Ministry of Transportation and Transit

2025/26 Annual Service Plan Report

August 2026

British Columbia

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Published by the Ministry of Transportation and Transit

Minister's Accountability Statement

The Ministry of Transportation and Transit 2025/26 Annual Service Plan Report compares the Ministry's actual results to the expected results identified in the 2025/26 – 2027/28 Service Plan published in 2025. I am accountable for those results as reported.

Honourable Mike Farnworth
Minister of Transportation and Transit
August 8, 2026

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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 the 2025/26 fiscal year.

While people in British Columbia—and around the world—continue to face challenges such as supply chain disruptions and rising costs, we are focused on delivering the transportation infrastructure people rely on every day. This work also supports the local economy through jobs for the people who build, operate and maintain our transportation system.

We continue to invest in projects that help people and goods move more efficiently. Construction is progressing on the Surrey Langley SkyTrain, Broadway Subway and Highway 1 improvements in the Fraser Valley. Early construction work is underway on the Fraser River Tunnel, and the next phase of the Belleville Terminal Redevelopment is making steady progress.

Significant infrastructure milestones have also been reached across the province in the past year. For example, all four lanes of the new stal'əẁasəm (Riverview) Bridge are now open to traffic, improving travel between Surrey and New Westminster. This new crossing makes it easier and safer for people to get where they need to go and strengthens a key route for moving goods throughout the region.

In 2025/26 alone, the Province invested $3.369B in transportation infrastructure, with 292 projects reaching substantial completion. Since 2017, this brings total investment to more than $14.4B across over 2,750 projects, supporting more than 49,000 jobs across British Columbia.

Through investments over the past year, we are strengthening public transit in communities throughout B.C. so people can get where they need to go safely, reliably and affordably, with better connections to work, school, health care and community services.

My thanks go to ministry staff, contractors, workers, partners and communities across British Columbia for their ongoing dedication. Together, we are building and maintaining a transportation system that is safe, reliable and accessible for people and businesses in every part of the province.

Honourable Mike Farnworth
Minister of Transportation and Transit
August 8, 2026

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 2024 and the Minister's 2025 Mandate Letter shaped the goals, objectives, performance measures and financial plan outlined in the Ministry of Transportation and Transit's 2025/26 – 2027/28 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 more sustainable future by promoting transit use, implementing inter-modal and active transportation solutions and adopting new technologies. The Ministry's work enables British Columbians to benefit from a growing, accessible, and connected transportation network. This work includes building new or updating existing infrastructure, policy and legislation 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. The Ministry also engages 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 works with partners to increase integrated land use and transportation planning, reduce transportation-related greenhouse gas emissions, and strengthen the economy through the efficient movement of people and goods.

The Ministry is responsible for four Crown corporations: the BC Transportation Financing Authority (BCTFA); 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 the Office of the B.C. Container Trucking Commissioner, which enforces compliance with the Container Trucking Act, issues Container Trucking Services licences and facilitates policy and regulatory review. The Ministry also holds the Coastal Ferry Services Contract with BC Ferries, which defines service obligations, funding arrangements, and performance expectations for coastal ferry services. TransLink and BC Ferries are independent of Government and as such, they are not included in the Government Reporting Entity.

Economic Statement

Economic activity in British Columbia advanced in 2025, after modest growth in 2024, despite facing notable headwinds. Last year, homebuilding activity in the province continued at a steady pace, and lower interest rates and easing inflation supported household spending. Meanwhile, high uncertainty around the impacts of U.S. tariffs and significantly lower population growth tempered economic activity in B.C., and across many provinces. Overall, B.C.'s real GDP rose by 2.0 per-cent in 2025, up from 1.2 per cent growth in 2024. B.C. was one of only two provinces that saw an increase in the rate of real GDP growth from 2024 to 2025. On an industry basis, B.C.'s economic growth in 2025 was led by real estate, rental and leasing; health care and social assistance services; mining, quarrying, and oil and gas extraction; and construction.

B.C.'s labour market moderated in 2025, amid slower population growth and trade-related economic uncertainty. Total employment rose by 1.1 percent (+32,200 jobs), while wages and salaries rose by 3.1 percent. The unemployment rate averaged 6.2 percent in 2025, up from 5.6 percent in 2024, as labour force growth outpaced job creation. Despite rising last year, B.C.'s unemployment rate remained below the national average of 6.8 percent. B.C. housing starts totaled 44,193 units in 2025, down 3.6 percent from 2024, but remained above the 10-year historical average. Meanwhile, B.C. home sales activity declined by 5.7 percent compared to 2024, with muted demand contributing to a 2.9 percent decrease in the average home price. Inflationary pressures continued to moderate in 2025, reflecting slower price growth for services and subdued inflation for goods. Shelter inflation was the largest contributor to headline inflation last year but slowed substantially for both rented and owned accommodation compared to recent years. Lower gasoline prices, partly due to the removal of the B.C. consumer carbon tax, also helped ease headline inflation. Overall, B.C.'s consumer price inflation averaged 2.1 percent in 2025, down from 2.6 percent in 2024. Lower inflation and easing interest rates supported robust retail sales, which grew by 6.4 percent in 2025. On the trade front, B.C.'s merchandise exports remained relatively flat as markets adjusted to shifting global trade conditions. Overall, the value of B.C.'s goods exports edged down 0.1 percent compared to 2024 as increased exports to non-U.S. destinations were offset by a continued decline in goods exports to the U.S.

Report on Performance: Goals, Objectives, and Results

The following goals, objectives and performance measures have been restated from the 2025/26 – 2027/28 service plan. For forward-looking planning information, including current and future performance targets, please see the latest service plan.

Goal 1: British Columbia has an integrated transportation network

Objective 1.1: Deliver people focused transportation services and systems.

The Ministry is supporting service integration of transit, ferries and active transportation to connect people and businesses, improving network accessibility and community connection. It is also incorporating equity, diversity and inclusion initiatives like GBA+ analysis to ensure policies, programs, planning and services meet the diverse needs of people and communities.

Key results

- Advanced delivery of major transportation infrastructure projects, including the Broadway Subway, Surrey Langley SkyTrain, Pattullo Bridge Replacement, Highway 99 Tunnel, key Highway 1 corridor improvements as well as the Fraser River Tunnel Project.
- Brought the Kootenay Lake Ferry into service and advanced terminal and upgrades at Balfour and Kootenay Bay to support long-term service reliability.
- Engaged First Nations and B.C. First Nation organizations (2023–2025) and published a "What We Heard" report (May 2025), clarifying priorities to improve people-focused transportation programs and services.
- Continued to make progress on signed agreements with First Nation communities to resolve historical road impacts on reserve, treaty and title lands, with agreements advancing through implementation.
- Funding provided from the Ministry to the Northern Development Initiative Trust (NDIT) in previous fiscal years supported communities and organizations to deliver transportation services through the Northern Community Shuttle Program.

Summary of progress made in 2025/26

In 2025/26, the ministry advanced people-focused transportation services by strengthening how programs and service delivery respond to diverse community needs, while progressing reconciliation outcomes with First Nations.

Input gathered through engagement with 73 First Nations and four B.C. First Nation organizations and reflected in the published "What We Heard" report strengthened the evidence base on barriers and priorities, supporting service improvements.

The ministry also advanced implementation of Declaration Act Action Plan by signing 16 agreements to address historical road impacts on reserve, treaty and title lands, with agreements moving through implementation.

In northern B.C., NDIT approved $1.3M in funding for the eight shuttles, under its Northern Community Shuttle Program, over two years, improving access across 35 northern communities (including nine stops in First Nation communities) to regional centres, BC Bus North and other essential services.

Objective 1.2: Leverage integrated transportation planning and development to support complete, connected communities.

The Ministry continues to progress alignment of land use and transportation planning by applying the integrated planning process to advance smart, 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 launched the Guide to Integrated Transportation Planning to support the goals of PlanningTogetherBC, which received the national 2025 Transportation Association of Canada Mobility Achievement Award.
- Continued to advance work on transit-oriented development projects to advance sustainable communities along transit corridors to support housing development and advance alignment of land use planning and infrastructure. This includes working with other ministries to expedite permitting processes to support housing and sustainable economic development. Transit oriented development is supported by providing guidelines and resources for designing road networks that enable efficient bus and rapid transit connections.
- Strengthened active transportation networks across the Ministry’s jurisdiction through $85M of investments in 11 priority projects. This includes working in partnership with Tk’emlúps te Secwépemc to complete the Shuswap Road multi use pathway that connects destinations on the ancestral lands of the Secwépemc Nation, within the area now known as the City of Kamloops.
- A First Nations Transportation Planning Guide was developed to support First Nation communities in B.C. navigate their own transportation project planning process and map out their specific transportation needs.
- Partnered with the BC Assembly of First Nations and the Ministry of Energy and Climate Solutions to support the Low Carbon Transportation Forum (May 2025),

advancing shared priorities for sustainable and affordable transportation options to inform future integrated planning and investment.

Summary of progress made in 2025/26

In 2025/26, the ministry advanced integrated transportation planning and development to support complete, connected communities by strengthening alignment between land use and multi-modal transportation planning and deepening partnerships. Through PlanningTogetherBC, the First Nations Transportation Planning Guide supported First Nations to integrate land-use and transportation planning in ways that reflect community priorities and improve connectivity and liveability.

The Guide to Integrated Transportation Planning outlines best practices for applying Equity, Diversity, and Inclusion—through GBA+ and Reconciliation—to integrated planning across the province. It emphasizes the importance of ensuring a range of appropriate, accessible, and inclusive transportation modes and infrastructure to meet the diverse needs of people across British Columbia. These principles, supported by the continued expansion of GBA+ analysis across business processes, policies, programs, and services, help guide land-use and multimodal transportation planning and design to effectively identify needs, shape opportunities, and develop equitable solutions.

In addition, the ministry launched a complementary guide to support First Nation communities in navigating their own transportation project planning processes and identifying community-specific transportation needs. This guide serves as a practical resource that aligns with and reinforces inclusive planning principles. It complements existing tools such as Comprehensive Community Plans (CCPs), the BC Assembly of First Nations' First Nations Low Carbon Transportation Planning Guide, and the Ministry of Transportation and Infrastructure's Guide to Integrated Transportation Planning, supporting a broad range of transportation solutions.

Objective 1.3: Support resilient supply chains and economic development through transportation services, planning and infrastructure.

The Ministry leads transportation network planning and investment that supports economic development and 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

- Led multimodal and gateway planning work, including the YVR Multimodal Opportunities Pre-Feasibility Study, to evaluate future transportation access, connectivity and capacity requirements at key provincial gateways.
- Delivered the Moray Area Planning Study Phase 1 to address the evolving transportation, economic, and community needs of the corridor connecting Sea Island, home to Vancouver International Airport (YVR), and Highway 99.

- Collaborated with the Vancouver Airport Authority to complete a study investigating multi-modal opportunities for goods and people movement between Vancouver Island and Sea Island and beyond that would enable to enable economic development, and enhance resiliency, reliability and efficiency of the transportation network.
- The Ministry supported the former Parliamentary Secretary for Transit in convening a Freight Transportation Roundtable in February 2026 with industry and government partners to discuss opportunities and challenges affecting goods movement, supply chain resilience, and trade competitiveness across British Columbia. Follow-up engagement was undertaken with key stakeholders to gather insights on freight transportation priorities and inform ongoing government work to support an efficient and reliable transportation network.
- In partnership with the Ministry of Mining and Critical Minerals and the federal government, the Ministry conducted a transportation study to support the development of the critical mineral sector.
- Advanced the Northwest Corridor Improvement Program by partnering with corridor First Nations on long-term capital investment planning that supported securing $195M in combined Federal/Provincial funding, while advancing economic participation and community benefit opportunities. The Ministry initiated First Nations–delivered pre-works such as identifying priority safety and access upgrades and aligning transportation needs with First Nations' land use and economic plans to improve access for remote communities.
- To support supply chain visibility, the Ministry initiated an automated truck data collection project to pilot new technology that modernizes how traffic data is collected and will provide greater insights on goods movement.
- The BC Air Access Program (BCAAP) contributed $5.89M to projects that support public airports, heliports and water aerodromes that are vital to increasing resilience of regional supply chains and increasingly integrated transportation that connects communities.

Summary of progress made in 2025/26

Significant progress was made on major projects including 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. Construction continues on the 216th to 264th street section, construction underway on the 264th to Mt. Lehman Road section, and construction starting on the Highway 11 Interchange Project in Abbotsford.

Strategic investments in highways and trade corridors supported export reliability, highlighted by nationally significant projects such as continued expansion of the Trans Canada Highway 1 in the Fraser Valley and from Kamloops to the Alberta Border.

As part of the Northwest BC Highway Corridor Improvements Program, the Ministry completed substantial early work on improvements to enhance road safety and reliability for First Nations, local communities and critical minerals development.

The Ministry has also been advancing the Fraser River Tunnel Project to increase capacity and efficiency of the trade gateway.

Performance measure(s) and related discussion

Performance Measure	2024/25 Actual	2025/26 Target	2025/26 Actual
1a Annual public transit ridership in B.C.[1]	299 million	312 million	292 million

Data source: TransLink and BC Transit forecasts

[1]PM 1a targets for 2026/27 and 2027/28 were stated in the 2025/26 service plan as 318 million and 328 million, respectively.

Annual transit ridership in the province for 2025/26 fiscal year was approximately 20 million below the target. In 2025/26, TransLink's ridership was 2.5 percent lower than in 2024/25 with a total of 235.4 million trips down from 241.50 million trips in the previous year. Total ridership for BC Transit (outside of Metro Vancouver) in 2025/26 was 1.9 percent lower than 2024/25 with a total of 56.4 million, down from 57.5 million in the previous year. Ridership has declined in some larger cities due to reduced post-secondary enrolment and lower ridership on routes that serve those institutions. Ridership was also impacted by labour action in the Cowichan Valley Transit System.

BC Transit has invested in technology to better capture transit ridership numbers and has refined the ridership reporting methodology over 2025/26 to support tracking overall ridership across BC with similar tools and approaches to TransLink.

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 is supporting emissions reductions by focusing on efficiency-first transportation options to reduce GHG emissions by 2030.

Key results

- Streamlined the Electric Vehicles (EV) in High Occupancy Vehicle (HOV) Lanes program by eliminating the decal requirement for single occupant EVs to use these lanes. This eliminated decal wait times and administrative costs, further supporting the uptake of zero emission vehicles.
- The Ministry transferred 28 electric vehicle charging stations to BC Hydro, enabling more reliable service and technology upgrades at key locations along the B.C. Electric Highway.
- Active transportation was brought to tens of thousands of people through education and encouragement programs such as EveryoneRides Grades 4-5, GoByBike Week, School Streets, Walking and Biking School Bus, Regional Active School Travel Coordination, Bike Valet Grant Program, and Project 529.
- Active transportation infrastructure was implemented through construction of projects funded through the Active Transportation Capital Program, integration into major projects, and inclusion in Highway & Regional Services projects.

Summary of progress made in 2025/26

The Ministry continued to advance emission reduction efforts by supporting the transition to zero-emission vehicles, with a focus on making clean transportation more affordable and accessible. This includes working with partners to expand reliable, convenient transportation options.

Active transportation continues to be supported through education and encouragement programs, modernized design guidance, and infrastructure implementation to provide sustainable and affordable transportation options across the province. The Ministry also continued investments to electrify the inland ferry fleet to provide clean, zero-emission vessels.

Objective 2.2: Support accessible and affordable public transit.

The Ministry is focusing on supporting 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 address climate goals by reducing GHG emissions generated by motor vehicles, improving livability and supporting housing in more compact communities and through transit-oriented developments.

Key results

- The Province provided $312M in operating funding for TransLink's 2025 Investment Plan to protect services, support service expansion, including additional HandyDART trips, and advance planning and design for Bus Rapid Transit. This investment supports the continued delivery of TransLink's Free Transit for Children 12 & Under (FT12U) program.
- In 2025/26, the Ministry provided $2.064M for BC Transit to continue delivering the FT12U program outside of Metro Vancouver, making transit more accessible and affordable for families and children
- The Ministry contributed $75.315M to TransLink, to extend the U-Pass BC program from May 2025 to August 2030, providing students of eligible public post-secondary institutions in Metro Vancouver continued access to discounted monthly transit passes.
- The Ministry invested $122.84M in 2025/26 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. Additionally, the Ministry provided $177.23M (excluding FT12U) in operating funding to support BC Transit's delivery of safe, reliable, affordable and accessible transit service in over 130 communities.
- In 2025/26, BC Transit introduced 25 electric buses in the Victoria Regional Transit System as part of its Low Carbon Fleet Program, supporting provincial environmental commitments. TransLink also added seven new electric buses to its fleet, for a total of 22 electric buses in service.

Summary of progress made in 2025/26

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

The Province's $312M operating contribution to TransLink's 2025 Investment Plan supports the largest increase in TransLink bus service since 2018. This includes increased service on 50 bus routes and 40 new or improved routes to support transit-oriented communities, industrial areas, and neighbourhoods with limited or no transit services. In addition, the provincial contribution to TransLink's 2025 Investment Plan helped advance key planning and design work for three priority Bus Rapid Transit projects in Metro Vancouver.

Provincial investments in BC Transit infrastructure and operating funding supported safe, reliable, and low-carbon transit services in over 130 communities. The completion of the new Provincial Distribution Centre in Colwood, and transit exchanges in Nelson and the Comox Valley, will support fleet maintenance activities and improve transit services throughout the province. Additionally, the completion of the new multimodal transit hub at Uptown in Saanich will allow commuters to travel more seamlessly throughout Greater Victoria, as it serves as the region's principal RapidBus node.

BC Transit continued expanding transit services initiated in 2024 in communities outside Metro Vancouver. In 2025/26, the transit agency implemented 25 service expansions across 16 transit systems, increasing transit service levels to better meet the needs of communities.

Performance measure(s) and related discussion

Performance Measure	2024/25 Actual	2025/26 Target	2025/26 Actual
2a Number of All Ages and Abilities (AAA)[1] active transportation infrastructure planning and capital projects funded by MOTT through the Active Transportation Capital Program[2]	11	12	0

Data source: Ministry of Transportation and Transit
[1]AAA design standards can be found in the B.C. Active Transportation Design Guide.
[2]PM 2a targets for 2026/27 and 2027/28 were stated in the 2025/26 service plan as 15 and 18, respectively.

Budget 2023 allocated $85M to the Active Transportation Capital Program, funding 11 projects across the province focused on delivering AAA active transportation infrastructure on Ministry rights-of-way. This represents the largest single investment in active transportation in B.C.'s history. Since the announcement, the program has advanced into implementation, with several projects nearing completion and others progressing through planning and detailed design.

The program's focus is on completing the 11 approved projects rather than launching new ones. The infrastructure delivered through this investment will help close key gaps in active transportation networks, enhance safety for all users, and support a shift toward active modes of travel in alignment with CleanBC targets.

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

- $583M invested in road and structure preservation, resurfacing 1,900 lane kilometres of road network and rehabilitating, replacing, or seismically upgrading 32 structures through the Preservation Program.
- Completed commissioning and optimization of the new MV Kootenay Lake and advanced terminal and electrification-readiness upgrades at Balfour and Kootenay Bay to support long-term service reliability and future zero-emission operations.
- Over 100 safety improvement projects completed, including guardrail installations and replacements, rumble strip installations and upgrades to 24 intersections.
- 11 rest areas upgraded through the Safety Rest Area Improvement Program, which enhances safety, accessibility and other amenities at rest areas along B.C. highways.
- More than 80 climate adaptation projects advanced including culvert replacements, drainage upgrades, scour remediation and avalanche control improvements, strengthening the resilience of transportation infrastructure to climate-related events.

Summary of progress made in 2025/26

The Ministry continued to rely on data-driven assessments of infrastructure condition and performance to prioritize repairs, replacements and upgrades. This approach ensures that investments address the highest-risk assets and respond effectively to challenges such as climate change, aging infrastructure, and seismic hazards.

A strong emphasis was placed on holding maintenance contractors to high standards, ensuring that highways remain safe, accessible, and responsive to the needs of British Columbians. This focus is especially critical for rural and remote communities, where dependable transportation links support safety, economic activity, and community well being.

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

- The Ministry partners with the Insurance Corporation of British Columbia (ICBC) on capital and preservation projects that have expected safety benefits. In 2025/26, 75 projects were eligible for ICBC funding which included intersection safety improvements, sightline improvement, warning signs, speed reader boards, lighting, rumble strips, wildlife fencing, durable pavement markings, pedestrian safety, and installation of concrete barrier.
- A new Dynamic Message Sign installed on Highway 97 at Moyie Lake that included a weather station to provide warning to drivers about the upcoming conditions on the highway.
- Ministry policy, legislative and regulatory updates that improved commercial vehicle safety in 2025/26 include release of the 2025 Vehicle Inspection Manual, which reflects a major modernization effort, simplifying language, improving usability, and integrating all vehicle types in a single format. It includes changes across several inspection areas, such as brakes, lighting, tires, and fuel systems, aligning B.C.'s standards more closely with national requirements.
- With commercial vehicle infrastructure crashes representing a major safety concern for B.C., the Ministry recently began work on a new $2M over height detection and warning system for Highway 1 westbound at No. 3 Road in the Fraser Valley. This will improve safety by alerting commercial vehicle drivers to height restrictions, allowing them to divert before they reach the overpass to prevent infrastructure crashes. The ministry also launched a new Commercial Vehicle Routing Tool for truckers with oversize and/or overweight loads that identifies and provides routes around known restrictions on provincial infrastructure.

Summary of progress made in 2025/26

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

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

Each year the province faces threats from natural disasters, such as 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 resiliency so people in British Columbia have a safe, reliable, connected network they can depend on.

Key results

- Substantially completed the development of a resilience system that includes criticality mapping and a risk & vulnerability guidance document to support evidence-based planning and investment decisions.
- Continued the development of performance indicators to monitor and evaluate the effectiveness of resilience strategies across the transportation network.
- Initiated the creation of a 20-year dataset using 511 (DriveBC) data to quantify natural hazard–related highway disruptions, providing a baseline for tracking trends and assessing the effectiveness of resilience measures.
- Initiated a working group to incorporate resilience considerations into highway maintenance contracts, marking a key step toward embedding resilience into highway maintenance practices.

Summary of progress made in 2025/26

The Ministry continues to advance the integration of climate and seismic resilience into infrastructure planning, design, delivery, and maintenance 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.

In 2025/26, this work expanded to include the development of more data-driven tools and performance indicators, as well as the establishment of a system-wide resilience framework incorporating criticality mapping and risk-based guidance to support evidence-based decision-making. Recognizing that transportation resilience depends on coordinated action, shared expertise, and alignment across jurisdictions, the Ministry also strengthened collaboration with local, provincial, national, and international partners and initiated efforts to embed resilience into maintenance practices. This reinforces a coordinated, whole-of-system approach to building infrastructure that can better withstand and adapt to increasing climate risks.

Objective 3.4: Deliver priority projects on schedule and within budget

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

Key results

- Projects substantially completed include Highway 1 Corridor - Tank Hill, Uptown Mobility Hub, Highway 17 Keating Cross Overpass, , and Highway 16 2nd Ave and McBride St Intersection Improvements**.**
- 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, expansion and major projects.

Performance measure(s) and related discussion

Performance Measure	2018-22 Baseline[2]	2024/25 Actual	2025/26 Target[3]	2025/26 Actual
3a Serious collision rate on Provincial Highways (Collision per Million Vehicle Kilometre)[1]	0.125	0.098	0.104	0.092

Data source: The RCMP and ICBC
[1]PM 3a targets for 2026/27 and 2027/28 were stated in the 2025/26 service plan as 0.099 and 0.094, respectively.
[2]The baseline value represents the serious collision rate for the five-year period 2018-2022.
[3]The forecast and target are based on historical trends of the 5-year rolling average serious collision rate between 2014 and 2023.

Targeted safety improvements with sound regulations and policy, ongoing monitoring, enforcement in cooperation with public safety partners, and the use of information systems and other technologies has improved efficiency on the Provincial transportation network, creating a safer highway network. This has resulted in a reduction in the rate of serious crashes that exceeds 2025/26 target.

Performance Measure	2024/25 Actual	2025/26 Target	2025/26 Actual
3b Rating of maintenance contractor performance using Contractor Assessment Program[1]	94.8%	93%	95.2%

Data source: Ministry of Transportation and Transit
[1]PM 3b targets for 2026/27 and 2027/28 were stated in the 2025/26 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 interviews with local stakeholders; and a submission by contractors outlining their accomplishments. The 2025/26 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	2024/25 Actual	2025/26 Target	2025/26 Actual
3c Percentage of projects that meet their budget and schedule[1]	91.5%	91.5%	95.5%

Data source: Ministry of Transportation and Transit
[1]PM 3c targets for 2026/27 and 2027/28 were stated in the 2025/26 service plan as 91.5% and 91.5%, respectively.

This performance measure reflects the Ministry's commitment to delivering projects on time and within budget. It evaluates all capital construction and rehabilitation projects completed each year under the Transportation Investment Plan, allowing the Ministry to assess how efficiently and effectively it manages this broad portfolio of work. The consistent target demonstrates the Ministry's ability to maintain strong performance across a wide range of project types and scopes. In 2025/26, 95.5 percent of projects were delivered on time and on budget, exceeding the target of 91.5 percent. Several factors contributed to this result, including improvements to project risk assessment practices and strengthened oversight in the planning and development of bridge rehabilitation and replacement projects.

Financial Report

Financial Summary

	Estimated ($000)	Other Authoriz-ations[1] ($000)	Total Estimated ($000)	Actual ($000)	Variance ($000)
Operating Expenses					
Transportation and Infrastructure Improvements	28,557	(57)	28,500	18,705	(9,795)
Public Transportation	395,635	(5)	395,630	388,235	(7,395)
Highway Operations	738,745	(5,410)	733,335	719,461	(13,874)
Commercial Transportation Regulation	1,979	(10)	1,969	1,176	(793)
Executive and Support Services	26,900	(7,647)	19,253	15,001	(4,252)
Sub-total	**1,191,816**	**(13,129)**	**1,178,687**	**1,142,578**	**(36,109)**
Adjustment of Prior Year Accrual[2]	0,000	0,000	0,000	(3,672)	(3,672)
Total	**1,191,816**	**(13,129)**	**1,178,687**	**1,138,906**	**(39,781)**
Ministry Capital Expenditures					
Highway Operations	3,135	211	3,346	3,346	0,000
Total	**3,135**	**211**	**3,346**	**3,346**	**0,000**

[1] "Other Authorizations" include Supplementary Estimates, Statutory Appropriations, Contingencies and Government Reorganizations. Supplementary Estimates and Government Reorganization amounts in this column are included in the "estimated amount" under sections 5(1) and 6(1) of the Balanced Budget and Ministerial Accountability Act for ministerial accountability for operating expenses under the Act.
[2] The Adjustment of Prior Year Accrual of $3.672 million is a reversal of accruals in the previous year.

BCTFA Statement of Operations

2025/26	Budget	Actual	Over/(Under) Budget
Revenue ($000)			
Tax revenue[1]	449,500	466,815	17,315
Amortization of deferred contributions[2]	177,485	184,455	6,970
Other operating revenue[3]	35,816	38,769	2,953
Total	**662,801**	**690,039**	**27,238**
Expenses ($000)			
Highway Operations	914,891	814,948	(99,943)
Transit Programs	229,513	217,900	(11,613)
Ferry Operations	24,490	24,457	(33)
Other	89,775	78,514	(11,261)
Debt Servicing Costs[4]	869,132	765,770	(103,362)
Total	**2,127,801**	**1,901,589**	**(226,212)**
Net Loss ($000)			
Net Operating Loss	**(1,465,000)**	**(1,211,550)**	**(253,450)**

[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)	2025/26 Actual
Provincial Investments:	
Highway Corridor Rehabilitation	345
Side Road Improvements	187
Pattullo Bridge Replacement	205
Highway 99 Tunnel Program[1]	255
Transportation Infrastructure Recovery[2]	18
Fraser Valley Highway 1 Corridor Improvements Program	424
Highway 1 to Alberta Border	140
Broadway Subway	228
Surrey Langley Skytrain	1,070
Transit Infrastructure[2]	159
Transportation and Trade Network Reliability	273
Safety Improvements	51
Community and other programs	14
Total Provincial Transportation Investments	**3,369**
Investments funded through contributions from Federal Government and Other Partners:	
Contributions from all partners	**741**
Total Investments in Transportation Infrastructure[3]	**4,110**

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

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

[3] Total investments include operating and capital spending.

Capital Expenditures

The table below provides a brief description of all approved major capital projects with an anticipated total cost over $50M. More detailed information is available via the website links provided. The Ministry's major capital projects often face several common key risks, including:

- Regulatory: Delays or complications arising from obtaining necessary permits and meeting regulatory requirements.
- Environmental: Potential adverse impacts on the environment, which may lead to project delays or increased costs due to mitigation measures.
- Stakeholder: Engagement with community or stakeholder groups that can lead to project delays or modifications.
- Technical: Challenges related to the complexity of engineering design, technology integration, or unforeseen technical issues during construction.
- Schedule: Delays due to numerous factors such as weather conditions and supply chain disruptions; and
- Market: Fluctuations in material and labour costs that can impact project budgets.

Addressing these risks through planning and risk management strategies is essential for the success of transportation and transit projects. The Ministry applies international best practices for identifying, assessing, and managing risks on capital projects, in accordance with the Capital Asset Management Framework.

<table>
<tr><th>Major Capital Projects (over $50 million in total)</th><th>Targeted Year of Completion</th><th>Project Cost to Mar 31, 2026 ($m)</th><th>Estimated Cost to Complete ($m)</th><th>Anticipated Total Cost ($m)</th></tr>
<tr><td>Highway 99 10 Mile Slide</td><td>2021</td><td>82</td><td>2</td><td>84</td></tr>
<tr><td colspan="5">The purpose of the Highway 99 10 Mile Slide project was to provide long-term stabilization to the site approximately 17 kilometres northeast of Lillooet and located within Xaxli'p's Fountain Reserve 1A.
The scope of the project included:
• Installing soil anchors above Highway 99 to stabilize the soil and installing a pile wall below Highway 99.
• Restore Highway 99 to two lanes.

Assets have been put into service and only trailing costs remain.</td></tr>
</table>

Major Capital Projects (over $50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2026 ($m)	Estimated Cost to Complete ($m)	Anticipated Total Cost ($m)
Highway 4 Kennedy Hill Safety Improvements	2022	57	10	67
The purpose of the Highway 4 Kennedy Hilly Safety Improvements project was to improve the safety and reliability of the 1.5 kilometre section of Highway 4 located along Kennedy Lake known as Kennedy Hill. The scope of the project included: • Upgrade 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. • Install road barrier between the lake and highway. • Build a new rest area accessible to all vehicle types. Assets have been put into service and only trailing costs remain.				
Highway 91 to Highway 17 and Deltaport Way Corridor Improvements	2023	250	10	260
The purpose of the Highway 91 to Highway 17 and Deltaport Way Corridor Improvements project was to address capacity constraints and reduce truck congestion along two critical provincial highways: Highway 17 and Highway 91. These upgrades improved local and commercial travel in the area and reduce conflicts between commercial vehicles and other traffic. They also complemented the completed 72nd Avenue Interchange Project and the Alex Fraser Bridge Improvements. The scope of this project included: • 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. Assets have been put into service and only trailing costs remain.				

<table>
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<tr><td>West Fraser Road Realignment</td><td>2023</td><td>84</td><td>-</td><td>84</td></tr>
<tr><td colspan="5">The purpose of the West Fraser Road Realignment project was to reconstruct 5.6 kilometres of the 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.
The scope of this project included:
• 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 the damaged bridge.
• Rock stabilization work (bolting and meshing).
• Decommissioning of the previous section of West Fraser Road.

Assets have been put into service and only trailing costs remain.</td></tr>
<tr><td>Highway 1 Corridor Falls Creek</td><td>2024</td><td>86</td><td>3</td><td>89</td></tr>
<tr><td colspan="5">The purpose of the Highway 1 Corridor – Falls Creek project was to construct a new three-lane bridge, officially named CəX̣ ʷ Cixʷ Bridge (pronounced Check-Chow), at Falls Creek, located approximately 20 kilometres south of Lytton along Highway 1. The project is part of the Highway Reinstatement Program, which was created in response to the catastrophic damage to infrastructure due to the atmospheric river event in November 2021.
The scope of this project included:
• 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.

Assets have been put into service and only trailing costs remain.</td></tr>
</table>

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<tr><td>Highway 1 Kicking Horse Canyon Phase 4</td><td>2024</td><td>595</td><td>6</td><td>601</td></tr>
<tr><td colspan="5">The purpose of this project was 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.
The scope of this project included:
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.
Assets have been put into service and only trailing costs remain.</td></tr>
<tr><td>Highway 1 Quartz Creek Bridge Replacement</td><td>2024</td><td>103</td><td>16</td><td>119</td></tr>
<tr><td colspan="5">The purpose of the Highway 1 Quartz Creek Bridge Replacement project was 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.
The scope of this project included:
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.
Assets have been put into service and only trailing costs remain.</td></tr>
</table>

Major Capital Projects (over $50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2026 ($m)	Estimated Cost to Complete ($m)	Anticipated Total Cost ($m)
Highway 5 Corridor	2024	255	8	263
The purpose of the Highway 5 Corridor project was to rebuild three key crossings along the Highway 5 Corridor. The project saw the replacement of six bridge spans at three river crossings including new structures at Bottletop, Juliet and Jessica Bridges. The project is part of the Highway Reinstatement Program, which was created in response to the catastrophic damage to infrastructure due to the atmospheric river event in November 2021. The scope of this project included: • 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. Assets have been put into service and only trailing costs remain.				
BC Transit Victoria HandyDART Facility	2025	74	10	84
The purpose of the BC Transit Victoria HandyDART Facility was to construct a new BC Transit-owned Victoria regional handyDART operations and maintenance facility at the corner of Burnside Road and Watkiss Way in the Town of View Royal. The scope of this project included: • A new facility in View Royal that will support a future fully electric handyDART vehicle fleet in the Victoria Regional Transit System. • Improvements to Burnside Road West to mitigate traffic impacts and enhance streetscape with trees and sidewalk. • Realignment of the Galloping Goose Regional Trail for improved safety and visibility and enhanced user experience. Assets have been put into service and only trailing costs remain.				

Major Capital Projects (over $50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2026 ($m)	Estimated Cost to Complete ($m)	Anticipated Total Cost ($m)
Highway 1 Chase Four-Laning	2025	162	34	196

The purpose of the Highway 1 Chase Four-Laning project was 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 was delivered in two phases: the Chase Creek Road to Chase West phase, which completed in 2023, and the Chase West to Chase Creek Bridge phase, which is expected to complete in 2025.

The scope of the project included:

- Four-lane approximately 4.9 kilometres along Highway 1.
- Grade-separated pedestrian crossing and active transportation connection between Neskonlith Indian Band Indian Reservation #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.

Assets have been put into service and only trailing costs remain.

Major Capital Projects (over $50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2026 ($m)	Estimated Cost to Complete ($m)	Anticipated Total Cost ($m)
Highway 1 Corridor Nicomen Bridge	2025	95	5	100

The purpose of the Highway 1 Corridor – Nicomen Bridge project was 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. The project is part of the Highway Reinstatement Program, which was created in response to the catastrophic damage to infrastructure due to the atmospheric river event in November 2021.

The scope of this project included:

- 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.

Assets have been put into service and only trailing costs remain.

<table>
<tr><th>Major Capital Projects (over $50 million in total)</th><th>Targeted Year of Completion</th><th>Project Cost to Mar 31, 2026 ($m)</th><th>Estimated Cost to Complete ($m)</th><th>Anticipated Total Cost ($m)</th></tr>
<tr><td>Highway 7 Widening 266th Street to 287th Street</td><td>2026</td><td>117</td><td>13</td><td>130</td></tr>
<tr><td colspan="5">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.
The scope of this project includes:
• 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 turnarounds 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.</td></tr>
<tr><td>Highway 17 Keating Overpass</td><td>2026</td><td>66</td><td>11</td><td>77</td></tr>
<tr><td colspan="5">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.
The scope of this project includes:
• 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.</td></tr>
<tr><td>Highway 99/Steveston Interchange Transit and Cycling Improvements</td><td>2026</td><td>88</td><td>49</td><td>137</td></tr>
<tr><td colspan="5">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.
The scope of this project includes:
• Replace the existing two-lane overpass structure at Steveston Highway and Highway 99 with a new structure that accommodates two eastbound lanes and three westbound lanes.
• Improved connections for transit along the Highway 99 corridor.</td></tr>
</table>

Major Capital Projects (over $50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2026 ($m)	Estimated Cost to Complete ($m)	Anticipated Total Cost ($m)
Pattullo Bridge Replacement	2026	1,286	351	1,637
The purpose of the 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. The new bridge is called the stal̓əw̓asəm Bridge, pronounced “stoll-O-osum.” The scope of this project includes: • 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. The new bridge opened all four lanes to vehicle traffic in February 2026, and the original Pattullo Bridge was permanently closed.				
Highway 1 Salmon Arm West	2027	94	46	140
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 completed in 2023, and the Salmon Arm West 10th Avenue to 10th Street phase, which is expected to complete in 2026. The scope of this project includes: • Four-laning 3.2 kilometres 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.				

<table>
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<tr><td>Blackwater North Fraser Slide</td><td>2027</td><td>20</td><td>183</td><td>203</td></tr>
<tr><td colspan="5">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.
The scope of this project includes:
• Re-establish the road network by realigning approximately 1.4 kilometres of Blackwater Road 20 metres south into the slope and implementing slope stabilisation system and improved drainage.
• Reconfigure the Blackwater and Wells Road Intersection.
• Install depressurisation works, such as pumping wells, to manage slide movement on the Knickerbocker Slide.</td></tr>
<tr><td>Cottonwood Hill at Highway 97 Slide</td><td>2027</td><td>39</td><td>296</td><td>335</td></tr>
<tr><td colspan="5">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.
The scope of the project includes:
• 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.</td></tr>
</table>

Major Capital Projects (over $50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2026 ($m)	Estimated Cost to Complete ($m)	Anticipated Total Cost ($m)
Highway 1 Ford Road to Tappen Valley Road Four-Laning	2026	199	44	243
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 Salmon Arm. The scope of this project includes: • 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 95 Bridge Replacement	2027	40	50	90
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 kilometres south of the junction with the Trans-Canada Highway. The scope of the project includes: • 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 the 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 and improvements to side road access. • Provision of upgrades for utilities and municipal service infrastructure.				

<table>
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<tr><td>Kootenay Lake Ferry Service Upgrade</td><td>2026</td><td>93</td><td>24</td><td>117</td></tr>
<tr><td colspan="5">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).
The scope of this project includes:
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.</td></tr>
<tr><td>Highway 1 Corridor Tank Hill</td><td>2026</td><td>173</td><td>120</td><td>293</td></tr>
<tr><td colspan="5">The purpose of the project is to reinstate a grade separation between the Trans–Canada Highway and Canadian Pacific Kansas City Rail (CPKC) including highway construction to accommodate the grade separation, structured crossing of existing creed and improved drainage from the CPKC rail under the Trans–Canada Highway. The Tank Hill project is located 14 kilometers east of Lytton. The project is part of the Highway Reinstatement Program, which was created in response to the catastrophic damage to infrastructure due to the atmospheric river event in November 2021.
The scope of the project includes:
Design and construction of 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.</td></tr>
<tr><td>Quesnel-Hydraulic Road Slide</td><td>2026</td><td>10</td><td>70</td><td>80</td></tr>
<tr><td colspan="5">The purpose of the project is to restore and realign Quesnel-Hydraulic Road to meet modern design standards damaged by a slide caused by an increased rainfall event in 2020. 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.
The scope of the project includes:
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.</td></tr>
</table>

Major Capital Projects (over $50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2026 ($m)	Estimated Cost to Complete ($m)	Anticipated Total Cost ($m)
Highway 8 Corridor	2027	75	155	230
The purpose of the project is to build two two-lane bridges to replace temporary single-lane bridges and rebuild 3 kilometres of damaged highway. The project is part of the Highway Reinstatement Program, which was created in response to the catastrophic damage to infrastructure due to the atmospheric river event in November 2021 The scope of the project includes: • Construction of two permanent two-lane bridge structures including deep foundations • Widening of existing highway embankment to a two-lane cross-section. • Road base construction and paving for approximately 3 kilometres. • Improved drainage to accommodate higher flows. • Hydrotechnical resiliency works. • Removal of the two temporary structures.				
Broadway Subway	2027	2,174	780	2,954
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 within the metro Vancouver region along this important economic corridor. The scope of this project includes: • 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.				

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<tr><td>Highway 1 Bus on Shoulder – McKenzie to Colwood Interchange</td><td>2027</td><td>25</td><td>70</td><td>95</td></tr>
<tr><td colspan="5">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.
The scope of this project includes:
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.</td></tr>
<tr><td>Highway 1 Selkirk</td><td>2027</td><td>30</td><td>99</td><td>129</td></tr>
<tr><td colspan="5">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.
The scope of the project includes:
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.</td></tr>
<tr><td>Highway 1 Jumping Creek to MacDonald</td><td>2027</td><td>104</td><td>141</td><td>245</td></tr>
<tr><td colspan="5">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.
The scope of this project includes:
Widening approximately 2.6 kilometres 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.</td></tr>
</table>

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<tr><td>Highway 1 R.W. Bruhn Bridge</td><td>2027</td><td>156</td><td>169</td><td>325</td></tr>
<tr><td colspan="5">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 Trans-Canada Highway in the District of Sicamous.
The scope of this project includes:
• 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 the project.
• Permanent closure of the intersection at Old Spallumcheen Road.
• A new multi-use path to increase safety for pedestrians and cyclists.</td></tr>
<tr><td>Highway 1 Sackum Overhead Bridge Replacement</td><td>2027</td><td>18</td><td>75</td><td>93</td></tr>
<tr><td colspan="5">The purpose of the Highway 1 Sackum Overhead Bridge Replacement project is to replace the overhead bridge crossing of Canadian Pacific Kanas City Railway (CPKC). This crossing is at the end of its design life and extensive rehabilitation is no longer an option.
The scope of the project includes:
• Replacement of the existing deficient bridge structure which is at the end of its service life.
• Resilient design to meet requirements for climate adaptation.
• Improved geometrics on the bridge approaches, and pedestrian and cyclist accommodation on the bridge.
• Removal of substandard westbound passing lane and permanently close southbound pullout.</td></tr>
</table>

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<tr><th>Major Capital Projects (over $50 million in total)</th><th>Targeted Year of Completion</th><th>Project Cost to Mar 31, 2026 ($m)</th><th>Estimated Cost to Complete ($m)</th><th>Anticipated Total Cost ($m)</th></tr>
<tr><td>Belleville Terminal Redevelopment</td><td>2028</td><td>112</td><td>304</td><td>416</td></tr>
<tr><td colspan="5">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 to keep the terminal open and expand tourism in Victoria.
The scope of the project includes:
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.</td></tr>
<tr><td>Highway 1 Fraser Valley Corridor Improvements – 264th Street to Mount Lehman Road</td><td>2028</td><td>566</td><td>1,684</td><td>2,250</td></tr>
<tr><td colspan="5">The purpose of the Highway 1 Fraser Valley Corridor Improvements 264th Street to Mount Lehman Road project is to widen and 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.
The scope of the project includes:
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.</td></tr>
</table>

<table>
<tr><th>Major Capital Projects (over $50 million in total)</th><th>Targeted Year of Completion</th><th>Project Cost to Mar 31, 2026 ($m)</th><th>Estimated Cost to Complete ($m)</th><th>Anticipated Total Cost ($m)</th></tr>
<tr><td>Highway 1 Fraser Valley Corridor Improvements – 216th Street to 264th Street Widening</td><td>2029</td><td>172</td><td>308</td><td>480</td></tr>
<tr><td colspan="5">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.
The scope of this project includes:
• 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.</td></tr>
<tr><td>Surrey Langley SkyTrain Project</td><td>2029</td><td>2,413</td><td>3,583</td><td>5,996</td></tr>
<tr><td colspan="5">The purpose of the Surrey Langley Skytrain Project is to build a 16 kilometre, eight station 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. This is the first major rapid transit investment south of the Fraser in over 30 years and will improve provide fast, frequent and reliable transit service, with a 22 minute trip from Langley City Centre to King George Station.
The scope of this project includes:
• 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.</td></tr>
</table>

<table>
<tr><th>Major Capital Projects (over $50 million in total)</th><th>Targeted Year of Completion</th><th>Project Cost to Mar 31, 2026 ($m)</th><th>Estimated Cost to Complete ($m)</th><th>Anticipated Total Cost ($m)</th></tr>
<tr><td>Agassiz-Rosedale Bridge Rehabilitation Project</td><td>2029</td><td>1</td><td>63</td><td>64</td></tr>
<tr><td colspan="5">The purpose of the project is to remedy the structural steel and concrete degradation and improve the deck drainage systems, extending the service life of the bridge for another 40 to 50 years.
The scope of this project includes:
Update structural components, including replacement of all deck joint compression seals.
Repair steel truss members, installation of drain troughs below. expansion joints and modifications to the deck drains, approach span bearing replacements, and recoating of repaired steel elements.</td></tr>
<tr><td>Fraser River Tunnel Project</td><td>2030</td><td>480</td><td>3,668</td><td>4,148</td></tr>
<tr><td colspan="5">The purpose of the Fraser River Tunnel Project is to construct a new toll-free eight-lane immersed tube tunnel that will provide more capacity for drivers and transit users in both directions, while providing walking and cycling options at this crossing for the first time.
The scope of this project includes:
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.
On July 6, 2026 the Province announced a revised budget and schedule for the FRTP that will be reflected in future reports covering the 2026/27 year.</td></tr>
</table>

Major Capital Projects (over $50 million in total)	Targeted Year of Completion	Project Cost to Mar 31, 2026 ($m)	Estimated Cost to Complete ($m)	Anticipated Total Cost ($m)
Highway 1 Fraser Valley Corridor Improvements – Mount Lehman Road to Highway 11	2031	155	2,496	2,651

The purpose of the Highway 1 Fraser Valley Corridor Improvements Mount Lehman Road to Highway 11 project is to widen and 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.

The scope of this project includes:

- Adding HOV/EV lanes in each direction.
- Adding bus-on-shoulder lanes in each direction
- Replacing the existing Peardonville Road Underpass.
- Improving active transportation connections at Clearbrook Road, McCallum Road, and Sumas Way.
- Replacing the existing Highway 11 Interchange.

Appendix A: Public Sector Organizations

As of July 21, the Minister of Transportation and Transit is responsible and accountable for the following organizations:

BC Transit

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

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. More information about the role of the B.C. Container Trucking Commissioner is available at obcctc.ca.

Transportation Investment Corporation

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

Appendix B: BCTFA

Purpose of the Organization

The B.C. 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 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.

Appendix C: BC Railway Company

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 B.C. 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: Goals and Key Results

Goal 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; and

- Maintained cooperative relationships with port terminal operators and neighbouring municipalities of Delta and Surrey, including liaison on crossing upgrades and emergency response protocols.

Goal 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.

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

Key Results

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

Financial Summary

($000/$m)	2024/25 Actual	2025/26 Budget	2025/26 Actual
Revenues	38,585	32,930	37,477
Expenses	29,980	19,501	19,254
Net Income	**8,605**	**13,429**	**18,223**

Appendix D: Progress on Mandate Letter Priorities

The following is a summary of progress made on priorities as stated in Minister Mike Farnworth's 2025 Mandate Letter.

2025 Mandate Letter Priority	Status as of March 31, 2026
In order to protect key services that British Columbians rely on, work with the Minister of Finance to review all existing Ministry of Transportation and Transit programs and initiatives to ensure our programs remain relevant, are efficient, are responsive to the needs of commuters, grow the economy, and help keep British Columbians moving. This is important in the context of current Provincial budget constraints and the priorities of communities in the province.	• Governments around the world are facing higher costs, global instability and growing demand for services, creating challenging fiscal situations. In response, the B.C. Government introduced expenditure management targets in Budget 2025, with a goal of $300M saved over the 2025-26 fiscal year. Ministries have exceeded that goal with more than $400M in savings through reduced discretionary spending including travel, office and business expenses, conferences and events, as well as staffing adjustments, voluntary retirements and hiring restrictions.

Support improvements in B.C.'s road infrastructure balanced with integrated transit opportunities to ensure that people can get home and to work faster, and goods can get to market more efficiently in our province.	Ongoing. Advance major highway and road upgrade projects across B.C. • The Ministry is delivering multi year improvements on key corridors across the province such as Highway 1 (Fraser Valley), Highway 4 (Vancouver Island), Highway 97 (Interior), and Highway 16 (North). • The Ministry delivers safety focused upgrades such as intersection improvements, median barriers, and avalanche mitigation infrastructure. Also, aging infrastructure is modernized to improve safety and reliability. • Modernize bridges and structures to improve reliability and climate resilience. Integrate transit planning into road infrastructure decisions • The Ministry coordinates with local governments to ensure road upgrades align with community planning and economic needs. • Transit oriented development is supported by providing guidelines and resources for designing road networks that enable efficient bus and rapid transit connections. • Ministry staff coordinate with housing and municipal affairs partners to ensure transportation investments support growing communities. • New or upgraded roads now include transit priority features (bus only lanes, queue jump lanes, transit signal priority).

2025 Mandate Letter Priority	Status as of March 31, 2026
	• The Ministry works closely with TransLink, BC Transit, and municipalities to align road projects with long term transit expansion plans. Improve goods movement efficiency for B.C.’s supply chains • The Ministry has prioritized upgrading freight corridors to reduce bottlenecks and improve travel times for commercial transport. • Ministry staff coordinate with the Ministry of Jobs and Economic Growth, port authorities, and industry to support trade enabling infrastructure. • The Ministry supported the former Parliamentary Secretary for Transit in convening a Freight Transportation Roundtable in February 2026 with industry and government partners to discuss opportunities and challenges affecting goods movement, supply chain resilience, and trade competitiveness across British Columbia. Follow-up engagement was undertaken with key stakeholders to gather insights on freight transportation priorities and inform ongoing government work to support an efficient and reliable transportation network.

2025 Mandate Letter Priority	Status as of March 31, 2026
Find ways to support low-income people including seniors and young people in accessing affordable transit.	Ongoing. • Since the provincial launch of the Free Transit for Children Age 12 and Under (FT12U) program in 2021, the Province has provided $12.65M, including $2.06M in 25/26, to support program delivery outside Metro Vancouver. In total, the Province has contributed $25.7M for the development and implementation of the FT12U program administered by TransLink to April 2025. As part of the $312M provincial operating contribution to TransLink's 2025 Investment Plan, TransLink continues the delivery of the FT12U program beyond 2025. • In April 2025, the Province committed up to $75.315M to TransLink towards the renewal of the U-Pass BC program to 2030. Eligible students at participating public post-secondary education institutions pay approximately 77% less for a monthly three-zone adult pass. • In Metro Vancouver, concession compass cards are available for eligible youth aged 13-18 years and seniors aged 65 and over, which offers a discount of a 12-35% on a single ride and 40-70% discount on a monthly pass via TransLink. • Most BC Transit systems offer reduced fares or concession passes for individuals aged 65 and over.

Drive the development and expansion of transit across the province and work with communities across BC to find ways to strengthen key rural and intercity transportation services. This includes supporting regional transportation plans such as the Central Okanagan Transit Future Plan and working toward regular local transit along the Sea to Sky corridor.	• In April 2025, the Province committed to providing more than $312Min operating funding to TransLink that, when combined with regional revenue such as transit fares and property tax, will protect services, add critical bus service to address overcrowding and advance planning work for the region's priority Bus Rapid Transit (BRT) corridors including King George Boulevard, Langley to Haney Place and Metrotown to North Shore. TransLink is leading detailed planning and community engagement, in consultation with local governments and the Ministry of Transportation and Transit. • In 2024/25 and 2025/26 BC Transit expanded transit services in communities for the first time since 2019 to keep pace with transit demand. These service expansions are expected to increase base service hours by 226,000 by 2026/27. • In 2025/26, BC Transit's Annual handyDART funding was increased by $3.028M, adding 18,582 total annual service hours to handyDART services across the province and 13 light duty vehicles to the handyDART fleet. • In 2022/2023, $5.25M was provided to Northern Development Initiatives Trust (NDIT) to extend northern transportation services, including: o BC Bus North, a long-haul intercity transportation service in Northern B.C. bringing together communities including

	Prince Rupert, Prince George, Fort St. John, Fort Nelson, and Valemount; and o The Northern Community Shuttle Program, enabling local governments, First Nations communities and not-for-profit organizations to develop small-scale transportation solutions that connect to services and amenities. • Since 2017, BC Transit has provided intercommunity transit on five routes on Highway 16, to ensure safe and affordable transportation between communities. Since 2017 over 18,000 passengers have used these services. • The Ministry continues to work with regional district, municipalities and BC Transit to implement incremental improvements in the central Okanagan. • The Ministry has finalized a Regional Rapid Bus Strategy in collaboration with municipalities, regional district and BC Transit outlining a phased implementation plan when funding becomes available. • Ministry staff continue to actively engage with regional partners to explore options for implementing interregional transit along the Sea to Sky corridor. This includes examining governance and funding approaches while considering how potential solutions may apply within a broader provincial framework.

2025 Mandate Letter Priority	Status as of March 31, 2026
Ensure that our provincial transit services are being delivered in a way that is cost effective for taxpayers, responsive to the concerns of transit riders, and not duplicative of administration by reviewing the private delivery model for provincial transit systems starting with handyDART.	Ongoing. • TransLink undertook a thorough review of the HandyDART delivery model in Metro Vancouver. In December 2025, TransLink's Board of Directors endorsed the HandyDART Customer First Plan, which includes partnering with a specialized service provider under a modernized agreement. The Plan will result in improvements in response to feedback from customers, including extending service hours from midnight to 2 a.m., introducing a new software to enable online trip booking and vehicle location monitoring, and enhanced training for HandyDART operators and taxi drivers. • BC Transit released a 5-year Custom Transit Strategy in the spring of 2024. A major focus is the Custom Transit Solution project which began a phased rollout in 2026. The project will introduce a universal dispatch system, real-time fleet tracking, centralized registration, and electronic fare payment. • BC Transit selected a vendor for the new handyDART technology solution, which will include an online portal to book and manage trips for handyDART customers.

Work with BC ferries to address administrative costs and ensure affordable, reliable, and sustainable ferry services.	• Under the Coastal Ferry Act (2003), BC Ferries operates as an independent corporation, with oversight from the independent BC Ferry Authority and BC Ferry Commission in the public interest.
	• The Province has committed over \$1.3B in funding to BC Ferries over Performance Term 6, to sustain ferry services along the coast and keep fares affordable while allowing BC Ferries to invest to modernize its fleet and terminals.
	• Labour and fuel account for a significant proportion of BC Ferries operating costs – these costs have been growing in line with inflation across sectors.
	• In the current 4-year Performance Term (6) of the 60 year Coastal Ferry Services Contract, BC Ferries reports that they have:
	    ○ implemented operational efficiencies to mitigate growing costs;
	    ○ deferred lower priority capital projects, prioritizing investments in safety, reliability, and essential service delivery; and,
	    ○ prioritized investments in more efficient and lower-emission vessels to reduce fuel use, maintenance costs while increasing sustainability and service reliability over time.
	• As part of their public submission for the next Performance Term (7), BC Ferries will be required to demonstrate efficiency, cost control and productivity improvements,

2025 Mandate Letter Priority	Status as of March 31, 2026
	which will be assessed by the independent BC Ferry Commissioner as part of establishing maximum annual fare increases starting on April 1, 2028.
Identify affordable and efficient opportunities for expansion of SkyTrain, RapidBus, and rail service in the province to meet the transportation and goods movement needs of growing populations.	Ongoing. • Since 2017 the Province committed approximately $8B in capital funding to Metro Vancouver's transportation infrastructure, including $1.9B for the Broadway Subway Project and $4.4B for the Surrey Langley SkyTrain. Together, these projects will expand the Skytrain network by 27%. • In April 2025, the Province provided more than $312M in operating funding to TransLink to protect services, support the implementation of the largest bus service expansion in Metro Vancouver since 2018, and advance planning and design for the region's priority BRT corridors. • In 2025/26, BC Transit advanced planning work for RapidBus improvements in the Victoria Regional Transit System. • Major construction is underway on the Highway 1 bus-on-shoulder project which started in Spring 2025 to create a dedicated rapid transit corridor between downtown Victoria and the Westshore as part of BC Transit's RapidBus program. Total project funding is $95M, with the province contributing $68M and the federal government contributing $27M.

2025 Mandate Letter Priority	Status as of March 31, 2026

Lead work to advance progress on the Broadway extension to UBC, including by working with the federal government, UBC, the City of Vancouver, First Nations, and all relevant government agency stakeholders. Work with the Minister of Housing and Municipal Affairs to advance related government objectives on housing density and identify opportunities to achieve reduced carbon pollution and economic development. Delegate key responsibilities as you are able to the Parliamentary Secretary for Transit to support the extensive coordination and relationship building required by this file.	Ongoing.
	• Through the Strategic Partners Group (MOTT, Metro Vancouver, TransLink, City of Vancouver, UBC, Musqueam, Squamish and Tsleil Waututh), advancements have been made on:
	  ○ Planning and design
	  ○ Development scenarios
	  ○ Funding analysis
	  ○ Stakeholder engagement

Find ways to support taxi and ride hail operators and ensure safe and affordable transportation options for British Columbians.	Ongoing. • In March 2026, the Ministry made regulatory changes to the Passenger Transportation Regulation in response to engagement with the taxi sector and in response to report and recommendations of the Special Committee to Review Passenger Directed Vehicles. ○ Updates supported the taxi and ride-hail sectors by establishing a simpler Records Check Certificate renewal process and enabled funding for accessible taxi services provided by BC Transit.

2025 Mandate Letter Priority	Status as of March 31, 2026
Support the Minister of Public Safety and Solicitor General (PSSG)in ensuring safety and efficiency across our public transportation system through partnerships with TransLink, BC Transit, and local governments to permit the use of technology in relation to enforcement of public transportation safety.	Ongoing. • The Ministry has previously coordinated information sharing with PSSG regarding the Canadian Urban Transit Association's transit safety recommendations in 2023, coordinating to improve transit safety at TransLink and BC Transit. • In August 2024, TransLink increased fare enforcement patrols by up to 80% throughout the transit system to reduce fare evasion, educate riders and improve safety. • TransLink continues to explore the feasibility of Automated Bus Lane Enforcement technology and how it might be tested on Metro Vancouver bus routes in the future. • BC Transit works closely with police, local governments, first responders, and community partners to support a safe and respectful transit environment, while recognizing that enforcement and social supports fall under the responsibility of other public systems. • Current safety measures include on-board CCTV, operator emergency notification and communication protocols, and established response arrangements with police, fire, and ambulance services.