

Ministry of Transportation and Transit

2024/25 Annual Service Plan Report

August 2025



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Minister's Accountability Statement



The Ministry of Transportation and Transit 2024/25 Annual Service Plan Report compares the Ministry's actual results to the expected results identified in the 2024/25 – 2026/27 Service Plan published in 2024. I am accountable for those results as reported.

A handwritten signature in blue ink, appearing to read "Mike Farnworth". The signature is stylized with a large, looping "M" and "F".

Honourable Mike Farnworth
Minister of Transportation and Transit
August 6, 2025

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Letter from the Minister

I am pleased to present the Ministry of Transportation and Transit's Annual Service Plan Report for fiscal year 2024/25.

Over the past year, the Ministry made progress on major projects, planning frameworks and programs to support growth, resilience and connectivity for communities across British Columbia – all while ensuring the safe and efficient movement of people and goods. Construction began on the Surrey Langley Skytrain, the first new rapid transit investment south of the Fraser River in three decades.

Design of the new replacement for the George Massey Tunnel is underway, and as part of the Highway 99 Tunnel Program, the first half of the new Steveston Interchange on Highway 99 has been completed.

Work on the Pattullo Bridge Replacement and the Broadway Subway progressed smoothly last year. And in the Fraser Valley, work is underway in earnest on widening and other improvements to Highway 1 to ease congestion, make transit more reliable, and to increase community connections through improving crossings and interchanges - like the new Glover Road crossing completed last year.

We continued to leverage the record investments we are making in transit, and in transit infrastructure, to help address housing shortages. Transit-oriented development will help shape growth in some of our fastest-growing cities, with Saanich, Surrey and North Vancouver joining Port Moody as communities embracing this strategic approach to housing.

On our roads, regulations came into effect that are making travel safer, including mandatory speed limiters for commercial vehicles, and in-cab warning devices for commercial vehicles to reduce the risk of infrastructure strikes. A regulation came into effect that improves safety for cyclists and pedestrians by designating them and requiring drivers to keep a minimum distance when passing people walking and riding on roads in B.C.

This year also marked a significant milestone in our partnership with the Mayors' Council through the new TransLink funding agreement. Since 2017, the Province has committed more than \$11.6 billion in funding to support transit and TransLink projects throughout the region. Most recently, the Province provided \$312 million to support TransLink's 2025 Investment Plan that includes the largest service increase since 2018, as well as advancing design and planning for priority Bus Rapid Transit projects. We recognize the importance of meeting the growing transportation needs of the region and will continue to work with the Mayors' Council to identify new revenue sources that will help ensure the long-term sustainability of Metro Vancouver's transit system.

My thanks go to our dedicated ministry staff, our many construction contractors and our service partners who help us remain committed to building and maintaining safe, accessible and reliable transportation infrastructure that supports British Columbians in every corner of our province.



Honourable Mike Farnworth
Minister of Transportation and Transit
August 6, 2025

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 the [2022 Mandate Letter](#) shaped the goals, objectives, performance measures and financial plan outlined in the Ministry of Transportation and Infrastructure [2024/25 – 2026/27 Service Plan](#) and the actual results reported on in this annual report.

Purpose of the Ministry

The Ministry of Transportation and Transit 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 promoting transit use, adopting new technologies and implementing intermodal and active transportation solutions. The Ministry's work enables British Columbians to benefit from a growing, accessible, and connected transportation network. This work includes policy and legislation, building new or updating existing infrastructure, and providing funding and support for multi-modal options like transit and ferries as well as for local governments and Indigenous communities.

The Ministry builds and maintains safe and resilient roadways and infrastructure, supports efficient goods movement through permitting and enforcement for the commercial vehicle industry, enables transit and active transportation across the province, plans integrated transportation hubs and networks, provides affordable, efficient and accessible transportation options for 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 side roads to help connect communities. This work also includes engaging with service providers to support effective, affordable and accessible services, including 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 plays a key role in enabling Transit-Oriented Development by coordinating

with municipalities to create high-density, mixed-use communities that support sustainable transportation.

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

It also serves as the principal liaison into Government for [TransLink](#) and holds Coastal Ferry Services Contract with [BC Ferries](#), which defines service obligations, funding arrangements, and performance expectations for coastal ferry services. Both of these entities are independent of Government and as such, they are not included in the Government Reporting Entity.

Operating Environment

During the 2024/25 fiscal year, several key developments influenced the Ministry's operations. The Ministry has a focus on expanded transit options and innovative, sustainable transportation solutions to address pressures on the transportation network. This focus is reflected in its renaming to Ministry of Transportation and Transit while retaining its focus on both major capital projects and advancing a safe, efficient, and sustainable transportation network that works for people in British Columbia and supports a strong economy.

While operating in a climate of supply chain and other inflationary pressures, the Ministry made significant progress on a large suite of infrastructure projects in all regions of the province. Projects, such as the Broadway Subway Project and the Patullo Bridge Replacement reached substantial completion. Other large projects made significant progress in the last year, including the Surrey-Langley Skytrain, George Massey Tunnel Replacement along with substantial capacity improvements in the Fraser Valley and along Highway 1.

Advancements in digital tools and technology are supporting the movement of people and goods, including releasing updates to the DriveBC traveller information system, increasing the use of data analysis for good movement planning and further pilots of Intelligent Transportation Systems for real-time monitoring and notifications on our highways. The Ministry continued to focus on integrating data with the transportation sector and government partners to make more seamless transportation information for the travelling public.

While climate-related events continue to pose challenges to transportation infrastructure resiliency and emergency response planning, the Ministry is using a “build back better” approach to rebuild after climate events like wildfires and flooding to reduce vulnerability to future disasters and strengthen community resilience. The lingering impacts of COVID-19 on commuting patterns also influenced transit ridership trends and operational strategies. The Ministry continues to work with transit partners to respond to the impact on transit systems.

Economic Statement

After several years of strong growth, economic activity in British Columbia moderated in 2024 amid high interest rates, persistent price pressures, and ongoing global economic uncertainty. B.C.'s real GDP increased by 1.2 per cent in 2024 and ranked 8th (tied with Ontario) among the provinces following growth of 2.4 per cent in 2023. Last year, economic growth was driven by B.C.'s service-producing industries such as real estate, rental and leasing; health care and social assistance services; transportation and warehousing; public administration; and educational services. Output for goods-producing industries declined in 2024 due to lower construction and manufacturing activity, which was partly offset by growth in the mining, quarrying and oil and gas extraction; utilities; and agriculture, forestry, fishing and hunting sectors.

B.C.'s labour market continued to expand in 2024. Employment in B.C. increased by 66,100 jobs (+2.3 per cent), supported by high immigration, and wages and salaries rose by 6.3 per cent. B.C.'s unemployment rate averaged 5.6 per cent in 2024, up from 5.2 per cent in 2023 as strong population and labour force growth outpaced job gains. Elevated interest rates, rising construction costs, and ongoing labour shortages weighed on the construction sector last year. Housing starts totaled 45,828 units in 2024, down 9.2 per cent from the record high in 2023, but remained above the ten-year historical average. B.C. home sales increased by 2.1 per cent and the average home sale price increased by 1.0 per cent compared to 2023. Price pressures in B.C. continued to broadly moderate last year, but shelter price growth remained elevated. Overall, B.C.'s inflation rate averaged 2.6 per cent in 2024, down from 3.9 per cent in 2023. Despite strong population growth, nominal retail sales increased by just 0.6 per cent in 2024, following a 0.1 per cent decline in 2023. On the trade front, weak global demand and lower commodity prices (primarily natural gas and coal prices) last year contributed to a 2.7 per cent decline in B.C.'s merchandise exports relative to 2023 despite increased exports to non-U.S. destinations including China, South Korea, and Australia.

Report on Performance: Goals, Objectives, and Results

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

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 continues to make progress in aligning land use and transportation planning through an integrated planning process to advance coordinated growth across B.C. to enhance liveability, support housing goals, encourage complete and connected communities, and support more sustainable and affordable transportation options, like public transit and active transportation.

Key results

- The Ministry is advancing four key Transit-Oriented Development (TOD) projects including [Moody Centre](#) in Port Moody, [Uptown](#) in Saanich, [Esplanade](#) in North Vancouver (former ICBC headquarters) and [152 Street](#) in Surrey.
- Updated [PlanningTogetherBC](#) tools and resources to guide government's integrated transportation and land use planning framework and focus government policy, while coordinating with municipal and regional economic development and land-use planning initiatives.
- Significant projects and programs across the province that advance the goals and objectives of [PlanningTogetherBC](#) include the Kamloops Area Transportation Strategy, South Island Transportation Strategy, Broadway Subway Project, Fraser Valley Highway 1 Corridor Improvement Program and the Surrey-Langley SkyTrain Project.
- Conducted large-scale province-wide First Nation engagement on five transportation policy and programming areas – the 'What We Heard Report' was published in August 2024.

Summary of progress made in 2024/25

The Ministry continues to advance the goals and objectives of [PlanningTogetherBC](#), through the implementation of the integrated transportation planning process in projects and programs. The success of the integrated transportation planning process is being seen in the

investments that are being identified, which are more coordinated and will achieve multiple benefits beyond the infrastructure itself.

The Ministry works to implement the Ministry-specific goals outlined in the Declaration Act Action Plan. This includes identifying and advancing reconciliation negotiations on historical road impacts and road accessibility with First Nations on reserve, treaty and title lands, and identifying multi-modal transportation systems that provide sustainable, safe, reliable and affordable transportation options for First Nations communities.

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 supports economic development, and enables people, communities and businesses to stay connected. It also works with 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 B.C.'s [Goods Movement Action Plan](#) to establish a data-driven supply chain, develop transportation nodes and healthy communities to support a healthy economy and build infrastructure that is reliable, resilient and accommodates future growth and innovation.
- Completed the Truck Survey Data Project to collect data on goods movement across key trade corridors, generating insights on trucking activity and flow of goods.
- Constructed a new Commercial Vehicle Inspection Station in Terrace, which incorporates Intelligent Transportation System technology to improve the movement of goods and safety, reduce emissions, and provide travel time and fuel savings for truckers.
- The Ministry expanded its Weigh2GoBC network with two new virtual inspection stations. These stations use weigh-in-motion and automatic vehicle identification technology to inspect commercial vehicles while they're still moving, reducing the need for physical stops.

Summary of progress made in 2024/25

Significant progress was made on the Fraser Valley Highway 1 Corridor Improvement Program, which will improve the capacity, fluidity, connectivity and resiliency of the corridor to better support people and goods movement.

The Province's [Highway Reinstatement Program](#) reached significant milestones on many routes including Highway 8 between Merritt and Spences Bridges and on Highway 1 through the Fraser Valley and the Interior.

The Ministry contributed to Innovate BC's [Heavy Duty Zero Emission Vehicle Pilot](#) and collaborated with the Prince Rupert Authority, Indigenous businesses, federal government and the transportation sector to test electric trucks to support the transition to zero and low carbon vehicle alternatives.

The Ministry also partnered with the Vancouver Airport Authority to initiate a study on multi-modal opportunities for goods and people movement between Vancouver Island and Sea Island in the Fraser River Estuary in the Lower Mainland to enable economic development, and enhance resiliency, reliability and efficiency of the transportation network.

The Ministry supported the establishment of the Northern B.C. Supply Chain Forum, which involves transportation authorities, economic agencies, industry and communities collaborating to enhance the regional transportation system and help to advance opportunities that support economic growth.

The Ministry contributed to the Vancouver Island Regional Supply Chain Study, which was released in December 2024. The study identifies current supply chain inefficiencies to develop a roadmap to improve logistics, infrastructure, and economic resilience across Vancouver Island.

Objective 1.3: Deliver people focused transportation services and systems.

The Ministry is leading service integration of transit, ferries and active transportation to connect people and businesses, improving network accessibility and community connection. It is also incorporating a Gender-based Analysis Plus (GBA+) lens to ensure policies, programs, planning and services meet the diverse needs of people and communities.

Key results

- Launched the Indigenous community access program to improve critical access routes and safety for First Nations communities.
- Contributed \$5.25 million to the Northern Development Initiative Trust to continue BC Bus North and the Northern Community Shuttle Program until March 31, 2027.
- Expanded the Passenger Transportation Accessibility Program to support more accessible services in the taxi industry.
- Continued to deliver programs for grades four and five, families and communities that increase safety education and awareness for active transportation users.
- Expanded active transportation connections on Ministry property through increased investments on 11 targeted projects including Cycle 16 Pathway and Tillicum pedestrian overpass.
- Contributed \$298.2 million in capital funding to support BC Transit infrastructure projects. The increased capital funding is intended to support priority capital investments.

Summary of progress made in 2024/25

The Ministry worked with BC Transit, TransLink, and BC Ferries to improve seamless travel experiences, with attention to gender and mobility equity, applying GBA+ to assess how climate-related disruptions disproportionately affect marginalized groups and adjusted recovery planning.

GBA+ was also integrated into developing the Transit-Oriented Development Framework to support affordable housing, accessible transit, and safe active transportation for women, seniors, youth, and people with disabilities.

Performance measure(s) and related discussion

Performance Measure	2023/24 Actual	2024/25 Target	2024/25 Actual
1a Annual public transit ridership in B.C. ^{1,2}	290 million	296 million	299 million

Data source: TransLink and BC Transit

¹PM 1a targets for 2025/26 and 2026/27 were stated in the 2024/25 service plan as 306 million and 313 million, respectively.

²Figures are totals of TransLink and BC Transit passenger trips.

Provincial transit ridership levels are continuing to recover from the COVID-19 pandemic. As of 2024, BC Transit annual ridership recovered to 111.6 percent of pre-pandemic levels and TransLink annual ridership reached 89.5 percent of pre-pandemic levels, for a province-wide average recovery of 91.5 percent. The Province played a key role in protecting and expanding transit services during and after the pandemic by providing significant operating funding and capital investments. This helped ensure the continued delivery of transit services people rely on, accelerating ridership recovery.

Annual transit ridership in the province for 2024/25 fiscal year surpassed the target by approximately three million. In 2024, TransLink's ridership grew by 3.3 percent to reach 240.9 million trips from 233.2 million trips in 2023. An additional \$300 million provincial capital contribution to TransLink's 2024 Investment Plan was instrumental in expanding and improving service where most needed to increase the ridership in the Metro Vancouver region. In 2024/25, the Province provided funding for BC Transit to expand transit services in communities outside of Metro Vancouver. As a result, BC Transit expanded transit services to support higher ridership periods in 2024/25, including handyDart services.

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

Objective 2.1: Reduce greenhouse gas emissions across the transportation sector.

The Ministry supports the goals laid out in the CleanBC Roadmap to 2030 to increase sustainable mode share to 30% by 2030, 40% by 2040 and 50% by 2050. This mode shift supports the provincial legislated greenhouse gas emission reductions.

Key results

- Expanded B.C.'s Electric Highway - a continuous EV charging network at Provincial rest stops across the province in support of the adoption of zero emission vehicles (ZEVs).
- Provided education opportunities and grants to the goods movement industry through the Heavy Duty Vehicle Efficiency program.
- The Province provided a contribution of up to \$300 million to TransLink's 2024 Investment Plan that will support electrification of the bus fleet, as identified by TransLink's Climate Action Strategy.
- In October 2024, TransLink adopted the Zero Emission Fleet Transition Plan (ZEFTP) that supersedes the Low Carbon Fleet Strategy (LCFS) and determines the optimum fleet composition that addresses TransLink's unique needs while meeting emissions reduction goals to 2040.
- The Province, in partnership with the federal government and local governments, is providing funding for BC Transit to deliver phase one of its electrification program which includes purchasing and deploying 131 electric buses, including 125 heavy duty and six light duty vehicles over the next 3 years. As of December 2024, BC Transit placed orders/signed purchase agreements for all 125 heavy-duty battery electric buses.

Summary of progress made in 2024/25

The Ministry continues to support emission reduction initiatives and the transition to zero-emission vehicles for both personal vehicles and commercial fleets. Supportive policies and programs aimed to improve affordability and provide transportation options are in development, utilizing expertise from key partners across the province. As part of a broader strategy to modernize transportation, improve road safety, and support climate goals new regulatory requirements were introduced mandating speed limiters on heavy-duty commercial vehicles. These devices cap the maximum speed at 105 km/h for vehicles over 11,793 kg with electronically controlled engines. This improves safety and reduces emissions from the commercial vehicle sector. The Ministry also continued investments to electrify the inland ferry fleet to provide a clean, zero-emission vessels.

Objective 2.2: Support accessible and affordable public transit

The Ministry is focusing on maintaining and improving a public transit network that is accessible, reliable, integrated and affordable to connect British Columbians to their communities, jobs, services and social activities. A robust and connected public transit system will also support climate goals by limiting greenhouse gas (GHG) emissions generated by fossil fuel powered motor vehicles, improve livability and support increased housing densities and transit-oriented developments.

Key results

- Transit ridership throughout B.C. (TransLink and BC Transit) grew by 3.7 per cent in 2024/25, reaching 91.5 per cent of pre-pandemic levels.
- The Province committed \$300 million in new capital funding for TransLink's 2024 Investment Plan to support service expansion where most needed in the Metro Vancouver region. The Ministry also provided \$312 million in operating funding to protect services, support service expansion and to advance priority Bus Rapid Transit planning and design as part of TransLink's 2025 Investment Plan.
- In 2024/25, the Ministry supported the Free Transit for Children 12 and Under (FT12U) program with a total contribution of \$10.803 million. This included \$3.093 million to BC Transit for services outside Metro Vancouver, and \$7.710 million to TransLink for services within Metro Vancouver, making transit more accessible and affordable for families throughout B.C.
- The Ministry invested \$64 million in 2024/25 to support BC Transit infrastructure projects in communities across the province to improve access for transit users and support the transition to a low-carbon bus fleet. In 2024/25, the Ministry also provided \$162 million (excluding FT12U) in operating funding to support BC Transit's delivery of safe, reliable, affordable and accessible transit service in over 130 communities and to continue expansion across the province.
- In March 2024, BC Transit announced the opening of the new Victoria handyDART center in View Royal that will allow handyDART services to expand in Greater Victoria, bringing accessible, door-to-door transit service to commuters with disabilities, while also supporting the transition to a low-carbon battery electric handyDART bus fleet.

Summary of progress made in 2024/25

The Province is collaborating with local governments to make significant progress in improving transit services to meet rising transit ridership across British Columbia.

The Ministry's capital and operating investments through TransLink's Investment Plans enabled critical service expansions including new and improved bus routes. The funding enabled procurement of new buses and advanced planning and design for priority Bus Rapid Transit projects that will meet growing demand. In 2024, TransLink recorded more than 240 million journeys, a three per cent increase since 2023. Metro Vancouver ranked second in

Canada for per capita transit ridership, surpassing the Greater Toronto and Hamilton Area in Ontario. Additionally, the extension of the U-Pass BC program and continued support for free transit for kids 12 and under helped make transit more affordable and accessible for students and families.

Provincial investments in BC Transit infrastructure and operating funding supported safe, reliable, and low-carbon transit services in over 130 communities.

The ministry also extended its funding agreement with the Northern Development Initiative Trust for an additional year through 2027/28 to continue support for northern transportation services, including BC Bus North, the long-haul bus connecting communities in northern B.C.

The ministry also continued work with the three regional economic trusts, Northern Development Initiative Trust, Economic Trust of the Southern Interior and Island-Coastal Economic Trust, which administered one-time grant programs in follow-up to engagement and regional transportation studies completed in 2023. Funding provided in previous fiscal years to the regional economic trusts funded 34 passenger transportation projects, such as feasibility studies, planning initiatives or enhancement of community-led transportation services to complement public transit systems across the province.

Performance measure(s) and related discussion

Performance Measure	2023/24 Actual	2024/25 Target	2024/25 Actual
2a Number of All Ages and Abilities (AAA) ² active transportation infrastructure planning and capital projects through the Active Transportation Capital Fund ^{1,2}	N/A ³	11	11

Data source: Ministry of Transportation and Transit

¹PM 2a targets for 2025/26 and 2026/27 were stated in the 2024/25 service plan as 12 and 15, respectively.

²AAA Design Standards can be found in the [B.C. Active Transportation Design Guide](#).

³This Performance Measure was first used in the 2024/25 Service Plan so data is not available prior to that year.

As part of the Ministry's work to reduce greenhouse gas emissions from the transportation sector, it is promoting the use of non-emitting modes of transportation and pursuing innovative policies, programs and projects that support mode shift and reduce emissions. All Ages and Abilities (AAA) is an industry design standard for high-quality infrastructure most likely to have a substantial effect on gaining mode share for active transportation options like walking, cycling and other active modes. For example, protected and separated cycle lanes or multi-use paths are considered AAA.

Work to incorporate AAA design standards across projects in the province began with the establishment of the Active Transportation Capital Fund Program. This funding is dedicated to AAA infrastructure implementation on Ministry rights-of-way. AAA projects incorporate both corridor pathway and overpasses/underpasses that significantly improve walking and cycling connectivity in a community.

In June 2024, the Ministry announced 11 AAA projects across the province funded through the Active Transportation Capital Program. These projects, including multi-use paths, overpasses and bridge improvements, will be planned, designed and built over the next three years.

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 \$595 million on resurfacing and/or improving approximately 2,200 lane kilometres of road network and rehabilitating, replacing or seismically upgrading 29 structures across B.C. through the Preservation Program, along with completing many safety enhancement projects, including improving 26 intersections.
- Completed projects to adapt infrastructure to be more resilient to the effects of climate change, as well as improve access and resiliency for First Nation communities – including more than 100 culvert replacements and several other improvements to drainage infrastructure.
- Improved 11 rest areas through the Safety Rest Area Improvement program, which focuses on improving the safety, accessibility and other amenities at rest areas along B.C. highways.
- Completed the renewal and retendering process for all five Pavement Marking Service Agreements which will commence Jan 1, 2026, and extended the first of five Electrical Maintenance Service Agreements, and initiated the extension process for Highway Maintenance Agreements.

Summary of progress made in 2024/25

The Ministry remains committed to ensuring high-quality service delivery by maintaining rigorous oversight of its contractors, particularly in areas like roadway maintenance, bridge upkeep, and winter operations. This ensures infrastructure remains safe, accessible, and responsive to the needs of British Columbians—especially in rural and remote communities where reliability is critical.

To guide its investment decisions, the Ministry applied asset management principles, which involve data-driven assessments of infrastructure condition and performance, lifecycle cost analysis to prioritize repairs and upgrades and risk-based planning to address climate change, aging assets, and seismic hazards

The Ministry targets rehabilitation funding toward projects that deliver the greatest benefit to ensure provincial infrastructure meets safety standards and remains resilient and cost-effective over the long term.

Objective 3.2: Improve transportation network safety across all modes.

The Ministry prioritizes the safety of 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

- Implemented four pilot locations in 2024 that used video analytics and machine learning for adaptive traffic signal performance management to reduce greenhouse gasses and congestion on Highway 97 in Kelowna, to measure high risk interactions between cars and cyclists on Highway 1 at Tillicum Road in Saanich, areas with high pedestrian crossings on Highway 4 in Cathedral Grove, and wildlife detection on Highway 18 in Cowichan Valley. The data collected will inform the Mobility and Road Safety Program, Wildlife Collision Mitigation Program, and active transportation programs.
- Updated collision prone location lists using the most recent collision data. This list identifies high priority locations and supports systematic programming and approach to addressing road safety.
- Partnered with the Insurance Corporation of British Columbia (ICBC) on capital and preservation projects that have safety benefits. In 2024/25, 76 projects were eligible for ICBC funding, which included installation of DriveBC cameras, sidewalk and transit pullout upgrades, intersection safety improvements, signal upgrades, signs, safe wildlife passage, durable pavement markings, rumble strips and concrete barriers.
- Advanced the modernization and replacement of the DriveBC web application with public release in June 2025. This enhances driver safety, crisis response, and trip decision making for public, tourist, commuter and commercial drivers across all of British Columbia.
- Supported the B.C. trucking industry by introducing regulations to mandate the use of Commercial Electronic Logging Devices (ELD) to improve safety through stronger management of driver hours of service.

Summary of progress made in 2024/25

The Ministry continues to pilot new technologies, monitor safety performance and improve highway safety and reliability by working with partners, installing safety-focused enhancements and low-cost improvements. As well, regulatory and operational policy changes were made through legislative amendments (Bill 10—Commercial Transport Amendment Act, 2024) to support progressive enforcement, stronger consequences and higher fines for commercial truck drivers who crash into highway infrastructure. These initiatives are anticipated to significantly improve safety on British Columbia's road network.

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

Each year the province faces threats from natural disasters, whether forest fires, heat waves or floods. Because of British Columbia's geographic location, it is also important to consider potential seismic related events. The Ministry is taking a proactive approach by continuing to advance the integration of resilient design in B.C.'s transportation network to improve safety and reliability. This will ensure British Columbians have a safe, reliable, connected network they can depend on.

Key results

- Designed and constructed infrastructure to reflect B.C.'s shift toward building back better. This will help the province's infrastructure withstand natural disasters and to adapt to future climate change events.
- Strengthened collaboration and coordination with partners and other levels of government, in recognition that achieving transportation resilience requires shared commitment, knowledge, and action across jurisdictions.
- Advanced the development of a resilience system that includes criticality mapping and a risk & vulnerability guidance document to support evidence-based planning and investment decisions.
- Developed a climate risk tolerance matrix and supporting guidance to help project teams evaluate options and select resilience strategies tailored to the specific function, location, and criticality of transportation infrastructure.
- Initiated the development of performance indicators to monitor and evaluate the effectiveness of resilience strategies across the transportation network.

Summary of progress made in 2024/25

The Ministry is advancing efforts to integrate climate and seismic resilience into infrastructure planning, design, and delivery. This includes building infrastructure that can better withstand climate change amplified natural disasters, developing a resilience system with criticality mapping and a risk & vulnerability guidance document, and creating a climate risk tolerance matrix to support context-specific, optimized decision-making. The Ministry continues to foster collaborative action with partners and all levels of government, recognizing that transportation resilience depends on shared commitment, knowledge, and investment.

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

The Ministry leads the delivery of priority projects, both on its own and in partnership with the Transportation Investment Corporation, ensuring that planning and investment is done in a fiscally responsible way. This improves the public's confidence in the planning and maintenance of the transportation network.

Key results

- Projects substantially completed include Phase 4 of the Kicking Horse Canyon, Highway 1 Falls Creek, Highway 1 Nicomen River Bridge, Terrace Inspection Station Relocation and Highway 7, Highway 11 and Cedar Road Intersection Improvements.
- Construction contracts awarded for several projects including Highway 1 Bus on Shoulder Mackenzie to Six Mile, Highway 1 RW Bruhn Bridge, Highway 1 Jumping Creek to MacDonald, Highway 1 Selkirk and the Surrey Langley Skytrain.
- Engaged the Federal Government to formalize transit funding agreements under the recently announced Canada Public Transit Fund for both TransLink and BC Transit.
- Planning continues for several projects including, the Fraser River Tunnel Project, Phase 4 of the Fraser Valley Highway 1 Corridor Improvement program, the Kamloops Area Transportation Strategy and the South Island Transportation Strategy.

Summary of progress made in 2024/25

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, and technologies like multi-modal data analysis and digital corridor mapping, and collaborative construction models. These approaches allowed the Ministry to make substantial progress on priority rehabilitation and improvement projects, including the permanent rebuild of infrastructure damaged by historic flooding in 2021.

Performance measure(s) and related discussion

Performance Measure	2017/21 Baseline ²	2023/24 Actual	2024/25 Target	2024/25 Actual
3a Serious collision rate on Provincial Highways (Collision per Million Vehicle Kilometre) ¹	0.138	0.106	0.120	0.096

Data source: The RCMP and ICBC

¹PM 3a targets for 2025/26 and 2026/27 were stated in the 2024/25 service plan as 0.118 and 0.116 respectively.

²The baseline value represents the serious collision rates for the five-year period 2017-2021.

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. There can be considerable variation in collisions from one year to another due to factors such as weather, distractions or other factors that reduce a driver's ability to operate a vehicle safely. 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.

There are many factors that may have contributed to surpassing the target for 2024/25. These include, but not limited to, successful infrastructure investments; reduction in collisions on Provincial Highways; and change in police reporting threshold. It is also a reflection of a safer and more efficient transportation network and demonstrates a continued commitment to protecting road users and improving the transportation system for everyone.

Performance Measure	2023/24 Actual	2024/25 Target	2024/25 Actual
3b Rating of maintenance contractor performance using the Contractor Assessment Program ¹	94.4%	93%	94.8%

Data source: Ministry of Transportation and Transit

¹PM 3b targets for 2025/26 and 2026/27 were stated in the 2024/25 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 2024/25 results exceeded the target and demonstrate a continued high level of performance among maintenance contractors. The baseline and target of 93% percent ensure that people in British Columbia are receiving a high level of service from Ministry contractors and reflects the Ministry's expectation of continued high-performance levels.

Performance Measure	2023/24 Actual	2024/25 Target	2024/25 Actual
3c Percentage of projects that meet their budget and schedule ¹	92.5%	91.5%	94.7%

Data source: Ministry of Transportation and Transit

¹PM 3c targets for 2025/26 and 2026/27 were stated in the 2024/25 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 2024/25, 94.7 percent of projects were delivered on time and on budget, exceeding the target of 91.5 per cent. Several factors contributed to these results including strategic planning to ensure projects aligned with the Ministry's long-term goals, successful partnerships with other levels of government, First Nations and industry partners, community engagement to ensure projects met the needs of local communities, modern construction techniques and effective project management.

Financial Report

Financial Summary

	Estimated (\$000)	Other Authoriz- ations ¹ (\$000)	Total Estimated (\$000)	Actual (\$000)	Variance (\$000)
Operating Expenses					
Transportation and Infrastructure Improvements	28,497	15,264	43,761	43,761	0
Public Transportation	373,351	310,682	684,033	685,921	1,888
Highway Operations	705,235	3,728	708,963	708,963	0
Commercial Transportation Regulation	1,969	0	1,969	644	(1,325)
Executive and Support Services	26,387	0	26,387	25,824	(563)
Sub-total	1,135,439	329,674	1,465,113	1,465,113	0
Adjustment of Prior Year Accrual ²	0,000	0,000	0,000	(6,259)	(6,259)
Total	1,135,439	329,674	1,465,113	1,458,854	(6,259)
Ministry Capital Expenditures					
Highway Operations	3,473	2,156	5,629	5,629	0
Total	3,473	2,156	5,629	5,629	0

¹ "Other Authorizations" include Supplementary Estimates, Statutory Appropriations, Contingencies and Government Reorganization.

² The Adjustment of Prior Year Accrual of \$6.259 million is a reversal of accruals in the previous year.

BCTFA Statement of Operations

2024/25	Budget	Actual	Over/(Under) Budget
Revenue (\$000)			
Tax revenue ¹	468,500	437,969	(30,531)
Amortization of deferred contributions ²	183,244	184,656	1,412
Other operating revenue ³	41,321	36,670	(4,651)
Total	693,065	659,295	(33,770)
Expenses (\$000)			
Highway Operations	874,771	767,859	(106,912)
Transit Programs	382,757	172,485	(210,272)
Ferry Operations	24,234	27,531	3,297
Other	92,146	91,042	(1,104)
Debt Servicing Costs ⁴	901,157	757,796	(143,361)
Total	2,275,065	1,816,713	(458,352)
Net Loss (\$000)			
Net Operating Loss	(1,582,000)	(1,157,418)	(424,582)

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)	2024/25 Actual
Provincial Investments:	
Highway Corridor Rehabilitation	350
Side Road Improvements	204
Pattullo Bridge Replacement	185
Highway 99 Tunnel Program ¹	168
Transportation Infrastructure Recovery ²	11
Fraser Valley Highway 1 Corridor Improvements Program	260
Highway 1 to Alberta Border	136
Broadway Subway	208
Surrey Langley Skytrain	557
Transit Infrastructure	118
Transportation and Trade Network Reliability	196
Safety Improvements	47
Community and other programs	28
Total Provincial Transportation Investments	2,468
Investments funded through contributions from Federal Government and Other Partners:	
Contributions from all partners	819
Total Investments in Transportation Infrastructure³	3,287

¹ Includes the Fraser River Tunnel Project and Highway 99/Steveston Interchange Transit & Cycling Improvements.

² Actual is net of the Federal Disaster Financial Assistance Arrangement contribution which approximates 95% of the project funding.

³ Total investments include operating and capital spending.

Capital Expenditures

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2025 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
<u>Highway 99 - 10 Mile Slide</u>	2021	83	5	88
<p>The purpose of the Highway 99 10 Mile Slide project is to provide long-term stabilization to the site approximately 17 kilometres northeast of Lillooet and located within Xaxli'p's Fountain Reserve 1A.</p> <p>The scope of the project includes:</p> <ul style="list-style-type: none"> Installing soil anchors above Highway 99 to stabilize the soil above the highway and install piles to form a pile wall below Highway 99. Restore Highway 99 to two lanes. 				
<u>Highway 4 – Kennedy Hill Safety Improvements</u>	2022	57	10	67
<p>The purpose of the Highway 4 Kennedy Hill Safety improvements project is to improve the safety and reliability of the 1.5-kilometre section of Highway 4 located along Kennedy Lake known as Kennedy Hill.</p> <p>The scope of the project includes:</p> <ul style="list-style-type: none"> Upgrading the section to meet 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. Installing road barrier between the lake and highway. Building a new rest area accessible to all vehicle types. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2025 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
<u>Highway 14 Corridor Improvements</u>	2023	78	0	78
<p>The purpose of the Highway 14 Corridor Improvements project is to contribute to a safer and more reliable connection between the Veterans Memorial Parkway in Langford, west through the communities of Sooke and Jordan River, and all the way to Port Renfrew.</p> <p>The scope of the project includes:</p> <ul style="list-style-type: none"> • Widening the travel lanes to consistent width of 3.3 metres. • Asphalt resurfacing of an 11-kilometre segment of Highway 14 between Otter Point Road and Woodhaven Road. • Construction of 1.2 metre paved shoulders in both directions. • Construction of slow-moving vehicle pullouts in both directions. • Removal of old roadside concrete barrier and replacement with new barrier. • Integration of BC Hydro, Shaw, Telus utilities on a single line of poles. • Slope stabilization improvements to minimize debris flow events on the highway. • High visibility reflective durable paint on centre line and fog (road side) lines to improve visibility during night time. 				
<u>Highway 91 to Highway 17 and Deltaport Way Corridor Improvements</u>	2023	250	10	260
<p>The purpose of the Highway 91 to Highway 17 and Deltaport Way Corridor Improvements project is to address capacity constraints and reduce truck congestion along two critical provincial highways: Highway 17 and Highway 91. These upgrades will improve local and commercial travel in the area and reduce conflicts between commercial vehicles and other traffic. They also complement the completed 72nd Avenue Interchange Project and the Alex Fraser Bridge Improvements.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Highway 91 at Nordel interchange – Upgraded ramps to and from Delta, improved acceleration and deceleration lanes, and additional through lanes for Nordel Way traffic crossing over Highway 91; improved access to and from the commercial vehicle-inspection and truck parking area. • Highway 17 and Highway 91 Connector – A new interchange. • River Road connection – Replacement of the existing signalized intersection and eliminating the need for an at-grade rail crossing to access the highway. • 27B Avenue to Deltaport Way – Access improvements and upgrades between Deltaport Way and 41B Street. • 80th Street at Highway 17 intersection – Upgrading the connection from 80th Street to Highway 17 westbound, improving merging and reducing queuing. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2025 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
<u>West Fraser Road Realignment</u>	2023	79	15	94
<p>The purpose of the West Fraser Road Realignment project is to reconstruct 5.6 kilometres of two-lane West Fraser Road on a new alignment that by-passes a closed eroded section that was washed out in 2018 and is in an active landslide area.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • 5.6 kilometres of two-lane road construction on a new alignment that avoids geotechnical areas of concern. • Construction of a new bridge crossing Narcosli Creek and demolition of damaged bridge. • Rock stabilization work (bolting and meshing). • Decommissioning of the previous section of West Fraser Road. 				
<u>Highway 1 Corridor – Falls Creek</u>	2024	86	57	143
<p>The purpose of the Highway 1 Corridor – Falls Creek project is to construct a new three-lane bridge at Falls Creek, located approximately 20 kilometers south of Lytton along Highway 1.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • A new three-lane bridge that will meet climate change resiliency standards. • Increasing resilience to future events with repairing downslope washouts, protection of the bridge substructure with rip rap, and asphalt replacement. 				
<u>Highway 1 Kicking Horse Canyon Phase 4</u>	2024	593	8	601
<p>The purpose of this project is to 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.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Replacement of Kicking Horse Bridge No. 1 with a single two-lane bridge and replacement of the Kicking Horse Bridge No. 2 to provide access to Gould’s Island from the south. • Construction of a multi-use path, including tunnel, under the south approach span to provide trail connectivity. • Provision of upgrades for utilities and municipal service infrastructure. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2025 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
<u>Highway 1 Quartz Creek Bridge Replacement</u>	2024	102	17	119
<p>The purpose of the Highway 1 Quartz Creek Bridge Replacement project is to upgrade approximately 4.4-kilometres of Highway 1 to four lanes and to a 100km/h standard. The project is located approximately 40 kilometres west of Golden.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Replacement of the existing two-lane Quartz Creek Bridge with a new four-lane bridge. • Replacement of the Wiseman Creek Culvert allowing fish to access the stream. • Auxiliary lanes for access to and from Quartz Creek Forest Service Road. 				
<u>Highway 5 Corridor</u>	2024	249	101	350
<p>The purpose of the Highway 5 Corridor project is to rebuild three key crossings along the Highway 5 Corridor. The project will see the replacement of six bridge spans at three river crossings including new structures at Bottletop, Juliet and Jessica bridges.</p> <p>This scope of this project includes:</p> <ul style="list-style-type: none"> • Significant increases to overall bridge lengths to increase resilience and accommodate current and future river flows. • Improved wildlife crossings. • Extensive protection of bridge and roadway structures with rock rip rap from local quarries. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2025 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
<u>Highway 1 Chase Four-Laning</u>	2025	145	51	196
<p>The purpose of the Highway 1 Chase Four-Laning project is to upgrade 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. The project is being delivered in two phases: the Chase Creek Road to Chase West phase (which reached substantial completion in 2023), and the Chase West to Chase Creek Bridge phase, which is expected to complete in 2025.</p> <p>The scope of the project includes:</p> <ul style="list-style-type: none"> • Four-lane approximately 4.9 kilometres along Highway 1. • Grade-separated pedestrian crossing and active transportation connection between NIB IR#2 and the Village of Chase. • New interchange at Brooke Drive and emergency vehicle access at Coburn Drive. • Scatchard Trail connection from Brooke Drive and Chase Creek Bridge. • Longer overpass structure to accommodate additional space for sidewalk under the highway with lighting. 				
<u>Highway 1 Corridor – Nicomen Bridge</u>	2025	82	62	144
<p>The purpose of the Highway 1 Corridor – Nicomen Bridge project is to replace the Nicomen River Bridge to fully restore this section of Highway 1 to pre-storm functionality. The project is located approximately 16 kilometres northeast of Lytton, along Highway 1.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Construction of a new two-span, 70-metre long, curved steel girder bridge with a concrete running surface and piled foundations. • Channel improvements to increase climate resilience and restore damaged environmental habitat. • Demolition of the existing damaged bridge structure. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2025 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 7 Widening - 266th Street to 287th Street	2025	80	50	130
<p>The purpose of the Highway 7 Widening – 266th Street to 287th Street project is to upgrade a 4-kilometre segment of Highway 7 between Maple Ridge and Mission.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> Increased capacity by providing two travel lanes in each direction (four lanes total), reducing congestion, including the construction of 2-metre-wide shoulders. Improved safety by reducing the risk of a serious cross-over collision through installation of roadside and median barriers between 287th Street and Spilsbury Road. Provide safe turn-arounds to maintain access to all properties along the highway. Widen the 272nd / River Road intersection to accommodate large trucks. 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. 				
Highway 17 Keating Cross Overpass	2025	50	27	77
<p>The purpose of the Highway 17 Keating Cross Overpass project is to improve traffic safety, access and congestion at the to Keating Cross Road turning lane.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> Replace the northbound left turn onto Keating Cross Road with a flyover across Highway 17 to Keating Cross Road and a realigned southbound ramp. Widening of Keating Cross Road, installation of a new sidewalk on Keating Cross Road, and installation of bus-on-shoulder facilities to support future plans for rapid bus transit on Highway 17. 				
Highway 99/Steveston Interchange, Transit and Cycling Improvements	2025	71	66	137
<p>The purpose of the Highway 99 Steveston Interchange, Transit and Cycling improvements project is to support sustainability of Fraser River communities, facilitate increased share of sustainable modes of transportation, enhance regional goods movement and support a healthy environment.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> Replacing 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. Improved connections for transit along the Highway 99 corridor. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2025 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Pattullo Bridge Replacement	2025	1,081	556	1,637
<p>The purpose of the Patullo Bridge Replacement project is to replace the existing bridge with a new four-lane bridge. The new bridge is located east of the existing bridge with direct connections to McBride Boulevard and East Columbia on the north side in New Westminster and to King George Boulevard on the south side in Surrey.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • A new four-lane bridge, designed to allow for a potential future expansion to six lanes, located in the same corridor as the existing bridge. • Segregated pedestrian and cycling facilities on both sides of the bridge. • An additional grade-separated multi-use path connecting the Victoria Hill neighbourhood to downtown New Westminster. • Decommissioning and removal of the existing bridge. 				
Highway 1 – Salmon Arm West	2026	93	47	140
<p>The purpose of the Highway 1 Salmon Arm West project is to upgrade 3.2 kilometres of the Trans-Canada Highway. The project is located on the western approach into Salmon Arm and will be delivered in two phases: the Salmon Arm West 1st Avenue to 10th Avenue phase (which reached substantial completion in 2023), and the Salmon Arm West 10th Avenue to 10th Street phase, which is expected to complete in 2026.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Four-laning 3.2km of Highway 1 to improve safety, mobility, and reliability • Installation of a pathway for pedestrians, cyclists and other non motorized users • Construction of up to four intersections, a new bridge across the Salmon River, a new interchange, and approximately 4- kilometres of frontage roads. 				
Blackwater North Fraser Slide	2026	13	190	203
<p>The purpose of the Blackwater North Fraser Slide project is to re-establish sections of the road network in the Cariboo region impacted by slide events. The project is part of 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>The scope of this project includes:</p> <ul style="list-style-type: none"> • Re-establishing 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. • Installing depressurisation works such as pumping wells to manage slide movement on the Knickerbocker Slide. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2025 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Cottonwood Hill at Highway 97 Slide	2026	26	309	335
<p>The purpose of the Cottonwood Hill at Highway 97 project is to re-establish sections of the road network in the Cariboo region impacted by slide events. The project is part of 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>The scope of the project includes:</p> <ul style="list-style-type: none"> Emergency work to reduce riverbed erosion with bank protection. Stabilization of the slope and the highway using rockfill buttress and structural solution on Highway 97 at Cottonwood Hill. 				
Highway 1 Ford Road to Tappen Valley Road Four-Laning	2026	139	104	243
<p>The purpose of the Highway 1 Ford Road to Tappen Valley Road Four-Laning project is to upgrade approximately 4.3 kilometres of the Trans-Canada Highway to improve safety, capacity, and movement of goods and services. The western limit of the project begins at Ford Road and extends through to its terminus 400 metres east of Tappen Valley Road, about 15 kilometres north of Slamon Arm.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> Replacement of a rail overhead structure. A new east bound commercial carrier pullout. New frontage road system to provide safer access to the highway. Modified protected T-intersection at Tappen Valley Road. Installation of median barrier. 				
Highway 1 Selkirk	2026	9	120	129
<p>The purpose of the Highway 1 Selkirk project is to improve the safety, capacity, and movement of goods and services along a section of the Trans-Canada Highway. The project is located between Revelstoke and Golden.</p> <p>The scope of the project includes:</p> <ul style="list-style-type: none"> Widening approximately 3.9 kilometres of highway to four-lanes. Wildlife exclusion fencing and construction of two wildlife crossings. Median barrier throughout the length of the project. Relocate the eastbound and westbound Redgrave Rest Areas to Quartz Creek Forest Service Road with enhanced facilities and improved access for commercial and passenger vehicles. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2025 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
<u>Highway 95 Bridge Replacement</u>	2026	24	66	90
<p>The purpose of the Highway 95 Bridge Replacement 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.</p> <p>The scope of the project includes:</p> <ul style="list-style-type: none"> • Replacement of Kicking Horse Bridge No. 1 with a new two-lane bridge. • Replacement of the Kicking Horse Bridge No. 2 to provide access to Gould's Island from the south. • Construction of a multi-use path, including tunnel under south approach span, to provide trail connectivity. • Geometric upgrades on bridge approaches to meet vertical clearance requirements for the new structures, with horizon upgrades eliminating the S-curve on the south approach with improvements to side road access. • Provision of upgrades for utilities and municipal service infrastructure. 				
<u>Kootenay Lake Ferry Service Upgrade</u>	2026	77	40	117
<p>The purpose of the Kootenay Lake Ferry Service Upgrade project is to replace the aging MV Balfour ferry and improve safety and accessibility at both ferry terminals (Balfour and Kootenay Bay).</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Construction of a larger electric-ready ferry with increased capacity. • Dredging of the west arm of Kootenay Lake for navigational safety. • Safety, access and amenity improvements at the Kootenay Bay and Balfour terminals. 				
<u>Highway 1 Corridor – Tank Hill</u>	2026	75	218	293
<p>The purpose of the project is to reinstate a grade separation between the TransCanada Highway and CPKC Rail including highway construction to accommodate the grade separation, structured crossing of existing creek and improved drainage from the CPKC rail under the TransCanada Highway.</p> <p>The scope of the project includes:</p> <ul style="list-style-type: none"> • Design and constructing a viaduct/bridge structure over CPKC rail and the underlying creek channel. • Construction of the road approach, supporting retaining walls and tie-in to existing highway. • Removal of the temporary level crossing, existing culverts and re-establishment of the creek channel. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2025 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 1 – 216th Street to 264th Street Widening	2026	108	237	345
<p>The purpose of the Highway 1 216th Street to 264th Street Widening project is to widen 10 kilometres of Highway 1 within the Township of Langley.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Widening Highway 1 to accommodate eastbound and westbound high occupancy vehicle (HOV) and electric vehicle (EV) lanes in the median between the 216th Street and 264th Street Interchanges. • Constructing a new crossing at Glover Road, including new three-metre-wide multi-use paths in both directions and increased clearance over the highway. • Reconfiguring the existing 232nd Street Interchange and the replacement of the existing crossing, including three-metre-wide multi-use paths in both directions and increased clearance over the highway. • Replacing the existing railway crossing immediately east of Glover Road, including increased highway clearance. 				
Quesnel-Hydraulic Road Slide	2026	0	80	80
<p>The purpose of the project is to restore and realign Quesnel-Hydraulic Road to meet modern design standards damaged by a slide as a result of increased rainfall even in 2020. The project will ensure long-term safety and operational reliability for road users and reduce long-term maintenance.</p> <p>The scope of the project includes:</p> <ul style="list-style-type: none"> • Realigning approximately 750 metres of Quesnel-Hydraulic Road. • Upgrading drainage systems. • Reinforcing slopes and placing riprap for erosion protection. • Maintaining monitoring equipment in the slide area. • Decommissioning the existing alignment once construction is complete. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2025 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
<u>Broadway Subway</u>	2027	1,832	1,122	2,954
<p>The purpose of the Broadway Subway project is to construct an extension of the SkyTrain network from the existing Millennium Line along Broadway to Arbutus Street. The project will provide faster, more reliable transit service, improve transportation options and connect communities and regional destinations within the metro Vancouver region.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> Constructing 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. Full integration into the regional transportation network and operated by TransLink. 				
<u>Highway 1 Bus on Shoulder – McKenzie to Colwood Interchange</u>	2027	5	90	95
<p>The purpose of the Highway 1 Bus on Shoulder – McKenzie to Colwood Interchange project is to design and construct a 3.7-kilometre westbound and 3.1-kilometre eastbound bus on shoulder lane between the McKenzie and Colwood interchanges.</p> <p>The scope of this project includes:</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. New Galloping Goose Trail pedestrian bridge that will accommodate future active transportation plans. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2025 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
<u>Highway 1 Goldstream Safety Improvements</u>	2027	18	144	162
<p>The purpose of the Highway 1 Goldstream Safety Improvements project is to improve pedestrian and traffic safety for about two kilometres of the Trans-Canada Highway along the Malahat corridor of southern Vancouver Island located within Goldstream Provincial Park.</p> <p>The scope of the project includes:</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. • Environmental enhancements to the Goldstream River. 				
<u>Highway 1 Jumping Creek to MacDonald</u>	2027	49	196	245
<p>The purpose of the Highway 1 Jumping Creek to MacDonald project is to improve the safety, capacity, and movement of goods and services along a section of the Trans Canada Highway located approximately 40 kilometres east of Revelstoke.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Widening approximately 2.6 kilometers to four lanes between Jumping Creek and the MacDonald Snowshed. • Avalanche and rockfall risk mitigation measures to increase reliability and safety. • A safe wildlife crossing at the existing MacDonald Snowshed. • Increasing shoulder width for active transportation. • A median barrier to improve safety. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2025 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
<u>Highway 1 R.W. Bruhn Bridge</u>	2027	83	177	260
<p>The purpose of the Highway 1 R.W. Bruhn Bridge project is to improve the safety, capacity, and movement of goods and services along a section of the Trans Canada Highway in the District of Sicamous.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> Expand 1.9 kilometres to four lanes and replace the aging R.W. Bruhn Bridge with a new crossing over the Sicamous Narrows. Acceleration lane on bridge replaced with new highway underpass with on/off ramp at west end of project. Permanent closure of intersection at Old Spallumcheen Road. New multi-use path to increase safety for pedestrians and cyclists. 				
<u>Belleville Terminal Redevelopment</u>	2028	22	309	331
<p>The purpose of the Belleville Terminal Redevelopment project is to build a new preclearance ferry terminal in Victoria that will meet Canada's obligations under the Canada-US Land, Rail, Marine, and Air Transport Preclearance Agreement.</p> <p>The scope of the project includes:</p> <ul style="list-style-type: none"> Convert the Steamship building and wharf into a temporary ferry terminal. Provide administrative space for ferry operators and United States Customs and Border Protection (USCBP) and complete some minor revisions to the Black Ball building to accommodate Canada Border Services Agency (CBSA). Demolish the existing Clipper terminal, wharf, and Stores wharf. Raise and replace the Clipper and Stores wharfs to account for climate change and rising sea levels. Construct a new, consolidated, preclearance ferry terminal on the existing site. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2025 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
<u>Highway 1 Fraser Valley Corridor Improvements 264th Street to Mount Lehman Road</u>	2028	269	2,071	2,340
<p>The purpose of the Highway 1 Fraser Valley Corridor Improvements 264th Street to Mount Lehman Road project is to make improvements along a 13-kilometre length of Highway 1 between the 264th Street Interchange and Mount Lehman Road to meet the needs of a growing region, improve travel and transit services for people in the Fraser Valley and facilitate efficient goods movement.</p> <p>The scope of the project includes:</p> <ul style="list-style-type: none"> • Adding HOV/EV lanes in each direction. • Adding bus-on-shoulder lanes in each direction • Adding truck climbing lanes (eastbound along the uphill grade east of Bradner Rest Area and westbound from east of Fraser Highway) and a truck staging area. • Replacing the existing cloverleaf interchange at 264th Street with a diverging diamond interchange. • Improving active transportation connections at 264th Street Interchange and Mount Lehman Road Interchange and building a mobility hub. • Adding a multi-use-path (MUP) on the north side of Highway 1 between 264th Street Interchange and Mount Lehman Road Interchange. • Replacing Bradner Road Overpass and improving the Bradner Rest Area. 				
<u>Surrey Langley Skytrain Project</u>	2029	1,099	4,897	5,996
<p>The purpose of the Surrey Langley Skytrain Project is build a 16-kilometre extension of the existing Expo Line that will run on an elevated guideway primarily along Fraser Highway from King George Station in Surrey to 203rd Street in the City of Langley. The project will improve regional transportation connections and provide fast, frequent and reliable transit service, especially for those who are South of the Fraser River.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Construction of 16-kilometre elevated guideway with eight new stations and three new transit exchanges. • 14 kilometres of active transportation elements. • Transit-oriented development opportunities. • Full integration into the regional transportation network and operated by TransLink. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2025 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Fraser River Tunnel Project	2030	242	3,906	4,148
<p>The purpose of the Fraser River Tunnel Project is to construct a new eight-lane immersed tube tunnel that will provide more capacity for drivers and transit users in both directions, while providing walking and cycling options at this crossing for the first time.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Replacement of the existing George Massey Tunnel on Highway 99 and retiring the existing tunnel once the new tunnel is in operation. • Three vehicle lanes and a dedicated transit lane in each direction. • A separated multi-use pathway for cyclists and pedestrians that connects to active transportation routes on both sides of the Fraser River. • Fraser River navigational channel clearances will be maintained. • New Deas Slough Bridge. 				
Highway 1 Fraser Valley Corridor Improvements Mount Lehman Road to Highway 11	2031	67	2,584	2,651
<p>The purpose of the Highway 1 Fraser Valley Corridor Improvements Mount Lehman Road to Highway 11 project is to make improvements along an 8-kilometre length of Highway 1 from Mount Lehman Road Interchange to Highway 11 to meet the needs of a growing region, improve travel and transit services for people in the Fraser Valley and facilitate efficient goods movement.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Design and construction of 8-kilometres of integrated multimodal highway improvements. • 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. • Replacement of Highway 11 Interchange. 				

Appendix A: Public Sector Organizations

As of August 6, 2025, the Minister of Transportation and Transit is responsible and accountable for the following organizations:

[B.C. Container Trucking Commission](#)

The Office of the B.C. 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.

[BC Transit](#)

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

[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 Pattullo Bridge Replacement Project, the Kicking Horse Canyon Project – Phase 4, the Broadway Subway Project, the Surrey Langley Skytrain Project, the Fraser River Tunnel Project, and the Steveston Interchange Project.

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 with 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 Transit. The BCTFA has no dedicated staff. Management is provided by staff at the Ministry of Transportation and Transit.

Governance Overview

The Minister of Transportation and Transit 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 Transit 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).

Summary of Performance: Objectives and Key Results

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

Key Results

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

Financial Summary

(\$000)	2023/24 Actual	2024/25 Budget	2024/25 Actual
Revenues	672,250	693,065	659,295
Expenses	1,715,990	2,275,065	1,816,713
Net Income	(1,043,740)	(1,582,000)	(1,157,418)

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 tracks infrastructure, which is leased to CN Rail through the Revitalization Agreement. Consistent with western trade corridor strategies, BCRC owns and operates the Roberts Bank Port Subdivision rail line (a 40-kilometre track from Surrey to Roberts Bank coal and container terminals). BCRC, through its subsidiary BCR Properties Ltd., also owns port-related lands which are leased to 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 Transit, 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 Transit is the Chairperson of the BCRC 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 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 corridor.

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)	2023/24 Actual	2024/25 Budget	2024/25 Actual
Revenues	36,517	34,462	38,585
Expenses	18,564	19,422	29,980 ¹
Net Income	17,953	15,040	8,605

¹ The variance is related to a provision of \$18.3 million for the impairment of the coal mining licenses associated with the Arctos Anthracite Project less the recovery of \$6 million in estimated remediation costs related to the property northwest of the Vancouver Wharves property.

Appendix D: Progress on Mandate Letter Priorities

The following is a summary of progress made on priorities as stated in the 2022 Mandate Letter.

2022 Mandate Letter Priority	Status as of March 31, 2025
Make public transit a priority.	<p>There are several transit-related initiatives underway, including:</p> <ul style="list-style-type: none"> • Significant progress made in preparation for the start of major construction of the Surrey-Langley SkyTrain extension, including the awarding of construction contracts for the guideway, stations, and systems and trackwork and construction beginning on the guideway foundation • \$298.2 million in capital funding for BC Transit to support modest expansion funding – complete. • South Island Transportation Strategy Progress Report released • Highway 1 Burnside Bridge widening project is in progress • Highway 17/Ravine Way Transit and Active Transportation improvements in progress • Highway 1 Bus-on-Shoulder project in progress • Bus stop improvements at the Tsawwassen ferry terminal are underway • Improved service alignment between TransLink, BC Transit and BC Ferries

2022 Mandate Letter Priority	Status as of March 31, 2025
<p>Ensure 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>	<p>The ministry continues to identify potential long-term rural, regional and intercity transportation solutions through collaboration with all levels of government and communities.</p> <ul style="list-style-type: none"> • Indigenous Community Access and Resiliency Program - funds projects that improve safety and access for First Nations communities, along with other projects, to rehabilitate and improve safety on B.C.'s highways, sideroads and bridges. This program, announced in 2023/24, will invest \$120 million over nine years, including \$42 million over the next three years, to support projects that improve access and resiliency for First Nations communities – in progress. • Northern Development Initiative Trust (NDIT) continues to provide critical services to northern communities, including BC Bus North. In 2024, NDIT opened another intake of the Northern Community Shuttle Program for a two-year operating term starting in 2025/26. • In 2025, the Ministry developed a Vision and Guiding Principles document to guide how government makes decisions regarding Rural, Regional and Intercity Passenger Transportation (RIPPT) Policy in B.C.

2022 Mandate Letter Priority	Status as of March 31, 2025
<p>Support communities to build and improve networks for cycling, walking and active transportation.</p>	<ul style="list-style-type: none"> Record investment in the BC Active Transportation Grants Program (\$60 million over three years) has helped communities build over 220 active transportation projects, including new paths, bike lanes, crosswalks and more – in progress. 11 capital projects totalling \$85 million approved in 2024 will improve the efficiency of transportation networks in nine communities. Projects are in progress. Bill 23 (Motor Vehicle Amendment Act) – new vulnerable road user laws, including minimum safe passing distances, established to support active transportation safety. Extension of electric kick scooter pilot project for an additional four years, with expansion to more than 20 communities
<p>Build 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"> Bill 47 - Transit Oriented Areas (TOA) has been enacted. TOAs promote high-density, mixed-use development near transit to support affordable housing, reduce car dependency, and encourage sustainable communities. Bill 47 enables faster approvals for projects that meet provincial standards for TOAs.

2022 Mandate Letter Priority	Status as of March 31, 2025
<p>Make significant progress on major transportation infrastructure, including the Fraser River Tunnel replacement project and the Pattullo Bridge replacement.</p>	<ul style="list-style-type: none"> • The Ministry has 35 major capital projects either underway or nearing significant completion. A major capital project as defined by the Budget Transparency and Accountability Act is any commitment towards the capital costs of a provincial project that exceeds \$50 million • For the Fraser River Tunnel Project, the Design Early Works Agreement Preferred Proponent was announced in July 2024 with the contract executed in September 2024. Highway 99 Preload was completed in January 2025 and construction to replace the existing two-lane Steveston Interchange with a new five-lane structure is underway. • The Pattullo Bridge is scheduled to open in 2025.

2022 Mandate Letter Priority	Status as of March 31, 2025
<p>Rapidly repair damage after the devastating floods in late 2021</p>	<ul style="list-style-type: none"> • Permanent repairs to Coquihalla Highway 5 are complete after it was washed out during unprecedented flooding in 2021. • The repaired highway features six new climate-resilient bridges built in place of the ones that were lost in November 2021. The six bridge spans located at three different locations have been rebuilt to handle extreme weather. The new permanent bridges are now finished at Bottletop Bridge, 50 kilometres south of Merritt, and Jessica Bridge, 20 kilometres north of Hope. The bridges at Juliet, 53 kilometres south of Merritt. • Highway 8 repairs at 24 damaged sites between Merritt and Spences Bridge are ongoing. • Bridge replacements and flood-proofing measures on Highway 1 in the Fraser-Thompson corridor. • Significant recovery projects were also undertaken on Highways 3, 7, 11, 19, and 99. • These projects restored vital transportation links through B.C.'s commitment to "build back better" with infrastructure designed to withstand future climate challenges.

2022 Mandate Letter Priority	Status as of March 31, 2025
<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"> Phase 1 of the Fraser Valley Highway 1 Corridor Improvement Program is complete Phase 2 is underway and is investing \$345 million in the Highway 1 216th to 264th street project, including the Glover Road crossing replacement and 10km of highway widening to accommodate high occupancy vehicle (HOV) and electric vehicle (EV) lanes. Phase 3A will advance a \$2.34 billion investment to improve 13km 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. Phase 3B is a \$2.65 billion investment improving eight kilometres from Mt. Lehman Road to Highway 11 including new HOV/EV lanes, bus on shoulder lanes, replacement of Peardonville Road Underpass, a new Highway 11 Interchange, and more active transportation connections. Phase 4 will focus on Highway 11 through Sumas Prairie to Yale Road West.

2022 Mandate Letter Priority	Status as of March 31, 2025
<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"> For the Fraser River Tunnel Project, the Design Early Works Agreement Preferred Proponent was announced in July 2024 with the contract executed in September 2024. Highway 99 Preload was completed in January 2025 and construction to replace the existing two-lane Steveston Interchange with a new five-lane structure is underway. In addition to the Fraser River Tunnel Replacement, construction of a new five-lane Steveston Interchange compatible with the new tunnel is underway and expected to be completed later this year.
<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"> The Clean Transportation Action Plan (CTAP) was initiated to deliver on the provincial targets under the CleanBC Roadmap to 2030, including increasing non-auto mode share. Considerable investments have been made to encourage the shift to cleaner modes through investments in transit capacity and active transportation infrastructure around the province. Since 2017, the Province has supported transit with over \$11 billion in funding commitments, an unprecedented level of investment. Building upon the work done through CTAP, the ministry will continue to identify ways to reduce GHG emissions in the transportation sector and increase access to affordable, clean transportation modes.

2022 Mandate Letter Priority	Status as of March 31, 2025
<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"> • In 2024, British Columbia funded 80 active transportation infrastructure projects through its Active Transportation Infrastructure Grant program. These projects included new bike lanes, trail networks, pedestrian overpasses, and other infrastructure aimed at making walking, cycling, and rolling safer and more accessible across the province. • Additionally, the province launched 11 larger-scale capital projects under the Active Transportation Capital Fund, contributing \$85 million to improve connectivity and safety on ministry-owned rights-of-way. This funding is dedicated to all ages and abilities (AAA) infrastructure implementation on Ministry rights-of-way. AAA projects incorporate both corridor pathway and overpasses/underpasses that significantly improve walking and cycling connectivity in a community.
<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"> • The West Coast Express Fleet Refurbishment Project will reduce engine emissions by up to 50 per cent, extend the lifespan of locomotive engines by 15 years, help improve customer experience and the reliability of the West Coast Express for years to come.

2022 Mandate Letter Priority	Status as of March 31, 2025
<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>	<p>Surrey-Langley SkyTrain is being delivered through three separate contracts: guideway; stations; and systems and trackwork. Official station names were announced in December 2023. At the end of fiscal year 2023/24, the guideway contract preferred proponent was announced. In April 2024, the preferred proponent for the stations contract and the systems contracts were announced. Major construction on SLS began in fall 2024.</p> <ul style="list-style-type: none"> • The UBC sky train project (UBCx) is in the early planning phase for a future extension of the Millenium Like SkyTrain line, connecting Arbutus Station to the University of British Columbia. • UBCx is an integrated program that aligns the transit extension with land use, housing and infrastructure needs within the Jericho / University Endowment Lands / UBC sub-region of Vancouver. • Business planning for the transit extension, which iteratively defines project need, scope, budget, timing and funding, was initiated in 2024 and is on-going. • Preliminary geotechnical investigations were completed in 2024.

2022 Mandate Letter Priority	Status as of March 31, 2025
<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"> • B.C.'s Goods Movement Action Plan has been launched. The plan establishes a data-driven supply chain, turns carbon reduction into a competitive advantage, develops transportation nodes and healthy communities to support a healthy economy now and for the future and build infrastructure that is reliable, resilient and accommodates future growth and innovation.

2022 Mandate Letter Priority	Status as of March 31, 2025
<p>Work with First Nations, local governments, and the federal government to advance rural transportation solutions.</p>	<p>The ministry continues to identify potential long-term rural, regional and intercity transportation solutions through collaboration with all levels of government and communities.</p> <ul style="list-style-type: none"> • Indigenous Community Access and Resiliency Program funds projects that improve safety and access for First Nations communities to rehabilitate and improve safety on B.C.'s highways, sideroads and bridges. This program, announced in 2023/24, will invest \$120 million over nine years, including \$42 million over the next three years, to support projects that improve access and resiliency for First Nations communities – in progress. • Northern Development Initiative Trust (NDIT) continues to provide critical services to northern communities, including BC Bus North. In 2024, NDIT opened another intake of the Northern Community Shuttle Program for a two-year operating term starting in 2025/26. • In 2025 the Ministry established a Vision and Guiding Principles to guide how it makes decisions regarding rural, regional and inter-city transportation in B.C. • The Ministry is continuing to conduct research and engage with relevant stakeholders to inform next steps on approaches for regional transportation.

2022 Mandate Letter Priority	Status as of March 31, 2025
<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"> • TransLink and the Mayors' Council have identified the Metrotown–North Shore corridor as one of the top three Bus Rapid Transit (BRT) routes to move forward into detailed planning and public engagement. • The Ministry provided \$312 million in funding to TransLink to support expanding bus service by 5%—the largest increase since 2018—with improvements on 50 routes and 40 new or upgraded routes. The funding will also support planning for expansion of bus rapid transit on three priority corridors.
<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"> • Through the Fare Affordability and Greenhouse Gas Reduction Initiative (April 1, 2024 – March 31, 2028), the Province is providing a total of \$500 million over four years to help keep BC Ferries' fares affordable. • With the investment, fare increases are limited to an average of 3.2% per year, totalling 12.8% over the term—a 24% reduction in fare increases.

2022 Mandate Letter Priority	Status as of March 31, 2025
<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"> • The Ministry is advancing four key Transit-Oriented Development (TOD) projects including Moody Centre in Port Moody, Uptown in Saanich, Esplanade in North Vancouver (former ICBC headquarters) and 152 Street in Surrey. • Updated PlanningTogetherBC tools and resources to show government's integrated transportation and land use planning framework that helps focus government policy, coordinate with municipal and regional economic development and land-use planning initiatives
<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 work 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. • The Ministry worked with the Ministry of Water, Land and Resource Stewardship (WLRS) to receive specific delegation authorities from WLRS to streamline permitting processes for housing and sustainable economic development while maintaining strong environmental protections.