

Ministry of Transportation and Infrastructure

2022/23

Annual Service Plan Report

August 2023



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: [Ministry of Transportation and Infrastructure](#)

Published by the Ministry of Transportation and Infrastructure

Minister's Accountability Statement



The Ministry of Transportation and Infrastructure 2022/23 Annual Service Plan Report compares the Ministry's actual results to the expected results identified in the 2022/23 – 2024/25 Service Plan published in 2022. I am accountable for those results as reported.

A handwritten signature in black ink that reads "Rob Fleming". The signature is written in a cursive, flowing style.

Honourable Rob Fleming
Minister of Transportation and Infrastructure
August 22, 2023

Minister of State's Accountability Statement

The Ministry of Transportation and Infrastructure 2022/23 Annual Service Plan Report compares the Ministry's actual results to the expected results identified in the 2022/23 – 2024/25 Service Plan published in 2022. Under the Balanced Budget and Ministerial Act, I am accountable for achievement of the following results for 2022/23:



- work with the Minister of Transportation and Infrastructure to advance critical pieces of transportation infrastructure that will benefit communities across B.C. and support B.C.'s economic recovery from the COVID-19 pandemic;
- work with the TransLink Mayors' Council through its 10-year planning process to continue work 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;
- continue to support planning to improve the movement of goods and people in the Fraser Valley, including the widening of Highway 1;
- work with the Minister of Transportation and Infrastructure to advance a replacement for the George Massey crossing to support communities on both sides of the Fraser River;
- work with the Minister of Transportation and Infrastructure to advance the successful completion of the Pattullo Bridge Replacement Project;
- work with Cabinet colleagues, communities, and regions to 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, which will bring cleaner transit, support economic growth and deliver more construction jobs for B.C. workers;
- submit to Cabinet a report on the results referred to in paragraphs (a) to (f) on or before March 31, 2023.

A handwritten signature in black ink that reads "Dan Coulter".

Honourable Dan Coulter
Minister of State for Infrastructure and Transit
August 22, 2023

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
Strategic Direction	8
Purpose of the Ministry	8
Operating Environment	9
Economic Statement	10
Report on Performance: Goals, Objectives, and Results	11
Financial Report	19
Appendix A: Public Sector Organizations	41
Appendix B: BC Transportation Financing Authority	42
Appendix C: BC Railway Company (BCRC)	43
Appendix D: Progress on Mandate Letter Priorities	45

Letter from the Minister

I am pleased to present the Ministry of Transportation and Infrastructure's Annual Service Plan Report for fiscal year 2022/23. This year my ministry made substantial progress on major transportation infrastructure projects, in addition to continuing the work to rebuild highways that were severely damaged during the devastating atmospheric river event of November 2021. The permanent rebuild, including additional measures to make our infrastructure stronger and more resilient to climate change, will continue through 2023. We are focused on ensuring our transportation networks will be able to withstand extreme weather events in the future to protect people and our economy.

B.C.'s transportation initiatives marked significant milestones, including the Broadway Subway Project, the Surrey Langley SkyTrain project, the new toll-free, eight-lane tunnel to replace the George Massey tunnel, and construction on the nearby Steveston interchange. The Pattullo Bridge replacement is taking shape, and we continue improvements to the Highway 1 corridor in the Fraser Valley, and from Kamloops to the Alberta border, including the Kicking Horse Canyon project with new bridges and viaducts.

While other jurisdictions cut transit services or significantly increased fares, we helped keep fares affordable with relief funding for transit providers. We also protected fare affordability on BC Ferries, a critical part of our transportation system supporting coastal communities.

We are shaping growth for a better future with a focus on transit-oriented development. In 2022/23, we introduced changes to the *Transportation Act* that will integrate land-use planning with the Province's significant investments in transit and transportation infrastructure. We are also integrating our projects into a forward-thinking transportation trade network, developing a goods movement strategy to ensure that businesses from all communities benefit from B.C.'s position as Canada's Pacific gateway.

We continue to develop a Clean Transportation Action Plan to support the CleanBC Roadmap to 2030 aimed at fewer emissions and better energy efficiency in the transportation sector. The shift to zero emission vehicles by people and industry continues to pick up speed.

I thank the ministry's dedicated staff, and our highways crews, contractors and partners who contribute to reliable and safe transportation network for British Columbians.



Honourable Rob Fleming
Minister of Transportation and Infrastructure
August 22, 2023

Letter from the Minister of State

As Minister of State for Infrastructure and Transit, I am pleased to work with the Minister of Transportation and Infrastructure to deliver transportation infrastructure and support the vital transit services that British Columbians rely on.

Over the past year, we provided historic funding to expand transit infrastructure. This included \$2.4 billion for TransLink's 2022 Investment Plan, which includes the Surrey Langley SkyTrain Project. We provided TransLink with \$479 million in relief funding to help counter the effects of the global pandemic, higher costs, and lower fare revenues while transit ridership recovers. These investments helped avoid service cuts, while keeping transit fares affordable and the transportation system in good repair. We also helped families reduce costs and their carbon footprint by continuing to offer free transit for kids 12 and under.

The Ministry made substantial progress to expand transit services, including rapid transit, new bus exchanges, and new bike lanes and walking paths to encourage active transportation and healthy lifestyles. Sustainable, affordable transportation options help connect people to their homes, their jobs, and their social activities. Continued emphasis on transit-oriented development will enhance those options, supporting greener, more livable communities by making it easier for people to access public transit and its links to health care, childcare, recreation facilities, public spaces and employment opportunities.

We are modernizing British Columbia's transportation system to ensure the success of people and communities around the province. Better transportation options will help families and businesses get ahead and reduce our carbon footprint for a more sustainable future for generations to come.



Honourable Dan Coulter
Minister of State for Infrastructure and Transit
August 22, 2023

Purpose of the Annual Service Plan Report

This annual service plan report has been developed 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 stated in the service plan for the reported year.

Strategic Direction

The strategic direction set by Government in 2020 and Minister Rob Fleming's 2020 [Mandate Letter](#) shaped the goals, objectives, performance measures and financial plan outlined in the [Ministry of Transportation and Infrastructure 2022/23 – 2024/25 Service Plan](#) and the actual results reported on in this annual report.

Purpose of the Ministry

The Ministry of Transportation and Infrastructure helps build resilient communities by providing a safe and reliable transportation network that keeps people and goods moving and supports B.C.'s economic growth. The Ministry is also positioning the province for a greener and more sustainable future by adopting new technologies and implementing intermodal and active transportation solutions. Whether through policy and legislative development, building new or updating existing infrastructure, or providing funding and support to Indigenous communities and local governments, the Ministry's work enables British Columbians to benefit from a growing, accessible, and connected transportation network.

The Ministry builds and maintains safe and resilient roadways and infrastructure, plans integrated transportation hubs and networks, provides affordable, efficient and accessible transportation options for all people in British Columbia, partners with Crown corporations and other entities to deliver transportation services, develops and implements transportation policies, and administers many related acts, regulations and federal-provincial funding programs.

Our work includes investing in road infrastructure and running a comprehensive asset management system, including road resurfacing, bridge rehabilitation and replacement, seismic retrofits, safety improvements and upgrades to smaller side roads to help connect communities. Our work also includes policy, planning, funding and oversight of public transit, coastal and inland ferry services, passenger and commercial vehicles, active transportation and multi-modal networks. The Ministry is leading initiatives to increase integrated land use and transportation planning, reduce transportation-related greenhouse gas emissions, and strengthen the economy through the efficient movement of people and goods.

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](#).

Operating Environment

In 2022/23, the Ministry of Transportation and Infrastructure continued to adapt to significant shifts in its operating environment. With transportation accounting for approximately 40 per cent of British Columbia's annual total GHG emissions, the Ministry's focus remained on actions that support the Province's emissions reduction targets and respond to growing demand for active transportation options, an integrated transit system, and connected, liveable communities.

The province is experiencing more frequent and more severe weather events which has led to flooding, and increased wildfire activity. In response, the Ministry is preparing for extreme climate events by building infrastructure and transportation systems that are more climate resilient. This will ensure people can access the services they need, and businesses can continue to move goods efficiently.

Despite British Columbia's significant progress in economic recovery, residual effects of the COVID-19 pandemic remained. Strained supply chains meant that businesses were concerned about getting the goods they need to operate and grow while moving their products efficiently across different modes of transportation to reach domestic and global markets.

Changes in market conditions also posed risks to the Ministry's capital projects. Inflation affected a wide range of expenses, including construction materials, fuel, and borrowing costs. Inflation also posed challenges to households and people across British Columbia. Innovative approaches are required to address housing affordability, reduce traffic congestion, and incentivize transportation mode shifts in communities. This includes integrated planning approaches that better align transportation and land use and promote density near transit hubs and corridors.

Encouraging more people to use active transportation or transit is also essential in the context of British Columbia's rapidly growing population. The province continued to attract new residents from across Canada and around the world and was among the fastest growing provinces in Canada. With more people using B.C.'s transportation network, the Ministry remained focused on building connected communities, enhancing safety, and improving access.

B.C.'s Labour Market Outlook: 2022 Edition forecasted more than one million job openings in the next decade, putting pressure on infrastructure construction projects, ministry staffing, and small businesses everywhere. Workers and employers need support to adapt to the changing labour market. The Ministry pursued strategies like investing in transit and active

transportation, and transit-oriented affordable housing, to help facilitate opportunities for workers and employers to stay connected.

To ensure the Ministry remains nimble and adaptable in meeting the changing needs of British Columbians, the Ministry underwent an internal reorganization to better align the diverse areas of its work – Highways, Infrastructure, Marine, Transit, Policy, Active Transportation, Integrated Planning and more - into a unified effort that will provide the most benefit for British Columbians as we build more connected, liveable and affordable communities.

Economic Statement

After rebounding rapidly in 2021, British Columbia's economy saw slower yet strong growth in 2022. B.C.'s real GDP growth of 3.6 per cent last year was the fourth highest among provinces (tied with Ontario) and grew at the same pace as the national average, following growth of 6.2 per cent in 2021. Growth in B.C.'s real GDP was mostly supported by service-producing industries such as transportation and warehousing, accommodation and food services, and professional, scientific and technical services. Goods-producing industries also experienced growth led by construction.

While B.C.'s recovery broadened in 2022, it remained uneven as sectors such as transportation and warehousing; accommodation and food services; and arts, entertainment and recreation have yet to fully recover to pre-pandemic levels. B.C.'s labour market continued to grow in 2022, with employment growth of 3.2 per cent and an average unemployment rate of 4.6 per cent, while wages and salaries increased by 10.8 per cent. Consumer spending on goods grew slowly after a rapid expansion at the beginning of the recovery and nominal retail sales posted overall growth of 3.1 per cent. Last year, prices rose dramatically as strong demand for goods and services was met with lingering supply-chain challenges and high prices for global commodities following Russia's invasion of Ukraine.

In 2022, B.C.'s inflation rate averaged 6.9 per cent, the fastest annual rate since 1982, and up from 2.8 per cent in 2021. B.C. housing starts totalled 46,721 units in 2022, down 1.9 per cent compared to the previous year. Despite the decline, housing starts in 2022 were the second highest on record. Home sales fell sharply in 2022 as they adjusted to higher mortgage rates not seen since 2008. B.C. MLS home sales decreased by 35.2 per cent in 2022 compared to 2021. Meanwhile the MLS average home sale price rose by 7.4 per cent in 2022 because of strength early in the year, despite monthly declines in 9 of the last 10 months of the year.

On the external front, B.C.'s international merchandise exports grew by 20.4 per cent, boosted by strong commodity prices in the first half of 2022.

Report on Performance: Goals, Objectives, and Results

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

A strong, sustainable economy requires infrastructure and transportation services that keep people and goods moving. Completing priority projects on budget and on time ensures disruptions from construction are kept to a minimum and transit expansions are online as quickly as possible.

Key results

- Projects substantially completed include George Massey Tunnel Safety Upgrades, Highway 1 Lower Lynn Corridor and Broman Lake Passing Lane.
- Contracts awarded 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 and Surrey Langley SkyTrain.
- Transit projects approved 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.
- Planning continued for several major projects including the Surrey Langley Skytrain Project, Fraser Valley Highway 1 Corridor Improvement program and Trans-Canada four-laning between Kamloops and the Alberta Border.
- Over \$560 million invested in more than 400 projects, improving and rehabilitating Ministry infrastructure.

Summary of progress made in 2022/23

The Ministry continued to focus on strengthening partnerships with local governments, federal agencies, First Nations, other ministries and the private sector. Through these relationships, the Ministry led infrastructure planning and delivered major infrastructure projects using innovative solutions like integrated planning, the latest technologies, and collaborative construction models. These approaches allowed the Ministry to make substantial progress on priority rehabilitation and improvement projects, including the permanent rebuild of roads damaged by historic flooding in 2021.

Performance measure(s) and related discussion

Performance Measure	2021/22 Actual	2022/23 Target	2022/23 Actual
1.1 The percentage of projects that meet their budget and schedule ¹	93.3%	91.5%	93.6%

Data source: The Ministry of Transportation and Infrastructure.

¹PM 1.1 targets for 2023/24 and 2024/25 were stated in the 2022/23 service plan as 91.5% and 91.5%, respectively. For forward-looking planning information, including current targets for 2023/24 – 2025/26, please see the latest service plan on the [BC Budget website](#).

This performance measure reflects the Ministry’s commitment to being schedule and cost-conscious. It evaluates all Ministry capital construction and rehabilitation projects within the overall Transportation Investment Plan completed each year and 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 among the broad range and varying scope of projects included in the target. In 2022/23, 93.6 per cent of projects were delivered on time and on budget, exceeding the target of 91.5 per cent. Several factors contributed to this result, 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

B.C.’s highway system is an integral element of the overall transportation network. Safety and reliability are critical for communities to stay connected and for people to access the services they need. Improvements shortened commute times, improved safety, and added better connections to public transit and active transportation routes.

Key results

- Improvements to the Highway 14 corridor, contributing to a safer and more reliable connection between the Veterans Memorial Parkway in Langford, west through the communities of Sooke and Jordan River, and all the way to Port Renfrew.
- Evaluation of the safety effectiveness of the high friction surface treatment, applied at several signalized intersection approaches in the Lower Mainland and on Vancouver Island, found an overall reduction of 51 per cent in serious collisions at treated locations.
- Increased the width of our pavement markings at 65 sections of highways, totalling 712 kilometres, to enhance visibility and reduce collisions.

- Installed an Automated Avalanche Detection System (AADS) on Highway 37A, improving forecasting, accelerating responses, reducing closures, and improving safety by delivering real-time avalanche monitoring and alert notifications 24/7 in all weather conditions.
- Developed road safety policies, such as crashworthy end treatment cushions at highway off-ramps to minimize collision severity. The Ministry also updated existing policies, such as those related to electronic billboards visible from provincial highways, and models used to monitor highway safety and identify high-risk locations.

Summary of progress made in 2022/23

The Ministry continued to monitor and improve highway safety and reliability by working with safety partners, installing safety-focused enhancements and improvements, implementing proven safety initiatives and countermeasures, and developing or updating road safety policies.

The Ministry partners with the Insurance Corporation of British Columbia (ICBC) on capital and preservation projects that have expected safety benefits, and in 2022/23, ICBC provided funding towards 560 safety-related projects which included intersection safety improvements, installation of pedestrian safety fencing, warning signs, speed reader boards, durable pavement markings, and concrete barriers.

Performance measure(s) and related discussion

Performance Measure	2015-19 Baseline ²	2021/22 Actual ^{3,4}	2022/23 Target ³	2022/23 Actual ³
2.1 Serious collision rate on Provincial Highways (Collisions per million vehicle kilometres) ^{1,2}	0.155	0.117	0.135	0.110

Data source: The RCMP and ICBC

¹PM 2.1 targets for 2023/24 and 2024/25 were stated in the 2022/23 service plan as 0.132 and 0.129, respectively. For forward-looking planning information, including current targets for 2023/24 – 2025/26, please see the latest service plan on the [BC Budget website](#).

²The baseline value represents the serious collision rate for the five-year period of 2015 to 2019.

³The target serious collision rate is based on historical trends of the 5-year rolling average serious collision rate between 2011 and 2020. The baseline and targets may change from previously established values following updates from more recent collision data.

⁴The actual serious collision rate for 2022/23 is significantly lower than expected. It is assumed that the reduction is due to traffic pattern changes resulting from COVID-19 restrictions.

This measure is an indication of the progress the Ministry and its partners have made in reducing serious collisions through highway improvement projects, providing 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 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 investigations. ICBC provides collision data on provincial highways to the Ministry, which is validated before it is entered into the Ministry's Collision Information System database.

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

Highway rehabilitation and maintenance improves safety, reliability, and resiliency of the transportation network that British Columbians depend on to access services and stay connected. These improvements also mitigate deterioration and maximize the return on infrastructure investments.

Key results

- Invested more than \$560 million on resurfacing approximately 2,200 lane kilometres of road network and structure rehabilitation and replacement across B.C., with consideration of climate change and seismic resilience, through the Preservation Program.
- Concluded the tender for the [Service Area 11](#) (East Kootenay) Highway Maintenance Agreement.
- Implemented a two-year extension of Pavement Marking Service Agreement.
- Awarded and commenced the Southern Interior Region Electrical Maintenance Service Agreement.

Summary of progress made in 2022/23

The Ministry continued its emphasis on holding contractors to a high standard of maintenance and ensuring good service for British Columbians. All new electrical maintenance contracts now have higher maintenance standards and new maintenance requirements for electric vehicle charging stations, rest area Wi-Fi systems, and LED lighting.

Performance measure(s) and related discussion

Performance Measure	2021/22 Actual	2022/23 Target	2022/23 Actual
2.2 Rating of Maintenance Contractor performance using the Contractor Assessment Program ¹	93.8%	93%	93.7%

Data source: Ministry of Transportation and Infrastructure

¹PM 2.2 targets for 2023/24 and 2024/25 were stated in the 2022/23 service plan as 93% and 93%, respectively. For forward-looking planning information, including current targets for 2023/24 – 2025/26, please see the latest service plan on the [BC Budget website](#).

The Contractor Assessment Program systematically assesses the performance of our maintenance contractors, ensuring they meet 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 2022/23 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 reflect the Ministry’s expectation of continued high-performance levels.

Objective 2.3: Provide excellent service to all British Columbians

The Ministry prioritizes service excellence in all aspects of its work to meet peoples’ expectations for safe, easy and efficient access to services.

Key results

- Applied GBA+ analysis to service planning, legislative changes, and investment decisions to ensure that diverse needs are considered in Ministry activities.
- Launched the Passenger Transportation Accessibility Program, providing rebates to eligible taxi owner-operators for costs associated with maintaining their wheelchair-accessible taxis.
- Engaged the public to seek feedback on all major transportation infrastructure projects to ensure they meet people’s needs today and into the future.
- In partnership with First Nations, identified multi-modal transportation solutions that will enable development of safe, reliable and affordable transportation options in First Nations communities.

Summary of progress made in 2022/23

The Ministry continued to emphasize equity and accessibility for everyone through engagement and consultation. These collaborative efforts helped to identify priorities, barriers and solutions needed to enable more transportation options for people living in urban and rural communities across the province.

Performance measure(s) and related discussion

Performance Measure	2021/22 Actual	2022/23 Target	2022/23 Actual
2.3 Survey of stakeholder and citizen satisfaction with Ministry services and processes, rated on a scale of 1 to 5 ^{1,2}	3.9	4.1	N/A

Data source: The Ministry’s survey was 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.

¹ This performance measure was replaced in the latest service plan. For more details on forward-looking planning information, including the performance measures and targets for 2023/24 – 2025/26, please see the latest service plan on the [BC Budget website](#).

The Ministry has discontinued its survey of stakeholder and citizen satisfaction due to methodological challenges in obtaining a representative sample. The Ministry remains dedicated to delivering transportation systems and services that put people first, advance reconciliation, promote equity, aid in the fight against climate change and contribute to a sustainable economic future. The 2023/24 Service Plan reflects this commitment through

performance measures related to transit ridership, EV charging locations, serious collisions, contractor performance, and projects delivered on budget and on schedule.

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

Increased use of public transit supports local economic growth and helps to reduce greenhouse gas emissions generated by motor vehicles. Public transit improves transportation network effectiveness by opening up capacity, reducing emissions and providing a lower cost transportation alternative for people getting to work, school and services.

Key results

- Continued to work with BC Transit to implement its Low Carbon Fleet Program, which supports transition to a fully electric bus fleet by 2040, and supported BC Transit in procuring its first 10 battery electric buses, which will go into service in Victoria in fall 2023.
- Worked with TransLink and BC Transit to deliver the first full year of the “Get on Board” program, which enables children aged 12 and under to ride all BC Transit and TransLink transit services free of charge, making transit more affordable for families and helping build back ridership.
- Committed more than \$2.4 billion in support of TransLink’s 2022 Investment Plan, as part of government’s ongoing commitment to fund 40% of the Mayors’ Council 10-Year Vision.
- Provided \$479 million in one-time funding to TransLink to keep fares stable, support public transit infrastructure and services, avoid service cuts, and enable transit expansion plans needed to respond to growing communities.
- Provided \$500 million in one-time funding to BC Ferries to ensure fares remain affordable during Performance Term 6.
- Made substantial progress on the Broadway Subway Project, including the tunnel-boring machines breaking through the first of six new underground stations on the 5.7-kilometre extension of the Millennium Line. The business case for the Surrey Langley SkyTrain has also been approved and the procurement process is underway.

Summary of progress made in 2022/23

The Ministry continued to make significant investments in transit vehicles, passenger and operational facilities, transit priority infrastructure, and information and fare technologies in partnership with TransLink, BC Transit, local governments and the federal government.

In addition, the Ministry focused on working with BC Transit, TransLink and BC Ferries on improvements to service integration to make public transportation more equitable, accessible, affordable, reliable and convenient.

Performance measure(s) and related discussion

Performance Measure	2021/22 Actual	2022/23 Target	2022/23 Actual
3.1 Annual public transit ridership in B.C. ¹	182 million	246 million	258 million

Data source: BC Transit and TransLink ridership statistics.

¹PM 3.1 targets for 2023/24 and 2024/25 were stated in the 2022/23 service plan as 267 million and 270 million, respectively. For forward-looking planning information, including current targets for 2023/24 – 2025/26, please see the latest service plan on the [BC Budget website](#).

Provincial transit ridership (TransLink and BC Transit total) continued to recover in 2022/23 from sharp reductions caused by the COVID-19 pandemic, increasing by 41 per cent to reach 258 million passenger trips, which is equal to 78 per cent of the pre-pandemic level. Ridership exceeded the target level established in the 2022/23 service plan, which was based on the transit agencies' forecasts in early 2022. Ridership growth reflects improving economic activity, post-secondary institutions resuming in-person classes, more people returning to their workplaces, and continued delivery of essential levels of transit services.

Objective 3.2: Reduce greenhouse gas emissions from the transportation sector

Transportation is the largest single source of greenhouse gas (GHG) emissions in B.C. The Province is targeting a 27-32% reduction in these emissions by 2030, relative to 2007 levels. This equates to an approximate 40% reduction in emissions from today's levels by 2030.

Key results

- To offer viable alternatives to driving in communities across the province, the Ministry expanded investments from \$12 million to \$20 million for the Active Transportation Infrastructure Grants Program and the Active Transportation Network Planning Grant Program to support active transportation regardless of age or ability.
- Expanded investments in the Heavy-duty Vehicle Efficiency Program from \$1.6M to \$3.5 million to reduce GHG emissions from the commercial transportation sector until zero-emission trucks are commercially available.
- Established enabling authority to require the use of speed limiters in heavy duty commercial trucking to facilitate their safe operation on our roads and lower GHG

emissions from these vehicles-changes that are strongly supported by the BC Trucking Association.

- Established a 1-metre minimum safe passing distance (MPD) that drivers must observe when passing pedestrians, cyclists, and other prescribed road users, to ensure a safer active transportation environment on roads across the Province.
- Transit: Worked with the public transit agencies as they transition to low carbon fleets through BC Transit’s Low Carbon Fleet Program and TransLink’s Low Carbon Fleet Strategy, and support TransLink’s other climate action initiatives for Metro Vancouver captured in the agency’s new 30-year Regional Transportation Strategy, Transport 2050.

Summary of progress made in 2022/23

The CleanBC Roadmap to 2030 included a commitment to release a Clean Transportation Action Plan (CTAP) in 2023 to achieve the 2030 target. The ministry contributed to the development of the CTAP, which will detail actions to reduce transportation emissions.

Performance measure(s) and related discussion

Performance Measure	2021/22 Actual	2022/23 Target	2022/23 Actual
3.2 Number of locations with public EV charging installed or supported by the Ministry ^{1,2}	25	30	27

Data source: Ministry of Transportation and Infrastructure

¹PM 3.2 targets for 2023/24 and 2024/25 were stated in the 2022/23 service plan as 34 and 38, respectively. For forward-looking planning information, including current targets for 2023/24 – 2025/26, please see the latest service plan on the [BC Budget website](#).

In 2022/23, the ministry installed and upgraded charging infrastructure along B.C. highways, so that EV drivers can feel confident travelling throughout B.C. While the Ministry expanded the province’s charging station network, the 2022/23 target of 30 new stations has not been achieved. This is the case for several reasons: a station was upgraded to improve the charging experience in lieu of constructing a new one; the pandemic and flooding events related to the atmospheric river led to supply chain disruptions and staffing shortages, extending timelines in 2022/23; and, as the charging network has expanded, the Ministry began addressing more remote locations that have less ready-access to the electrical grid and require more time and funding to deliver.

Financial Report

	Estimated (\$000)	Other Authoriz- ations ¹ (\$000)	Total Estimated (\$000)	Actual (\$000)	Variance (\$000)
Operating Expenses					
Transportation and Infrastructure Improvements	29,586	57,447	87,033	84,562	(2,471)
Public Transportation	344,247	1,005,189	1,349,436	1,350,792	1,356
Highway Operations	561,180	25,746	586,926	589,914	2,988
Commercial Transportation Regulation	3,059	0,000	3,059	2,504	(555)
Executive and Support Services	17,908	0,000	17,908	16,590	(1,318)
Sub-total	955,980	1,088,382	2,044,362	2,044,362	0,000
Adjustment of Prior Year Accrual ²	0,000	0,000	0,000	(1,174)	(1,174)
Total	955,980	1,088,382	2,044,362	2,043,188	(1,174)
Ministry Capital Expenditures					
Transportation and Infrastructure Improvements	58	0,000	58	57	(1)
Highway Operations	4,947	0,000	4,947	2,080	(2,867)
Total	5,005	0,000	5,005	2,137	(2,868)

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 \$1.174 million is a reversal of accruals in the previous year.

BCTFA Statement of Operations

2022/23	Budget	Actual	Over/(Under) Budget
Revenue (\$000)			
Tax revenue ¹	474,000	454,876	(19,124)
Amortization of deferred contributions ²	171,026	173,183	2,157
Other operating revenue ³	37,484	10,180	(27,304)
Total	682,510	638,239	(44,271)
Expenditures (\$000)			
Highway Operations	782,990	708,134	(74,856)
Transit Programs	182,493	144,368	(38,125)
Ferry Operations	24,123	24,028	(95)
Other	152,501	48,056	(104,445)
Debt Servicing Costs ⁴	463,403	581,766	118,363
Total	1,605,510	1,506,352	(99,158)
Net Loss (\$000)			
Net Operating Loss	(923,000)	(868,113)	54,887

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

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

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

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

Transportation Investments

(\$ millions)	2022/23 Actual
Provincial Investments:	
Highway Corridor Rehabilitation	350
Side Road Improvements	178
Pattullo Bridge Replacement	205
Highway 99 Tunnel Program	72
Transportation Infrastructure Recovery ¹	18
Highway 1 to Alberta Border	168
Broadway Subway	238
Surrey Langley Skytrain ²	39
Transit Infrastructure ²	85
Transportation and Trade Network Reliability	229
Safety Improvements	34
Community and other programs	9
Total Provincial Transportation Investments	1,625
Investments funded through contributions from Federal Government and Other Partners:	
Contributions from all partners	418
Total Investments in Transportation Infrastructure³	2,043

¹ Actual is net of the Federal Disaster Financial Assistant Arrangement contribution which approximates 80% of the project funding.

² Surrey-Langley SkyTrain project approved July 2022. Initial notional budget was included in Transit Infrastructure.

³ Total investments include operating and capital spending.

Capital Expenditures

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to March 31, 2023 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 91 – Alex Fraser Bridge Capacity Improvements	2019	67	3	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 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>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 – Illecillewaet Four-Laning and Brake Check	2021	74	1	75
<p>Objective: Located 42 kilometres east of Revelstoke, this portion of Highway 1 Kamloops to Alberta program includes an expansion of the existing brake check area with accelerating and decelerating lanes, four laning, improved geometrics and a turn around for trucks and cars.</p> <p>Costs: The estimated cost is \$75 million with the Government of Canada contributing \$16 million under the Provincial-Territorial Infrastructure Component of the New Building Canada Fund, and the Province of B.C. contributing \$59 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improved safety, mobility, reliability and efficiency for users. • Improved capacity and safety for queued vehicles and reduced traveller delay due to highway closures during winter storm and avalanche control events. • Improved brake check safety and capacity. <p>Risks:</p> <ul style="list-style-type: none"> • This project is substantially complete. No significant risks remain. • Remaining costs are related to a continued water sampling/testing program. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to March 31, 2023 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
<u>Highway 1 – Lower Lynn Corridor Improvements</u>	2021	174	0	174
<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 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>Costs: The final cost is \$174 million, with the Government of Canada contributing \$66 million and contributions from other parties totalling \$31 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"> • This project is complete. No significant risks remain. 				
<u>Highway 99 – 10 Mile Slide</u>	2021	75	9	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.</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. • Limit future costs associated with extraordinary maintenance and stabilization measures. <p>Risks:</p> <ul style="list-style-type: none"> • Managing gravel road surface until paved. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to March 31, 2023 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 4 - Kennedy Hill Safety Improvements	2022	54	0	54
<p>Objective: 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-metre-wide lanes and minimum shoulder width of 1.5 metres to accommodate cyclists.</p> <p>Costs: The estimated cost is \$54 million, with the Government of Canada contributing \$14 million and the Province of B.C. \$40 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improve safety and mobility of traffic. • Facilitate economic development and tourist travel. <p>Risks:</p> <ul style="list-style-type: none"> • Construction is complete. 				
Highway 14 Corridor Improvements	2023	62	15	77
<p>Objective: Enhance safety, reduce travel times and promote mobility options on Highway 14 through improvements to 10 kilometres between Otter Point Road (west) and Woodhaven Road and over 1.5 kilometres between Connie and Glinz Lake roads.</p> <p>Costs: The estimated cost is \$77 million, with the Government of Canada contributing \$29 million and the Province of B.C. \$48 million</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. • Reduce collisions and associated highway closures, as well as new passing opportunities <p>Risks:</p> <ul style="list-style-type: none"> • Impacts to properties along the corridor. • Construction and traffic management. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to March 31, 2023 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 1 – Chase Four-Laning	2023	88	132	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: The estimated cost is \$220 million, with the Government of Canada contributing \$12.1 million under the Provincial-Territorial Component of the new Building Canada Fund and the Province of B.C. \$208 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improved safety, mobility and reliability of this section of Highway 1 for all road users. • Better capacity on a vital transportation link between British Columbia and the rest of Canada, supporting regional, provincial and national economic growth. • Improved intersections and accesses for local residents of the Village of Chase and Indigenous communities. • Improved 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 for changed conditions during construction. • Archaeological impacts. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to March 31, 2023 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 1 - Salmon Arm West	2023	87	68	155
<p>Objective: Upgrade 3.2 kilometres of the Trans-Canada Highway to four lanes to improve safety, mobility and reliability. The Project will be delivered in two phases. The work includes four laning, a pathway for pedestrians, cyclists and other non motorized users, 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 estimated cost is \$155 million including a \$31 million Government of Canada contribution under the Provincial-Territorial Infrastructure Component of the new Building Canada Fund and the Province of B.C. \$124 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improved safety, mobility and reliability of the Trans-Canada Highway corridor, the City of Salmon Arm, local Indigenous community members and the surrounding area. • Improved pedestrian and cyclist accommodation with construction of a multi-use pathway that will integrate with the community trail networks. • Mitigated 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. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to March 31, 2023 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 91 – Highway 17 Deltaport Way Corridor	2023	239	21	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"> • Reduced congestion to improve travel time and reliability through Delta. • Improved traffic safety for goods movers and the travelling public, with lowered collision risk and better operating hours at the Nordel commercial inspection facility. • Support for community and economic development, with better access to employment areas, faster access between South Delta and North Delta/Surrey, improved cycling connections, and permitting and inspection service for commercial vehicle operators. <p>Risks:</p> <ul style="list-style-type: none"> • Final deficiency review. 				
Kootenay Lake Ferry Service Improvements	2023	50	35	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 estimated cost is \$85 million, with the Government of Canada contributing \$17 million through the New Building Canada Fund – Provincial-Territorial Infrastructure Component and the Province of B.C. \$68 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Service continuity after the retirement of MV Balfour. • Improved capacity to meet demand during summer peaks. • Reduced GHG emissions. • Improved traffic flow in/out of both ferry terminals (Balfour and Kootenay Bay). • Improved 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. • Market conditions may impact project pricing and vessel delivery. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to March 31, 2023 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
<u>West Fraser Road Realignment</u>	2023	59	44	103
<p>Objective: Reconstruct 5.6 kilometres of two-lane West Fraser Road on a new alignment that bypasses 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 to 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"> • Improved travel time and reliability for residents affected by the detour. • Better connections for Indigenous communities that are separated by the closure. • Improved ability for local industries to get goods and resources to their destinations. • Improved safety of all road users through lower collision risk. • Avoidance of 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. 				
<u>Highway 1 – Quartz Creek Bridge Replacement</u>	2024	56	65	121
<p>Objective: Upgrading approximately 4.4 kilometres of Highway 1 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>Costs: The estimated cost is \$121 million, with the Government of Canada contributing \$50 million under the Provincial-Territorial Infrastructure Component of the new Building Canada Fund and the Province of B.C. \$71 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improved safety, mobility, and reliability for all users on this section of Highway .1 • Increased capacity on a vital transportation link between British Columbia and the rest of Canada, supporting regional, provincial, and national economic growth. • Improved 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 in total)	Targeted Year of Completion	Project Cost to March 31, 2023 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 1 - Kicking Horse Canyon	2024	466	135	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 estimated cost is \$601 million. The Government of Canada is contributing \$215 million under the National Infrastructure Component of the new Building Canada Fund and the Province of B.C. \$386 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Increased safety, reliability and capacity on a critical provincial and national gateway. • 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. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to March 31, 2023 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Pattullo Bridge Replacement	2024	676	701	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 Westminster. The removal of the existing bridge will occur after the new bridge is in service.</p> <p>Costs: The estimated cost is \$1.377 billion.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improved safety for drivers. • Improved seismic resiliency and emergency response capability. • Improved regional connectivity and goods movement. • Safer corridors for pedestrians and cyclists. <p>Risks:</p> <ul style="list-style-type: none"> • Managing traffic during construction. • Archeological impacts. • Permitting/regulatory processes. • Utility relocations. • Coordinating rail interface. • Third party agreements. • Geotechnical conditions. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to March 31, 2023 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 5 Corridor	2024	94	256	350
<p>Objective: Rebuild the Highway 5 Corridor with longer and more robust structures to facilitate climate resiliency and recognizing and respecting the Indigenous territories on which the work is being conducted.</p> <p>Costs: The estimated cost is \$350 million. The Project is eligible for reimbursements from the Government of Canada through the Disaster Financial Assistance Arrangements (DFAA) program.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • 75-year service life on structures. • Incorporation of climate resiliency. • Streamlined delivery schedule. <p>Risks:</p> <ul style="list-style-type: none"> • Weather impacts due to remote location of the project. • Material and fabricator supply and fabrication. • Equipment dismantling/assembly, site office power connection, equipment utilization. • Environment, archaeology, communications, and third parties. • Impact to indigenous interests. • Geotechnical conditions. 				
BC Transit Victoria handyDART Facility	2025	20	40	60
<p>Objective: Construct a new BC Transit owned Victoria regional handyDART operations and maintenance facility to meet growing demand for transit service for persons with disabilities, support a future fully electric vehicle fleet and replace an existing facility.</p> <p>Costs: The estimated cost is \$60 million with the Government of Canada contributing \$21 million under the Investing in Canada Infrastructure Program (ICIP), the Province of B.C \$26 million and other contributions of \$13 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Increase Victoria Regional handyDART fleet capacity to support future service increases. • Enable future operation of a fully electric handyDART fleet in Victoria, supporting CleanBC greenhouse gas emissions reduction targets. <p>Risks:</p> <ul style="list-style-type: none"> • Geotechnical conditions • Materials cost escalation. • Labour availability. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to March 31, 2023 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 1 – 216th to 264th Street Widening	2025	53	292	345
<p>Objective: 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 reconfiguring the interchange at 232nd Street and constructing a new crossing at Glover Road and replacing the railway crossing immediately east of it.</p> <p>Costs: The estimated cost is \$345 million, with the Government of Canada contributing up to a maximum of \$96 million under the Provincial-Territorial Infrastructure Component of the new Building Canada Fund, the Province of B.C. \$226 million and other contributions of \$23 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improved safety for all road users. • Reduced congestion and improved travel times through a key corridor. • Support for HOV use. <p>Risks:</p> <ul style="list-style-type: none"> • Geotechnical conditions. • Archeological impacts (chance find). • Environmental impacts and contaminated soils. • Replacement of the Canadian Pacific Railway crossing of Highway 1 while keeping rail 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. • Construction cost escalation. • Access to partnership funding. • Utility relocation along CP Rail/BC Hydro corridor. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to March 31, 2023 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 1 – RW Bruhn Bridge	2025	35	190	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 includes a new multi-use path to increase safety for pedestrians and cyclists.</p> <p>Costs: The estimated cost is \$225 million, with the Government of Canada contributing \$91 million under the Building Canada Fund and the Province of B.C. \$134 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improved safety and traffic flow along the Trans-Canada Highway corridor. • Replacement of the aging R.W. Bruhn Bridge. • Improved safety of local road connections at the Trans-Canada Highway. • Enhanced safety for pedestrians and cyclists along the Trans-Canada Highway corridor. • Continued collaboration with Indigenous people and government on opportunities and accommodation. <p>Risks:</p> <ul style="list-style-type: none"> • Archeological finds. • Geotechnical conditions. • Traffic management (vehicle, marine, pedestrian/cyclist) during construction. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to March 31, 2023 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 7 Widening - 266th Street to 287th Street	2025	19	87	106
<p>Objective: Improve 4 kilometres of Highway 7 between 266th Street and 287th street from two to four lanes, including the construction of 2 metre wide shoulders, new sidewalks on 272 Street, River Road and 280 Street, new energy efficient lighting and pavement markings, and accommodations for future bus stops to provide more accessible and reliable service. This project supports improved connectivity between communities and regions, and the movement of goods and services to port and rail related activities along the Fraser River.</p> <p>Costs: The estimated cost is \$106 million, with the Government of Canada contributing \$29 million under the Provincial Territorial Infrastructure Component – National and Regional Projects (PTIC-NRP) and the Province of B.C. \$77 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Provide key safety improvements to reduce the collision rate. Replacement of the aging R.W. Bruhn Bridge. • Increase mobility and reliability for users including First Nations, commercial transport industry and local communities. • Safer active transportation facilities. <p>Risks:</p> <ul style="list-style-type: none"> • Unforeseen ground or adverse weather conditions during construction requiring additional work. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to March 31, 2023 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 99/Steveston Interchange Transit and Cycling Improvements	2025	34	103	137
<p>Objective: 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>Costs: The estimated cost of the project is \$137 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Relieved congestion at key interchanges within the Highway 99 corridor. • Improved transit reliability and operations within the Highway 99 corridor. • Address significant transit vehicle travel times within the corridor. • Improved travel reliability for priority vehicles such as transit and high-occupancy vehicles/electric vehicles. • Improved long-term mobility and reliability for transit travel within the Highway 99 corridor and support higher capacity transit services. <p>Risks:</p> <ul style="list-style-type: none"> • Higher than anticipated construction material costs. • Environmental and geotechnical conditions. • Protection of proximal infrastructure. • Traffic management during construction. • Third party interfaces (e.g., utilities). • Regulatory and permitting requirements. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to March 31, 2023 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 17 – Keating Cross Overpass	2025	12	65	77
<p>Objective: The project will replace the northbound left turn onto Keating Cross Road with a “flyover” overpass, eliminating the need to turn across busy highway traffic and reducing congestion. This includes widening of Keating Cross Road, installation of a new sidewalk on Keating Cross Road, installation of bus-on-should facilities to support future plans for rapid bus transit on Highway 17, and realignment of the southbound on-ramp.</p> <p>Costs: The estimated cost is \$77 million, with the Government of Canada contributing \$17 million under the Provincial Territorial Infrastructure Component – National and Regional Projects (PTIC-NRP), the Province of B.C. \$58 million and the District of Saanich \$2 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improve safety, traffic flow and travel times along Highway 17. • Reduce idling times and related air emissions. • Relieve existing vehicle congestion and accommodate growing traffic demands. • Improve access for area neighbourhoods and businesses. <p>Risks:</p> <ul style="list-style-type: none"> • Utility relocations. • Property acquisition. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to March 31, 2023 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 1 – Ford Road to Tappen Valley Road Four-Laning	2026	38	205	243
<p>Objective: 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)The western limit of the project begins at Ford Road and extends through to its terminus 400 metres east of Tappen Valley Road. Improvements include four laning, a commercial carrier pullout, frontage roads, a protected T-intersection, a new overhead bridge and median barrier.</p> <p>Costs: The estimated cost is \$243 million. This includes up to \$82 million from the Government of Canada under the Provincial-Territorial Infrastructure Component of the New Building Canada Fund and the Province of B.C. \$161 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improved safety, capacity and movement of goods and services. • Safer access to local roads for residents, commercial vehicles, tourists and travellers. • Reduced travel times during peak travel periods. • Wider shoulders and new frontage road system to support cyclists, pedestrians, and people using other modes of active transportation. <p>Risks:</p> <ul style="list-style-type: none"> • Archaeological impacts. • Extensive Section 35 Process with Little Shuswap Lake Band. • Geotechnical concerns and rock horizon variances. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to March 31, 2023 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Broadway Subway	2026	1,089	1,738	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. 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>Costs: The Broadway Subway Project will cost \$2,827 million and will be funded through contributions of \$1,830 million from the Government of British Columbia, \$897 million from the federal government and \$100 million from the City of Vancouver.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Faster, convenient, and more reliable transit service. • Improved transportation options and economic development potential. • Connected communities and regional destinations and filling the gap in the regional transit network. • Meet future needs by keeping people and goods moving and supporting a growing economy. • Support environmentally friendly transportation options. • Improved 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. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to March 31, 2023 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Surrey Langley SkyTrain Project	2028	65	3,945	4,010
<p>Objective: The Surrey Langley SkyTrain Project is a 16-kilometre extension of the existing Expo Line that will run on an elevated guideway primarily along Fraser Highway from King George Station to 203 St. in Langley City. The Project includes eight new stations, three new transit exchanges, active transportation elements and provides for transit-oriented development opportunities. Upon completion, it will be fully integrated into the regional transit network to be operated and maintained by TransLink.</p> <p>Costs: The estimated cost is \$4.010 billion, with the Government of Canada contributing \$1.306 billion, the Province of B.C. \$2.476 billion and other contributors \$228 million. The provincial contribution includes \$60 million for active transportation improvements.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Provide sustainable multi-modal transportation choices to connect communities. • Support transit-oriented development. • Foster healthy communities and a healthy environment. • Create economic development and job growth. <p>Risks:</p> <ul style="list-style-type: none"> • Traffic management during construction. • Geotechnical Conditions and utility relocations. • Third Party Agreements. • Labour market conditions and global supply chain issues. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to March 31, 2023 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Fraser River Tunnel Project	2030	53	4,095	4,148
<p>Objective: 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. The new tunnel is expected to open in 2030.</p> <p>Costs: The estimated cost is \$4.148 billion which includes planning, engineering, construction, site supervision, property acquisition, regulatory approvals, interest during construction and contingency. The estimated cost includes both capitalized and expensed costs.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • More capacity for drivers and transit users in both directions. • Improved transit speed and reliability along the Highway 99 corridor. • More travel options for users with a new connection for pedestrians and cyclists. • Improved seismic resiliency and emergency response capability. • Maintains the current clearances for the Fraser River navigational channel. <p>Risks:</p> <ul style="list-style-type: none"> • Geotechnical conditions. • Permitting/regulatory processes. • Managing highway and river traffic during construction. • Managing archeological impacts. • Utility relocations. • Coordinating rail interface. • Third party agreements. 				

Appendix A: Public Sector Organizations

As of March 31, 2023, the Minister of Transportation and Infrastructure is responsible and accountable for the following organizations:

BC Transit

BC Transit coordinates the delivery of public transportation across B.C. with the exception of those areas serviced by TransLink (Metro Vancouver). BC Transit's Service Plan is available on their [website](#).

BC Container Trucking 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: BC Transportation Financing Authority

Purpose of the Organization

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.

Governance Overview

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](#)

Summary of Performance: Objectives and Key Results

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

Key Results

- 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;
- Use innovative solutions and best practices to deliver the most cost-effective transportation investment plans.

Appendix C: BC Railway Company (BCRC)

Purpose of the Organization

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.

Governance Overview

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

Summary of Performance: Objectives and Key Results

Objective 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 Results

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

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

Key Results

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

Objective 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 Results

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

Appendix D: Progress on Mandate Letter Priorities

The following is a summary of progress made on priorities as stated in Minister Rob Fleming's 2020 Mandate Letter.

2020 Mandate Letter Priority	Status as of March 31, 2023
<p>Work with the Minister of Municipal Affairs and Minister of State for Infrastructure to support economic recovery from the effects of the COVID-19 pandemic in communities across B.C. by continuing to build important infrastructure projects, including through StrongerBC and the Investing in Canada Infrastructure Program.</p>	<p>IN PROGRESS</p> <ul style="list-style-type: none"> The Ministry made substantial progress in building, restoring and expanding infrastructure in support of economic recovery from the COVID-19 pandemic and to meet the needs of a growing population, while creating jobs and facilitating future growth.
<p>Ensure that infrastructure investments deliver benefits for local communities and workers through the use of Community Benefit Agreements where appropriate.</p>	<p>COMPLETE</p> <ul style="list-style-type: none"> Using the Community Benefits Agreement is now part of regular procurement processes for infrastructure projects
<p>Develop a strategy to streamline consultation, tendering, and construction of infrastructure projects to ensure benefits flow to British Columbians without unnecessary delays.</p>	<p>COMPLETE</p> <ul style="list-style-type: none"> Currently part of regular work of the Ministry. This includes the BC Bid Replacement Project, updated procurement strategies that share risk with suppliers and permitting
<p>Work with BC Transit to help families get around more affordably by making transit free for children up to and including age 12.</p>	<p>COMPLETE</p> <ul style="list-style-type: none"> The Ministry worked with TransLink and BC Transit to deliver the first full year of the "Get on Board" program.
<p>Work with the Minister of Environment and Climate Change Strategy to integrate TransLink and BC Transit services.</p>	<p>IN PROGRESS</p> <ul style="list-style-type: none"> Efforts to promote service integration among transportation service providers continues.
<p>Deliver better transit and transportation for the South Island, guided by the South Island Transportation Strategy.</p>	<p>IN PROGRESS</p> <ul style="list-style-type: none"> Significant progress was made to improve transit and transportation on the South Island, including in the Highway 14 corridor.

2020 Mandate Letter Priority	Status as of March 31, 2023
<p>Improve transit options for people in rural communities by expanding service for the successful BC Bus North program.</p>	<p>COMPLETE</p> <ul style="list-style-type: none"> The BC Bus North program funding has been increased and the program has been extended to 2027.
<p>Make BC Ferries more responsive and accountable by encouraging improved service at peak time, an improved reservation system and better coordination with public transit.</p>	<p>IN PROGRESS</p> <ul style="list-style-type: none"> The next 4-year performance term (PT6) will be completed in 2023 and improved service and accountability is part of negotiations. The BC Ferry Authority and BC Ferries are working to establish a long-term planning framework to inform strategic planning and performance terms.
<p>Work with communities to expand their networks of active transportation to meet our CleanBC goal of doubling trips taken by walking, biking and other kinds of active networks by the year 2030.</p>	<p>COMPLETE</p> <ul style="list-style-type: none"> Actions included increased funding for the Active Transportation Infrastructure Grant program, investing \$2.4 billion in support for TransLink's 2022 Investment Plan and including active transportation considerations in new highway infrastructure projects.
<p>Continue the work to modernize the passenger directed transportation industry, supporting the Passenger Transportation Board in providing appropriate oversight and regulation, while ensuring accessible vehicles are available as needed.</p>	<p>COMPLETE</p> <ul style="list-style-type: none"> The Ministry launched the Passenger Transportation Accessibility Program, providing rebates to eligible taxi owner-operators for costs associated with maintaining their wheelchair-accessible taxis.
<p>Continue efforts to ensure economic sustainability and equity for the taxi industry in the face of the impact of COVID-19.</p>	<p>COMPLETE</p> <ul style="list-style-type: none"> In addition to lowering annual license fees, plate fees for all operators were waived during the pandemic. Eligible licensees were also allowed to defer their passenger transportation renewal fee for up to six months, and insurance payments were allowed to be temporarily suspended for fleet and non-fleet customers.

2020 Mandate Letter Priority	Status as of March 31, 2023
<p>Continue the work to modernize B.C.'s trucking industry, so that it can support economic activity into the future and ensure owners and drivers have a good standard of living.</p>	<p>IN PROGRESS</p> <ul style="list-style-type: none"> The Ministry continues to work with the BC Trucking Association and the Office of the British Columbia Container Trucking Commissioner to ensure a sustainable and responsible trucking industry in the province.
<p>With support from the Minister of Municipal Affairs, lead work on the Integrated Transportation and Development Strategy to ensure greater alignment between transportation and land-use planning.</p>	<p>IN PROGRESS</p> <ul style="list-style-type: none"> Integrated transportation and development planning is being adopted in high growth areas, such as Metro Vancouver, the South Island, the Central Okanagan and the Fraser Valley.

