

Ministry of Transportation and Infrastructure

2023/24 Annual Service Plan Report

August 2024



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Minister's Accountability Statement



The Ministry of Transportation and Infrastructure 2023/24 Annual Service Plan Report compares the Ministry's actual results to the expected results identified in the 2023/24 - 2025/26 Service Plan published in 2023. I am accountable for those results as reported.

A handwritten signature in black ink that reads "Rob Fleming".

Honourable Rob Fleming
Minister of Transportation and Infrastructure
August 13, 2024

Minister of State's Accountability Statement

The Ministry of Transportation and Infrastructure 2023/24 Annual Service Plan Report compares the Ministry's actual results to the expected results identified in the 2023/24 – 2025/26 Service Plan published in 2023. Under the Balanced Budget and Ministerial Act, I am accountable for achievement of the following results for 2023/24:



- a) Support the Minister of Transportation and Infrastructure to advance B.C.'s major infrastructure projects, including Highway 1 expansion in the Fraser Valley, the Fraser River tunnel replacement project, and the Surrey-Langley and UBC SkyTrain projects;
- b) Work with BC Transit and TransLink to ensure ridership continues to recover to pre-pandemic levels;
- c) Support the Minister of Transportation and Infrastructure in working with Cabinet colleagues, communities and regions to assess and support the planning of transit projects to reduce commute times for fast growing urban areas, including evaluating the possible extension of the West Coast Express;
- d) Work with local communities to develop options to improve public transit and other transportation modes on Vancouver Island, including building on the South Island Transportation Strategy;
- e) Support the Minister of Transportation and Infrastructure to complete the Transit-Oriented Development Framework to advance sustainable communities along transit corridors to help achieve our housing and affordability goals;
- f) Work with BC Transit, TransLink and BC Ferries on improving service integration to ensure passengers experience more seamless travel;
- g) Support the Minister of Transportation and Infrastructure to ensure highway improvement projects result in more integrated transportation corridors through incorporating improved active transportation and transit amenities;
- h) Support the Minister of Transportation and Infrastructure in working with First Nation Communities, and the federal government to advance rural transportation solutions;
- i) Submit to Cabinet a report on the results referred to in paragraphs (a) to (h) on or before March 31, 2024.

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

Honourable Dan Coulter
Minister of State for Infrastructure
August 13, 2024

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Letter from the Minister

I am pleased to present the Ministry of Transportation and Infrastructure's Annual Service Plan Report for fiscal year 2023/24.

This was a year of successes as our ministry made excellent progress on legislative updates, policy and program improvements, and major projects that are supporting growth and connectivity for British Columbian communities, while supporting the safe, efficient movement of people and goods through the province.

We have seen significant achievements in our efforts to enhance the safety, reliability, and resilience of highways. Phase 4 of the Kicking Horse Canyon Project along the Trans-Canada Highway was substantially completed and opened in fall 2023, while significant progress was made on other interior Highway 1 four-laning projects. In the Fraser Valley, advance works are readying the corridor for major construction as we make good progress on the Fraser Valley Highway 1 Corridor Improvement Program.

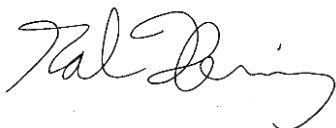
Permanent repairs and improvements from the 2021 atmospheric river were completed on the Coquihalla Highway (Highway 5) and the Malahat (Highway 1), and Highway 1 south of Spences Bridge re-opened to two-way traffic. To future-proof existing infrastructure, the ministry is improving roads and bridges through its Climate Adaptation Program, with 59 resiliency projects undertaken last year.

Legislation was passed to help enable significantly more transit-oriented development and increased density along frequent transit routes, supporting more liveable and affordable communities and making it easier for people to access public transit and reduce the use of vehicular travel.

Significant work on the Broadway Subway, Surrey Langley Skytrain, and Pattullo Bridge Replacement projects continued. A new interchange project at Steveston Highway is underway to support the Fraser River Tunnel Project and the new eight-lane tunnel. The completion of the Highway 91/17 upgrades in Delta will also help the efficient movement of goods throughout the region.

This past fiscal year, BC Transit became one of the first transit agencies in North America to recover 100 per cent of its pre-pandemic ridership level. We continued to partner with TransLink to ensure transit services evolve and expand to meet the needs of rapid population growth in the Lower Mainland. Work also continues to make it easier to get out of cars and onto cleaner modes of transportation, such as walking, cycling and transit. We tripled our investment in multi-use pathways and pursued various policies and programs to reduce GHG emissions in the transportation sector.

I thank the dedicated ministry staff, our many construction contractors and service partners who help keep British Columbians moving.



Honourable Rob Fleming
Minister of Transportation and Infrastructure
August 13, 2024

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 essential transit services that British Columbians rely on.

We continued to provide unprecedented funding support to TransLink, building on recent investments including \$479 million in relief funding to help counter the effects of the global pandemic and \$2.4 billion for TransLink's 2022 Investment Plan that includes the Surrey Langley SkyTrain Project.

We further strengthened our public transit system throughout British Columbia and made it easier for people throughout B.C. to get where they need to go. This past year we more than quadrupled capital funding for BC Transit over the fiscal plan (\$512 million) and provided \$438 million in operational funding.

We broadened transit services with rapid transit, new bus exchanges and additional bike lanes and walking paths, all aimed at promoting active transportation and fostering healthy lifestyles. By offering sustainable and affordable transportation alternatives, we are connecting individuals with their residences, workplaces and social engagements. Through transit-oriented development, we are amplifying these options, bolstering greener, more vibrant and connected communities. This initiative streamlines access to public transit, facilitating connections to vital services like healthcare, childcare, recreational facilities, public spaces and employment.

We constructed a stronger, more adaptable future through our significant transportation infrastructure projects, including the Fraser River tunnel replacement, the Pattullo Bridge Replacement project, Broadway Subway Project, and Highway 1 improvements. These endeavors will bolster our communities, stimulate economic growth and fortify resilience against the challenges posed by a changing climate, leading towards a greener future.

We updated, and will continue to update, British Columbia's transportation system to bolster the prosperity of individuals and communities. Enhanced transportation choices will empower families and businesses to thrive while concurrently diminishing our GHG emissions, paving the way for a sustainable future that benefits generations to come.



Honourable Dan Coulter
Minister of State for Infrastructure
August 13, 2024

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 2022 [Mandate Letter](#) shaped the goals, objectives, performance measures and financial plan outlined in the [Ministry of Transportation and Infrastructure 2023/24 – 2025/26 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 work, building new or updating existing infrastructure, or providing funding and support to First Nation 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.

This 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. This 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.

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](#). It also serves as the principal liaison into Government for [TransLink](#) and [BC Ferries](#).

Operating Environment

In 2023/24, despite supply chain concerns and inflationary pressures, the Ministry made significant progress on a large suite of infrastructure projects in all regions of the province. Projects, such as the Highway 14 Corridor Improvements and the Highway 91 to Highway 17 and Deltaport Way Corridor Improvements reached substantial completion. Several large projects made significant progress in the last year, including substantial capacity improvements in the Fraser Valley and along Highway 1.

Recovery from the 2021 floods continued, with many recovery projects reaching completion in 2023/24, including work on the Coquihalla Highway corridor to restore all bridges on the route to full capacity. The Ministry also undertook maintenance and improvement efforts to safeguard the Province's transportation network against future climate events like fires, floods and seismic activity.

The Ministry continued to work with service delivery partners to ensure safe and efficient service and to diversify B.C.'s transportation network. Performance Term 6 with BC Ferries was negotiated to improve core services and to keep fares affordable. Working in partnership with the Ministry, BC Transit returned ridership to 100 per cent of pre-pandemic levels. The Ministry is also working with TransLink to help improve transit service in the Lower Mainland. Improving integration of transit and ferry service was also a focus in 2023/24 and work was done with all three service providers to align service schedules.

Improving access to non-GHG emitting transportation modes continued to be a key focus to the Ministry. The B.C. Active Transportation Infrastructure Grant Program continued to provide cost-sharing for B.C. communities making it easier and safer for people to use active transportation modes.

The housing crisis in the province continues to put pressure on British Columbians and the Ministry took steps in 2023/24 to help address this issue. In November 2023 the government introduced legislation to establish a Transit Oriented Development framework and help speed up the construction and delivery of homes. This legislation reduces construction delays and streamlines processes to fund key infrastructure. The Ministry also worked to help streamline permitting processes to support housing and economic development.

Throughout the past year the Ministry continued to deliver transportation services and solutions for the people of British Columbia.

Economic Statement

Following two years of strong recovery from the pandemic, economic growth in British Columbia moderated in 2023. After expanding by 3.9 per cent in 2022, B.C.'s real GDP increased by 1.6 per cent in 2023, the second highest growth rate among provinces (tied with

Saskatchewan and Ontario) and outperforming the national average. Growth in B.C.'s real GDP was supported by service-producing industries such as real estate, rental and leasing; professional, scientific and technical services; transportation and warehousing; and healthcare. Despite steady growth in the construction and mining, quarrying and oil and gas extraction sectors, output for goods-producing industries decreased in 2023, partly due to lower manufacturing activity. While B.C.'s economy continued to expand in 2023, some sectors such as transportation and warehousing and accommodation and food services have yet to fully return to pre-pandemic levels.

B.C.'s labour market continued to grow in 2023, with employment growth of 1.6 per cent and wages and salaries increasing by 6.9 per cent. However, B.C.'s unemployment rate rose to 5.2 per cent in 2023 from 4.6 per cent in the previous year as the labour force, supported by record high immigration, grew faster than employment. High interest rates tempered consumer spending on goods in 2023 and nominal retail sales edged down 0.1 per cent. In 2023, price pressures in B.C. moderated among a broad number of goods and services but remained elevated. B.C.'s inflation rate averaged 3.9 per cent in 2023, down from 6.9 per cent in 2022. B.C. home construction activity strengthened in 2023. Housing starts totaled 50,490 units in 2023, the highest annual pace on record and up 8.1 per cent compared to the previous year. High interest rates continued to weigh on home sales activity last year. B.C. MLS home sales decreased by 9.2 per cent in 2023, while the MLS average home sale price was 2.6 per cent lower than 2022. On the external front, B.C.'s international merchandise exports declined by 13.5 per cent in 2023, due to weaker global demand and lower commodity prices compared to 2022.

Report on Performance: Goals, Objectives, and Results

The following goals, objectives and performance measures have been restated from the 2023/24 – 2025/26 service plan. For forward-looking planning information, including current targets for 2024/25 – 2026/27, please see the latest service plan on the [BC Budget website](#).

Goal 1: British Columbia has an integrated transportation network.

Objective 1.1: Leverage integrated transportation planning and development to support complete, connected communities.

The Ministry is leading the alignment of land use and transportation planning to advance smart, coordinated growth across B.C. Integrated transportation planning leverages investments to maximize access to and movement across our transportation network, while delivering co-benefits to communities to enhance liveability, encourage complete and connected communities, and support more sustainable transportation options, like public transit and active transportation.

Key results

- Launched [Planning Together BC](#), an integrated planning approach to better align transportation and land use planning in British Columbia.
- Completed a properties framework that evaluates criteria to acquire lands within 800 metres of a transit facility which includes acquisition of lands near Moody Centre Station in Port Moody and Uptown in the District of Saanich.
- In partnership with the Ministry of Housing, delivered [Bill 47 – Housing Statutes \(Transit-Oriented Areas-TOAs Amendment Act\)](#) that establishes a framework for enabling higher density neighborhoods.
- Implemented the integrated planning framework to deliver co-benefits to communities through key Ministry projects.

Summary of progress made in 2023/24

Integrated Planning initiatives are a key priority for the Ministry and in 2023/24 tremendous progress was made. The Ministry is working together with various levels of government, First Nations and transit agencies to progress the Fraser Valley Integrated Transportation Planning Project. The [South Mission Integrated Transportation Study](#) was launched to explore how the provincial transportation network can support the [City of Mission's Waterfront Revitalization Plan](#) and enhance multi-modal options. The [Central Okanagan Integrated Transportation Study](#) was publicly released in the Fall of 2023. Through these major initiatives the Ministry has

worked to support development of complete, connected communities with sustainable transportation options in communities across British Columbia.

Objective 1.2: Support resilient supply chains and influence economic development through transportation services, planning and infrastructure.

The Ministry leads transportation network planning and investment that enables economic development and people, communities and businesses to stay connected. It also connects partners to support resilient and efficient supply chains that are essential to economic activity and delivering the goods and services the province and Canada depend on.

Key results

- Delivered a [Goods Movement Action Plan](#) to provide leadership and coordination among the transportation sector to help ensure that goods move efficiently between roads, railways and ports, both within B.C and beyond.
- Supported projects that made B.C. trade corridors robust and resilient to ensure it can meet projected traffic growth, adapt to climate change and withstand extreme weather events.
- Partnered with industry and other transportation authorities to pilot test new zero and low-emission heavy-duty trucks and technology at the Port of Prince Rupert to help decrease GHG emissions and support sustainability in the province's transportation sector.
- Continued to make key asset preservation and rehabilitation investments to support connections between communities and key transportation corridors and roadways across the province.

Summary of progress made in 2023/24

The Ministry advanced several initiatives under a goods movement action plan to foster greater co-ordination within the transportation trade network and strengthen supply chains. Investments have been made in a broad range of critical trade-enabling infrastructure to integrate and connect people and communities to jobs, services, goods and opportunities. Continued investments in road, bridge and culvert rehabilitation ensure transportation networks are proactively maintained. Investment in infrastructure, planning, integration and maintenance is integral to ensure supply chains remain resilient and economic development remains strong in British Columbia.

Objective 1.3: Deliver people focused transportation services and systems.

The Ministry worked closely with BC Transit, TransLink and BC Ferries to advance service integration between transit, ferries and active transportation to connect people and businesses, improving network accessibility and community connection. The Ministry also

incorporated a GBA+ lens to ensure policies, programs, planning and services meet the diverse needs of people and communities.

Key results

- Through a multi-agency working group and Integration Steering committee, the Ministry developed an Integration Strategy to prioritize key deliverables. This facilitated identification of integration opportunities, including alignment of schedules across service providers.
- A key contact list for each terminal has been established to support rapid communications in the case of service disruptions or delays.
- The Ministry continued using a GBA+ lens in developing new legislation, project planning and initiative implementation.
- The Ministry has offered Truth and Reconciliation training to all Ministry staff including 25 training offerings with over 1,500 participants in 2023/24.

Summary of progress made in 2023/24

The Ministry focused on working with BC Ferries, BC Transit and TransLink to support building accessible, seamless and integrated transportation networks. Key accomplishments include the alignment of schedules across service providers; formalized cross-agency communications in the case of service disruptions or delays; improved customer-facing trip planning information online for enhanced integrated trip planning; TransLink’s Summer 2023 BikeBus season provided service to over 9,000 passengers connecting to BC Ferries; and the installation of temporary weather protection tents at the Swartz Bay and Tsawwassen ferry terminals for high-volume periods in Fall 2023.

Performance measure(s) and related discussion

Performance Measure	2022/23 Actual	2023/24 Target	2023/24 Actual
1a Annual public transit ridership in B.C. ¹	258 million	269 million	290 million

Data source: TransLink and BC Transit reported ridership statistics.

¹PM 1a targets for 2024/25 and 2025/26 were stated in the 2023/24 service plan as 276 million and 279 million, respectively.

In 2023/24 Provincial transit ridership (TransLink and BC Transit total) continued to increase and recover from substantial declines in 2020/21 due to the impacts of the COVID-19 pandemic. Ridership grew by 12 percent from 258 million in 2022/23 to 290 million in 2023/24 surpassing the target of 269 million established in the 2022/23 service plan, which was based on both agencies’ forecasts in early 2023. Growth partly reflects increased population and employment across B.C., with population increasing from 5.43 million to 5.61 million (3.3% increase) between January 2023 and January 2024 and employment increasing from 2.76 million to 2.84 million (2.8% increase) between March 2023 and March 2024. More British Columbians chose transit in 2023/24 to access jobs, education, services, appointments and other activities with total provincial transit ridership reaching 88 percent of pre-pandemic level. As of Fall 2023, BC Transit’s monthly ridership has surpassed 100 percent of pre-

pandemic levels and TransLink ridership reached approximately 87 percent of pre-pandemic levels.

Goal 2: British Columbia has a clean and sustainable transportation network.

Objective 2.1: Reduce greenhouse gas emissions across the transportation sector

The Ministry continued to support emissions reductions by focusing on efficiency-first transportation options to reduce greenhouse gas (GHG) emissions.

Key results

- Three Public Electric Vehicle Charging Stations at Provincial rest stops were installed, bringing the total to 30.
- The [Active Transportation Capital Fund](#) was launched with \$85 million initial investment and \$50 million additional funding.
- The Ministry provided \$20 million in funding for Active Transportation Grants, \$4 million in funding for Active Transportation Programs and \$6 million in e-bike rebates.

Summary of progress made in 2023/24

Significant investments were made in active and public transportation, focusing on providing efficient options and supporting emissions reduction goals.

With the launch of the \$85 million Active Transportation Capital Fund – (plus an additional \$50 million announced in February 2024) and the ongoing active transportation grant programs and rebates, government is making significant progress in providing options for low carbon modes of transportation.

Objective 2.2: Support accessible and affordable public transit

The Ministry is focusing on expanding a public transit network that is accessible, reliable, integrated and affordable to connect British Columbians to their communities, jobs and each other. A robust and connected public transit system will also address climate goals by reducing GHG emissions generated by motor vehicles, improving livability and housing.

Key results

- Provincial transit ridership (TransLink and BC Transit) continued to recover from the impacts of the COVID-19 pandemic, growing by 12 percent from 2022/23 to reach 88 percent of pre-pandemic level. In fall 2023, BC Transit reached a significant milestone as ridership returned to 100 percent of pre-pandemic level.

- The Province provided \$479 million in funding to TransLink to keep fares stable, support public transit infrastructure and services, continue providing free public transit for kids 12 and younger and enable expansion plans needed to respond to growing communities.
- The Province invested \$96 million to support BC Transit infrastructure projects in communities across B.C. to increase service capacity, improve access for transit users and support transition to a low-carbon bus fleet. The Province also provided \$137 million in operating funding to support BC Transit’s delivery of safe, reliable, affordable and accessible transit services in over 130 communities.
- In April 2023, BC Transit launched RapidBus service between the West Shore and downtown Victoria providing a fast, frequent and reliable service that has increased ridership.
- The Province provided funding to three regional economic trusts ([Northern Development Initiative Trust](#), [Economic Trust of the Southern Interior](#) and [Island Coastal Economic Trust](#)) to conduct engagement and analysis on rural, regional and intercity passenger transportation. The trusts conducted broad engagement in their regions on challenges and opportunities and published reports online in August 2023. Funding also supported one-time grant programs administered by the trusts for planning, studies and enhancing transportation services.

Summary of progress made in 2023/24

The Province partnered with the federal and local governments to invest in BC Transit infrastructure projects including procurement of new buses, construction of a new Victoria handyDART operations and maintenance facility, upgrades to transit exchanges and operations facilities, and installation of charging infrastructure in Victoria to support the first 10 battery electric buses planned to go into service in 2025. BC Transit also introduced its new [Umo](#) fare collection technology in 17 communities and upgraded [Next Ride](#) vehicle location information systems to improve convenience and access for transit customers.

In 2023/24 the Ministry provided funding for the second full year of the [Free Transit for Children 12 and Under Program](#) which made transit more accessible for families and children, helped build a culture of transit use among youth and increased transit ridership.

Performance measure(s) and related discussion

Performance Measure	2022/23 Actual	2023/24 Target	2023/24 Actual
2a Number of locations with public EV charging installed or supported by the Ministry ¹	27	29	30

Data source: Ministry of Transportation and Infrastructure

¹PM 2a targets for 2024/25 and 2025/26 were stated in the 2023/24 service plan as 30 and 34, respectively.

In the [2024/25 Ministry Service Plan](#), the EV Charging Stations Performance Measure has been retired. This Annual Service Plan Report will be the last time this measure is reported on. The Ministry has shifted its focus to upgrading existing charging locations at public locations.

Beginning with the 2024/25 Ministry Service Plan a new Performance Measure for clean transportation is being tracked: “Number of All Ages and Abilities (AAA) active transportation infrastructure planning and capital projects funded by MOTI through the Active Transportation Capital Fund.” This measure provides a clearer picture of the current important work being done to promote clean transportation and accessibility for British Columbians.

Goal 3: Transportation networks and roadways in British Columbia are safe, reliable and resilient.

Objective 3.1: Ensure a high standard of transportation infrastructure maintenance through strong and strategic rehabilitation investments.

The Ministry’s investments in transportation infrastructure ensure the safety, reliability and resiliency of the transportation network that British Columbians depend on.

Key results

- Invested \$612 million on resurfacing and/or improving approximately 2,300 lane kilometres of road network and rehabilitating, replacing or seismically upgrading 39 structures across B.C. through the [Preservation Program](#), along with completing many safety enhancement projects and projects to adapt infrastructure to be more resilient to the effects of climate change.
- Launched a new multi-year First Nation Community Access and Resiliency program to invest in safety and access improvements for First Nation communities.
- Introduced a Safety Rest Area Improvement program to upgrade rest areas and improve safety, accessibility and other amenities along B.C. highways.
- Initiated the Pavement Marking Service Agreement renewal process.

Summary of progress made in 2023/24

The Ministry continued its emphasis on holding contractors to a high standard of maintenance and ensuring good service for British Columbians.

Leveraging asset management principles, the Ministry prioritized its rehabilitation investments to enhance safety, reliability, and resilience, and to ensure the Ministry’s infrastructure meets the critical needs of British Columbians and to achieve long-term asset condition objectives.

Objective 3.2: Improve transportation network safety across all modes.

The Ministry prioritizes upholding the highest standards of safety for the transportation network and continuously updates operating frameworks to make sure it meets the diverse safety needs of users across an integrated, multi-modal network.

Key results

- The Ministry partners with the [Insurance Corporation of British Columbia](#) (ICBC) on capital and preservation projects that have expected safety benefits. In 2023/24, 84 projects were eligible for ICBC funding which included intersection safety improvements, sightline improvement, warning signs, speed reader boards, lighting, rumble strips, wildlife fencing, durable pavement markings, pedestrian safety, and installation of concrete barrier.
- The Ministry installed LED chevrons, Digital Message Sign and rumble strips as part of safety improvements on Highway 5 between Kamloops and Avola.
- The Ministry developed a road safety policy that provides direction to install median barriers on all new and existing multi-lane highways with a posted speed limit of 70 km/h or greater and with flush medians. This policy aligns with the [BC Road Safety 2025](#) and [Vision Zero](#) goals (a campaign to eliminate fatal and injury collisions), as median barrier prevents cross-over collisions which are severe in nature.
- Highway 1 expansion through Kicking Horse Canyon east of Golden (Phase 4) is substantially complete. The 21 km of roadway upgrades provide a safer and more efficient transportation corridor for all road users through what used to be the one of the most challenging sections of highway in B.C.
- New over-height vehicle regulation came in effect to further deter commercial vehicle infrastructure crashes that causes damage, interrupt the movement of people and goods and increase safety risks for everyone on the road.

Summary of progress made in 2023/24

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

Objective 3.3: Drive resilience in the transportation network and its assets.

The Ministry is advancing the integration of resilient design in B.C.'s transportation network to improve safety and reliability. Increased threats of climate change and seismic related events mean that resilient infrastructure is key to ensuring British Columbians have a safe, reliable, connected network they can depend on.

Key results

- Resiliency System Development Project tender, evaluation, and award completed.

- Completed the seismic resiliency study of Highway 99.
- Seismic retrofit of two bridges on Key and Critical routes on Highway 1 (Eagleridge Drive and Caulfield Drive) is completed.
- The [Guidebook: Systems Based Approaches to Resilient Infrastructure](#) was completed and published to the Ministry's [Climate Change website](#).

Summary of progress made in 2023/24

Significant progress is being made to ensure the safety and efficiency of our infrastructure in the face of increasing challenges. Resilience appraisals, using the four resilience attributes known as the 4Rs (robustness, redundancy, resourcefulness, and rapidity), to assist with scope and cost investment decisions are in progress. As well, seismic retrofit design and construction are in progress for nine bridges in various locations. An update to the BC Supplement to the Canadian Highway Bridge Design Code (CHBDC) is underway to adopt the latest seismic hazard design for new and existing bridges.

The Public Infrastructure Engineering Vulnerability Committee (PIEVC) High Level Screening Guide Climate Risk Assessments (HLSG-CRA) are in progress. These assessments identify and document the interactions between climate hazards and vulnerable infrastructure elements. The HLSG-CRA is then used to develop climate informed and adjusted design criteria in accordance with the Ministry's Technical Circular on Resilient Infrastructure Engineering Design.

The Ministry is also currently Co-chair with Infrastructure Canada for the Federal-Provincial-Territorial Resilient Infrastructure Working Group.

Objective 3.4: Deliver priority projects on schedule and within budget.

The Ministry leads the delivery of priority projects, ensuring that planning and investment is done in a fiscally responsible way. Projects that are kept on schedule and within budget improve the public's confidence in the planning and maintenance of the transportation network.

Key results

- Projects substantially completed include Kicking Horse Canyon Phase 4, North Surrey Truck Parking, Highway 99 and 32nd Avenue Diversion, West Fraser Roads and Highway 5 Corridor Projects.
- Contracts awarded for Highway 1 Ford Road to Tappen Valley Road Four-Laning, Highway 1 Nicomen River Bridge, Highway 1 Colquitz Bridge Bus on Shoulder and Highway 95 Bridge Replacement.
- Fully committed the Public Transit Infrastructure Stream (PTIS) of the Investing in Canada Infrastructure Program (ICIP) for transit investments such as vehicle acquisition, technology deployment, bus shelters, transit exchanges and facility upgrades.

- Planning continued for several major projects including, the Fraser River Tunnel Project Fraser Valley Highway 1 Corridor Improvement program and the Cariboo Road Recovery Program.

Summary of progress made in 2023/24

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	2016/20 Baseline ²	2022/23 Actual	2023/24 Target ³	2023/24 Actual
3a Serious collision rate on Provincial Highways (Collision per Million Vehicle Kilometre) ¹	0.150	0.110	0.128	0.105

Data source: The RCMP and ICBC

¹PM 3a targets for 2024/25 and 2025/26 were stated in the 2023/24 service plan as 0.123 and 0.119, respectively.

²The baseline value represents the serious collision rate for the five-year period 2016-2020.

³The forecast and target are based on historical trends of the 5-year rolling average serious collision rate between 2012 and 2021. The baseline and targets may change from previously established values following updates from more recent collision data.

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 weather, distractions, impairments 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 provided collision data on provincial highways to the Ministry, which is validated before it is entered into the Ministry's Collision Information System database and used for Actual safety performance calculations.

Performance Measure	2022/23 Actual	2023/24 Target	2023/24 Actual
3b Rating of maintenance contractor performance using Contractor Assessment Program ¹	93.7%	93%	94.4%

Data source: Ministry of Transportation and Infrastructure

¹PM 3b targets for 2024/25 and 2025/26 were stated in the 2023/24 service plan as 93% and 93%, respectively.

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 2023/24 results achieved the target and demonstrate a continued high level of performance among maintenance contractors with the maintenance contracts. 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.

Performance Measure	2022/23 Actual	2023/24 Target	2023/24 Actual
3c Percentage of projects that meet their budget and schedule ¹	93.6%	91.5%	92.5%

Data source: Ministry of Transportation and Infrastructure

¹PM 3c targets for 2024/25 and 2025/26 were stated in the 2023/24 service plan as 91.5% and 91.5%, respectively.

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 2023/24, 92.5 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.

Financial Report

Financial Summary

	Estimated (\$000)	Other Authoriz- ations ¹ (\$000)	Total Estimated (\$000)	Actual (\$000)	Variance (\$000)
Operating Expenses					
Transportation and Infrastructure Improvements	30,433	26,968	57,401	54,918	(2,483)
Public Transportation	350,435	6,025	356,460	359,056	2,596
Highway Operations	612,876	19,052	631,928	633,363	1,435
Commercial Transportation Regulation	2,332	0,000	2,332	1,170	(1,162)
Executive and Support Services	24,843	518	25,361	24,975	(386)
Sub-total	1,020,919	52,563	1,073,482	1,073,482	(0,000)
Adjustment of Prior Year Accrual ²	0,000	0,000	0,000	(1,367)	(1,367)
Total	1,020,919	52,563	1,073,482	1,072,115	(1,367)
Ministry Capital Expenditures					
Highway Operations	5,261	0,000	5,261	4,934	(327)
Total	5,261	0,000	5,261	4,934	(327)

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 \$1.367 million is a reversal of accruals in the previous year.

BCTFA Statement of Operations

2023/24	Budget	Actual	Over/(Under) Budget
Revenue (\$000)			
Tax Revenue ¹	481,000	458,818	(22,182)
Amortization of deferred contributions ²	176,728	175,767	(961)
Other operating revenue ³	38,502	37,665	(837)
Total	696,230	672,250	(23,980)
Expenses (\$000)			
Highway Operations	788,740	704,309	(84,431)
Transit Programs	223,234	195,784	(27,450)
Ferry Operations	24,443	24,196	(247)
Other	78,237	78,713	476
Debt Servicing Costs ⁴	777,576	712,988	(64,588)
Total	1,892,230	1,715,990	(176,240)
Net Loss (\$000)			
Net Operating Loss	(1,196,000)	(1,043,740)	(152,260)

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)	2023/24 Actual
Provincial Investments:	
Highway Corridor Rehabilitation	391
Side Road Improvements	180
Pattullo Bridge Replacement	219
Fraser River Tunnel Program	59
Transportation Infrastructure Recovery ¹	(6)
Highway 1 to Alberta Border	190
Broadway Subway	270
Surrey Langley Skytrain	212
Transit Infrastructure	185
Transportation and Trade Network Reliability	240
Safety Improvements	44
Community and other programs	20
Total Provincial Transportation Investments	2,004
Investments funded through contributions from Federal Government and Other Partners	
Contributions from all partners	501
Total investments in Transportation Infrastructure²	2,505

¹ Federal Disaster Financial Assistant Arrangement contributions in 2023/24 exceeded Provincial costs due to recovery of prior year accrued amounts.

² Total investments include operating and capital spending.

Capital Expenditures

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 91 Alex Fraser Bridge Capacity Improvements	2019	70	0	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 of the project is \$70 million. The Government of Canada contributed \$33 million under the National and Regional Priorities of the new Building Canada Fund. The project reached substantial completion in 2019 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 99 10 Mile Slide	2021	83	5	88
<p>Objective: Long-term stabilization of the 10-Mile Slide, approximately 17 kilometres northeast of Lillooet and located within Xaxli'p's Fountain Reserve 1A.</p> <p>Costs: The estimated cost of the project is \$88 million and is fully funded by the Province of B.C. The project reached substantial completion in 2021 and only trailing costs remain.</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"> • The project reached substantial completion and no significant risks remain. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2024 (\$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. The Project reached substantial completion in 2022 and only trailing costs remain.</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"> • This Project is substantially complete. No significant risks remain. 				
Highway 14 Corridor Improvements	2023	75	2	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. The Project reached substantial completion in 2023 and only trailing costs remain.</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"> • This Project is substantially complete. No significant risks remain. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 91 to Highway 17 and Deltaport Way Corridor Improvements	2023	243	17	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 \$82 million, the Port of Vancouver \$87.5 million, the Province of B.C. \$87 million, and the Tsawwassen First Nation \$3.5 million. The Project reached substantial completion in 2023 and only trailing costs remain.</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. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
West Fraser Road Realignment	2023	73	21	94
<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 First Nation 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 \$94 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 First Nation 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. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 1 Corridor – Falls Creek	2024	61	82	143
<p>Objective: The Falls Creek project is located approximately 20 kilometers south of Lytton, B.C. along Highway 1. Sections of Highway 1 were severely damaged during the November 2021 atmospheric river storm event. The objective of the project is to construct a new three-lane bridge at Falls Creek, replacing the three-lane culvert that was washed out by the 2021 flooding event. The project is part of the overall Highway Reinstatement Program, which includes Highway 1 (Fraser-Thompson), Highway 5 (Coquihalla) and Highway 8 (Nicola Valley).</p> <p>Costs: The estimated cost of the project is \$143 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"> • Restoration of a three-lane crossing at Falls Creek. • Repair/replacement of 500m of asphalt at washout. • Reconstruction of roadway embankment at two washouts immediately southeast of crossing. • Increases reliability for users including commercial transport industry and local communities. <p>Risks:</p> <ul style="list-style-type: none"> • Weather impacts, labour availability and interest, productivity, girder installation, supplier and subcontractor costs, lead time of critical elements, ground conditions, demolition of existing structures. • Design adjustments, third party driven design changes, geotechnical conditions. • Chance archeological finds during construction and other archaeological impacts such as permitting delays and unanticipated assessments. • Unanticipated costs to satisfy railway requirements. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 1 Kicking Horse Canyon Phase 4	2024	581	20	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. The fourth and final phase achieved substantial completion in November 2023 and is targeted to achieve total completion in 2024.</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. contributing \$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. <p>Risks:</p> <ul style="list-style-type: none"> • The project reached substantial completion in 2023 and no significant risks remain. 				
Highway 1 Quartz Creek Bridge Replacement	2024	84	35	119
<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 \$119 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. contributing \$69 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 Mar 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 5 Corridor	2024	218	132	350
<p>Objective: Rebuild the Highway 5 Corridor with longer and more robust structures to facilitate climate resiliency and recognising and respecting the First Nation 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 utilisation. • Environment, archaeology, communications and third parties. • Impact to First Nations interests. • Geotechnical conditions. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Patullo Bridge Replacement	2025	895	482	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.</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"> • Traffic management during construction. • Archeological-finds. • Permitting/regulatory processes. • Utility relocations. • Coordinating rail interface. • Third party agreements and interface. • Supply Chain disruption. • Geotechnical conditions. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
BC Transit Victoria HandyDART Facility	2025	42	42	84
<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. The new facility in View Royal will support a future fully electric handyDART vehicle fleet in the Victoria Regional Transit System and replace an existing facility that is at the end of its useful service life.</p> <p>Costs: The approved budget for the project is \$84 million with the Government of Canada contributing \$21 million under the Investing in Canada Infrastructure Program (ICIP), the Province of B.C \$41 million and other contributions of \$22million.</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"> • Potential schedule delay due to permitting requirements for site electrification. 				
<u>Highway 1 Chase Four-Laning</u>	2025	117	79	196
<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. This project is delivered in two segments, the Chase Creek Road to Chase West reached substantial completion in 2023 and the Chase West to Chase Creek Bridge is expected to complete in 2025.</p> <p>Costs: The estimated cost of the project is \$196 million, with the Government of Canada contributing \$12 million under the Provincial-Territorial Component of the new Building Canada Fund and the Province of B.C. \$184 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 residents of the Village of Chase and First Nation communities. • Improved pedestrian and cyclist accommodation for the communities. <p>Risks:</p> <ul style="list-style-type: none"> • Potential for changed conditions during construction. • Archaeological impacts. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 1 Corridor - Nicomen Bridge	2025	36	108	144
<p>Objective: The Nicomen River Bridge is located approximately 16 kilometers northeast of Lytton, B.C. along Highway 1. Sections of Highway 1 were severely damaged during the November 2021 atmospheric river storm event. The objective of the project is to replace the Nicomen River Bridge to fully restore this section of Highway 1 to pre-storm functionality. The project is part of the overall Highway Reinstatement Program, which includes Highway 1 (Fraser-Thompson), Highway 5 (Coquihalla) and Highway 8 (Nicola Valley).</p> <p>Costs: The estimated cost of the project is \$144 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"> • A 75-year design life, updating to current bridge codes including improvements to meet climate change resiliency standards. • Two vehicle lanes with increased shoulder widths following the existing highway geometry. • Increased bridge span to improve resilience. The increased lengths also provide for wildlife crossings, an important feature for local First Nation communities. • Extensive protection of bridge and roadway structures with rock riprap from local quarries. <p>Risks:</p> <ul style="list-style-type: none"> • Weather impacts, labour availability and interest, productivity, girder installation, supplier and subcontractor costs, lead time of critical elements, ground conditions, demolition of existing structures. • Design adjustments, third-party driven design changes, geotechnical conditions. • Chance archeological finds during construction and other archaeological impacts such as permitting delays and unanticipated assessments. • Unanticipated costs to satisfy railway requirements. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 1 Salmon Arm West	2025	92	48	140
<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 Salmon Arm West 1st Avenue to 10th Avenue phase reached substantial completion in 2023 and the Salmon Arm West 10th Ave to 10th St. phase is expected to complete in 2025. 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 4- kilometres of frontage roads.</p> <p>Costs: The estimated cost is \$140 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. contributing \$109 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 First Nation 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 First Nations 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 Mar 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 7 Widening - 266th Street to 287th Street	2025	51	79	130
<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 272nd Street, River Road and 280th 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 \$130 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. contributing \$101 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Provide key safety improvements to reduce collision rates. • 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. 				
Highway 17 Keating Cross Overpass	2025	29	48	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-shoulder 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 Central Saanich \$2 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improved safety, traffic flow and travel times along Highway 17. • Reduced 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 Mar 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 99 Steveston Interchange, Transit and Cycling Improvements	2025	57	80	137
<p>Objective: The Project will replace the existing two-lane overpass structure at Steveston Highway and Highway 99 with a new structure that accommodates two eastbound lanes and three westbound lanes, as well as improved connections for transit along the Highway 99 corridor. These improvements will 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. Fully funded by the Province of BC.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Relieve congestion at key interchanges within the Highway 99 corridor. • Reduce transit vehicle travel times while improving transit reliability and operations within the Highway 99 corridor. • Improved connections for pedestrians and cyclists. • Improved long-term mobility and reliability for transit travel within the Highway 99 corridor. <p>Risks:</p> <ul style="list-style-type: none"> • Environmental and geotechnical conditions. • Protection of proximal infrastructure. • Archeological impacts. • Traffic management during construction. • Regulatory and permitting requirements. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Kootenay Lake Ferry Service Upgrade	2026	63	54	117
<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 of the project is \$117 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. contributing \$100 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 Mar 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Blackwater North Fraser Slide	2026	4	199	203
<p>Objective: To re-establish the road network by realigning approximately 1.4-kilometres of Blackwater Road 20-metres south into the slope and implementing slope stabilisation system and improved drainage; reconfiguring Blackwater and Wells Road Intersection; and on the Knickerbocker Slide, installing depressurisation works such as pumping wells to manage slide movement.</p> <p>Costs: The estimated cost of the project is \$203 million. The project is eligible for federal government funding through the Disaster Financial Assistance Arrangements (DFAA) program.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improved safety, capacity and operation of the road network. • Re-established road network to current-day design standards. • Integrated climate adaptation measures to infrastructure creating resiliency against future events. <p>Risks:</p> <ul style="list-style-type: none"> • Archaeology and Environmental permitting delays due to unforeseen impacts and agency delays. • Impact to First Nations interests. • Land acquisition. • Changing conditions during construction creating further landslide movement or first time geohazards. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Cottonwood Hill at Highway 97 Slide	2026	6	329	335
<p>Objective: The objective of the project is to reduce riverbank erosion and provide slope and highway stabilisation using rockfill buttress and structural solution on Highway 97 at Cottonwood Hill. The project is one of ten projects within the Cariboo Road Recovery Program, which was created in response to the catastrophic damage to infrastructure due to slides and washouts experienced throughout the Cariboo region from March 2020 to June 2021.</p> <p>Costs: The estimated cost of the project is \$335 million. The project is eligible for federal government funding through the Disaster Financial Assistance Arrangements (DFAA) program.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Reduced risk to public safety and the environment from further slide activity. • Increased public safety by reducing the risk of collisions and threats to workers on the road including contractors, traffic control personnel and first responders. • Improves reliability of access to local and First Nation communities. • Improves reliability to access to essential healthcare, education, food, and other community services. • Reduces the potential for closures resulting in significant detours for commercial vehicles. <p>Risks:</p> <ul style="list-style-type: none"> • Challenging climatic and geographic conditions. • Traffic management during construction. • Access to lands for traditional use purposes impacted during construction for First Nation Communities. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 1 216th Street to 264th Street Widening	2026	60	285	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. This Project is Phase 2 of the Fraser Valley Highway 1 Corridor Improvement Program.</p> <p>Costs: The estimated project 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. contributing \$249 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 Mar 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 1 Ford Road to Tappen Valley Road Four-Laning	2026	69	174	243
<p>Objective: The Trans Canada Highway 1 Ford Road to Tappen Valley Road Four-Laning project will upgrade approximately 4.3-kilometres of the Trans-Canada Highway. 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. contribution of \$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. • Geotechnical concerns and rock horizon variances. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 1 Selkirk	2026	6	123	129
<p>Objective: The objective of the project is to improve the Trans Canada Highway (TCH) by widening approximately 3.9-kilometres of highway to four-lanes located within the Southern Interior Region, Rocky Mountain District. The project is a segment of the TCH Four-Laning Program between Revelstoke and Golden and an extension of the planned Quartz Creek Project.</p> <p>Costs: The estimated cost of the project is \$129 million with the Government of Canada contributing \$32 million and the Province of B.C. \$97 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • A safe passing opportunity to break up congestion queues. • A median barrier to limit cross-over collisions. • Roadside barrier to reduce severity of off-road, right collisions. • Modern 100 km/h highway geometrics. • Adequate shoulder width for active transportation. • Reduced greenhouse gas emissions from rerouting. • Enhanced rest area appropriate for use by commercial trucks and passenger vehicles. • Two wildlife crossings and exclusion fencing integrating with wildlife improvements at Quartz Creek. • Upgraded drainage to meet climate change design standards. • Mitigation of on-going extraordinary maintenance and safety challenges related to problematic frost heaves. <p>Risks:</p> <ul style="list-style-type: none"> • Challenging rock and soil conditions. • Additional engineering services during construction. • Archaeological finds before and during construction. • Construction cost escalation. • Challenging climatic and geographic conditions. • Traffic management during construction. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 95 Bridge Replacement	2026	3	87	90
<p>Objective: The objective of the project is to replace Kicking Horse River Bridges No. 1 and No. 2 located on Highway 95 in the Town of Golden, approximately 2-kilometers south of the junction with the Trans-Canada Highway (Highway 1). These bridges create the only viable vehicle link between the north and south side of Golden.</p> <p>Costs: The estimated cost of the project is \$90 million. The project is eligible for federal funding through the Disaster Mitigation Assistant Fund (DMAF).</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Enhanced community resiliency. • Increased pedestrian and cyclist connectivity by the provision of a multi-use path and other facilities for active transportation. • Provide a 75-to-100-year life span requiring minimal rehabilitation for the first 25 years. • Improved efficiency and reliability benefits and reduced greenhouse gas emissions by avoiding lengthy detours in the event of bridge closures. • Provide safety benefits from improved approach geometry. <p>Risks:</p> <ul style="list-style-type: none"> • Geotechnical conditions. • Permitting/regulatory processes. • Managing traffic during construction. • Managing archeological impacts. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Broadway Subway	2027	1,491	1,336	2,827
<p>Objective: The project is a 5.7-kilometre extension of the existing Millennium Line along Broadway from VCC Clark Station, entering a 5-kilometre tunnel at Great Northern Way and continuing as a subway to Arbutus Street. Six underground stations will be built: one at Great Northern Way-Emily Carr, and five along Broadway Avenue: Mount Pleasant, Broadway-City Hall, Oak-VGH, South Granville, and Arbutus. 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. 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 billion and will be funded through contributions of \$1.830 billion 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 interfaces. • Utility relocations. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 1 Bus on Shoulder – McKenzie to Colwood Interchange	2027	2	93	95
<p>Objective: Design and construction of 3.7km westbound and 3.1 km eastbound bus on shoulder lane between the McKenzie and Colwood interchanges.</p> <p>Costs: The estimated cost is \$95 million with the Government of Canada contributing \$27 million, the Province of B.C. \$68 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • New Highway 1 bus on shoulder lanes between the McKenzie and Colwood interchanges. • New rapid bus stops and safety improvements at the Helmcken interchange for both westbound and eastbound connections. • Changes to the existing Colwood interchange off-ramp connection to improve merging safety and reduce congestion. • New Galloping Goose Trail pedestrian bridge that will accommodate CRD’s future active transportation plans. <p>Risks:</p> <ul style="list-style-type: none"> • Geotechnical conditions. • Permitting/regulatory processes. • Managing highway traffic during construction. • Archeological impacts (chance find). • Environmental impacts and contaminated soils. • Construction cost escalation. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Belleville Terminal Redevelopment	2027	8	296	304
<p>Objective: The new preclearance terminal will meet Canada’s obligations under the Canada-US Land, Rail, Marine, and Air Transport Preclearance Agreement (LRMA) and provide a safe and secure international gateway for passengers and goods. It will also help drive the regional, provincial, and national economies while creating a welcoming port of entry for tourists and business travellers.</p> <p>Costs: The estimated cost is \$304 million, with the Government of Canada contributing \$42 million and the Province of BC \$262 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Compliance with safety and pre-clearance border control measures under the LRMA. • Provide an international gateway for goods, services, and passengers that will drive the regional, provincial, and national economies. • Opportunity to showcase the cultural and geographical significance of the project’s location. • Incorporate the highest energy efficiency standards and resiliency standards for a changing climate. • Reduce greenhouse gas emissions, mitigate site contamination, and integrate renewable materials into its design. • Grow the skilled labour workforce through apprenticeships and skills training, including employment opportunities for First Nations peoples, women and underrepresented groups. • Implement GBA+ and barrier-free accessibility principles to provide a safe, equitable, and accessible transportation facility with strong community presence. <p>Risks:</p> <ul style="list-style-type: none"> • Geotechnical, environmental, contamination, and marine conditions. • Permitting/regulatory processes. • Traffic management and maintaining operations during construction. • Labour market conditions and global supply chain issues. • Managing archeological impacts. • Managing partner and third-party requirements, agreements, and interfaces. • Converting the Steamship Building and wharf into temporary terminal facilities to assist in maintaining operations during construction of the new terminal. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 1 Goldstream Safety Improvements	2027	16	146	162
<p>Objective: The objective of the project is to design and construct safety and environmental improvements to the Highway 1 Malahat Corridor within Goldstream Park.</p> <p>Costs: The estimated cost of \$162 million is fully funded by the Province of B.C.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Widening and installing median barrier to limit cross-over (head-on) collisions. • Installing enhanced roadside barrier to limit off-road right and left collisions. • Constructing a pedestrian overpass across the highway located near the Goldstream River Bridge. • Constructing a pedestrian footbridge across Goldstream River parallel to the highway bridge connecting the pedestrian overpass to the new river trail. • Constructing a pedestrian underpass located near the Niagara Creek for day use and hiking trail access. • Constructing a new BC Transit stop for park users. <p>Risks:</p> <ul style="list-style-type: none"> • Geotechnical conditions. • Maintaining adequate traffic flow during construction will require temporary works and development of comprehensive traffic control plans. • Construction cost escalation. • Weather impacts due to remote location of the project. • Environment, archaeology, communications, and third parties. • Impact to First Nations interests. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 1 Jumping Creek to Macdonald	2027	14	231	245
<p>Objective: The objective of the project is to improve approximately 2.6-kilometers to four lanes between Jumping Creek and the MacDonald Snowshed. The project is part of the four-laning improvements on the Trans Canada Highway from Kamloops to the Alberta border. The project will extend the eastern limit of the recently completed (2021) Illecillewaet Four-Laning project to the western entrance of the Jack MacDonald Snowshed.</p> <p>Costs: The estimated cost of the project is \$245 million with the Government of Canada contributing \$46 million and the Province of B.C. \$199 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • A safe passing opportunity to break up congestion queues. • A divider to limit cross-over collisions. • Roadside barrier to reduce severity of off-road right collisions. • Modern 100 km/hr highway geometrics. • Avalanche and geohazard risk mitigation. • Increased shoulder width for active transportation. • A safe wildlife crossing at the existing MacDonald Snowshed. • Reduced greenhouse gas emissions from re-routing. <p>Risks:</p> <ul style="list-style-type: none"> • Constructability challenges due to site constraints. • Geotechnical conditions are highly variable. • Chance archeological finds during construction resulting in investigations, design changes and delays. • Requirements of third parties may impact scope. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 1 R.W. Bruhn Bridge	2027	42	213	255
<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 \$255 million, with the Government of Canada contributing \$91 million under the Building Canada Fund and the Province of B.C. \$164 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 First Nations 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 Mar 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 1 Fraser Valley Corridor Improvements 264th Street to Mount Lehman Road	2028	82	2,258	2,340
<p>Objective: Design and construction of 13-kilometres of integrated multimodal highway improvements to Highway 1 between 264th and Mt. Lehman.</p> <p>Costs: The estimated cost of the project \$2,340 million and is funded by the Province of B.C.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Increased lane capacity and decreased congestion. • Addition of an HOV lane in each direction, BOS lane, two additional truck climbing lanes. • New 264th Interchange with new truck parking and mobility hub. • Infrastructure for affordable and environmentally beneficial transportation. • 11-kilometres new multi-use path. • Accommodation for future growth in the Fraser Valley. <p>Risks:</p> <ul style="list-style-type: none"> • Geotechnical conditions. • Archeological impacts (chance find). • Environmental impacts and contaminated soils. • Interface management between multiple contracts. • Construction cost escalation. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Surrey Langley Skytrain Project	2029	249	5,747	5,996
<p>Objective: The 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 203rd 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 \$5.996 billion, with the Government of Canada contributing \$1.306 billion, the Province of B.C. \$4.462 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. • Market conditions may impact project pricing. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Fraser River Tunnel Project	2030	88	4,060	4,148
<p>Objective: The Project is 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 and municipal interfaces. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 1 Fraser Valley Corridor Improvements Mount Lehman Road to Highway 11	2031	28	2,623	2,651
<p>Objective: Design and construction of 8-kilometres of integrated multimodal highway improvements to Highway 1 between Mt. Lehman Road Interchange and Highway 11.</p> <p>Costs: The estimated cost of the project \$2,651 million and is funded by the Province of B.C.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Addition of HOV/EV lanes in each direction • Addition of bus-on-shoulder lanes in each direction • Replacement of Peardonville Road Underpass • Improving active transportation connections at Clearbrook Road, McCallum Road, and Sumas Way • A new Highway 11 Interchange. <p>Risks:</p> <ul style="list-style-type: none"> • Geotechnical conditions. • Archeological impacts (chance find). • Environmental impacts and contaminated soils. • Interface management between multiple contracts. • Construction cost escalation. 				

Appendix A: Public Sector Organizations

As of August 9, 2024, 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

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 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 Finance Authority

Purpose of the Organization

The BC Transportation Financing Authority (BCTFA) was established in 1993 as a Crown corporation operating under the Transportation Act and has a mandate to plan, acquire, construct, hold, improve or operate or cause to be constructed, improved or operated, transportation infrastructure throughout B.C. and transit-oriented developments. 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

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

Key Objectives

- 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.

Financial Summary

(\$000/\$m)	2022/23 Actual	2023/24 Budget	2023/24 Actual
Revenues	638,239	696,230	672,250
Expenses	1,506,352	1,892,230	1,715,990
Net Income	(868,113)	(1,196,000)	(1,043,740)

Appendix C: BC Rail

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 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 industrial tenants and 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 direction 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 (CN, CPKC and BNSF) 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 provided fair and equal access to Roberts Bank port terminals.
- Maintained railway track and infrastructure in compliance with the applicable railway safety standards of acceptable to Technical Safety BC and Transport Canada.
- Maintained cooperative relationships with port terminal operators and neighbouring municipalities of Delta and Surrey, including liaison on crossing upgrades and emergency response protocols.

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

Key Results

- Provided advice and support when requested by the Ministry to further trade corridor strategies.
- Made capital investments in rail infrastructure projects that improved safety and operational efficiency on the Roberts Bank rail 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 industrial tenants, including 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.
- Protected the strategic interests of BCRC and the Province whenever terms of the Revitalization Agreement and the Operating Lease Agreement required enforcement or interpretation.

Financial Summary

(\$000/\$m)	2022/23 Actual	2023/24 Budget	2023/24 Actual
Revenues	27,640	28,780	36,517
Expenses	34,300	18,398	18,564
Net Income	(6,660)	10,382	17,953

Appendix D: Progress on Mandate Letter Priorities

The following is a summary of progress made on priorities as stated in Minister [insert name]'s 2022 Mandate Letter.

2022 Mandate Letter Priority	Status as of March 31, 2024
<p>Making public transit a priority.</p>	<ul style="list-style-type: none"> • The Surrey-Langley SkyTrain project will extend the existing Expo Line for 16 kilometres on an elevated guideway primarily along Fraser Highway from King George Station to 203 Street in Langley City. • SLS is being delivered through three separate contracts: guideway, stations, and systems and trackwork. The project entered into the RFP procurement phase for all three contracts during fiscal 23/24. At the end of fiscal year, the guideway contract preferred proponent was announced with the other two contracts completing RFP proposal evaluations. • Official station names were announced in December 2023.
<p>Ensuring people in rural, remote and First Nation communities throughout Northern B.C. have access to safe, reliable transportation services through the expansion of community shuttle bus services and BC Bus North.</p>	<ul style="list-style-type: none"> • Provided \$5 million to extend support for the BC Bus North service and the Northern Community Shuttle program through 2026/27. • Helped fund a new, easy-to-use web-based travel planning platform to help reduce travel barriers in the North.

2022 Mandate Letter Priority	Status as of March 31, 2024
<p>Supporting communities to build and improve networks for cycling, walking and active transportation.</p>	<ul style="list-style-type: none"> • The \$85 million Active Transportation Capital Fund was launched, with an additional \$50 million announced in February 2024. • The Ministry continue to support its Active Transportation Grants program with a \$20 million investment as well as \$4 million in funding for Active Transportation Programs and \$6 million in e-bike rebates.
<p>Building greener and more livable communities by amending the Transportation Act to allow B.C. to acquire land to build housing and community amenities to serve people near transit stations and bus exchanges.</p>	<ul style="list-style-type: none"> • In 2022, the Transportation Amendment Act (Bill 16) was brought into force to enable the British Columbia Transportation Financing Authority to facilitate transit-oriented development through purchasing land for the purpose of building housing and related amenities in a prescribed area near transit. • Legislation was passed in November of 2023 to enable minimum allowable densities for transit-oriented areas. • Bill 44 requires local governments to allow for increased density on lots currently zoned for single family and duplexes, provided they are connected to water and sewer services and limits the use of public hearings for certain residential projects that are consistent with the Official Community Plan and zoning bylaws.

2022 Mandate Letter Priority	Status as of March 31, 2024
<p>Making significant progress on major transportation infrastructure, including the Fraser River Tunnel replacement project and the Patullo Bridge replacement.</p>	<ul style="list-style-type: none"> • The Ministry has several large and ambitious transportation infrastructure projects underway. • Construction on the Pattullo Bridge Replacement Project is underway with the main tower nearing completion at the end of the fiscal year. • Tunnel boring on the Broadway Subway Project was almost finished which is the most technically challenging part of construction. • The Fraser River Tunnel Project (FRTTP) issued a Request for Qualifications in June 2023 followed by a Request for Proposals (RFP) in October 2023 to shortlisted teams. At the end of fiscal year 23/24, proposals were under evaluation. • FRTTP is undergoing an environmental assessment with early works construction anticipated to begin soon.
<p>Rapidly repairing damage after the devastating floods in late 2021, including the reopening the Coquihalla to commercial vehicles between Hope and Merritt in just over a month after seven bridges had completely collapsed or had been heavily damaged.</p>	<ul style="list-style-type: none"> • Recovery work on the Coquihalla was prioritized and is now complete with all bridges restored to full capacity. • The Falls Creek Project has reached substantial completion and is now open to three lanes. • The Highway 8 Project is in the procurement phase.

2022 Mandate Letter Priority	Status as of March 31, 2024
<p>Widen the Highway 1 corridor through the Fraser Valley, ensuring a more integrated transportation corridor with greater capacity and inclusion of transit and active transportation amenities, and assess extension to Chilliwack.</p>	<ul style="list-style-type: none"> • The Ministry has made progress on several projects through the Fraser Valley, including: <ul style="list-style-type: none"> • Widening 10 kilometres between 216th to 264th Street project, including the Glover Road crossing replacement to be completed in May 2024, and 232nd Interchange which will commence construction in July 2024. CPKC underpass replacement is currently in design. • Improving 13 kilometres between 264th Street to Mt Lehman Road including a new 264th Street Interchange, improvements to the Mt. Lehman Crossing, and replacement of the Bradner Road Overpass. These construction packages will begin summer 2024. • Improving 8 km from Mt Lehman Road to Highway 11, replacement of Peardonville Road Underpass, and a new Highway 11 Interchange, which is currently in design. • Highway 11 through Sumas Prairie to Yale Road West which is currently in planning.

2022 Mandate Letter Priority	Status as of March 31, 2024
<p>Continue progress on the Fraser River Tunnel Project, endorsed by the region, to replace the aging George Massey tunnel, starting with a new Steveston Interchange</p>	<ul style="list-style-type: none"> • The Highway 99 Tunnel Program (H99TP) is comprised of two main components: a new toll-free eight-lane immersed tube tunnel featuring a separate multi-use path for active transportation users and a new five-lane Steveston Interchange. The Fraser River Tunnel Project (F RTP) issued a Request for Qualifications (RFQ) in June 2023, and a Request for Proposals (RFP) was issued to shortlisted teams in October 2023. At the end of the fiscal year, proposal evaluations were underway. • The tunnel is under an environmental assessment review and is being delivered utilizing a Progressive Design-Build model which allows design to progress concurrently with the environmental assessment. • The Steveston Interchange is under construction and is expected to be complete in 2025. Both projects include amenities that will make transit and active transportation modes easier and more accessible in this corridor. The extension of the bus-on-shoulder lanes on Highway 99 south of the tunnel was completed in November 2023 as part of the H99TP's corridor improvements.

2022 Mandate Letter Priority	Status as of March 31, 2024
<p>In collaboration with the Minister of Energy, Mines and Low Carbon Innovation, complete the Clean Transportation Action Plan to support shifts to sustainable modes of travel, advance modern transportation systems, and help meet our ambitious greenhouse gas targets for the transportation sector.</p>	<ul style="list-style-type: none"> • Clean Transportation concepts developed to support CleanBC objectives. • Continued investment to support shifts to sustainable modes of travel with investment in active transportation in communities across B.C. • Supported advancement of meeting ambitious greenhouse gas targets with the delivery of our Goods Movement Strategy and continuing to support GHG reductions in our transportation sector.
<p>Continue working 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>	<ul style="list-style-type: none"> • The B.C. Active Transportation Infrastructure Grants Program provides guidance and cost-sharing for B.C. communities to make it easier and safer for people to walk, ride or roll using active transportation modes. • Budget 2023/24 included \$85 million for active transportation over a 3-year period. with an additional \$50 million announced in February 2024.
<p>Work with cabinet colleagues, communities and regions to assess and support the planning of transit projects to reduce commute times for fast growing urban areas.</p>	<ul style="list-style-type: none"> • Provided \$300 million capital commitment as part of TransLink's 2024 Investment Plan to support priority service expansion and the procurement of buses. • A Transit Capital Planning Guide is in development to help TransLink and BC Transit to demonstrate alignment of their capital plans with provincial priorities. • The Ministry is working with the federal government on the development of a new Canada Public Transit Fund to ensure maximum leverage of funds for transit initiatives in B.C.

2022 Mandate Letter Priority	Status as of March 31, 2024
<p>With support from the Minister of State for Infrastructure and Transit, work with the Mayors' Council on Regional Transportation to advance the Surrey-Langley and UBC SkyTrain projects.</p>	<ul style="list-style-type: none"> SLS is being delivered through three separate contracts; guideway; stations; and systems and trackwork. The project entered into the RFP procurement phase for all three contracts during fiscal 23/24. At the end of fiscal year 23/24, the guideway contract preferred proponent was announced with the other two contracts completing RFP proposal evaluations. Official station names were announced in December 2023. The project concept plan for the UBC SkyTrain is underway and a Multi-agency Strategic Leaders Table has been established.
<p>Work with industry partners on StrongerBC's goods movements strategy to ensure a resilient system that gets goods and services to people when they need it, where they are.</p>	<ul style="list-style-type: none"> Delivered a goods movement action plan to provide leadership and coordination among the transportation sector to help ensure that goods move efficiently and competitively between roads, railways and ports, both within B.C and beyond.

2022 Mandate Letter Priority	Status as of March 31, 2024
<p>Work with First Nations, local governments, and the federal government to advance rural transportation solutions.</p>	<ul style="list-style-type: none"> • Contributed \$5 million to extend the Northern Passenger Transportation Service funding program to support the operations of BC Bus North and shuttle buses between rural and remote communities. • Contributed \$250,000 to help build an easy-to-use web-based platform for travel planning, reservations and customer service to help reduce barriers to travel in the North. • Contributed \$2.5 million to three regional economic trusts to conduct engagement and analysis on rural, regional and intercity passenger transportation and to support local governments and First Nations communities with passenger transportation initiatives. • Launched a new First Nations Access and Resiliency Program, which will provide \$120 million over nine years. In the first year of the program, invested over \$5 million to improve access and safety for First Nations communities.
<p>Work with the Mayors' Council on Regional Transportation to advance solutions on transportation challenges on the north shore, including Burrard Inlet Rapid Transit.</p>	<ul style="list-style-type: none"> • In partnership with TransLink, planning is underway on replacement of the Iron Workers Memorial Bridge among other initiatives. • Initial planning for the Metrotown-Park Royal Bus Rapid Transit corridor identified in the Burrard Inlet Rapid Transit Study.

2022 Mandate Letter Priority	Status as of March 31, 2024
<p>Work with the BC Ferries Commissioner to ensure the best possible service with lowest possible fares for the people who rely on these ferry services.</p>	<ul style="list-style-type: none"> • The Ministry negotiated the four-year Performance Term 6, covering April 1, 2024 to March 31, 2028. The new contract specifies the annual addition of 1,433 round-trip sailings, previously designated as discretionary sailings, to core services on 13 minor routes. This will add capacity and improve service for smaller, ferry-dependent communities. • The Province is also working with BC Ferries to improve reliability by including penalty provisions for core-service sailings missed due to insufficient crew. • The BC Ferries commissioner confirmed fare increases of an average of 3.2 per cent over each of the next four years. Without the Province’s \$500 million affordability funding in 2023, fare increases would have been approximately 9.2 per cent per year for the next four years

2022 Mandate Letter Priority	Status as of March 31, 2024
<p>With support from the Ministers of Housing and Municipal Affairs, complete the Transit Oriented Development framework to advance sustainable communities along transit corridors to help achieve our housing and affordability goals.</p>	<ul style="list-style-type: none"> • Legislation (Bill 47) was introduced in November 2023 to establish a Transit Oriented Development framework and help speed up the delivery of homes. • Bill 47 requires certain municipalities to designate land within 800 metres of prescribed rapid transit stations (e.g. SkyTrain) and within 400 metres of prescribed bus exchanges and West Coast Express stations as transit-oriented development areas, and to permit development in accordance with the prescribed minimum density levels within such areas. • Other Housing related legislation was also introduced (bills 44 and 46) which aims to reduce construction delays and streamlines processes to fund key services, infrastructure and amenities for growing communities through new development finance tools.
<p>Improve timing and transparency of permitting processes to support housing and sustainable economic development while maintaining high levels of environmental protection, aligned with cross-government work on permitting led by the Minister of Water, Land and Resource Stewardship.</p>	<ul style="list-style-type: none"> • The Ministry continues to with the Ministry of Water, Land and Resource Stewardship to streamline permitting processes to support housing and economic development. This includes staff taking part on the Housing Action Taskforce, a team focused on coordinating and speeding up the permitting process and identifying options for innovation.