. <p>Risks:</p> <ul style="list-style-type: none"> • Geotechnical conditions. • Archeological impacts. • Replacement of the Canadian Pacific Railway crossing of Highway 1 while keeping container traffic moving along the Roberts Banks Rail Corridor. • Maintaining adequate traffic flow during construction may require temporary works and development of comprehensive traffic control plans. 	2024	16	219	235

Major Capital Projects (over \$50 million)	Year of Completion	Project Cost to March 31, 2021 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 1 – Kicking Horse Canyon Phase 4	2024	131	470	601
<p>Objective: Upgrade the final 4.8 kilometres of the Kicking Horse Canyon section of the Trans-Canada Highway to a modern, four-lane standard, completing the corridor improvements from the junction of Highway 95 at Golden to the western boundary of Yoho National Park. This portion of the Trans-Canada Highway serves as a gateway between British Columbia and the rest of North America and is a key part of the province’s inter-provincial trade, tourism and resource economies. The first three phases of the project have been completed and are now in operation.</p> <p>Costs: The current estimate for Phase 4 is \$601 million. The Government of Canada is contributing \$215.2 million under the National Infrastructure Component of the new Building Canada Fund.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Increase the safety, reliability and capacity on a critical provincial and national gateway. • Strengthen economic development through increased tourism and efficient movement of goods and services. <p>Risks:</p> <ul style="list-style-type: none"> • Challenging climatic and geographic conditions. • Traffic management during construction.] 				
Pattullo Bridge Replacement	2024	295	1,082	1,377
<p>Objective: A new four-lane bridge that meets current seismic and road design standards and provides a safe and reliable crossing for vehicles, pedestrians and cyclists and network connections in Surrey and New Westminister.</p> <p>Costs: 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 2024. The removal of the existing bridge will occur after the new bridge is in service.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improve safety for drivers. • Improve seismic resiliency and emergency response capability. • Improve regional connectivity. • Improve the movement of goods. • Provide safer corridors for pedestrians and cyclists. <p>Risks:</p> <ul style="list-style-type: none"> • Managing traffic during construction. • Archeological impacts. • Permitting/regulatory requirements. • Utility relocations. • Third party agreements. • Geotechnical conditions. 				

Major Capital Projects (over \$50 million)	Year of Completion	Project Cost to March 31, 2021 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Broadway Subway	2025	419	2,408	2,827
<p>Objective: The proposed project is a 5.7-kilometre extension of the existing Millennium Line along Broadway from VCC Clark station, entering a 5-kilometre tunnel at the Great Northern Way campus and continuing as a subway to Arbutus Street. Six underground stations will be built: one at the Great Northern Way campus, and five along Broadway Avenue (Main Street, Cambie Street, Oak Street, Granville Street and Arbutus Street). Upon completion, it will be fully integrated into the regional transportation network and operated by TransLink.</p> <p>Costs: The Broadway Subway Project will cost \$2,827 million and will be funded through contributions of \$1,380 million from the Government of British Columbia, \$897 million from the Federal Government and \$100 million from the City of Vancouver. The Project is a key part of the rapid transit program in Metro Vancouver’s Mayors’ Council 10-Year Vision, Phase 2. The Vision is funded by the governments of B.C. and Canada, TransLink, and local municipalities.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Provide faster, convenient and more reliable transit service. • Improve transportation options and economic development potential. • Connect communities and regional destinations and fill the gap in the regional transit network. • Help meet future needs by keeping people and goods moving and supporting a growing economy. • Support environmentally friendly transportation options. • Improve regional affordability and access to the Broadway Corridor. <p>Risks:</p> <ul style="list-style-type: none"> • Traffic management during construction. • Geotechnical Conditions. • Third Party Agreements. • Future expandability. • Utility relocations. 				

Appendix A: Agencies, Boards, Commissions and Tribunals

As of March 31, 2021, the Minister of Transportation and Infrastructure is responsible and accountable for the following:

[BC Transit](#)

BC Transit coordinates the delivery of public transportation across B.C. with the exception of those areas serviced by TransLink (Metro Vancouver).

[BC Container Trucking Commissioner](#)

The Office of the BC Container Trucking Commissioner enforces compliance with the Container Trucking Act, issues Container Trucking Services licences within the Truck Licencing System and facilitates ongoing policy and regulatory review.

[Passenger Transportation Board](#)

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

Appendix B: Crown Corporations Reporting Out in This Annual Service Plan Report

[BC Transportation Financing Authority \(BCTFA\)](#)

Organizational Overview:

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

Corporate Governance:

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

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

Financial Statements

[BCTFA Audited Financial Statements](#)

BCTFA Performance Plan

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

Strategies:

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

[BC Railway Company \(BCRC\)](#)

Organizational Overview:

BCRC's primary mandate is to acquire and hold railway corridor and strategic port lands and to make related infrastructure investments to provide benefits to the province. BCRC owns the former BC Rail railway lands and track 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 the Roberts Bank coal and container terminals). BCRC, through its subsidiary BCR Properties Ltd., also owns port-related lands which are leased to terminal operators, including those upon which the Vancouver Wharves and Squamish Terminals port facilities operate.

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

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

Corporate Governance:

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

Goals and Strategies:

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

Key Strategies:

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

Goal 2: Participate in joint planning and development initiatives related to western trade corridor strategies

Key Strategies:

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

Goal 3: Effective and efficient management of the long-term leases of BCRC's strategic assets, including the Revitalization Agreement with CN Rail, the Operating Lease Agreement with Pembina Pipelines Corporation and the property lease with Squamish Terminals

Key Strategies:

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