

**Ministry of  
Transportation  
and Infrastructure**

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**2021/22  
Annual Service Plan Report**

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For more information on the Ministry of Transportation and Infrastructure contact:

PO Box 9850

STN PROV GOVT

Victoria, BC

V8W 9T5

250 387-3198

Or visit our website at

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

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## Minister's Accountability Statement



The *Ministry of Transportation and Infrastructure 2021/22 Annual Service Plan Report* compares the Ministry's actual results to the expected results identified in the *2021/22 – 2023/24 Service Plan* created in April 2021. I am accountable for those results as reported.

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

Honourable Rob Fleming  
Minister of Ministry of Transportation and Infrastructure  
July 29, 2022

## Minister of State's Accountability Statement



The Ministry of Transportation and Infrastructure *2021/22 Annual Service Plan Report* compares the Ministry's actual results to the expected results identified in the *2021/22 – 2023/24 Service Plan* created in April 2021. Under the Balanced Budget and Ministerial Act, I am accountable for achieving the following results for 2021/22:

- work with the Minister of Transportation and Infrastructure to develop a plan that will advance critical transportation infrastructure;
- 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;
- support planning to improve the movement of goods and people in the Fraser Valley, including the widening of Highway 1;
- advance the work to replace the Massey crossing;
- support the work of the Pattullo Bridge Replacement Project to ensure a successful completion;
- 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;
- submit to Cabinet a report on the results referred to in paragraphs (a) through (f) on or before March 31, 2022.

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

Honourable Bowinn Ma  
Minister of State for Infrastructure  
August 5, 2022

## Table of Contents

Minister’s Accountability Statement .....	3
Minister of State’s Accountability Statement .....	4
Letter from the Minister .....	6
Letter from the Minister of State .....	7
Purpose of the Annual Service Plan Report.....	8
Purpose of the Ministry.....	8
Strategic Direction .....	8
Operating Environment.....	9
Report on Performance: Goals, Objectives, Measures and Targets.....	12
Financial Report.....	19
Discussion of Results .....	19
Resource Summary .....	20
B.C. Transportation Financing Authority Statement of Operations .....	21
Transportation Investments.....	22
Appendix A: Agencies, Boards, Commissions and Tribunals.....	37
Appendix B: Crown Corporations Reporting Out in This Annual Service Plan Report .....	38

## Letter from the Minister

I am pleased to present the Ministry of Transportation and Infrastructure's Annual Service Plan Report for fiscal year 2021/22.

This year my ministry responded to two tremendous challenges: the continuing pandemic, and one of the most destructive weather events in British Columbia's history. The atmospheric river in November devastated several of our vital highways. Seven bridges on the Coquihalla Highway were heavily damaged or collapsed. A large section of Highway 1 was completely wiped out by a landslide. Highway 8 was largely destroyed.

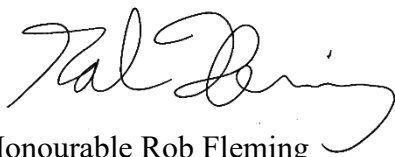
I am extremely proud of how ministry staff, highway crews, contractors and other partners responded to the emergency and worked so quickly and effectively to reconnect our communities and restore our vital supply lines. Reconstruction work continues today, and we are rebuilding our highways to be resilient and designed to withstand the effects of climate change and the extreme weather we can expect it to bring.

In addition to this essential recovery work, my ministry continued its progress on major projects including the Highway 99 Tunnel Program to replace the George Massey Tunnel, the Pattullo Bridge Replacement Project, the Broadway Subway Project, the Surrey Langley SkyTrain project, the Highway 91/17 Upgrade Project, expanding Highway 1 through the Fraser Valley and continuing major construction work on the Highway 1 corridor, including the Kicking Horse Canyon project. As part of our [StrongerBC](#) plan we have provided funding for regional airports, side road maintenance, and inter-city bus service.

We continue to create opportunities for transit-oriented development, affordable housing, and economic growth by aligning and integrating transportation infrastructure with regional development. Changes to the Transportation Act will lead to greener and more liveable communities and increase affordable housing and services.

My ministry plays an important role in the [CleanBC Roadmap to 2030](#) as we encourage the transportation sector to reduce emissions and become more energy efficient. We continue development of a Clean Transportation Action Plan to help us meet our 2030 targets. Today I'm pleased to see so many British Columbians switching to electric cars and many companies transitioning their fleets to zero-emission vehicles.

We are investing in recovery, resilience, reliability, and an environmentally sound transportation system that will support our communities and our economy.



Honourable Rob Fleming  
Minister of Transportation and Infrastructure  
July 29, 2022

## Letter from the Minister of State

As Minister of State for Infrastructure, I am pleased to work with the Minister of Transportation and Infrastructure in the delivery of transportation infrastructure across our province. Our infrastructure investments are creating jobs, enhancing economic growth, and benefiting communities, and transforming the way that people get around.

We have a series of major projects underway that will support the efficient movement of people, goods, and services. As part of our commitment to CleanBC, we are also focused on reducing greenhouse gas emissions from our transportation systems. By improving transit service and active transportation infrastructure across the province, we can provide people and families with more choices for how they travel and help us meet our CleanBC targets of shifting trips from cars to low- or zero-emission modes of travel.

To encourage transit use and enable transit-oriented development, we are expanding Metro Vancouver's rapid transit network with the Broadway Subway Project and Surrey Langley SkyTrain Project. We are also making good progress on replacing the aging Pattullo Bridge to ensure that people and goods can move safely across the Fraser River.

The Highway 99 Tunnel Program will replace the George Massey Crossing with a new immersed tube tunnel that includes three general-purpose lanes and a dedicated transit lane in each direction as well as a dedicated multi-use path to connect pedestrians and cyclists with active transportation routes on either side of the Fraser River. Work is already underway on a new Steveston Interchange. By making significant active transportation investments as part of our major projects, as well as continuing and expanding our Active Transportation Grant Program, we are building on our efforts to deliver safe walking, cycling, and rolling pathways for people in communities throughout the province.

As we continue our work to recover from the devastating impacts of last November's storm events, so are we looking forward into the future. The delivery of a resilient and modern transportation system is a key part of our commitment to the success of people and communities in British Columbia.



Honourable Bowinn Ma  
Minister of State for Infrastructure  
August 5, 2022

## 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, coastal and inland ferry service delivery, active transportation network improvements and other more socially and environmentally responsible 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 Active Transportation Infrastructure Grant Program](#) and the [British Columbia Air Access Program](#). These programs help local communities invest in improvements to active transportation infrastructure and local airports 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 2020, [Minister Rob Fleming's 2020 Mandate Letter](#), and government's coordinated response to the COVID-19 pandemic shaped the goals, objectives, performance measures and financial plan outlined in the [2021/22 Ministry of Transportation and Infrastructure Service Plan](#) and the actual results reported on in this annual report.



## **Operating Environment**

### **Regional Economies**

B.C.'s rural economies are integral to building a strong, sustainable, innovative economy. As regional economies started to return to normalcy, the Ministry continued to invest in the province's transportation network, supporting job creation and providing local employment opportunities throughout British Columbia. In 2021/22, the Ministry invested more than \$600 million in improvements to the transportation network that directly benefited B.C.'s rural economies.

### **Supply Chain**

Global supply chains have not yet fully recovered from the impacts of the pandemic, and there is still unpredictability in global trade patterns.

While B.C. ports have remained relatively fluid during the pandemic compared to U.S. West Coast ports, disruption events created immediate and ongoing impacts to supply chains. Wildfires through the summer disrupted rail service in southern B.C., however, fluid goods movement resumed following restoration of rail service. The atmospheric river event in the fall was the year's most acute disruption event to the B.C. goods movement network, impacting many industries. Highway and rail access to the Lower Mainland was severed from weeks to months, disrupting the flow of goods across supply chains. The Ministry took action to coordinate with governments and industry to ensure the movement of essential goods to communities. Interim measures were also established with the U.S. to help commercial goods move more easily by enabling Canadian domestic truck carriers that do not normally cross the border to do so.

Throughout the pandemic and the B.C. disruption events, the Ministry actively participated in monitoring the implications of the pandemic on goods movement in the province by engaging with supply chain stakeholders, including the port authorities, rail carriers and terminal operators.

### **Climate Change**

During the spring and summer of 2021, British Columbia experienced unprecedented impacts from wildfires. Among the 600 kilometres of roads affected, several numbered highways were burned and had to be closed during the summer season. The Ministry is in the process of reviewing, prioritizing and actioning recommendations from the wildfire hazard report.

Also, in 2021 a major atmospheric river event occurred between November 15 and 17 that closed all land routes (road and rail) and the main fuel pipeline between the Lower Mainland and the rest of Canada for over a week. Fuel rationing and limited land travel severely restricted goods movement and services in the province. Several construction projects experienced significant delays due to flooded worksites and heavy equipment being seconded to assist in the recovery efforts. The next phase of permanent repairs on Highways 1, 5 and 8 will be very costly and require considerable resources to complete.

As the Ministry works to recover from these significant events, a commitment has been made to build back better with infrastructure and transportation systems that are more climate resilient.

### **Federal Funding Environment**

The Government of Canada has made available billions of dollars to support infrastructure projects across the country. The Ministry secured 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) and the Investing in Canada Infrastructure Program (\$3.9 billion to complete 2021 intakes and accelerate approvals to fully commit the federal program for transit and community-based projects). The Ministry also applied for project funding through the Disaster Mitigation and Adaptation Fund, and the National Trade Corridor Fund. To assist with recovery and reconstruction of our highway infrastructure that was damaged due to the atmospheric event, the Ministry is also extensively accessing the Federal Disaster Financial Assistance Arrangements (DFAA) through Emergency Management BC. A DFAA approval has been given for recovery from a landslide and flood event that occurred in the Cariboo in the spring of 2021.

### **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.

### **COVID-19 Pandemic Recovery**

Although many of the measures in place to reduce impacts from COVID-19 began to ease over the past year, public and private transportation service providers continued to face challenges early in the year. The federal and provincial governments provided funding to protect fare affordability and ensure these critical transportation services remained available to British Columbians. The Ministry also continues to improve internal operations based on the lessons learned during the pandemic.

### **The Economy**

British Columbia's economic recovery strengthened in 2021. B.C.'s real GDP growth of 6.2 per cent was the second highest among provinces (behind Prince Edward Island), following a contraction of 3.4 per cent in 2020. Growth in B.C.'s real GDP was mostly driven by service-producing industries such as real estate, rental and leasing, healthcare and social assistance, and professional, scientific and technical services. Goods-producing industries also experienced growth with gains in most sectors, led by mining, quarrying and oil and gas extraction. While B.C.'s recovery broadened in 2021, it remained uneven as sectors such as accommodation and food services, and arts, entertainment and recreation have yet to fully recover to pre-pandemic levels. B.C.'s labour market strengthened in 2021, with employment growth of 6.6 per cent while wages and salaries increased by 11.3 per cent. Consumer spending on goods remained at elevated levels and nominal retail sales posted overall growth of 12.6 per cent. Meanwhile,

inflation grew throughout the year and increased by 2.8 per cent on an annual basis, largely due to supply-chain disruptions, resilient demand for goods and services, and high energy prices. Residential construction activity reached a record high in 2021, with housing starts increasing by 25.6 per cent. At the same time, home sales also reached a record high in 2021 while the average home sale price saw double-digit increases. On the external front, B.C.'s international merchandise exports grew by 36.0 per cent, reflecting a combination of the recovery in global demand and higher commodity prices amid impacts from the B.C. floods and landslides in November 2021.

## 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

- Projects reaching substantial completion include George Massey Tunnel Safety Upgrades, Highway 1 Lower Lynn Corridor, Broman Lake Passing Lane and Highway 1 Illecillewaet Four-Laning and Brake Check.
- Awarded contracts for the Fraser River Tunnel Program, Highway 99 Steveston Interchange/Transit and Cycling Improvements, Highway 16 Terrace Commercial Vehicle Inspection Station and Highway 17 Mt. Newton Transit Queue Jumping Lanes.
- 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.
- Continued planning for several major projects including the Surrey Langley Skytrain Project, Fraser Valley Highway 1 Corridor Improvement program, the Taylor Bridge crossing and Trans-Canada four-laning between Kamloops and the Alberta Border.
- Almost \$500 million was invested in more than 500 projects, improving and rehabilitating Ministry infrastructure and more than 2,200 lane kilometres of road network were improved.

Performance Measure(s)	2020/21 Actuals	2021/22 Target	2021/22 Actuals	2022/23 Target	2023/24 Target
1.1 The percentage of projects that meet their budget and schedule.	92.7%	91.5%	93.3%	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 2021/22, 93.3 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 The Insurance Corporation of British Columbia (ICBC) on capital and preservation projects that have expected safety benefits, and in 2021/22, ICBC provided funding towards 50 safety related projects which included intersection safety improvements, installation of pedestrian safety fencing, speed reader boards, durable pavement markings, and concrete barriers.
- The Ministry replaced the four-way stop at the junction of Highways 93 and 95 in Radium Hot Springs with a roundabout to improve safety and traffic flow.
- The Ministry works closely with other Ministries and partners such as First Nations leaders, wildlife advocacy groups, and fish and game associations, to develop wildlife-vehicle collision mitigation solutions to meet local and regional needs around the province, including: modification of three bridges on Highway 3 to increase wildlife movement under the highway; installation of six solar-powered flashing wildlife warning signs in high elk crossing areas on Highway 18; installation of wildlife cameras to monitor elk movement between Duncan and Lake Cowichan; and the placement of intercept salt feeding stations for Mountain Goats near the Town of Lardeau on Highway 31.
- The Ministry developed road safety policies such as the centreline rumble strips in passing zones to reduce cross-over and off-road left collisions, and also updated the requirements for acceptance of crashworthy roadside highway safety devices to the latest crash testing criteria to minimize collision severity.

Performance Measure(s)	Baseline <sup>1</sup>	2020/21 Actuals	2021/22 Target <sup>2</sup>	2021/22 Actuals	2022/23 Target <sup>2</sup>	2023/24 Target <sup>2</sup>
2.1 Serious collision rate on Provincial Highways (Collision per Million Vehicle Kilometre).	0.161	0.115	0.155	0.115	0.153	0.152

Data source: The RCMP and ICBC

<sup>1</sup>The baseline value represents the serious collision rate for the five-year period of 2014 to 2018.

<sup>2</sup>The target is based on historical trends of the 5-year rolling average serious collision rate in the 10-year period between 2010 and 2019. 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 through 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 factors such as the weather, distractions, impairment, etc. This measure uses an advanced technique, 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 Ministry’s Collision Information System database.

Note, the actual serious collision rate for 2021/22 is significantly lower than expected. It is assumed that the reduction is due to traffic pattern changes 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 the Service Area 20 Highway Maintenance Agreement.
- Tendered and awarded the Southern Interior Region Electrical Maintenance Service Agreement.
- 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.
- Through the Preservation Program, the Ministry invested approximately \$483 million on resurfacing and structure rehabilitation and replacement with considerations given for climatic change and seismic reliance.

Performance Measure(s)	2020/21 Actuals	2021/22 Target	2021/22 Actuals	2022/23 Target	2023/24 Target
2.2 Rating of Maintenance Contractor performance using Contractor Assessment Program	93.2%	93%	93.8%	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 2021/22 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

- The public engaged with the Ministry through DriveBC and TranBC’s social media platforms more than 6,976,955 times, to get information on highway conditions, project updates, safety messaging, announcements, emergency impacts and various topics to help them prepare to travel.
- Received and processed more than 6,000 Development Services applications all around the province, consisting of Highway Use Permits like works on rights-of-way and access, municipal and rural subdivisions, as well as local government approval processes such as zoning applications and development permits.
- Added 11 new highway camera locations – plus upgrades to five previously existing camera locations – equaling 29 additional views in 2021/22 and bringing the total to 495 camera locations delivering 968 camera views.
- The Provincial Permit Centre issued over 164,000 permits for oversized and overweight loads to move around the province.

Performance Measure(s)	2020/21 Actuals	2021/22 Target	2021/22 Actuals	2022/23 Target	2023/24 Target
2.3 Survey of stakeholder and citizen satisfaction with Ministry services and processes, rated on a scale of 1 to 5 <sup>1</sup>	N/A	4.1	3.9	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 2021/22 Customer Satisfaction Survey, the Ministry limited its delivery to online completion only (no in-person surveys) due to the COVID-19 pandemic. Through digital promotion and engagement, 4,492 surveys were completed online, the second highest participation rate in the history of the survey.

The 2021/2022 overall score of 3.9 was slightly lower than the target of 4.10 (out of 5) published in the Ministry’s annual service plan. Due to a year of exceptional impacts and employees in our organization doing their utmost amid multiple challenges, it is possible that major events such as COVID-19 pandemic travel restrictions, freshet flooding and wildfires, along with some major projects on Highway 1 and in the Lower Mainland causing travel delays and inconvenience, may have affected customer satisfaction.

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. As well, the survey asks for public stakeholder input and satisfaction in the quality levels of 18 ministry services.

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

#### **Objective 3.1: Support local economies and communities through the continued development of a multi-modal transportation system**

##### **Key Highlights**

- In September 2021, the Ministry, in partnership with TransLink, BC Transit and local governments, launched the [“Get on Board!”](#) program which enables children aged 12 years and under to ride free of charge on all TransLink and BC Transit services, making transit more affordable for families and helping to reduce greenhouse gas emissions.
- In March 2022, the Province and federal government partnered to provide an additional \$204.1 million in pandemic relief funding to TransLink (\$176 million) and BC Transit (\$28.1 million) to help provide essential transit service by covering ongoing revenue losses and pandemic-related costs through 2024/25.
- The provincial government invested \$27 million in 2021/22 to support \$67 million of investments in transit infrastructure in BC Transit communities, including new buses, operations and maintenance facilities, bus shelters, information technology initiatives, park-and-rides and transit exchanges.
- In January 2022, TransLink’s [Transport 2050](#) plan was approved by the Mayors’ Council after a significant period of planning, with the Province participating as a senior partner in the development of this a new long-term vision for Metro Vancouver that will guide transportation decisions for the next three decades and includes over 100 actions and strategies to make transportation more convenient, reliable, safe and affordable, while prioritizing environmentally sustainability.
- The Province continued to work with TransLink and the Government of Canada to advance priority transit infrastructure investments in Metro Vancouver, including: the expansion of the SkyTrain fleet and upgrades to stations and facilities to serve rapidly growing transit demand; and to support the Broadway Subway and Surrey-Langley SkyTrain projects.



Performance Measure(s)	2020/21 Actuals	2021/22 Target	2021/22 Actuals	2022/23 Target	2023/24 Target
3.1 Annual public transit ridership in B.C..	125 million	151 million	182 million	258 million	264 million

Data source: BC Transit and TransLink ridership reports and forecasts

## Discussion of Results

In 2021/22, Provincial transit ridership partially recovered from substantial declines in 2020/21 due to impacts of the COVID-19 pandemic, and exceeded levels forecasted at the beginning of the fiscal year. As of March 2022, total combined ridership for BC Transit and TransLink reached 68 per cent of pre-pandemic level, reflecting improved economic activity, high vaccination rates, easing of restrictions, post-secondary institutions returning to in-person classes, more people returning to their workplaces, and other factors. Ridership is forecasted to continue rebuilding gradually over the next three years, supporting reduction of greenhouse gas emissions from the transportation sector - a priority for Government under its [CleanBC. Roadmap to 2030](#) strategy.

## Objective 3.2: Reduce greenhouse gas emissions from the transportation sector

### Key Highlights

- Invested in the third year of the [Heavy-duty Vehicle Efficiency Program](#), reducing Carbon Dioxide (CO<sup>2</sup>) emissions by an estimated 745,000 kilograms
- Added new public electric vehicle (EV) charging stations in highway rest areas, making it easier for zero-emission vehicle (ZEV) drivers to travel between communities
- Increased funding to [B.C. Active Transportation Infrastructure Grants Program](#), with a \$12 million commitment for the 2021/22 intake..
- Supported/approved electric kick scooter pilot projects to research, test and evaluate the safety and efficiency of new mobility options.
- Supported increased uptake of active transportation through educational and encouragement programs through [GoByBike Week](#), [Everyone Rides Grade 4 and 5](#) and Active School Travel.

Performance Measure(s)	2020/21 Actuals	2021/22 Target	2021/22 Actuals	2022/23 Target	2023/24 Target
3.2 Number of locations with public EV charging installed or supported by the Ministry. <sup>1</sup>	22	26	25	28	30

Data source: Ministry of Transportation and Infrastructure.

### 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. To address this moving forward, the Ministry is working on a plan that includes off-grid options to help further expand the province’s EV charging network.

## Financial Report

### Discussion of Results

The Ministry's total estimated budget was \$974,014,043 including Other Authorizations of \$25,066,043. The Ministry carefully controlled spending during the fiscal year resulting in a year-end surplus of \$923,256, which 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 Safe Restart funding to BC Transit. The latest federal-provincial funding agreement for transit agencies provided relief while transit ridership continues to recover. The BC Transit funding was provided by a federal allocation of \$14 million and it was matched by the B.C. government. The provincial portion was partially funded by Ministry corporate savings of \$3.014 million. All expenditures were managed in the same manner as the Ministry's other expenditures.

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, as 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.

## Financial Summary

	Estimated	Other Authorizations <sup>1</sup>	Total Estimated	Actual	Variance
<b>Operating Expenses (\$000)</b>					
Transportation and Infrastructure Improvements	16,848	0,000	16,848	13,871	(2,977)
Public Transportation	360,812	25,066	385,878	389,204	3,326
Highway Operations	553,951	0,000	553,951	553,636	(315)
Commercial Transportation Regulation	3,456	0,000	3,456	4,778	1,322
Executive and Support Services	13,881	0,000	13,881	12,525	(1,356)
<b>Sub-total</b>	<b>948,948</b>	<b>25,066</b>	<b>974,014</b>	<b>974,014</b>	<b>0,000</b>
Adjustment of Prior Year Accrual <sup>2</sup>	0,000	0,000	0,000	(923)	(923)
<b>Total</b>	<b>948,948</b>	<b>25,066</b>	<b>974,014</b>	<b>973,091</b>	<b>(923)</b>
<b>Ministry Capital Expenditures (\$000)</b>					
Transportation and Infrastructure Improvements	900	0,000	900	900	0
Highway Operations	2,606	0,000	2,606	2,323	(283)
<b>Total</b>	<b>3,506</b>	<b>0,000</b>	<b>3,506</b>	<b>3,223</b>	<b>(283)</b>

<sup>1</sup> "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.

<sup>2</sup> The Adjustment of Prior Year Accrual of \$.923 million is a reversal of accruals in the previous year.

**B.C. Transportation Financing Authority Statement of Operations**

2021/22	Budget	Actual	Over/(Under) Budget
<b>Revenue (\$000)</b>			
Tax Revenue <sup>1</sup>	441,500	464,561	23,061
Amortization of deferred contributions <sup>2</sup>	173,310	172,696	(614)
Other operating revenue <sup>3</sup>	41,330	34,398	(6,932)
<b>Total</b>	<b>656,140</b>	<b>671,655</b>	<b>15,515</b>
<b>Expenditures (\$000)</b>			
Highway Operations	723,760	712,832	(10,928)
Transit Programs	142,526	130,443	(12,083)
Ferry Operations	24,356	24,343	(13)
Other	136,847	2,111,474	1,974,627
Debt Servicing Costs	447,448	409,511	(37,937)
<b>Total</b>	<b>1,474,937</b>	<b>3,388,603</b>	<b>1,913,666</b>
<b>Net Loss (\$000)</b>			
<b>Net Operating Loss</b>	<b>(818,797)</b>	<b>(2,716,948)</b>	<b>(1,898,151)</b>

<sup>1</sup>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.

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

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

<sup>4</sup>Other expenses includes \$2 B grant to TransLink to settle a long term agreement for Golden Ears foregone tolls.

<sup>5</sup>Interest on borrowing used to finance construction work in progress is capitalized. Upon project substantial completion, related interest costs are expensed.

## Transportation Investments

(\$ millions)	2021/22 Actual
<b>Provincial Investments:</b>	
Highway Corridor Rehabilitation	296
Side Road Improvements	148
Pattullo Bridge Replacement	177
Highway 99 Tunnel Program	14
Highway 1 to Alberta Border	157
Broadway Subway	184
Transit Infrastructure <sup>1</sup>	56
Transportation and Trade Network Reliability <sup>1</sup>	174
Safety Improvements	38
Community and other programs	13
<b>Total Provincial Transportation Investments</b>	<b>1,257</b>
<b>Investments funded through contributions from Federal Government and Other Partners:</b>	
<b>Contributions from all partners</b>	<b>299</b>
<b>Total Investments in Transportation Infrastructure<sup>2</sup></b>	<b>1,556</b>

<sup>1</sup>Total investments include operating and capital spending.

## Capital Expenditures

Major Capital Projects (over \$50 million)	Year of Completion	Project Cost to March 31, 2022 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 91 – Alex Fraser Bridge Improvements	2019	66	4	70
<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. The Government of Canada is contributing half of eligible costs up to a maximum of \$33 million under the National and Regional Priorities of the new Building Canada Fund. The Project completed in 2020. The asset has been put into service and only trailing costs remain.</p> <p><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.</li> <li>•Respond to community and local government concerns.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>•This project is substantially complete. No significant risks remain.</li> </ul>				
Highway 1 Widening and 216th Street Interchange	2020	64.5	0	64.5
<p><b>Objective:</b> 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><b>Costs:</b> The project cost was \$64.5 million, inclusive of property acquisition costs and contingencies. The Government of Canada contributed 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 contributed \$14.5 million toward the cost of the interchange.</p> <p>The Project completed in 2020.</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.</li> <li>•Keep regional traffic off local streets.</li> <li>•Enhancement to local environmental and fish habitats.</li> <li>•Extension of ITS system on the Highway.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>•The project is complete. No risks remain.</li> </ul>				

Major Capital Projects (over \$50 million)	Year of Completion	Project Cost to March 31, 2022 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
<a href="#">Highway 1 – Admirals Road/McKenzie Avenue Interchange</a>	2020	96	0	96
<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 \$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.</p> <p>The Project completed in September 2020.</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.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>•The project is complete. No risks remain.</li> </ul>				
<a href="#">Highway 7 Corridor Improvements</a>	2020	70.4	0	70.4
<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 improvements from 222nd 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 \$70.4 million including a \$22.4 million contribution under the Provincial Territorial Infrastructure Component of the new Building Canada Fund.</p> <p>The Project completed in 2020.</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.</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>•The project is substantially complete. No risks remain.</li> </ul>				



Major Capital Projects (over \$50 million)	Year of Completion	Project Cost to March 31, 2022 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
<a href="#">Highway 1 Illecillewaet Four-Laning and Brake Check Improvements</a>	2021	72	13	85
<p><b>Objective:</b> This portion of the Highway 1 Kamloops to Alberta program expanded the existing brake check area and four-laning a two kilometre section of Highway 1, 42 kilometres east of Revelstoke.</p> <p>The project included:</p> <ul style="list-style-type: none"> <li>•Expansion of the existing brake check area to accommodate 15 trucks</li> <li>•Four-laning of two kilometres to increase vehicle storage during winter closures and to improve passing opportunities year round</li> <li>•Acceleration and deceleration lanes for the brake check</li> <li>•Improved geometrics to 100 km/h design standard</li> <li>•Turn-around to enable trucks and cars to choose an alternative route</li> <li>•Construction was substantially complete in November 2021.</li> </ul> <p><b>Costs:</b> The gross project cost was \$85.22 million with a contribution of \$15.5 million from the Government of Canada 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, mobility, reliability and efficiency for users of this highway section, which include commercial transporters, tourists, local residents and general interprovincial and regional travellers</li> <li>•Improve travel speeds and relieved congestion, which will reduce driver frustration and improve safety.</li> <li>•Improve capacity and safety for queued vehicles and reduced traveller delay due to highway closures during winter storm and avalanche control events.</li> <li>•Improve brake check safety and capacity.</li> <li>•Provide an opportunity for vehicles to safely turn around in the event of extended highway closures.</li> <li>•Improve rural highway passing capability and safety.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>•This project is substantially complete. No significant risks remain.</li> </ul>				
<a href="#">Highway 1 Lower Lynn Corridor Improvements</a>	2021	174	24*	198
<p><b>Objective:</b> 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 included 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 project cost is \$198 million, with contributions from other parties totalling \$121 million. The project is complete with only trailing costs remaining.</p> <p>*A portion of the project (\$24 million) is owned and managed by the District of North Vancouver.</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 community connectivity.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>•This project is substantially complete. No significant risks remain.</li> </ul>				

Major Capital Projects (over \$50 million)	Year of Completion	Project Cost to March 31, 2022 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 99 10-Mile Slide	2021	70	14	84
<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 \$83.7 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 was substantially completed in October 2021. Final construction completion was achieved in March 2022.</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>•Limit future costs associated with extraordinary maintenance and stabilization measures.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>•Managing gravel road surface until paving in 2022 or 2023.</li> <li>•Construction claims.</li> </ul>				
<a href="#">Highway 4 Kennedy Hill Safety Improvements</a>	2022	42	12	54
<p><b>Objective:</b> Upgrade the 1.5-kilometre section of Highway 4 located along Kennedy Lake known as Kennedy Hill, to a standard that meets a minimum design speed of 50 km/h with 3.6 m wide lanes and minimum shoulder width of 1.5 m to accommodate cyclists.</p> <p><b>Costs:</b> Estimated project cost is \$54 million and includes \$13.5 million in funding from the Government of Canada.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>•Improve safety and mobility of traffic.</li> <li>•Facilitate economic development and tourist travel.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>•Geotechnical conditions.</li> <li>•Environmental impacts.</li> <li>•Maintaining traffic flow during construction.</li> <li>•Construction claims.</li> </ul>				

Major Capital Projects (over \$50 million)	Year of Completion	Project Cost to March 31, 2022 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
<a href="#">Highway 14 Corridor Improvements</a>	2022	50	27	77
<p><b>Objective:</b> 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><b>Costs:</b> Estimated project cost is \$77 million and includes \$29.8 million in funding from the Government of Canada.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>•Mobility improvements via the introduction of wider paved shoulders for cyclists and improved sideroad connections and the new Park and Ride transit facility.</li> <li>•Safety improvements via wider paved shoulders, better surface conditions, straighter alignments, intersection upgrades, median barrier division, channelization and lighting.</li> <li>•Reliability improvements as a result of the safety benefits associated with reduced collisions and associated highway closures, as well as new passing opportunities.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>•Construction and traffic management.</li> </ul>				
<a href="#">Highway 1 Chase Four-Laning</a>	2023	62	158	220
<p><b>Objective:</b> 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><b>Costs:</b> Estimated project cost is \$220 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"> <li>•Phase one, Chase Creek Road to Chase West, will be completed in Fall 2022</li> <li>•Phase two, Chase West to Chase Creek Bridge, will be completed in Fall 2023</li> <li>•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.</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>•Better capacity on a vital transportation link between British Columbia and the rest of Canada, supporting regional, provincial and national economic growth.</li> <li>•Improves intersections and accesses for local residents of the Village of Chase and Indigenous communities.</li> <li>•Improves pedestrian and cyclist accommodation for the communities.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>•Potential for changed conditions during construction.</li> <li>•Potential business loss claims.</li> <li>•Rock horizon variance resulting in changes to design.</li> </ul>				

Major Capital Projects (over \$50 million)	Year of Completion	Project Cost to March 31, 2022 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
<a href="#">Highway 1 Salmon Arm West</a>	2023	65	90	155
<p><b>Objective:</b> Upgrade 3.2 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 four-laning, intersection improvements, replacement of Salmon River Bridge, construction of an interchange with frontage road connections at 1st Avenue 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><b>Costs:</b> Estimated project cost is \$155 million including a \$31 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 2020.</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.</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.</li> <li>•Mitigate impacts of projects on Indigenous interests including archaeological, environmental and cultural interests.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>•Archaeological impacts.</li> <li>•Potential additional costs or delays related to completing property acquisition.</li> </ul>				
<a href="#">Highway 91 to Highway 17 and Deltaport Way Corridor Improvements</a>	2023	175	85	260
<p><b>Objective:</b> 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><b>Costs:</b> 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><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>•Reduce congestion to improve travel time and reliability through Delta.</li> <li>•Improve traffic safety for goods movers and the travelling public, with lowered collision risk and better operating hours at the Nordel commercial inspection facility.</li> <li>•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.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>•Traffic management during construction.</li> <li>•Unfavourable weather (for weather dependent work).</li> <li>•Schedule delays.</li> </ul>				

Major Capital Projects (over \$50 million)	Year of Completion	Project Cost to March 31, 2022 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
<a href="#">Kootenay Lake Ferry Service Upgrade</a>	2023	34	51	85
<p><b>Objective:</b> 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><b>Costs:</b> 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><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Provide service continuity after the retirement of MV Balfour.</li> <li>• Improve capacity to meet demand during summer peaks.</li> <li>• Reduce greenhouse gas emissions.</li> <li>• Improve traffic flow in/out of both ferry terminals (Balfour and Kootenay Bay).</li> <li>• Improve safety and accessibility for motorists and pedestrians using the terminal.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Project delays may impact ferry service.</li> <li>• Vessel assembly in a remote location.</li> <li>• Market conditions may impact project pricing and vessel delivery.</li> </ul>				
<a href="#">West Fraser Road Recovery</a>	2023	39	64	103
<p><b>Objective:</b> Reconstruct 5.6 kilometres of two-lane West Fraser Road on a new alignment that by-passes a closed eroded section that was washed out in 2018 and is in an active landslide area. 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 to take a substantial detour which has been in place since the closure.</p> <p><b>Costs:</b> 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><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Improves travel time and reliability for residents affected by the detour.</li> <li>• Better connects Indigenous communities that are separated by the closure.</li> <li>• Improves the ability for local industries to get their goods and resources to their destinations.</li> <li>• Improves safety of all road users through lower collision risk.</li> <li>• Avoids active slides and rockfall areas.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Geotechnical conditions.</li> <li>• Archeological finds.</li> <li>• Potential for changed conditions during construction.</li> <li>• Potential for flooding in Narcosli Creek drainage area.</li> </ul>				

Major Capital Projects (over \$50 million)	Year of Completion	Project Cost to March 31, 2022 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
<a href="#">Highway 1 Quartz Creek Bridge Replacement</a>	2024	32	89	121
<p><b>Objective:</b> Upgrading approximately 4.4 kilometres of the Trans Canada Highway to four lanes, including a replacement of the existing Quartz Creek bridge, rehabilitation and extension of the existing Wiseman Creek Culvert, a new wildlife underpass structure, and access improvements to forest service roads.</p> <p><b>Costs:</b> Approved project budget is \$121 million, with the Government of Canada contributing \$50 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, mobility, and reliability for all users on this section of the Trans Canada Highway.</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 safety for accessing forest service roads.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>•Third party agreements.</li> <li>•Schedule delays.</li> <li>•Geotechnical conditions.</li> </ul>				
<a href="#">Highway 1 216th-264th Street Widening</a>	2024	28	207	235
<p><b>Objective:</b> Extension of 10 kilometres of High Occupancy Vehicle (HOV) lanes in both directions of the Trans Canada Highway between 216th and 264th streets in Langley. The project will include a new interchange at 232nd Street; the replacement of Glover Road Underpass and the CP Rail Underpass and a parking lot for up to 150 commercial vehicles and 45 passenger vehicles.</p> <p><b>Costs:</b> The approved project budget is \$235 million, with the Government of Canada contributing up to \$109 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.</li> <li>•Support HOV use.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>•Geotechnical conditions.</li> <li>•Environmental impacts and contaminated soils.</li> <li>•Replacement of the Canadian Pacific Railway crossing.</li> <li>• Traffic management.</li> <li>•Construction escalation costs.</li> <li>•Utility relocations.</li> <li>•Property acquisitions.</li> </ul>				

Major Capital Projects (over \$50 million)	Year of Completion	Project Cost to March 31, 2022 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
<a href="#">Highway 1 Ford Road to Tappen Valley Road Four-Laning</a>	2024	23	220	243
<p><b>Objective:</b> The Trans Canada Highway 1 Ford Road to Tappen Valley Road Four-Laning project will upgrade approximately 4.3 km of the Trans-Canada Highway (TCH) and replace the Tappen Overhead bridge. The western limit of the project begins at Ford Road and extends through to its terminus 400 metres east of Tappen Valley Road.</p> <p>Improvements include:</p> <ul style="list-style-type: none"> <li>•4.3 km section of the Trans-Canada Highway widened from two to four lanes</li> <li>•New east bound commercial carrier pullout</li> <li>•New frontage road system to provide safer access to the highway</li> <li>•Modified protected T-intersection at Tappen Valley Road</li> <li>•Replacement of the existing Tappen Overhead bridge</li> <li>•Installation of median barrier</li> </ul> <p><b>Costs:</b> Project cost is estimated at \$243 million. This includes up to \$82.1 million from the Government of Canada under the Provincial-Territorial Infrastructure Component of the New Building Canada Fund. The estimated total project cost includes engineering, property acquisition, environmental, construction, First Nations consultation, archaeology, and project management.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>•Improve safety, capacity and movement of goods and services.</li> <li>•Provide safer access to local roads for residents, commercial vehicles, tourists and travellers.</li> <li>•Reduce travel times during peak travel periods.</li> <li>•Wider shoulders and new frontage road system to support cyclists, pedestrians, and people using other modes of active transportation.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>•High potential archaeology sites.</li> <li>•Extensive Section 35 Process with Little Shuswap Lake Band.</li> <li>•Geotechnical concerns and rock horizon variances.</li> </ul>				
<a href="#">Highway 1 Kicking Horse Canyon Phase 4</a>	2024	294	307	601
<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 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><b>Costs:</b> Project cost for Phase 4 is estimated at \$601 million. The Government of Canada is contributing \$215 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.</li> <li>•Strengthen 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.</li> <li>•Traffic management during construction.</li> </ul>				

Major Capital Projects (over \$50 million)	Year of Completion	Project Cost to March 31, 2022 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
<a href="#">Pattullo Bridge Replacement</a>	2024	472	905	1,377
<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, interest during construction 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><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>•Improve the movement of goods.</li> <li>•Provide 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>•Managing archeological impacts.</li> <li>•Permitting/regulatory processes.</li> <li>•Utility relocations.</li> <li>•Coordinating rail interface.</li> <li>•Third party agreements.</li> <li>•Geotechnical conditions.</li> </ul>				



Major Capital Projects (over \$50 million)	Year of Completion	Project Cost to March 31, 2022 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
<a href="#">Highway 1 RW Bruhn Bridge</a>	2025	29	196	225
<p><b>Objective:</b> 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 includes a new multi-use path to increase safety for pedestrians and cyclists.</p> <p><b>Costs:</b> The estimated project cost is \$225 million. The project is cost shared between the provincial and federal governments with a federal contribution of \$91 million and a provincial contribution of \$134 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><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>•Improve safety and traffic flow along the Trans-Canada Highway corridor.</li> <li>•Replace aging R.W. Bruhn Bridge.</li> <li>•Improve safety of local road connections at the Trans-Canada Highway.</li> <li>•Enhance safety for pedestrians and cyclists along the Trans-Canada Highway corridor.</li> <li>•Continue collaboration with Indigenous people and government on opportunities and accommodation.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>•Archeological finds.</li> <li>•Geotechnical conditions.</li> <li>•Traffic Management (Vehicle, Marine, Pedestrian/Cyclist) during construction.</li> </ul>				

Major Capital Projects (over \$50 million)	Year of Completion	Project Cost to March 31, 2022 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
<a href="#">Broadway Subway</a>	2025	709	2,118	2,827
<p><b>Objective:</b> 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><b>Costs:</b> 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><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>•Provide faster, convenient and more reliable transit service.</li> <li>•Improve transportation options and economic development potential.</li> <li>•Connect communities and regional destinations and fill the gap in the regional transit network.</li> <li>•Help meet future needs by keeping people and goods moving and supporting a growing economy.</li> <li>•Support environmentally friendly transportation options.</li> <li>•Improve regional affordability and access to the Broadway Corridor.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>•Traffic management during construction.</li> <li>•Geotechnical Conditions.</li> <li>•Third Party Agreements.</li> <li>•Future expandability.</li> <li>•Utility relocations.</li> </ul>				

Major Capital Projects (over \$50 million)	Year of Completion	Project Cost to March 31, 2022 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
<a href="#">Highway 99 Steveston Interchange/Transit and Cycling Improvements</a>	2025	7	130	137
<p><b>Objectives:</b> Support sustainability of Fraser River communities, facilitate increased share of sustainable modes of transportation, enhance regional goods movement and commerce and support a healthy environment.</p> <p><b>Costs:</b> The estimated cost of the project is \$137 million including project management, design, construction, property acquisition, interest during construction and contingency. The new transit and cycling improvements are expected to be complete in 2023 and the interchange in 2025.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>•Relieve congestion at key interchanges within the Highway 99 corridor.</li> <li>•Improve transit reliability and operations within the Highway 99 corridor.</li> <li>•Address significant transit vehicle travel times within the corridor.</li> <li>•Improve travel reliability for priority vehicles such as transit and high-occupancy vehicles/electric vehicles.</li> <li>•Improve long-term mobility and reliability for transit travel within the Highway 99 corridor and support higher capacity transit services.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>•Higher than anticipated construction material costs.</li> <li>•Environmental and geotechnical conditions.</li> <li>•Protection of proximal infrastructure.</li> <li>•Traffic management during construction.</li> <li>•Third party interfaces (e.g., utilities).</li> <li>•Regulatory and permitting requirements.</li> </ul>				

Major Capital Projects (over \$50 million)	Year of Completion	Project Cost to March 31, 2022 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
<a href="#">Fraser River Tunnel</a>	2030	8	4,140	4,148
<p><b>Objective:</b> A new eight-lane immersed tube tunnel that will provide more capacity for drivers and transit users in both directions, while providing walking and cycling options at this crossing for the first time.</p> <p><b>Costs:</b> The estimated cost is \$4.148 billion which includes planning, engineering, construction, site supervision, property acquisition, regulatory approvals, removal of the existing George Massey Tunnel, interest during construction and contingency. The estimated cost includes both capitalized and expensed costs. The new tunnel is expected to open in 2030. The removal of the existing tunnel will occur after the new tunnel is in service.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• More capacity for drivers and transit users in both directions.</li> <li>• Improved transit speed and reliability along the Highway 99 corridor.</li> <li>• More travel options for users with a new connection for pedestrians and cyclists.</li> <li>• Improved seismic resiliency and emergency response capability.</li> <li>• Maintains the current clearances for the Fraser River navigational channel.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Geotechnical conditions.</li> <li>• Permitting/regulatory processes.</li> <li>• Managing highway and river traffic during construction.</li> <li>• Managing archeological impacts.</li> <li>• Utility relocations.</li> <li>• Coordinating rail interface.</li> <li>• Third party agreements.</li> </ul>				

## **Appendix A: Agencies, Boards, Commissions and Tribunals**

As of July 29, 2022, 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 Transit's Service Plan is available on their [website](#).

### [BC Container Trucking Commissioner](#)

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

### [Passenger Transportation Board](#)

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

### [Transportation Investment Corporation \(TI Corp\)](#)

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

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

### [British Columbia Transportation Finance 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 Statement of Operations](#)

#### **BCTFA Performance Plan 2021/22-2023/24**

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

#### **Key Strategies:**

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

## [British Columbia Railway Company](#)

### **Organizational Overview:**

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

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

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

### **Corporate Governance:**

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

### **Goals and Strategies:**

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

#### **Key Strategies:**

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

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

**Key Strategies:**

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

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

**Key Strategies:**

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