

# Ministry of Transportation & Infrastructure

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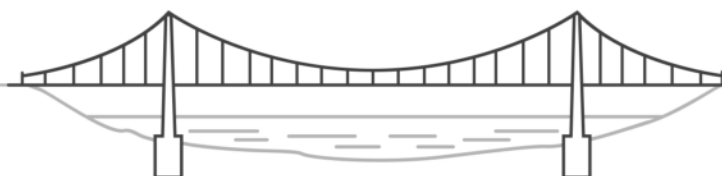
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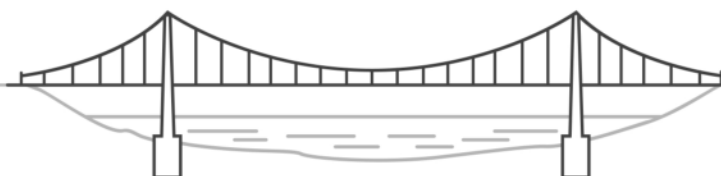
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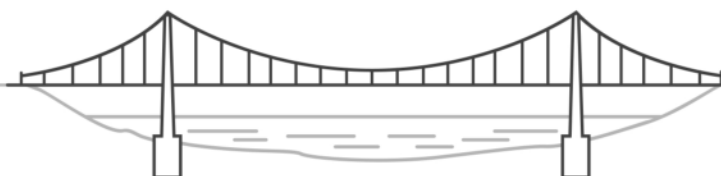
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## ADVICE TO MINISTER

### CONFIDENTIAL ISSUES NOTE

Ministry of Transportation and  
Infrastructure

Date: April 2021

Minister: Rob Fleming

# Budget 2021 and Service Plan

### ADVICE AND RECOMMENDED RESPONSE:

- Over the next year, Government will take steps to ensure British Columbia comes back from the pandemic stronger.
- Budget 2021 ensures that the supports and services that Government invests in are working for people, businesses, and communities, today and into the future.
- As we turn towards recovery, my ministry's commitment to provide affordable, efficient, and accessible transportation options for all British Columbians will guide our decisions as we make investments in:
  - safe and reliable road infrastructure;
  - affordable and convenient public transit;
  - the coastal and inland ferry services;
  - active transportation network improvements and other green modes of transportation that reduce transportation-related greenhouse gas emissions; and
  - strengthening the economy through the movement of people and goods.
- This year, the ministry's operating budget increases by \$20 million over last year to a total of \$948.948 million.
- In Budget 2021, the ministry is investing \$1.86 billion in strategic public infrastructure investments in every corner of the province, helping support a resilient economic recovery by putting people to work and strengthening our trade corridors.
- Over the next 3 years, the Ministry of Transportation and Infrastructure is investing nearly \$6 billion in transportation projects across B.C.
- And when you consider federal funding and other partner funding, over \$7.6 billion dollars will be invested in priority transportation investments over the next 3 years that will help keep people and our economy moving as we build back stronger.

- **Budget 2021 highlights:**
  - **\$1.081 billion for Broadway Subway**
    - **Adding 5.7 km of SkyTrain line and 6 stations, to provide frequent and reliable access to one of the most congested corridors in Metro Vancouver (\$2.827 billion)**
  - **\$823 million for Pattullo Bridge Replacement**
    - **A new 4-lane bridge that meets current seismic and design standards, and provides a safe and reliable crossing for years to come (\$1.377 billion)**
  - **\$837 million for the Highway 1 to the Alberta Border 4-laning program**
  - **\$819 million for highway corridor rehabilitation across the province**
  - **\$395 million for side road improvements across the province**
  - **\$101 million for Safety Improvements**
  - **\$1.101 billion for highway improvements throughout the province**
  - **\$749 million for transit infrastructure**
  - **\$57 million for Community and other projects**
- **We continue our commitment to funding 40% of the capital costs of the Mayors' Vision for TransLink projects and we've accounted for this in our own 10-year transportation investment plan.**

## **Safety**

- **This Budget delivers important safety investments and upgrades in all corners of the province to keep people safe on the roads they rely on:**
  - **\$819 million for highway corridor rehabilitation to support resurfacing, bridge rehabilitation, bridge replacement and seismic upgrades**
  - **\$395 million for side road improvements to support gravelling, drainage, road base improvements, brushing, shoulder improvements and culvert replacement**
  - **\$101 million over three years for safety projects such as intersection improvements, snow avalanche infrastructure, guardrail and livestock fencing installation, and the deployment of Intelligent Transportation Systems such as advanced traveller information and hazard warning.**
- **Through B.C.'s Economic Recovery Plan in 2020, we invested \$20 million in more than 80 shovel ready projects, making travel safer and easier around rural Indigenous and non-Indigenous communities, and creating good jobs in rural and remote areas.**

## **ADVICE TO MINISTER**

- **With Budget 2021, government will continue to make investments that are focused on economic recovery, social development, and environmental sustainability.**

### **Clean Transportation**

- **As part of CleanBC, we introduced Move.Commute.Connect. – B.C.’s first-ever Active Transportation Strategy – which aims to make walking, cycling, skateboarding and all other modes of active transportation more safe, convenient, and accessible.**
- **Since the onset of the COVID-19 pandemic, there has been an increased interest in walking and cycling for transportation and recreation in B.C.**
- **At the Ministry of Transportation and Infrastructure, we are committed to a long-term clean growth strategy that includes improving our active transportation networks.**
- **New investments in active transportation will make getting around safer and more convenient — all while helping protect our environment.**
- **\$ 59.4 million over three years, including \$31.5 million in CleanBC funding, to**
  - **partner with communities across B.C. in developing new active transportation infrastructure that improves our province-wide walking cycling, and other active networks;**
  - **invest in Electric Vehicle Charging Stations; and**
  - **fund the Heavy-Duty Vehicle Efficiency Program.**
- **In 2020, through the Economic Recovery Plan, the Province invested \$16.7 million in 36 projects that focused on active transportation, safety, and access improvements.**
- **This included projects such as pathways and rail trails, highway crossing, transit stop improvements and shoulder widening for cyclists and pedestrians.**
- **The investment aided economic recovery by creating over 300 good-paying jobs for people, it helped stimulate local economies and the investment helps reduces traffic congestion and greenhouse gases.**

## **Keeping People and Goods Moving**

- **A strong, sustainable transportation system is critical to economic recovery and we will make investments with our federal and other partners, in infrastructure to keep people and our economy moving.**

**This includes:**

- **North Vancouver – Improving the Mountain Highway, Mount Seymour Parkway and Main St/ Dollarton Interchanges on Highway 1, municipal connections to Keith Road and a new 2-lane crossing over Lynn Creek – (\$198 million)**
- **Delta - Improvements along highway corridors to increase travel safety and efficiency; including the Highway 91 at Nordel Interchange, Highway 91 Connector at Nordel Way, Highway 17 at 80th Street, 27B Ave On-Ramp to Deltaport Way and 27B Ave between Deltaport Way and 41B Street, and a new interchange at Highway 17 and Highway 91 Connector – (\$260 million).**
- **Langley - Widening ten kilometres of Highway 1 between 216th Street and 264th Street to accommodate new high-occupancy vehicle lanes, including reconfiguring the 232 Street interchange, new underpasses at Glover Road and the CP Rail crossing and a truck parking lot in North Surrey for 150 commercial trucks and 45 passenger vehicles – (\$235 million)**
- **Saanich – Highway 17/Keating Cross Road Flyover: The project involves a new “flyover” overpass from the Pat Bay Highway (Highway 17) northbound to Keating Cross Road westbound, eliminating the left turn across highway traffic onto Keating Cross Road. The project will also include a realigned southbound on-ramp to Victoria – (\$18.5 M + Province of BC’s funding TBD)**
- **Sooke - Improvements to Highway 14 to improve safety and traffic flow, and facilitate transit usage; including widening and realigning 1.5 kilometers between Glinz Lake Road and Connie Road, a new park and ride facility on Gillespie Road, and wider shoulders between Otter Point Road and Woodhaven Road - (\$77 million).**
- **Balfour - Procuring an electric-ready ferry vessel for service on Kootenay Lake and upgrading the Balfour and Kootenay Bay terminals. Improvements to the Balfour and Kootenay Bay terminals are progressing, with designs nearing completion. Construction is expected to begin in spring 2021. The new vessel will have almost twice the capacity of the existing MV Balfour and be able to carry between 50 and 60 vehicles – (\$85 million).**
- **Lillooet - Stabilizing the ten-mile slide on Highway 99 approximately 17 kilometers northeast of Lillooet to improve safety and reliability, including placing soil anchors above the highway, a shear-resistant wall below the highway and rebuilding Highway 99 as a two-lane, paved 60km/h road – (\$60 million).**



## **ADVICE TO MINISTER**

- **Quesnel:** Rebuilding and realigning West Fraser Road south of Quesnel, which was heavily damaged by flooding in 2018, to restore access to First Nation communities, ranches, logging activities, farming lands and local residences – (\$103 million).
- **Quesnel – safety improvements to Highway 97 (Cariboo Hwy) at the intersections of Racing Road and Quesnel-Hydraulic Road.** The project involves consolidating access to the highway and installing a traffic signal with full-access movement along this section of highway – ( \$19 million)
- **Fort St. John:** Construction of a signalized T-intersection and associated lane improvements on Highway 97 at Swanson Lumber Road to increase safety and improve traffic flow – (\$9.8 million).
- **Burns Lake:** Construction of a westbound climbing lane on Highway 16 near Broman Lake to improve mobility and safety; including extending the eastbound passing lane and improvements to the entry/exit to both the brake check and chain off areas – (\$13.6 million)
- **To stimulate a strong recovery from the COVID-19 pandemic, our government invested \$40 million to support improvements at the Ports of Prince Rupert and Nanaimo. These projects will help to increase import and export capacity, and address demand at these busy and growing ports.**
- **The funding is part of B.C.'s Economic Recovery Plan and supports local economies through job creation and economic stimulus, enhanced safety and accessibility, and improved recreation and tourism opportunities.**

### **Ride-Hailing:**

- **The government has taken a fair approach to bring ride hailing to B.C. alongside taxi in a responsible way.**
- **Ride hail vehicles are now on our roads, offering a new transportation option for people. And as our province opens again post pandemic, these services will help British Columbians and tourists move around.**
- **The Passenger Transportation Board, an independent tribunal, is responsible to review applications for Special Authorization and make decisions for licensing of passenger-directed vehicles (for example, taxis, limousines, shuttle vans, ride hail) and inter-city buses in B.C.**
- **The Passenger Transportation Board has a budget of approximately \$890,000 for the 2021/22 fiscal year.**

## **Public Transit:**

- Our government continues to work in partnership with various levels of government and First Nations to expand public transit including bus service and rapid transit.
- In 2021/22, the Province has budgeted to provide operating grants of up to \$125.9 M to BC Transit and \$48.2 M in capital grants.
- Over the next three years, the province is projected to provide \$377.8M in operating contributions and \$231.4 M in capital contributions to BC Transit including funding for the provincial share of project under Public Transit Infrastructure Fund (PTIF) and Investing in Canada Infrastructure Program (ICIP) in BC Transit communities.
- BC Transit, in partnership with local and regional governments, provides service in over 130 communities through 84 different transit systems. Expanded transit service will be rolled out in 20 of these transit systems in 2021/22.
- To ensure that people throughout B.C. have continued access to safe, reliable, and affordable public transportation options BC Transit received \$86 million from the federal-provincial Safe Restart Agreement (TransLink received \$644).
- This 2020/21 Safe Restart funding demonstrates our commitment to people and communities and strengthening our economy. It's also another example of the excellent working relationship we have with our federal partners, where together we're able to make sure essential transportation is available to support a strong recovery.

## **Ferries:**

- People traveling on BC Ferries will continue to have safe, reliable and affordable transportation options, with financial contributions from government.
- A one-time payment of \$308 million was made to BC Ferries in December 2020 after the signing of a contribution agreement.
- The contribution agreement with BC Ferries provides for financial relief from the impacts of COVID-19, protects fare affordability so people don't have to worry about high fares when more leisure travel opens up again, and the investment ensures the continuation of discretionary sailings over the next three years.
- In the 2021 Budget, we dedicated over \$693 million over the next 3 years to support BC Ferries and their operations. This includes nearly \$97 million

## **ADVICE TO MINISTER**

**from the Federal Government.**

### **Key Facts:**

- **Over the next 3 years, the Ministry of Transportation and Infrastructure is investing nearly \$6 billion in transportation projects across B.C.**
- **We are investing in the infrastructure we need to strengthen local communities as we build our way out of this challenging time.**
- **When you include federal cost-sharing and partnerships with private partners, local governments and other agencies over the next 3 years, a total of \$7.610 billion will be invested.**
- **The ministry's three-year operating budget is:**
  - 2020/21 \$948.948 million
  - 2021/22 \$948.956 million
  - 2022/23 \$948.971 million

Communications Contact: Lianne Bowness/ Sukhi Tomana  
Program Area Contact: Greg Humphrey/ Patricia Marsh/ Nancy Bain

Minister's Office	Program Area	ADM	Comm. Dir
	GH/ PM	NB	DC

# **Ministry of Transportation and Infrastructure**

## **2021/22 – 2023/24 Service Plan**

**April 2021**



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Published by the Ministry of Transportation and Infrastructure

## Minister's Accountability Statement



The *Ministry of Transportation and Infrastructure 2021/22 – 2023/24 Service Plan* was prepared under my direction in accordance with the *Budget Transparency and Accountability Act*. I am accountable for the basis on which the plan has been prepared.

A handwritten signature in dark ink, which appears to read "Rob Fleming". The signature is fluid and cursive.

Honourable Rob Fleming  
Minister of Transportation and Infrastructure  
April 1, 2021

## Minister of State's Accountability Statement



I am the Minister of State for Infrastructure and under the *Balanced Budget and Ministerial Accountability Act*, I am accountable for achieving the following results for 2021/22:

- (a) work with the Minister of Transportation and Infrastructure to develop a plan that will advance critical transportation infrastructure;
- (b) support the work of the TransLink Mayors' Council 10-year planning process to extend the Millennium Line to Arbutus Street, with an eventual terminus at UBC, and ensure prompt design and construction of the Surrey-Langley Skytrain;
- (c) support planning to improve the movement of goods and people in the Fraser Valley, including the widening of Highway 1;
- (d) advance the work to replace the Massey crossing;
- (e) support the work of the Pattullo Bridge Replacement Project to ensure a successful completion;
- (f) support the planning and development of key transit projects, like high-speed transit links for the North Shore and the expansion of rail up the Fraser Valley;
- (g) submit to Cabinet a report on the results referred to in paragraphs (a) through (f) on or before March 31, 2022.

Honourable Bowinn Ma

A stylized, handwritten signature of Bowinn Ma in black ink.

Minister of State for Infrastructure  
April 1, 2021

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## Purpose of the Ministry

The Ministry of Transportation and Infrastructure plans transportation networks, provides transportation services and infrastructure, develops and implements transportation policies, and administers many related acts, regulations and federal-provincial funding programs. The Ministry strives to build and maintain a safe and reliable transportation system and provide affordable, efficient and accessible transportation options for all British Columbians. This work includes investing in road infrastructure, public transit, coastal and inland ferry service delivery, active transportation network improvements and other more socially and environmentally responsible modes of transportation, reducing transportation-related greenhouse gas emissions, and strengthening the economy through the movement of people and goods.

The Ministry invests in highway rehabilitation and side road improvements, which includes road resurfacing, bridge rehabilitation and replacement, seismic retrofits, intersection improvements and upgrades to smaller side roads to help connect communities.

Two provincial cost-sharing programs are also managed by the Ministry: the [British Columbia Air Access Program](#) and the [British Columbia Active Transportation Infrastructure Grant Program](#). These programs help local communities invest in improvements to local airports and active transportation infrastructure respectively.

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

## Strategic Direction

In 2021/22 British Columbians continue to face significant challenges as a result of the global COVID-19 pandemic. The Government of British Columbia is continually evolving to meet the changing needs of people in this province. Government has identified five foundational principles that will inform each ministry's work and contribute to COVID-19 recovery: putting people first, lasting and meaningful reconciliation, equity and anti-racism, a better future through fighting climate change and meeting our greenhouse gas reduction commitments, and a strong, sustainable economy that works for everyone.

The COVID-19 pandemic significantly reduced economic activity in B.C. in 2020. The ongoing evolution and economic cost of the pandemic on B.C. and its trading partners remains highly uncertain. The Economic Forecast Council (EFC) estimates a 5.1 per cent decline in B.C. real GDP in 2020 and expects growth of 4.9 per cent in 2021 and 4.3 per cent in 2022. Meanwhile for Canada, the EFC projects national real GDP growth of 4.7 per cent in 2021 and 4.2 per cent in 2022, following an estimated decline of 5.4 per cent in 2020. As such, B.C.'s economic growth is expected to outperform Canada's in the coming years. The pandemic has increased risks to B.C.'s economic outlook, such as the timing of the global vaccination rollout, extended travel restrictions, a weaker global recovery, and the continued impact of a slower recovery in some sectors of the B.C. economy. Further risks include ongoing uncertainty regarding global trade policies and lower commodity prices.

This 2021/22 service plan outlines how the Ministry of Transportation and Infrastructure will support the government's priorities including the foundational principles listed above and selected action items identified in the [November 2020 Minister's Mandate Letter](#) and [Minister of State for Infrastructure's Mandate Letter](#).

## Performance Planning

**Goal 1: Invest in rural and urban infrastructure improvements that help build a strong, sustainable economy**

**Objective 1.1: Use Provincial investment dollars effectively to complete priority projects on budget and on time**

### Key Strategies

- Lead infrastructure planning needs of rural and urban B.C., in partnership with other Provincial ministries to support local government's priority infrastructure projects.
- Develop strategic partnerships with federal and other local government agencies, communities and the private sector to invest in priority rehabilitation and improvement projects that serve the best interest of British Columbians.
- Streamline consultation, tendering, and construction of infrastructure projects to ensure projects are delivered without unnecessary delays.
- Lead negotiations for the next round of federal-provincial infrastructure programs.
- Use innovative solutions and best practices to deliver the most cost-effective transportation investment plans.

Performance Measure	2020/21 Forecast	2021/22 Target	2022/23 Target	2023/24 Target
1.1 The percentage of projects that meet their budget and schedule	91.5%	91.5%	91.5%	91.5%

Data source: Ministry of Transportation and Infrastructure

### Linking Performance Measure to Objective

This performance measure reflects the goal of being cost-conscious and evaluates all Ministry capital construction and rehabilitation projects completed each year, within the overall Transportation Investment Plan. This performance measure allows the Ministry to assess how efficiently and effectively it delivers this large suite of projects, and the consistent target represents the ability to maintain a high level of achievement despite challenges and the broad range of projects included in the target. This enables continued investment in projects that benefit rural and urban British Columbians, including those listed in the Capital Expenditures section.

## Goal 2: Improve transportation network efficiency to provide British Columbians with safe and reliable access to the services they depend on

### Objective 2.1: Improve highway safety and reliability

#### Key Strategies

- Monitor highway safety and improve high-risk locations.
- Maximize highway safety and reliability through safety-focused enhancements and low-cost improvements.
- Work with public safety partners to identify areas for safety improvements.
- Examine highway safety and reliability issues, considering climate forecasts, seismic hazards and the adaptive capacity of transportation infrastructure.
- Enhance commercial vehicle safety and enforcement in B.C.

Performance Measure	2014-2018 Baseline <sup>1</sup>	2020/21 Forecast <sup>2</sup>	2021/22 Target <sup>2</sup>	2022/23 Target <sup>2</sup>	2023/24 Target <sup>2</sup>
2.1 Serious collision rate on Provincial Highways (Collision per Million Vehicle Kilometre)	0.161	0.156	0.155	0.153	0.152

Data source: The RCMP and ICBC.

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

<sup>2</sup>The forecast and target are based on historical trends of the 5-year rolling average serious collision rate between 2010 and 2019. 2019 traffic volumes were projected, and the baseline and targets may change from previously established values following data updates.

#### Linking Performance Measure to Objective

Targeted safety improvements, together with sound regulations/policy, ongoing monitoring and enforcement in cooperation with public safety partners, and the use of information systems and other technologies, creates a safer highway network with a reduced rate of serious crashes. The Ministry is committed to the safety and reliability of the transportation network to address areas of greatest need.

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

### Key Strategies

- Administer highway maintenance contracts and assess service delivery.
- Invest in the provincial highway system to maintain safety and efficiency and to mitigate the onset of deterioration and maximize the return on infrastructure investment.
- Systematically assess the condition of provincial infrastructure to determine priority in the annual resurfacing and structure rehabilitation and replacement programs.
- Integrate climate change and seismic resilience considerations into rehabilitation design and cost.

Performance Measure	2020/21 Forecast	2021/22 Target	2022/23 Target	2023/24 Target
2.2 Rating of Maintenance Contractor performance using Contractor Assessment Program	93%	93%	93%	93%

Data source: Ministry of Transportation and Infrastructure

### Linking Performance Measure to Objective

Ensuring the safety and reliability of the provincial highway system through a high standard of highway maintenance protects the safety of citizens in both rural and urban settings, reduces delays and closures and increases traveller confidence in our transportation network. Information about the [obligations of Maintenance Contractors](#) is available on the Ministry's website.

Maintenance contracts were retendered over the last two years. The new maintenance contracts include increased standards, resulting in enhanced winter maintenance, expanded sweeping along cycling routes and more communication with the public regarding rapidly changing road conditions during severe weather events and other incidents affecting travel on B.C. roads.

The target of 93% indicates good performance from Maintenance Contractors and an indication of exceptional service delivery in exceeding contract specifications, working proactively, and promptly responding to emergencies. The target also indicates a contractor is proactively engaging and communicating with the public and local stakeholders.

## Objective 2.3: Provide excellent service to all British Columbians

### Key Strategies

- Communicate and engage efficiently and effectively with the Ministry's stakeholders.
- Undertake annual surveys to better understand expectations and levels of service.
- Evaluate survey results to determine how to enhance service and act on the findings.
- Ensure a GBA+ lens is applied to the planning of services and policies that impact Ministry stakeholders and the general public.

Performance Measure	2020/21 Forecast <sup>1</sup>	2021/22 Target	2022/23 Target	2023/24 Target
2.3 Survey of stakeholder and citizen satisfaction with Ministry services and processes, rated on a scale of 1 to 5	N/A	4.1	4.1	4.1

Data source: The Ministry's survey is based on the Common Measurement Tool, a survey framework designed by the Institute for Citizen Centered Service to be administered by public sector organizations to facilitate the measurement of citizen satisfaction.

<sup>1</sup>The 2020/21 measure was not collected. Due to the demands and uncertainty of the COVID-19 pandemic, and subsequent travel restriction, the survey was deferred.

### Linking Performance Measure to Objective

Providing British Columbians with easy access to services, while ensuring these services are efficient and effective, contributes to a better quality of life, supports industry and the local economy. The enduring targets represent the Ministry's ability to consistently deliver high quality service.

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

#### Objective 3.1: Support local economies and communities through the continued development of a multi-modal transportation system<sup>1</sup>

##### Key Strategies

- In partnership with other levels of government and Indigenous communities, expand public transit (including bus service and rapid transit) and support the planning and development of key transit projects, while ensuring service is affordable and accessible.
- Work with the Minister responsible for TransLink to integrate TransLink and BC Transit services.
- In collaboration with the Ministry of Municipal Affairs, encourage compact and mixed land-use around transit stations and along transit corridors through policy and funding agreements, and lead work on the Integrated Transportation and Development Strategy.
- Implement intelligent transportation systems to manage traffic and congestion, reduce idling, and enable improved transit service.
- Expand the use of HOV lanes and transit priority measures.

Performance Measure(s)	2020/21 Forecast	2021/22 Target	2022/23 Target	2023/24 Target
3.1 Annual public transit ridership in B.C.	124 million	151 million	258 million	264 million

Data source: Ministry of Transportation and Infrastructure, and BC Transit and TransLink ridership forecasts.

##### Linking Performance Measure to Objective

Increased use of public transit (higher ridership) helps reduce greenhouse gas emissions generated by motor vehicles. Public transit improves the effectiveness of the transportation network by opening up capacity, diminishing the carbon footprint and providing a lower cost transportation alternative. The COVID-19 pandemic has had a substantive impact on ridership levels in 2020/21, with ridership declining by over 60 per cent due to reduced economic activity, post-secondary institutions transitioning from in-person to online classes, some businesses temporarily or fully closing and many moving to working from home arrangements, and other factors. Provincial transit ridership levels are forecast to rebuild gradually over the service plan period, while likely remaining below targets established in the 2020/21 service plan prior to the pandemic. The reduction of greenhouse gas emissions from the transportation sector is a priority for Government under its CleanBC strategy.

<sup>1</sup> Objectives 3.1 and 3.2 under Goal 3 have been re-ordered for better alignment between Objective, Strategies and Performance Measure.

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

### Key Strategies

- Encourage shifting to more efficient and lower-carbon emitting modes of transportation and cleaner fuels such as natural gas, hydrogen and electricity.
- Implement CleanBC initiatives such as the provincial active transportation strategy, Move. Commute. Connect., Vision Zero and continuing to electrify the provincial inland ferry fleet.
- Continue to work with our public transit agencies as they transition to low carbon fleets through BC Transit's Low Carbon Fleet Program and TransLink's Low Carbon Fleet Strategy.
- Build a network of EV charging stations so EV drivers can feel confident travelling throughout B.C.
- Pursue pilot projects that explore new transportation technologies including electric kick scooters.
- Collaborate with the trucking industry to reduce emissions from the commercial vehicle sector by reducing permit wait times, increasing the use of weigh in motion technology at inspection stations, building rail grade separations, and improving rural road infrastructure.

Performance Measure	2020/21 Forecast	2021/22 Target	2022/23 Target	2023/24 Target
3.2 Number of locations with public EV charging installed or supported by the Ministry	22	26	28	30

Data source: Ministry of Transportation and Infrastructure.

### Linking Performance Measure to Objective

Promoting the use of zero-emission vehicles (ZEVs), including EVs and other lower-carbon emitting transportation options, contributes to the overall health of our communities by reducing greenhouse gas emissions generated by motor vehicles. Tracking the number of EV charging stations along provincial highways and in rest areas provides a measure of the effectiveness of the EV charging station network. A robust charging network accelerates EV adoption in the province and EV use for inter-community trips. Because it is increasingly difficult to find rest areas that connect more distant communities and that also have electric power, the Ministry is reducing its future targets for this measure compared to targets in previous Service Plans. The Ministry continues to research off-grid options to expand the province's EV charging network.

Strong communities and economies are integral to continued provincial prosperity. Through the development of multi modal transportation network, the Ministry is supporting economic innovation and community health.



## Resource Summary

Core Business Area	2020/21 Restated Estimates <sup>1</sup>	2021/22 Estimates <sup>2</sup>	2022/23 Plan	2023/24 Plan
<b>Operating Expenses (\$000)<sup>3</sup></b>				
<b>Transportation and Infrastructure Improvements</b> .....	16,524	16,848	16,848	16,848
<b>Public Transportation<sup>4</sup></b> .....	350,702	360,812	360,812	360,812
<b>Highway Operations</b> .....	545,541	553,951	553,951	553,951
<b>Commercial Transportation Regulation</b> .....	3,387	3,456	3,456	3,456
<b>Executive and Support Services</b> .....	13,220	13,881	13,889	13,904
<b>Total</b> .....	<b>929,374</b>	<b>948,948</b>	<b>948,956</b>	<b>948,971</b>
<b>Ministry Capital Expenditures (Consolidated Revenue Fund) (\$000)</b>				
<b>Highway Operations</b> .....	5,383	3,506	2,421	2,421
<b>Total</b> .....	<b>5,383</b>	<b>3,506</b>	<b>2,421</b>	<b>2,421</b>

<sup>1</sup> For comparative purposes, the amounts shown for 2020/21 have been restated to be consistent with the presentation of the 2021/22 Estimates.

<sup>2</sup> Further information on program funding and vote recoveries is available in the [Estimates and Supplement to the Estimates](#).

<sup>3</sup> Operating expenses are reported net of funding from external sources, primarily the BC Transportation Financing Authority.

<sup>4</sup> Public Transportation operating expenses include government contributions towards public transit and coastal ferry services.

# BC Transportation Financing Authority Statement of Operations

	2020/21 Forecast	2021/22 Budget	2022/23 Plan	2023/24 Plan
<b>Revenue (\$000)</b>				
Tax revenue <sup>1</sup> .....	425,000	441,500	444,500	432,500
Amortization of deferred contributions <sup>2</sup> ...	172,297	173,310	172,489	172,702
Other operating revenue <sup>3</sup> .....	35,265	41,330	46,932	33,170
<b>Total</b> .....	<b>632,562</b>	<b>656,140</b>	<b>663,921</b>	<b>638,372</b>
<b>Expenditures (\$000)</b>				
Highway Operations .....	682,006	723,760	696,227	728,848
Transit Programs .....	138,092	142,526	180,337	206,554
Ferry Operations .....	26,835	24,356	24,150	24,132
Other .....	129,367	136,847	141,514	153,688
Debt Servicing Costs <sup>4</sup> .....	410,405	447,448	493,133	561,891
<b>Total</b> .....	<b>1,386,705</b>	<b>1,474,937</b>	<b>1,535,361</b>	<b>1,675,113</b>
<b>Net Loss (\$000)</b>				
<b>Net operating loss</b> .....	<b>(754,143)</b>	<b>(818,797)</b>	<b>(871,440)</b>	<b>(1,036,741)</b>

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

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

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

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

## Transportation Investments

(\$ millions)	2021/22 Budget	2022/23 Plan	2023/24 Plan	Total
<b>Provincial Investments:</b>				
Highway Corridor Rehabilitation	314	292	213	819
Side Road Improvements	162	115	118	395
Pattullo Bridge Replacement	225	310	288	823
Highway 1 to Alberta Border	267	311	259	837
Broadway Subway	337	363	381	1,081
Transit Infrastructure <sup>1</sup>	136	272	341	749
Transportation and Trade Network Reliability <sup>2</sup>	360	442	299	1,101
Safety Improvements	41	30	30	101
Community and other programs	18	13	26	57
<b>Total Provincial Transportation Investments</b>	<b>1,860</b>	<b>2,148</b>	<b>1,955</b>	<b>5,963</b>
<b>Investments funded through contributions from Federal Government and Other Partners:</b>				
<b>Contributions from all partners</b>	<b>534</b>	<b>581</b>	<b>532</b>	<b>1,647</b>
<b>Total Investments in Transportation Infrastructure<sup>3</sup></b>	<b>2,394</b>	<b>2,729</b>	<b>2,487</b>	<b>7,610</b>

<sup>1</sup>Includes notional funding for Surrey-Langley SkyTrain that remains subject to Treasury Board project approval.

<sup>2</sup>Includes notional funding for George Massey Crossing that remains subject to Treasury Board project approval.

<sup>3</sup>Total investments include operating and capital spending.

## Capital Expenditures

Major Capital Projects (over \$50 million)	Targeted Year of Completion	Project Cost to Dec 31, 2020 (\$m)	Estimated Cost to Complete (\$m)	Approved Anticipated Total Cost (\$m)
<u>Highway 91 – Alex Fraser Bridge Improvements</u>	2019	66	4	70
<p><b>Objective:</b> Implement a counter-flow system during peak travel times through the addition of a seventh lane, a moveable barrier system and a delay time information system.</p> <p><b>Costs:</b> The estimated cost is \$70 million. The Government of Canada is contributing half of eligible costs up to a maximum of \$33 million under the National and Regional Priorities of the new Building Canada Fund. The Project completed in 2020. The asset has been put into service and only trailing costs remain.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Improve traffic capacity and reduce travel time delays for commuters and goods movement during peak times.</li> <li>• Respond to community and local government concerns.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• This project is substantially complete. No significant risks remain.</li> </ul>				
<u>Highway 1 Widening and 216<sup>th</sup> Street Interchange</u>	2020	60	2	62
<p><b>Objective:</b> Widening the Trans-Canada Highway to six lanes between 202nd Street and 216th Street and construction of a diamond interchange at 216th Street to improve traffic flow, reliability and congestion on a core National Highway System route used extensively for moving people and goods.</p> <p><b>Costs:</b> The estimated project cost is \$62 million, inclusive of property acquisition costs and contingencies. The Government of Canada is contributing half of eligible costs up to a maximum of \$22.3 million under the Provincial Territorial Infrastructure Component of the new Building Canada Fund. The Township of Langley is contributing \$12 million toward the cost of the interchange. The Project completed in 2020. The asset has been put into service and only trailing costs remain.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Improve safety for all road users.</li> <li>• Reduce congestion and improve travel times through a key corridor.</li> <li>• Support transit use, cycling and other alternatives to single occupant vehicles.</li> <li>• Keep regional traffic off local streets.</li> <li>• Enhancement to local environmental and fish habitats.</li> <li>• Extension of ITS system on the Highway.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• This project is substantially complete. No significant risks remain.</li> </ul>				

Major Capital Projects (over \$50 million)	Targeted Year of Completion	Project Cost to Dec 31, 2020 (\$m)	Estimated Cost to Complete (\$m)	Approved Anticipated Total Cost (\$m)
<u>Highway 1 – Admirals Road/McKenzie Avenue Interchange</u>	2020	96	0	96
<p><b>Objective:</b> Construction of an interchange on the Trans-Canada Highway at the intersection with Admirals Road and McKenzie Avenue to improve traffic flow and reliability and reduce congestion on a core National Highway System route. The Project includes construction of shoulder bus lanes, extension of the merge lanes, and construction of a grade separated structure for the Galloping Goose Regional Trail.</p> <p><b>Costs:</b> The estimated cost is \$96 million, inclusive of property acquisition costs and contingencies. The Government of Canada is contributing half of eligible costs up to a maximum of \$32.6 million under the Provincial-Territorial Infrastructure Component of the new Building Canada Fund. The Project completed in September 2020. Assets have been put into service and only trailing costs remain.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Improve safety for all road users.</li> <li>• Reduce congestion and improve travel times through a key corridor.</li> <li>• Support transit use, cycling and other alternatives to single occupant vehicles.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• This project is substantially complete. No significant risks remain.</li> </ul>				
<b>Highway 7 Corridor Improvements</b>	2020	70	0	70
<p><b>Objective:</b> Improve safety, capacity and mobility on Highway 7 between the City of Pitt Meadows and the District of Mission including: a right turn extension at Harris Road (Pitt Meadows); safety improvements from 222nd Street to Kanaka Way (<u>Haney Bypass-Maple Ridge</u>); and four-laning from <u>Silverdale Avenue to Nelson Street</u> (Mission).</p> <p><b>Costs:</b> Total project cost is estimated at \$70 million including a \$22 million contribution under the Provincial-Territorial Infrastructure Component of the new Building Canada Fund. The Project completed in 2020. Only trailing costs remains.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Address key safety issues along Highway 7.</li> <li>• Improve capacity constraints between the District of Mission and the City of Pitt Meadows.</li> <li>• Support the Province’s commitment to provide a continuous divided four-lane corridor from Mission to Pitt Meadows.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• This project is substantially complete. No significant risks remain.</li> </ul>				

Major Capital Projects (over \$50 million)	Targeted Year of Completion	Project Cost to Dec 31, 2020 (\$m)	Estimated Cost to Complete (\$m)	Approved Anticipated Total Cost (\$m)
<u>Highway 99 – 10 Mile Slide</u>	2021	45	15	60
<p><b>Objective:</b> Long-term stabilization of the Ten Mile Slide, approximately 17 kilometres northeast of Lillooet and located within Xaxli'p's Fountain Reserve 1A.</p> <p><b>Costs:</b> The estimated cost is \$60 million, which includes planning, engineering, construction, mitigation, site supervision, First Nations accommodation and contingency. Phase 2, the main stabilization contract, commenced construction in September 2019 and is on schedule for completion in 2021.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Improve safety and reliability.</li> <li>• Maintain direct connection between Lillooet and Kamloops.</li> <li>• Maintain community connectivity and cohesiveness for the Xaxli'p community.</li> <li>• Respond to requests for a long-term solution dating back to the mid-1990s.</li> <li>• Limit future costs associated with extraordinary maintenance and stabilization measures.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Geotechnical conditions (ongoing slide movement).</li> <li>• Managing traffic during construction.</li> <li>• Impacts to the Xaxli'p Fountain Reserve 1A.</li> <li>• Archaeological finds.</li> <li>• Construction claims.</li> </ul>				
<u>Highway 1 – Lower Lynn Corridor Improvements</u>	2021	159	39	198
<p><b>Objective:</b> Construction of replacement structures over Highway 1 at Mountain Highway, and Keith Road and Main Street/Dollarton Highway as well as municipal improvements on Keith Road/Bridge. The Project also includes the construction of two westbound collector-distributor lanes and the construction of two new structures on either side of the existing Highway 1 Lynn Creek Bridge.</p> <p><b>Costs:</b> The estimated cost is \$198 million, inclusive of property acquisition costs and contingencies with contributions from other parties totalling \$121 million.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Improve safety for all road users.</li> <li>• Reduce congestion and improve travel times through a key corridor.</li> <li>• Support community connectivity.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Utility relocations.</li> <li>• Managing traffic during construction.</li> </ul>				

Major Capital Projects (over \$50 million)	Targeted Year of Completion	Project Cost to Dec 31, 2020 (\$m)	Estimated Cost to Complete (\$m)	Approved Anticipated Total Cost (\$m)
<u>Highway 1 – Illecillewaet Four-Laning and Brake Check</u>	2021	41	44	85
<p><b>Objective:</b> The Illecillewaet Four-Laning and Brake Check Improvement Project is part of the Trans-Canada Highway program that supports the provincial commitment to accelerate upgrades to the Alberta border and is the first project to be delivered under the Community Benefits Agreement. The Project scope includes providing approximately 2 kilometres of four-lane highway to increase vehicle storage during winter closures and to improve passing opportunities, expanding the existing brake check area to allow for 15 trucks and accommodation of eastbound traffic turn-around to enable trucks and cars in the event of a road closure.</p> <p><b>Costs:</b> The estimated project cost is \$85.2 million and is cost shared with the federal government, which is contributing \$15.5 million. The estimated total project cost includes engineering, construction, First Nations consultation, archaeology, and project management.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Improve safety, mobility and reliability.</li> <li>• Improve travel speeds and relieved congestion, which will reduce driver frustration and improve safety.</li> <li>• Improve capacity and safety for queued vehicles and reduced traveller delay due to highway closures during winter storm and avalanche control events.</li> <li>• Improve brake check safety and capacity.</li> <li>• Provide an opportunity for vehicles to safely turn around in the event of extended highway closures.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Geotechnical conditions.</li> <li>• Environmental impacts.</li> </ul>				
<u>Highway 14 Corridor Improvements</u>	2022	18	59	77
<p><b>Objective:</b> To enhance safety, introduce opportunities for travel time savings and promote mobility options and transit use to help build a stronger local and regional economy. These objectives will be met by resurfacing and shoulder widening 10 kilometres of Highway 14 between Otter Point Road (west) and Woodhaven Road, and by realigning and four laning with median division over 1.5 kilometres of the highway generally between Connie Road and Glinz Lake Road, including an underpass sideroad connection to Gillespie Road that includes a new Park and Ride transit facility.</p> <p><b>Costs:</b> \$76.7 million total Capital cost made up of \$29 million in funding from the Government of Canada, and \$47.7 million in Provincial funding.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Mobility improvements via the introduction of wider paved shoulders for cyclists and improved sideroad connections and the new Park and Ride transit facility.</li> <li>• Safety improvements via wider paved shoulders, better surface conditions, straighter alignments, intersection upgrades, median barrier division, channelization and lighting.</li> <li>• Reliability improvements as a result of the safety benefits associated with reduced collisions and associated highway closures, as well as new passing opportunities.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Environmental and geotechnical.</li> <li>• Properties.</li> <li>• Construction and Traffic Management.</li> </ul>				

Major Capital Projects (over \$50 million)	Targeted Year of Completion	Project Cost to Dec 31, 2020 (\$m)	Estimated Cost to Complete (\$m)	Approved Anticipated Total Cost (\$m)
West Fraser Road Flood Recovery	2023	7	96	103
<p><b>Objective:</b> Reconstruct 5.6 kilometres of two-lane West Fraser Road on a new alignment that by-passes a closed eroded section that was washed out in 2018 and is located in an active landslide area. A new bridge will be constructed over Narcosli Creek along a new alignment. This project will improve the connectivity of local Indigenous and non-Indigenous communities in the area by eliminating the need to take a substantial detour which has been in place since the closure.</p> <p><b>Costs:</b> The estimated cost is \$103.4 million, and the Project is eligible for reimbursements from the Government of Canada through the Disaster Financial Assistance Arrangements (DFAA).</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Improves travel time and reliability for residents affected by the detour.</li> <li>• Better connects Indigenous communities that are separated by the closure.</li> <li>• Improves the ability for local industries to get their goods and resources to their destinations.</li> <li>• Improves safety of all road users through lower collision risk.</li> <li>• Avoids active slides and rockfall areas.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Geotechnical conditions.</li> <li>• Archeological finds.</li> <li>• Potential for changed conditions during construction.</li> <li>• Potential for flooding in Narcosli Creek drainage area.</li> </ul>				



Major Capital Projects (over \$50 million)	Targeted Year of Completion	Project Cost to Dec 31, 2020 (\$m)	Estimated Cost to Complete (\$m)	Approved Anticipated Total Cost (\$m)
Highway 1 - Chase Four Laning	2023	36	184	220
<p><b>Objective:</b> Upgrading approximately 4.9 kilometres of the Trans-Canada Highway to increase safety and capacity by expanding narrow two-lane sections, constructing safer access points to local communities and promoting safer pedestrian and cycling inter-community access.</p> <p><b>Costs:</b> Estimated project cost is \$220 million, with the Government of Canada contributing \$12.1 million under the Provincial-Territorial Component of the new Building Canada Fund. The Chase Four Laning project is composed of the following phases:</p> <ul style="list-style-type: none"> <li>• Phase one, Chase Creek Road to Chase West, will be completed in fall 2023</li> <li>• Phase two, Chase West to Chase Creek Bridge, will be ready for tender in February 2021 and completed in fall 2023</li> <li>• Phase 3, Hoffman's Bluff to Chase West has released the associated federal funding and been removed from the Chase Four Laning project to allow for additional consultation with the Neskonalith Indian Band. The Ministry is continuing with the detailed design process, determining the property requirements and working closely with the Neskonalith Indian Band to address any concerns and impacts the design could have on the band.</li> </ul> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Improve safety, mobility and reliability of this section of Highway 1 for all road users.</li> <li>• Better capacity on a vital transportation link between British Columbia and the rest of Canada, supporting regional, provincial and national economic growth.</li> <li>• Improves intersections and accesses for local residents of the Village of Chase and Indigenous communities.</li> <li>• Improves pedestrian and cyclist accommodation for the communities.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Potential additional costs related to completing property acquisition.</li> <li>• Potential cost increase and delays related to evaluation of scope change requests following stakeholder input.</li> <li>• Potential for changed conditions during construction.</li> </ul>				

Major Capital Projects (over \$50 million)	Targeted Year of Completion	Project Cost to Dec 31, 2020 (\$m)	Estimated Cost to Complete (\$m)	Approved Anticipated Total Cost (\$m)
<u>Highway 91-Highway 17 Deltaport Way Corridor</u>	2023	93	167	260
<p><b>Objective:</b> A combination of improvements to the existing Highway 91, Highway 17, Highway 91 Connector and Deltaport Way to improve travel safety and efficiency. These upgrades will improve local and commercial travel in the area and reduce conflicts between commercial vehicles and other traffic. They also complement the Alex Fraser Bridge improvements and 72nd Avenue Interchange projects.</p> <p><b>Costs:</b> The estimated cost is \$260 million, with the Government of Canada contributing \$81.7 million, the Port of Vancouver \$87.5 million, the Province of B.C. \$87.5 million, and the Tsawwassen First Nation \$3.5 million.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Reduce congestion to improve travel time and reliability through Delta.</li> <li>• Improve traffic safety for goods movers and the travelling public, with lowered collision risk and better operating hours at the Nordel commercial inspection facility.</li> <li>• Support community and economic development, with better access to employment areas, faster access between South Delta and North Delta/Surrey, improved cycling connections, and improved permitting and inspection service for commercial vehicle operators.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Geotechnical conditions.</li> <li>• Traffic management during construction.</li> <li>• Archeological finds.</li> <li>• Utility relocations.</li> </ul>				
<u>Highway 1 – Salmon Arm West</u>	2023	43	112	155
<p><b>Objective:</b> Upgrade 3.2 kilometres of the Trans-Canada Highway to four lanes to improve safety, mobility and reliability on this key section of the corridor. The Project includes four-laning, intersection improvements, replacement of Salmon River Bridge, construction of an interchange with frontage road connections at 1st Avenue SW, construction of frontage roads to consolidate access to and from Highway 1, and a multi-use pathway for pedestrians, cyclists and other non-motorized users. Includes up to four intersections, a new bridge across the Salmon River, a new interchange, and approximately four kilometres of frontage roads.</p> <p><b>Costs:</b> The current estimate is \$155 million including a \$31.24 million Government of Canada contribution under the Provincial-Territorial Infrastructure Component of the new Building Canada Fund. The Project is composed of two segments and will be delivered in two phases. The first phase, from 1st Avenue SW to 10th Avenue SW, was tendered 2020.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Improve the safety, mobility and reliability of the Trans-Canada Highway corridor.</li> <li>• Improve safety for the City of Salmon Arm, local Indigenous community members and the surrounding area with improvements to intersections and accesses.</li> <li>• Improve pedestrian and cyclist accommodation with construction of a multi-use pathway that will integrate with the community trail networks.</li> <li>• Mitigate impacts of projects on Indigenous interests including archaeological, environmental and cultural interests.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Archaeological impacts.</li> <li>• Potential additional costs or delays related to completing property acquisition.</li> <li>• Disposition of the existing Salmon River Bridge to the City of Salmon Arm.</li> </ul>				

Major Capital Projects (over \$50 million)	Targeted Year of Completion	Project Cost to Dec 31, 2020 (\$m)	Estimated Cost to Complete (\$m)	Approved Anticipated Total Cost (\$m)
<u>Highway 1 – Quartz Creek Bridge Replacement</u>	2023	10	111	121
<p><b>Objective:</b> Upgrading approximately 4.4 kilometres of the Trans Canada Highway to four lanes, including a replacement of the existing Quartz Creek bridge, a new bridge structure to replace the existing Wiseman Stream Culvert (culvert buried under 30 metres of highway fill), and access improvements to forest service roads.</p> <p><b>Costs:</b> Approved project budget is \$121.4 million, with the Government of Canada contributing \$49.9 million under the Provincial-Territorial Infrastructure Component of the new Building Canada Fund.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Improve safety, mobility, and reliability for all users on this section of the Trans Canada Highway.</li> <li>• Increase capacity on a vital transportation link between British Columbia and the rest of Canada, supporting regional, provincial, and national economic growth.</li> <li>• Improve safety for accessing forest service roads.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Third party agreements.</li> <li>• Schedule delays.</li> <li>• Geotechnical conditions.</li> </ul>				
<u>Kootenay Lake Ferry Service Upgrade</u>	2023	7	78	85
<p><b>Objective:</b> To replace the aging MV Balfour with a new, larger electric-ready ferry; as well as improve safety and accessibility at both ferry terminals (Balfour and Kootenay Bay).</p> <p><b>Costs:</b> The approved project budget is \$84.7 million. The project is cost shared between the provincial and federal governments. Federal funding of \$17.2 million is being provided through the New Building Canada Fund – Provincial-Territorial Infrastructure Component.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Provide service continuity after the retirement of MV Balfour.</li> <li>• Improve capacity to meet demand during summer peaks.</li> <li>• Reduce GHG emissions.</li> <li>• Improve traffic flow in/out of both ferry terminals (Balfour and Kootenay Bay).</li> <li>• Improve safety and accessibility for motorists and pedestrians using the terminal.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Project delays may impact ferry service.</li> <li>• Vessel assembly in a remote location.</li> <li>• Archaeological and geotechnical conditions.</li> <li>• Market conditions may impact project pricing and vessel delivery]</li> </ul>				

Major Capital Projects (over \$50 million)	Targeted Year of Completion	Project Cost to Dec 31, 2020 (\$m)	Estimated Cost to Complete (\$m)	Approved Anticipated Total Cost (\$m)
Highway 1 – RW Bruhn Bridge	2023	23	202	225
<p><b>Objective:</b> The R.W. Bruhn Bridge and Approaches Project supports the provincial commitment to accelerate Highway 1 upgrades to the Alberta border, and addresses the immediate needs of the aging bridge infrastructure and associated safety, mobility and reliability issues. The project scope includes four-laning approximately 1.98 kilometres of Highway 1 and replacing the R.W. Bruhn Bridge. The Project extends approximately 2.5 kilometres and includes at-grade intersection improvements at Old Sicamous Road, Old Spallumcheen Road, Gill Avenue and Silver Sands Road. The scope also includes a new multi-use path to increase safety for pedestrians and cyclists.</p> <p><b>Costs:</b> The estimated project cost is \$224.5 million. The project is cost shared between the provincial and federal governments with a federal contribution of \$91.1 million and a provincial contribution of \$133.4 million. Federal funding is being provided through the new Building Canada Fund. The estimated total project cost includes engineering, construction, land acquisition, First Nations consultation, archaeology, and project management.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Improve safety and traffic flow along the Trans-Canada Highway corridor.</li> <li>• Replace aging R.W. Bruhn Bridge.</li> <li>• Improve safety of local road connections at the Trans-Canada Highway.</li> <li>• Enhance safety for pedestrians and cyclists along the Trans-Canada Highway corridor.</li> <li>• Continue collaboration with Indigenous people and government on opportunities and accommodation.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Archeological finds.</li> <li>• Potential costs and schedule delay with property acquisition completion.</li> <li>• Geotechnical conditions.</li> </ul>				

Major Capital Projects (over \$50 million)	Targeted Year of Completion	Project Cost to Dec 31, 2020 (\$m)	Estimated Cost to Complete (\$m)	Approved Anticipated Total Cost (\$m)
Pattullo Bridge Replacement	2024	263	1,114	1,377
<p><b>Objective:</b> A new four-lane bridge that meets current seismic and road design standards and provides a safe and reliable crossing for vehicles, pedestrians and cyclists and network connections in Surrey and New Westminster.</p> <p><b>Costs:</b> The estimated cost is \$1.377 billion which includes planning, engineering, construction, site supervision, property acquisition, regulatory approvals, removal of the existing Pattullo Bridge and contingency. The estimated cost includes both capitalized and expensed costs. The new bridge is expected to open in 2024. The removal of the existing bridge will occur after the new bridge is in service.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Improve safety for drivers.</li> <li>• Improve seismic resiliency and emergency response capability.</li> <li>• Improve regional connectivity.</li> <li>• Improve the movement of goods.</li> <li>• Provide safer corridors for pedestrians and cyclists.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Managing traffic during construction.</li> <li>• Managing archeological impacts.</li> <li>• Permitting/regulatory processes.</li> <li>• Utility relocations.</li> <li>• Coordinating rail interface.</li> <li>• Third party agreements.</li> <li>• Geotechnical conditions.</li> </ul>				

Major Capital Projects (over \$50 million)	Targeted Year of Completion	Project Cost to Dec 31, 2020 (\$m)	Estimated Cost to Complete (\$m)	Approved Anticipated Total Cost (\$m)
Highway 1 – 216 <sup>th</sup> to 264 <sup>th</sup> Street Widening	2024	13	222	235
<p><b>Objective:</b> Construction Extension of 10 kilometres of High Occupancy Vehicle (HOV) lanes in both directions of the Trans Canada Highway between 216th and 264th streets in Langley. The project will include a new interchange at 232nd Street; the replacement of Glover Road Underpass and the CP Rail Underpass and a west bound truck climbing lane between 232nd and 216th streets and a parking lot for up to 150 commercial vehicles and 45 passenger vehicles.</p> <p><b>Costs:</b> The approved project budget is \$235 million, with the Government of Canada contributing half of eligible costs up to a maximum of \$109 million under the Provincial-Territorial Infrastructure Component of the new Building Canada Fund. The Township of Langley is contributing up to \$27.1 million for the 232nd interchange component.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Improve safety for all road users.</li> <li>• Reduce congestion and improve travel times through a key corridor.</li> <li>• Support HOV use.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Geotechnical conditions.</li> <li>• Archeological impacts.</li> <li>• Environmental impacts and contaminated soils.</li> <li>• Replacement of the Canadian Pacific Railway crossing of Highway 1 while keeping rail container traffic moving along the Roberts Banks Rail Corridor.</li> <li>• Maintaining adequate traffic flow during construction may require temporary works and development of comprehensive traffic control plans.</li> </ul>				
Highway 1 – Kicking Horse Canyon Phase 4	2024	90	511	601
<p><b>Objective:</b> Upgrade the final 4.8 kilometres of the Kicking Horse Canyon section of the Trans-Canada Highway to a modern, four-lane standard, completing the corridor improvements from the junction of Highway 95 at Golden to the western boundary of Yoho National Park. This portion of the Trans-Canada Highway serves as a gateway between British Columbia and the rest of North America and is a key part of the province's inter-provincial trade, tourism and resource economies. The first three phases of the project have been completed and are now in operation.</p> <p><b>Costs:</b> The current estimate for Phase 4 is \$601 million. The Government of Canada is contributing \$215.2 million under the National Infrastructure Component of the new Building Canada Fund.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Increase the safety, reliability and capacity on a critical provincial and national gateway.</li> <li>• Strengthen economic development through increased tourism and efficient movement of goods and services.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Challenging climatic and geographic conditions.</li> <li>• Traffic management during construction.</li> </ul>				

Major Capital Projects (over \$50 million)	Targeted Year of Completion	Project Cost to Dec 31, 2020 (\$m)	Estimated Cost to Complete (\$m)	Approved Anticipated Total Cost (\$m)
Broadway Subway	2025	365	2,462	2,827
<p><b>Objective:</b> The proposed project is a 5.7-kilometre extension of the existing Millennium Line along Broadway from VCC Clark station, entering a 5-kilometre tunnel at the Great Northern Way campus and continuing as a subway to Arbutus Street. Six underground stations will be built: one at the Great Northern Way campus, and five along Broadway Avenue (Main Street, Cambie Street, Oak Street, Granville Street and Arbutus Street). Upon completion, it will be fully integrated into the regional transportation network and operated by TransLink.</p> <p><b>Costs:</b> The Broadway Subway Project will cost \$2,827 million and will be funded through contributions of \$1,830 million from the Government of British Columbia, \$897 million from the Federal Government and \$100 million from the City of Vancouver. The Project is a key part of the rapid transit program in Metro Vancouver's Mayors' Council 10-Year Vision, Phase 2. The Vision is funded by the governments of B.C. and Canada, TransLink, and local municipalities.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Provide faster, convenient and more reliable transit service.</li> <li>• Improve transportation options and economic development potential.</li> <li>• Connect communities and regional destinations and fill the gap in the regional transit network.</li> <li>• Help meet future needs by keeping people and goods moving and supporting a growing economy.</li> <li>• Support environmentally friendly transportation options.</li> <li>• Improve regional affordability and access to the Broadway Corridor.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Traffic management during construction.</li> <li>• Geotechnical Conditions.</li> <li>• Third Party Agreements.</li> <li>• Future expandability.</li> <li>• Utility relocations</li> </ul>				

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

As of March 31, 2021, the Minister of Transportation and Infrastructure is responsible and accountable for the following:

### BC Transit

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

### BC Container Trucking Commissioner

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

### Passenger Transportation Board

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

### Transportation Investment Corporation (TI Corp)

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



## Appendix B: Non-Reporting Crowns

### BC Transportation Financing Authority (BCTFA)

#### **Organizational Overview:**

The BC Transportation Financing Authority (BCTFA) was established in 1993 as a Crown corporation operating under the *Transportation Act* with a mandate to plan, acquire, construct, hold, improve or operate transportation infrastructure throughout B.C. The BCTFA owns all provincial highways and land held for construction of future transportation infrastructure. However, administration, regulatory responsibility and operational authority for management of highways, as set out in the *Transportation Act*, are the responsibility of the Minister and the Ministry of Transportation and Infrastructure. The BCTFA has no dedicated staff. Management is provided by staff at the Ministry of Transportation and Infrastructure.

#### **Corporate Governance:**

The Minister of Transportation and Infrastructure is the Minister responsible for the BCTFA and the sole member of the Board of Directors. The Deputy Minister of the Ministry of Transportation and Infrastructure is appointed as the Chief Executive Officer and is responsible for the business and operations of the BCTFA.

The BCTFA has two subsidiaries: Transportation Investment Corporation (TI Corp); and the British Columbia Railway Company (BCRC).

#### **Financial Statements**

##### BCTFA Audited Financial Statements

##### BCTFA Statement of Operations

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

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

##### Strategies:

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

British Columbia Railway Company

**Organizational Overview:**

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

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

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

**Corporate Governance:**

BCRC's governance practices are in accordance with the best practices outlined in the BC Governance and Disclosure Guidelines for Governing Boards of British Columbia Public Sector Organizations, Board Resourcing and Development Office, February 2005.

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

**Goals and Strategies:**

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

**Key Strategies:**

- Conduct dispatching, train control and yard management in a manner that provides fair and equal access to Roberts Bank port terminals;
- Maintain railway track and infrastructure in compliance with standards acceptable to Technical Safety BC (formerly BC Safety Authority) and Transport Canada; and

- Maintain cooperative relationships with port terminal operators and neighbouring municipalities of Delta and Surrey.

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

**Key Strategies:**

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

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

**Key Strategies:**

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

## BC Transportation Financing Authority Statement of Operations

	2020/21 Forecast	2021/22 Budget	2022/23 Plan	2023/24 Plan
<b>Revenue (\$000)</b>				
Tax revenue <sup>1</sup> .....	425,000	441,500	444,500	432,500
Amortization of deferred contributions <sup>2</sup> ...	172,297	173,310	172,489	172,702
Other operating revenue <sup>3</sup> .....	35,265	41,330	46,932	33,170
<b>Total</b> .....	<b>632,562</b>	<b>656,140</b>	<b>663,921</b>	<b>638,372</b>
<b>Expenditures (\$000)</b>				
Highway Operations .....	682,006	723,760	696,227	728,848
Transit Programs .....	138,092	142,526	180,337	206,554
Ferry Operations .....	26,835	24,356	24,150	24,132
Other .....	129,367	136,847	141,514	153,688
Debt Servicing Costs <sup>4</sup> .....	410,405	447,448	493,133	561,891
<b>Total</b> .....	<b>1,386,705</b>	<b>1,474,937</b>	<b>1,535,361</b>	<b>1,675,113</b>
<b>Net Loss (\$000)</b>				
<b>Net operating loss</b> .....	<b>(754,143)</b>	<b>(818,797)</b>	<b>(871,440)</b>	<b>(1,036,741)</b>

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

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

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

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

## Resource Summary

Core Business Area	2020/21 Restated Estimates <sup>1</sup>	2021/22 Estimates <sup>2</sup>	2022/23 Plan	2023/24 Plan
<b>Operating Expenses (\$000)<sup>3</sup></b>				
<b>Transportation and Infrastructure Improvements</b> .....	16,524	16,848	16,848	16,848
<b>Public Transportation<sup>4</sup></b> .....	350,702	360,812	360,812	360,812
<b>Highway Operations</b> .....	545,541	553,951	553,951	553,951
<b>Commercial Transportation Regulation</b> .....	3,387	3,456	3,456	3,456
<b>Executive and Support Services</b> .....	13,220	13,881	13,889	13,904
<b>Total</b> .....	<b>929,374</b>	<b>948,948</b>	<b>948,956</b>	<b>948,971</b>
<b>Ministry Capital Expenditures (Consolidated Revenue Fund) (\$000)</b>				
<b>Highway Operations</b> .....	5,383	3,506	2,421	2,421
<b>Total</b> .....	<b>5,383</b>	<b>3,506</b>	<b>2,421</b>	<b>2,421</b>

<sup>1</sup> For comparative purposes, the amounts shown for 2020/21 have been restated to be consistent with the presentation of the 2021/22 Estimates.

<sup>2</sup> Further information on program funding and vote recoveries is available in the [Estimates and Supplement to the Estimates](#).

<sup>3</sup> Operating expenses are reported net of funding from external sources, primarily the BC Transportation Financing Authority.

<sup>4</sup> Public Transportation operating expenses include government contributions towards public transit and coastal ferry services.

## MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

The mission of the Ministry of Transportation and Infrastructure is to create an integrated and safe transportation network that incorporates all modes of transport, reflects regional priorities, and provides a strong foundation for economic growth; and to maintain and improve the provincial highway system, ensuring the safe and efficient movement of people and goods provincially, nationally, and internationally.

### MINISTRY SUMMARY

(\$000)

	Estimates 2020/21 <sup>1</sup>	Estimates 2021/22
<b>VOTED APPROPRIATION</b>		
Vote 43 — Ministry Operations.....	929,374	948,948
<b>OPERATING EXPENSES</b>	<u>929,374</u>	<u>948,948</u>
<b>CAPITAL EXPENDITURES<sup>2</sup></b>	5,383	3,506
<b>LOANS, INVESTMENTS AND OTHER REQUIREMENTS<sup>3</sup></b>	—	—
<b>REVENUE COLLECTED FOR, AND TRANSFERRED TO, OTHER ENTITIES<sup>4</sup></b>	—	—

#### NOTES

<sup>1</sup> For comparative purposes, figures shown for the 2020/21 operating expenses; capital expenditures; loans, investments and other requirements; and revenue collected for, and transferred to, other entities are restated to be consistent with the presentation of the 2021/22 *Estimates*. A reconciliation of restated operating expenses and capital expenditures resulting from transfers between ministries is presented in Schedule A.

<sup>2</sup> A listing of estimated capital expenditures by ministry is presented in Schedule C.

<sup>3</sup> A summary of loans, investments and other requirements by ministry is presented in Schedule D.

<sup>4</sup> A summary of revenue collected for, and transferred to, other entities by ministry is presented in Schedule E.

## MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

## SUMMARY BY CORE BUSINESS

(\$000)

	2020/21	2021/22 ESTIMATES		
<b>OPERATING EXPENSES</b>	Net	Gross	External Recoveries	Net
<b>Core Business</b>				
Transportation and Infrastructure Improvements.....	16,524	1,844,001	(1,827,153)	16,848
Public Transportation.....	350,702	1,167,304	(806,492)	360,812
Highway Operations.....	545,541	672,161	(118,210)	553,951
Commercial Transportation Regulation.....	3,387	4,434	(978)	3,456
Executive and Support Services.....	13,220	23,637	(9,756)	13,881
<b>TOTAL OPERATING EXPENSES .....</b>	<b>929,374</b>	<b>3,711,537</b>	<b>(2,762,589)</b>	<b>948,948</b>
<b>CAPITAL EXPENDITURES</b>	Capital Expenditures	Capital Expenditures	Receipts and P3 Liabilities	Net
<b>Core Business</b>				
Highway Operations.....	5,383	3,506	—	3,506
<b>TOTAL .....</b>	<b>5,383</b>	<b>3,506</b>	<b>—</b>	<b>3,506</b>

## MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

## VOTE DESCRIPTIONS

(\$000)

Estimates  
2020/21Estimates  
2021/22

## VOTE 43 — MINISTRY OPERATIONS

This vote provides for the programs, operations, and other activities described in the voted appropriations under the following core businesses: Transportation and Infrastructure Improvements, Public Transportation, Highway Operations, Commercial Transportation Regulation, and Executive and Support Services.

## TRANSPORTATION AND INFRASTRUCTURE IMPROVEMENTS

## Voted Appropriations

Transportation Policy and Programs.....	7,446	13,522
Transportation Investments.....	1	1
Partnerships.....	1	1
Port and Airport Development.....	8,129	2,334
Enhancing Economic Development.....	947	990
	<u>16,524</u>	<u>16,848</u>

**Voted Appropriations Description:** This sub-vote provides for Transportation Policy and Programs, Transportation Investments, Partnerships, Port and Airport Development, and Enhancing Economic Development. Major activities include transportation and corporate policy, cross-government initiatives, service planning and performance measurement, the development of legislation, and highway planning; capital program development and monitoring; highway corridor investment strategies; quality management; access management; direction and management of projects; engineering, design, survey, construction, reconstruction, and land and property acquisition for provincial transportation assets and infrastructure; asset preservation, including roads and bridges; surfacing, rehabilitation, replacement, seismic retrofit, and safety improvements; rehabilitation of ferries and ferry landings; electrical installations and upgrades; minor roadwork; development and monitoring of public-private partnerships; land base and property management, including port and airport *Land Act* and other tenures; and managing funding to communities to build and improve infrastructure that contributes to their sustainable development. This sub-vote also provides for transfers to other parties to support transportation initiatives. Costs may be recovered from ministries, the BC Transportation Financing Authority and other Crown corporations, other levels of government, agencies, organizations, individuals, and private sector partners for activities described within this sub-vote.

## PUBLIC TRANSPORTATION

## Voted Appropriations

Public Transit.....	119,587	129,697
Coastal Ferry Services.....	231,115	231,115
	<u>350,702</u>	<u>360,812</u>

**Voted Appropriations Description:** This sub-vote provides for annual government contributions and payments towards Public Transit and Coastal Ferry Services, including costs incurred for providing public passenger and transportation services in, and between, various communities throughout the province. This sub-vote also includes provincial investments in transit capital infrastructure and operating expenses. Costs may be recovered from ministries, the BC Transportation Financing Authority and other Crown corporations, other levels of government, agencies, organizations, individuals, and private sector partners for activities described within this sub-vote.

## HIGHWAY OPERATIONS

## Voted Appropriations

Maintenance and Operations.....	507,098	514,773
Commercial Vehicle Safety and Enforcement.....	27,783	28,508
Inland Ferries.....	10,660	10,670
	<u>545,541</u>	<u>553,951</u>

**Voted Appropriations Description:** This sub-vote provides for Maintenance and Operations, Commercial Vehicle Safety and Enforcement, and Inland Ferries. Major activities include regional, district, and headquarters operations support; avalanche control; rock slope stabilization; traffic operations; development approvals; engineering; inspection station operations; the development, administration, and enforcement of commercial transport road safety programs and vehicle inspection and standards programs, truck licensing programs, passenger transportation services and operations; payments for maintenance of highways, roads, bridge structures, ferries, and tunnels; payments for pavement marking, electrical maintenance, and performance payments; the operation and maintenance of inland ferries and terminals and related infrastructure; and transfers to other parties. Costs may be recovered from ministries, the BC Transportation Financing Authority and other Crown corporations, other levels of government, agencies, organizations, individuals, and private sector partners for activities described within this sub-vote.



## MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

## VOTE DESCRIPTIONS

(\$000)

	Estimates 2020/21	Estimates 2021/22
<b>COMMERCIAL TRANSPORTATION REGULATION</b>		
<b>Voted Appropriations</b>		
Container Trucking Commissioner.....	1	1
Passenger Transportation Board.....	890	890
Passenger Transportation Branch.....	2,496	2,565
	<u>3,387</u>	<u>3,456</u>
<p><b>Voted Appropriations Description:</b> This sub-vote provides for the offices of the Container Trucking Commissioner, Passenger Transportation Board, and Passenger Transportation Branch and for costs associated with the administration of the <i>Container Trucking Act</i> and the <i>Passenger Transportation Act</i>. The Container Trucking Commissioner issues, audits, and enforces container trucking licences, sets container trucking rates, and oversees key drayage industry activities. The Passenger Transportation Board reviews and approves applications to operate inter-city buses and passenger-directed vehicles in British Columbia, and decides appeals on administrative sanctions imposed by the Registrar of Passenger Transportation. The Registrar of Passenger Transportation reviews and approves applications for passenger transportation operations, such as sightseeing buses and hotel and airport shuttles, which are not adjudicated by the Board. The Passenger Transportation Branch verifies safety requirements, conducts investigations, when required, and in cooperation with other programs and agencies, provides overall provincial coordination and direction for enforcement and compliance activities against both licensed and unlicensed operators. This sub-vote also provides for transfers to other parties to support passenger transportation programs. Costs may be recovered from ministries, other levels of government, agencies, organizations, individuals, and private sector partners for activities described within this sub-vote.</p>		
<b>EXECUTIVE AND SUPPORT SERVICES</b>		
<b>Voted Appropriations</b>		
Ministers' Offices.....	622	1,003
Corporate Services.....	12,598	12,878
	<u>13,220</u>	<u>13,881</u>
<p><b>Voted Appropriations Description:</b> This sub-vote provides for the office of the Minister of Transportation and Infrastructure and the Minister of State for Infrastructure; the deputy minister's office; and services to support program delivery, including finance, administration, strategic human resources, information technology and management, oversight of Crown corporations, and facilities management. Costs may be recovered from ministries, the BC Transportation Financing Authority and other Crown corporations, other levels of government, agencies, organizations, individuals, and private sector partners for activities described within this sub-vote.</p>		
<b>VOTE 43 — MINISTRY OPERATIONS</b>	<b>929,374</b>	<b>948,948</b>

## MINISTRY GROUP ACCOUNT CLASSIFICATION SUMMARY

## GROUP ACCOUNT CLASSIFICATION

Salaries and Benefits .....	147,239	150,305
Operating Costs .....	2,877,204	3,233,793
Government Transfers .....	358,169	340,183
Other Expenses .....	1,156	1,165
Internal Recoveries .....	(13,683)	(13,909)
External Recoveries .....	(2,440,711)	(2,762,589)
<b>TOTAL OPERATING EXPENSES.....</b>	<b>929,374</b>	<b>948,948</b>

# MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

(\$000)

## VOTE 43 Ministry Operations

Description	Total 2020/21 Operating Expenses	50	51	52	54	Total Salaries and Benefits	55	57	59	60	63	65	67	68	69
<b>Transportation and Infrastructure Improvements</b>	<b>16,524</b>	<b>59,621</b>	<b>102</b>	<b>15,145</b>	—	<b>74,868</b>	—	<b>5,503</b>	<b>4,679</b>	<b>236,008</b>	<b>3,811</b>	<b>2,171</b>	—	<b>10</b>	<b>157,981</b>
Transportation Policy and Programs	7,446	3,063	1	779	—	3,843	—	51	—	100	8	87	—	—	—
Transportation Investments	1	50,124	76	12,731	—	62,931	—	5,230	4,250	232,311	3,626	1,933	—	8	155,460
Partnerships	1	2,219	—	564	—	2,783	—	95	387	3,260	38	36	—	2	2,521
Port and Airport Development	8,129	1,696	25	431	—	2,152	—	45	10	38	20	65	—	—	—
Enhancing Economic Development	947	2,519	—	640	—	3,159	—	82	32	299	119	50	—	—	—
<b>Public Transportation</b>	<b>350,702</b>	<b>3,493</b>	<b>7</b>	<b>887</b>	—	<b>4,387</b>	—	<b>121</b>	<b>539</b>	<b>62,211</b>	<b>174</b>	<b>135</b>	—	—	<b>257,526</b>
Public Transit	119,587	3,493	7	887	—	4,387	—	121	539	62,211	174	135	—	—	14,462
Coastal Ferry Services	231,115	—	—	—	—	—	—	—	—	—	—	—	—	—	243,064
<b>Highway Operations</b>	<b>545,541</b>	<b>37,828</b>	<b>1,647</b>	<b>9,782</b>	—	<b>49,257</b>	—	<b>1,624</b>	<b>4,154</b>	<b>2,014</b>	<b>7,309</b>	<b>1,141</b>	—	<b>248</b>	<b>531,270</b>
Maintenance and Operations	507,098	19,094	1,442	5,024	—	25,560	—	972	4,154	1,920	6,034	795	—	58	500,635
Commercial Vehicle Safety and Enforcement	27,783	18,095	205	4,596	—	22,896	—	632	—	15	1,271	335	—	190	153
Inland Ferries	10,660	639	—	162	—	801	—	20	—	79	4	11	—	—	30,482
<b>Commercial Transportation Regulation</b>	<b>3,387</b>	<b>2,671</b>	<b>7</b>	<b>678</b>	—	<b>3,356</b>	<b>185</b>	<b>94</b>	<b>50</b>	<b>407</b>	<b>50</b>	<b>80</b>	—	<b>1</b>	<b>10</b>
Container Trucking Commissioner	1	410	—	104	—	514	—	53	50	226	15	35	—	—	10
Passenger Transportation Board	890	392	—	100	—	492	185	13	—	181	14	5	—	1	—
Passenger Transportation Branch	2,496	1,869	7	474	—	2,350	—	28	—	—	21	40	—	—	—
<b>Executive and Support Services</b>	<b>13,220</b>	<b>14,557</b>	<b>22</b>	<b>3,763</b>	<b>95</b>	<b>18,437</b>	—	<b>386</b>	<b>4</b>	<b>2,181</b>	<b>3,600</b>	<b>594</b>	—	<b>5</b>	<b>1</b>
Ministers' Offices	622	591	7	188	95	881	—	74	—	—	10	38	—	—	—
Corporate Services	12,598	13,966	15	3,575	—	17,556	—	312	4	2,181	3,590	556	—	5	1
<b>Total</b>	<b>929,374</b>	<b>118,170</b>	<b>1,785</b>	<b>30,255</b>	<b>95</b>	<b>150,305</b>	<b>185</b>	<b>7,728</b>	<b>9,426</b>	<b>302,821</b>	<b>14,944</b>	<b>4,121</b>	—	<b>264</b>	<b>946,788</b>



70	72	73	75	Total Operating Costs	77	79	80	Total Govt Transfers	81	83	85	Total Other Expenses	86	88	Total Internal Recoveries	89	90	Total External Recoveries	Total 2021/22 Operating Expenses
52,107	1,269,759	9,865	854	1,742,748	—	—	25,960	25,960	—	—	426	426	—	(1)	(1)	(1,719,161)	(107,992)	(1,827,153)	16,848
—	—	—	—	246	—	—	10,265	10,265	—	—	13	13	—	—	—	(845)	—	(845)	13,522
52,103	1,257,904	9,865	10	1,722,700	—	—	12,770	12,770	—	—	285	285	—	(1)	(1)	(1,691,474)	(107,210)	(1,798,684)	1
4	10,148	—	844	17,335	—	—	—	—	—	—	105	105	—	—	—	(19,656)	(566)	(20,222)	1
—	—	—	—	178	—	—	2,925	2,925	—	—	4	4	—	—	—	(2,925)	—	(2,925)	2,334
—	1,707	—	—	2,289	—	—	—	—	—	—	19	19	—	—	—	(4,261)	(216)	(4,477)	990
1	539,933	—	—	860,640	—	—	314,223	314,223	—	—	4	4	—	(11,950)	(11,950)	(685,564)	(120,928)	(806,492)	360,812
1	539,933	—	—	617,576	—	—	314,223	314,223	—	—	4	4	—	(1)	(1)	(685,564)	(120,928)	(806,492)	129,697
—	—	—	—	243,064	—	—	—	—	—	—	—	—	—	(11,949)	(11,949)	—	—	—	231,115
2,809	66,143	5,047	619	622,378	—	—	—	—	—	—	527	527	—	(1)	(1)	(115,142)	(3,068)	(118,210)	553,951
127	66,143	3,969	271	585,078	—	—	—	—	—	—	310	310	—	(1)	(1)	(94,414)	(1,760)	(96,174)	514,773
2,682	—	1,078	348	6,704	—	—	—	—	—	—	216	216	—	—	—	—	(1,308)	(1,308)	28,508
—	—	—	—	30,596	—	—	—	—	—	—	1	1	—	—	—	(20,728)	—	(20,728)	10,670
13	—	100	75	1,065	—	—	—	—	—	—	14	14	—	(1)	(1)	—	(978)	(978)	3,456
—	—	—	75	464	—	—	—	—	—	—	—	—	—	—	—	—	(977)	(977)	1
—	—	—	—	399	—	—	—	—	—	—	1	1	—	(1)	(1)	—	(1)	(1)	890
13	—	100	—	202	—	—	—	—	—	—	13	13	—	—	—	—	—	—	2,565
—	—	1	190	6,962	—	—	—	—	—	—	194	194	—	(1,956)	(1,956)	(9,384)	(372)	(9,756)	13,881
—	—	—	—	122	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,003
—	—	1	190	6,840	—	—	—	—	—	—	194	194	—	(1,956)	(1,956)	(9,384)	(372)	(9,756)	12,878
54,930	1,875,835	15,013	1,738	3,233,793	—	—	340,183	340,183	—	—	1,165	1,165	—	(13,909)	(13,909)	(2,529,251)	(233,338)	(2,762,589)	948,948

# MINISTRY SUMMARY

(\$000)

	Restated Estimates 2020/21	Estimates 2021/22	Increase (Decrease)	Variance Explanations
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## VOTED APPROPRIATION

Cabinet Confidences; Advice/Recommendations; Government Financial Information

Vote 43 - Ministry Operations	929,374	948,948	19,574
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CAPITAL EXPENDITURES	5,383	3,506	(1,877)
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LOANS, INVESTMENTS AND OTHER REQUIREMENTS	-	-	-
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REVENUE COLLECTED FOR, & TRANSFERRED TO, OTHER ENTITIES	-	-	-
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# MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

## CORE BUSINESS SUMMARY

(\$000)

OPERATING EXPENSES	Restated Estimates 2020/21	Estimates 2021/22	Increase (Decrease)	Variance Explanations
<b>Core Business</b>				
Transportation and Infrastructure Improvements	16,524	16,848	324	Cabinet Confidences; Advice/Recommendations; Government Financial Information
Public Transportation	350,702	360,812	10,110	
Highway Operations	545,541	553,951	8,410	
Commercial Transportation Regulation	3,387	3,456	69	
Executive and Support Services	13,220	13,881	661	
<b>TOTAL OPERATING EXPENSE</b>	<b>929,374</b>	<b>948,948</b>	<b>19,574</b>	
<b>CAPITAL EXPENDITURES</b>				
<b>Core Business</b>				
Highway Operations	5,383	3,506	(1,877)	
<b>TOTAL CAPITAL EXPENDITURES</b>	<b>5,383</b>	<b>3,506</b>	<b>(1,877)</b>	



# MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

## OPERATING EXPENSE BY CORE BUSINESS

(\$000)

<b>Voted Appropriations</b>	<b>Restated Estimates 2020/21</b>	<b>Estimates 2021/22</b>	<b>Increase (Decrease)</b>	<b>Variance Explanations</b>
<b>TRANSPORTATION AND INFRASTRUCTURE IMPROVEMENTS</b>				
Transportation Policy and Programs	7,446	<b>13,522</b>	6,076	Cabinet Confidences; Advice/Recommendations; Government Financial Information
Transportation Investments	1	<b>1</b>	-	
Partnerships	1	<b>1</b>	-	
Port and Airport Development	8,129	<b>2,334</b>	(5,795)	
Enhancing Economic Development	947	<b>990</b>	43	
	<u>16,524</u>	<u><b>16,848</b></u>	<u>324</u>	
<b>PUBLIC TRANSPORTATION</b>				
Public Transit	119,587	<b>129,697</b>	10,110	
Coastal Ferry Services	231,115	<b>231,115</b>	-	
	<u>350,702</u>	<u><b>360,812</b></u>	<u>10,110</u>	
<b>HIGHWAY OPERATIONS</b>				
Maintenance and Operations	507,098	<b>514,773</b>	7,675	
Commercial Vehicle Safety and Enforcement	27,783	<b>28,508</b>	725	
Inland Ferries	10,660	<b>10,670</b>	10	
	<u>545,541</u>	<u><b>553,951</b></u>	<u>8,410</u>	



# MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

## OPERATING EXPENSE BY CORE BUSINESS

(\$000)

<b>Voted Appropriations</b>	<b>Restated Estimates 2020/21</b>	<b>Estimates 2021/22</b>	<b>Increase (Decrease)</b>	<b>Variance Explanations</b>
<b>COMMERCIAL TRANSPORTATION REGULATION</b>				
Container Trucking Commissioner	1	1	-	
Passenger Transportation Board	890	890	-	Cabinet Confidences; Advice/Recommendations; Government Financial Information
Passenger Transportation Branch	2,496	2,565	69	
	<u>3,387</u>	<u>3,456</u>	<u>69</u>	
<b>EXECUTIVE AND SUPPORT SERVICES</b>				
Minister's Office	622	1,003	381	
Corporate Services	12,598	12,878	280	
	<u>13,220</u>	<u>13,881</u>	<u>661</u>	
<b>Vote 43 - Ministry Operations</b>	<b>929,374</b>	<b>948,948</b>	<b>19,574</b>	



**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE**  
**MINISTRY GROUP ACCOUNT CLASSIFICATION SUMMARY**

<b>GROUP ACCOUNT CLASSIFICATION</b>	<b>Restated Estimates 2020/21</b>	<b>Estimates 2021/22</b>	<b>Increase (Decrease)</b>	<b>Variance Explanations</b>
<b>Salaries and Benefits</b>	147,239	150,305	3,066	Cabinet Confidences; Advice/Recommendations; Government Financial Information
<b>Operating Costs</b>	2,877,204	3,233,793	356,589	
STOB 60 Consulting				
STOB 69 Maintenance & Operating contracts				
STOB 70 Operating Equipment				
STOB 72 Capital Projects				
<b>Government Transfers</b>	358,169	340,183	(17,986)	
Grants: BCTFA, BC Transit, Translink, Local Govts,				
<b>Other Expenses</b>	1,156	1,165	9	
<b>Internal Recoveries</b>	(13,683)	(13,909)	(226)	
Recoveries between ministries				
<b>External Recoveries</b>	(2,440,711)	(2,762,589)	(321,878)	
BCTFA, Federal Govt, BC Hydro, TI Corp, ICBC, BC Railway Company, and others				
<b>TOTAL OPERATING</b>	<u>929,374</u>	<u>948,948</u>	<u>19,574</u>	





## Transportation Investments

(\$ millions)	2021/22 Budget	2022/23 Plan	2023/24 Plan	Total
<b>Provincial Investments:</b>				
Highway Corridor Rehabilitation	314	292	213	819
Side Road Improvements	162	115	118	395
Pattullo Bridge Replacement	225	310	288	823
Highway 1 to Alberta Border	267	311	259	837
Broadway Subway	337	363	381	1,081
Transit Infrastructure <sup>1</sup>	136	272	341	749
Transportation and Trade Network Reliability <sup>2</sup>	360	442	299	1,101
Safety Improvements	41	30	30	101
Community and other programs	18	13	26	57
<b>Total Provincial Transportation Investments</b>	<b>1,860</b>	<b>2,148</b>	<b>1,955</b>	<b>5,963</b>
<b>Investments funded through contributions from Federal Government and Other Partners:</b>				
<b>Contributions from all partners</b>	<b>534</b>	<b>581</b>	<b>532</b>	<b>1,647</b>
<b>Total Investments in Transportation Infrastructure<sup>3</sup></b>	<b>2,394</b>	<b>2,729</b>	<b>2,487</b>	<b>7,610</b>

<sup>1</sup>Includes notional funding for Surrey-Langley SkyTrain that remains subject to Treasury Board project approval.

<sup>2</sup>Includes notional funding for George Massey Crossing that remains subject to Treasury Board project approval.

<sup>3</sup>Total investments include operating and capital spending.

# Capital Plan Transportation Investment Plan (TIP) Table Estimates Note

Ministry of Transportation and Infrastructure

Date: March 19, 2021

## ISSUE

- Transportation investments proposed under the ministry's 2021/22 Service Plan.

## ADVICE AND RECOMMENDED RESPONSE

- Ministry will invest \$5.963 billion in transportation improvements under its 2021/22 Service Plan over the 3-year period 2021/22 through 2023/24, \$7.610 billion inclusive of \$1.647 billion in investments funded through partner contributions.
- Transportation Investment Plan (TIP) supports preservation of highway and side road assets, Pattullo Bridge Replacement, Broadway Subway, four-laning on Highway 1 to the Alberta Border, public transit investments, improvements to highway corridors throughout the Province, safety improvements and community programs such as the Active Transportation Network Plan grant program.

## BACKGROUND

- Transportation expenditures under the Transportation Investment Plan are reported in the Ministry of Transportation and Infrastructure's annual three-year Service Plan.
- The ministry will invest \$5.963 billion in transportation improvements under its 2021/22 Service Plan over the three-year period 2021/22 through 2023/24.
- Total investment under the 2021/22 Service Plan is \$7.610 billion as provincial expenditures are net of \$1.647 billion in contributions from 3<sup>rd</sup> parties such as the federal government, Port Metro Vancouver, regional and local government and ICBC Road Sense Program.
- Federal contributions include both confirmed and expected recoveries under federal infrastructure programs (e.g. Building Canada Fund (BCF), Public Transit Infrastructure Fund (PTIF), Investing in Canada Infrastructure Program (ICIP), etc.).
- Transportation expenditures reported in the 2021/22 Service Plan are based on forecasted expenditures for fiscal 2020/21 as reported in Quarter Three.
- Provincial transportation investments are funded through the BCTFA within the debt and net income limits established by Treasury Board.
- Provincial expenditures include both capital and operating (i.e. grants to 3<sup>rd</sup> parties and non-capital expenditures) spending.
- Expenditure fluctuations over Service Plan period reflect the cash flow profile of larger projects and the carry-over of unspent funds from the previous fiscal year.
- Funding for proposed major projects such as the George Massey Crossing (GMC), Surrey-Langley SkyTrain (SLS) or Hwy 1 264<sup>th</sup> to Whatcom widening is not reported as a line-item in the TIP table until Treasury Board project approval is secured.

- The Transportation Investment Plan includes:
  - **Highway Corridor Rehabilitation:** Pavement resurfacing, bridge rehabilitation and replacement, seismic retrofits, etc., with incremental funding over the next 3 three years focused on bridge rehabilitation and replacement;
  - **Side Road Improvements:** Pavement resurfacing, gravelling, drainage, road base and shoulder improvements, brushing, culvert replacement, etc.;
  - **Pattullo Bridge Replacement:** Replacing the Pattullo Bridge, which is at the end of its service life, with a new four-lane structure (expandable to six lanes);
  - **Broadway Subway:** 5.7-kilometer extension of the Millennium Line along the Broadway Corridor from VCC-Clarke Station to Arbutus Street along with six new stations (Arbutus, Granville, Oak, Cambie, Main and Great Northern Way);
  - **Highway 1 to the Alberta Border:** Includes announced projects such as Kicking Horse Canyon Ph 4, Chase 4-Laning, Salmon Arm West, Illecillewaet, RW Bruhn Bridge and Quartz Creek Bridge, and notional allocations for proposed investments (Ford to Tappen, Jumping Creek to MacDonald and Selkirk);
  - **Transit Infrastructure:** Continued investment throughout the province, including BC Transit's Capital Plan, completion of projects funded under the Public Transit Infrastructure Fund (PTIF), commitments under Phase 2 of the Mayors' Council Transportation Vision, annual Canada Line performance payments, U-PASS program and notional allocations for the proposed Surrey-Langley SkyTrain that remain subject to Treasury Board approval;
  - **Transportation and Trade Network Reliability:** Improvements to major highway corridors throughout the province (i.e. Hwy 91-Hwy17-Deltaport Corridor, Hwy 14 widening/realignment, Hwy 99 10 Mile Slide, Hwy 1 from 216<sup>th</sup> to 264<sup>th</sup>, Hwy 17 Keating Cross Road, Hwy 7 from 266<sup>th</sup> to 287<sup>th</sup>, Hwy 16 Terrace CVIS relocation, etc.), Kootenay Lake Ferry Service improvements, project development, financing costs, planning/project development for the proposed widening of Highway 1 from 264<sup>th</sup> to Whatcom and notional allocations for the proposed George Massey Crossing that remain subject to Treasury Board approval;
  - **Safety Improvements:** Roadside safety improvements (i.e. intersections, guardrail, avalanche mitigation, cattle & wildlife fencing, etc.) and deployment of Intelligent Transportation Systems (i.e. advanced traveler information systems, hazard warning systems, dynamic messaging system, etc.); and,
  - **Community and other programs:** Active Transportation Network Plan grant program, BC Air Access Program, Climate Action and other 3<sup>rd</sup> party infrastructure grants, environmental programs, capital works associated with aboriginal land settlements, etc.

Investment Programs \$ millions	2020/21	2021/22 service Plan			
		2021/22	2022/23	2023/24	Total
Provincial Investment					
Highway Corridor Rehabilitation	258	314	292	213	819
Side Road Improvements	129	162	115	118	395
Pattullo Bridge Replacement	228	225	310	288	823
Highway 1 to the Alberta Border 4-laning	136	267	311	259	837
Broadway Subway to Arbutus	185	337	363	381	1,081
Transit Infrastructure ❶	112	136	272	341	749
Transportation & Trade Network Reliability ❷	226	360	442	299	1,101
Safety Improvements	40	41	30	30	101
Community and other programs	19	18	13	26	57
Total Provincial Investment	1,333	1,860	2,148	1,955	5,963
Investments funded through contributions from Federal Government and Other Partners					
Contributions from all partners	385	534	581	532	1,647
Total Investment in Transportation Infrastructure ❸	1,718	2,394	2,729	2,487	7,610

❶ Includes notional funding for Surrey-Langley SkyTrain (SLS) that remains subject to TB project approval

❷ Includes notional funding for George Massey Crossing (GMC) that remains subject to TB project approval

❸ Total Investment includes operating and capital spending

## PROGRAM CONTACT

David Marr, Executive Director Planning & Programing, Major Projects, Infrastructure and Properties  
778 974-5206

# Transportation Investments Budget 2021 Versus 2020 Estimates Note

Ministry of Transportation and Infrastructure

Date: March 17, 2021

## ISSUE

- Comparison of transportation investments under the Transportation Investment Plan reported in the 2021 Service Plan against those reported in the 2020 Service Plan.

## ADVICE AND RECOMMENDED RESPONSE

- Ministry will invest \$5.963 billion over the next three years under the 2021 Service Plan; \$251 million more than the \$5.712 billion under the 2020 Service Plan.
- Funding partners will invest \$1.647 billion over the next three years under the 2021 Service Plan, \$5 million less than the \$1.652 billion under the 2020 Service Plan
- Total investment over the next three years under the 2021 Service Plan is \$7.610 billion; \$246 million more than the \$7.364 billion under the 2020 Service Plan.

## BACKGROUND

- Transportation investments under the Transportation Investment Plan are reported in the Budget and the Ministry's annual three-year Service Plan.
- Ministry will invest \$5.963 billion over the next three years under the 2021 Service Plan: \$251 million more than the \$5.712 billion under the 2020 Service Plan.
- Funding partners will invest \$1.647 billion over the next three years under the 2021 Service Plan, \$5 million less than the \$1.652 billion under the 2020 Service Plan
- Total investment over the next three years under the 2021 Service Plan is \$7.610 billion: \$246 million more than the \$7.364 billion under the 2020 Service Plan.
- The 2021 Service Plan covers the three-year period 2021/22 through 2023/24, while the 2020 Service Plan covers the three-year period 2020/21 through 2022/23; so, under the new Service Plan fiscal 2020/21 is dropped and fiscal 2023/24 is added.
- The 2020 Service Plan was based on the 2019/20 expenditure forecast as of Quarter 3 while the 2021 Service Plan is based actual expenditures for 2019/20 and the 2020/21 expenditure forecast as of Quarter 3.
- Provincial expenditures over the three-year Service Plan period increased by \$251 million due to:
  - Adjustments in cash flows for ongoing projects resulted in \$27 million in reduced expenditures over the service plan period.
  - \$278 million increase between expenditures reported for 2020/21 under the 2020 Service Plan (year dropped) and the expenditures reported for 2023/24 under the 2021 Service Plan (year added) due to the ramping-up of expenditures for Broadway Subway and new notional allocation for Surrey-Langley SkyTrain.
- Partner Expenditures over the three-year Service Plan period decreased by \$5 million due to:
  - \$173 million carried over from 2019/20 and 2020/21.

- \$295 million in lower recoveries over that reported under the 2020 Service Plan for the equivalent period 2019/20 through 2022/23 based on updated timelines for the flow of funds for Broadway Subway and other projects under federal infrastructure programs.
- \$117 million increase between the recoveries reported for 2020/21 under the 2020 Service Plan (year dropped) and the recoveries reported for 2023/24 under the 2021 Service Plan (year added) associated with the ramping up of expenditures on Broadway Subway and other project being advanced under the Investing in Canada Infrastructure Program.

Transportation Investment Plan \$ millions	Budget 2021 - Q3 Update				B 2020	Variance	
	21/22	22/23	23/24	3-Year	3-Year	3-Year	Note
	Budget	Plan	Plan	Total	Total	Δ	
Highway Corridor Rehabilitation	314	292	213	819	836	-17	①
Side Road Improvement Program	162	115	118	395	335	60	②
Pattullo Bridge Replacement	225	310	288	823	841	-18	③
Highway 1 to Alberta Border	267	311	259	837	1,044	-207	④
Broadway Subway	337	363	381	1,081	1,111	-30	⑤
Transit Infrastructure	136	272	341	749	695	54	⑥
Transportation/Trade Network Reliability	360	442	299	1,101	713	388	⑦
Safety Improvements	41	30	30	101	88	13	⑧
Community and other programs	18	13	26	57	49	8	⑨
<b>Total Provincial Investment</b>	<b>1,860</b>	<b>2,148</b>	<b>1,955</b>	<b>5,963</b>	<b>5,712</b>	<b>251</b>	⑩
Partner Contributions	534	581	532	1,647	1,652	-5	⑪
<b>Total Investment</b>	<b>2,394</b>	<b>2,729</b>	<b>2,487</b>	<b>7,610</b>	<b>7,364</b>	<b>246</b>	⑫

Cabinet Confidences; Advice/Recommendations; Government Financial Information

- **Table 1** compares the Transportation Investment Plan (TIP) table between the 2021 and 2020 Service Plans



# Capital Expenditures on Projects Greater Than \$50 M

## Estimates Note

Ministry of Transportation and Infrastructure

Date: March 15, 2021

### ISSUE

- Reporting of Major Projects – projects with a total cost of \$50 million or greater.

### ADVICE AND RECOMMENDED RESPONSE

- Approved Major Projects, projects with a total cost greater than \$50 million are reported in the Provincial Budget (Capital Expenditures on Projects Greater Than \$50 million) and the ministry's Service Plan.
- Proposed Major Projects are not reported until Treasury Board approvals are secured, partner contributions are confirmed, and the funding has been formally announced.

### BACKGROUND

- Projects with a total cost of \$50 M or greater are deemed "Major Projects".
- Approved Major Projects are reported in the Budget and Quarterly Budget Updates under Capital Expenditures on Projects Greater Than \$50 million.
- Approved Major Projects are also reported in the ministry's Service Plan along with a description of objectives, costs, benefits and risks.
- Proposed Major Projects, projects under development with an estimated total cost of \$50 million or greater, are not reported until:
  - Treasury Board is approval secured;
  - Partner contributions (i.e. cost sharing under federal infrastructure programs) are confirmed; and,
  - Funding has been announced.
- In some cases, a project may be approved and announced with a total cost lower than \$50 million, but subsequently deemed a Major Project if a change request is approved by Treasury Board that results in a total project cost of \$50 million or more.
- Expo-Millennium Line Upgrade Program (EMUP) is not reported as a significant proportion of the funding is directed at on-going SkyTrain Car acquisition and it includes assets to be owned and funded by TransLink for which the provincial share is being directed to assets it will own and capitalize (i.e. SkyTrain Cars). As the scope of work is refined, any approved elements greater than \$50 M with a provincial contribution would be reported.
- George Massey Crossing is not reported as the Business Case has not been approved by Treasury Board.
- Surrey-Langley SkyTrain is not reported as federal funding has not been confirmed and the Business Case has not been approved by Treasury Board.
- Highway 1 from 264<sup>th</sup> to Whatcom Road is not reported as the initiative is in the planning and development phase.



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Withheld pursuant to/removed as

Cabinet Confidences ; Advice/Recommendations ; Intergovernmental Communications ; Government Financial  
Information

**Table X.XX Capital Expenditures on Projects Greater Than \$50 million**

(\$ millions)	Year of Completion	Cost to 09/30/20	Estimated Cost to Complete	Anticipated Total Cost	Internal/ Borrowing	P3 Liability	Federal Gov't	Other Contrib'n's	
<b>Transportation Taxpayer-supported</b>									
Highway 91 Alex Fraser Bridge Improvements	2019	66	4	70	37	-	33	-	
Highway 97 Stone Creek to Williams	2019	55	10	65	65	-	-	-	①
Highway 97 Williams Lake IR to Lexington Rd	2019	57	-	57	57	-	-	-	①
Highway 1 widening and 216th Street I/C	2020	60	2	62	28	-	22	12	
Highway 1 Admirals Rd/McKenzie Ave I/C	2020	96	-	96	63	-	33	-	
Highway 7 Corridor improvements	2020	70	-	70	48	-	22	-	
Highway 99 10-Mile Slide	2021	45	15	60	60	-	-	-	②
Highway 1 Lower Lynn Corridor Improvements	2021	159	39	198	77	-	66	55	
Highway 1 Illecillewaet 4-laning & Brake Check	2021	41	44	85	69	-	16	-	③
Highway 14 Corridor improvements	2022	18	59	77	48	-	29	-	④
West Fraser Road Realignment	2023	7	96	103	103	-	-	-	
Highway 1 Chase Four-Laning	2023	36	184	220	208	-	12	-	⑤
Highway 91-Highway 17-Deltaport Way Corridor	2023	93	167	260	87	-	82	91	
Highway 1 Salmon Arm West	2023	43	112	155	124	-	31	-	⑥
Highway 1 RW Bruhn Bridge	2023	23	202	225	134	-	91	-	
Pattullo Bridge Replacement	2024	263	1,114	1,377	1,076	301	-	-	⑦
Highway 1 Quartz Creek Bridge Replacement	2023	10	111	121	71	-	50	-	
Kootenay Lake Ferry Service Upgrade	2023	7	78	85	68	-	17	-	⑧
Highway 1 216th - 264th Street widening	2024	13	222	235	99	-	109	27	
Highway 1 Kicking Horse Canyon Phase 4	2024	90	511	601	386	-	215	-	
Broadway Subway	2025	365	2,462	2,827	1,380	450	897	100	⑨
<b>Total Transportation</b>		<b>1,505</b>	<b>5,422</b>	<b>6,927</b>	<b>4,166</b>	<b>751</b>	<b>1,725</b>	<b>285</b>	

Cabinet Confidences; Advice/Recommendations; Government Financial Information

## PROGRAM CONTACT

David Marr, Executive Director Planning & Programing, Major Projects, Infrastructure & Properties  
778-974-5206

# Highway 91

## Alex Fraser Bridge Capacity Improvements

### Estimates Note

Ministry of Transportation and Infrastructure

Date: March 18, 2021

#### ISSUE

- Highway 91, Alex Fraser Bridge Capacity Improvement Project

#### ADVICE AND RECOMMENDED RESPONSE

- In January 2017, the province announced a \$70M (\$37M provincial, \$33M federal) investment on the Alex Fraser Bridge (AFB)
- The project has three integrated components which include: adding a seventh lane to the bridge, a moveable barrier system for counter-flow, and 13 dynamic message signs to advertise travel delay times at major Fraser River crossings (GMT, AFB, Pattullo Bridge, and Port Mann Bridge).
- The project was originally anticipated to be complete by spring 2019. During the project, additional assessments were required to strengthen the structure to achieve the seventh lane. The project was also rescoped to include additional improvements to improve connectivity at Nordel Way and improvements to active transportation.
- The project achieved a key milestone with the start of operations of the moveable barrier counter-flow system on the AFB in December 2019.
- 13 dynamic message signs providing the travel delay times commenced operation in February 2021.
- The project is substantially complete and is within the budget allocation.

#### BACKGROUND

- The AFB carries an average of 119,000 vehicles each day and experiences significant queueing (3km to 5km – adding up to 20 minutes in delays) in the AM and PM peak hours.
- The project has three components:
  - Adding a seventh lane to the bridge - \$20M.
  - Adding an innovative new counter-flow moveable barrier system to improve capacity and help reduce traffic congestion during peak periods - \$40M.
  - Installing 13 new dynamic message signs throughout the Lower Mainland – as part of a South of Fraser Advanced Traveler Information System – so that road users know estimated delays on the four major Fraser River crossings - \$10M.
- Moveable barrier counter-flow operation commenced on December 16, 2019.
- 13 dynamic message signs providing travel delay times at GMT, AFB, Pattullo Bridge, and PMB commenced on February 18, 2021.

#### PROGRAM CONTACT

Jay Porter, A/Regional Manager, Project Delivery – Cell: 604 250-7571

# Highway 1 Widening and 216<sup>th</sup> Street Interchange Estimates Note

Ministry of Transportation and Infrastructure

Date: March 18, 2021

## ISSUE

- Highway 1 Widening and 216<sup>th</sup> Street Interchange.

## ADVICE AND RECOMMENDED RESPONSE

- The total project budget is \$62M (\$28M provincial, \$22M federal, and \$12M Township of Langley ToL) to incorporate the HOV designation.
- Construction of the Highway 1 Widening and 216th St. interchange has been ongoing since Spring of 2017. The project includes widening for HOV lanes as well as a new full movement at 216th St.
- Jakes Construction Ltd. was awarded the contract in March 2017.
- The interchange opened to the public and the highway widening was completed in September 2020.
- The project is now substantially complete.
- The Township of Langley did not designate 216th St. as a truck route, however, residents are still concerned about the additional commercial traffic.
- To alleviate concerns from residents around trucks using the 216<sup>th</sup> Street Interchange, the ministry installed signs instructing eastbound trucks to use the 232<sup>nd</sup> St. Interchange and westbound trucks to use the 200<sup>th</sup> St. Interchange as well as signage that indicates 216<sup>th</sup> Street is for local deliveries only.

## BACKGROUND

- The scope for this project included 4km of widening from four to six lanes on Highway 1 between 202nd and 216th St., a new interchange at 216th St, noise mitigation measures, pedestrian / cycling facilities and the addition of a second lane at the westbound off ramp to 200th St.
- Public consultation took place in spring of 2017 where nearly 500 people attended. Concerns were raised around noise, air quality and increased traffic volumes on 216th St.
- Ministry staff initiated a Health Impact Assessment, with input from subject matter experts and representatives of the residents. The report indicated no significant health impacts and makes more local recommendations that will affect ToL roads.
- The ministry has worked closely with residents to ensure adequate signage was installed on the provincial infrastructure to limit commercial vehicles usage at the 216<sup>th</sup> Street interchange.
- Residents continue to petition Trans Link and the Township of Langley to install similar signage on the municipal network.

## PROGRAM CONTACT

Jay Porter, A/Regional Manager, Project Delivery – Cell: 604 250-7571

# Highway 1 – Admirals Rd./McKenzie Ave. Interchange

## Estimates Note

Ministry of Transportation and Infrastructure

Date: March 18, 2021

### ISSUE

- Highway 1 Admirals Rd./ McKenzie Interchange Project

### ADVICE AND RECOMMENDED RESPONSE

- The total project budget is \$96M (\$63.4M provincial and \$32.6M federal).
- The original project budget of \$85M was increased to \$96M in June 2019 as a result of unexpected rock horizon, additional environmental management, weather conditions, interchange design revision and schedule changes to limit noise and traffic impacts.
- Construction on Phase 1 began in September 2016.
- Construction on Phase 2 began in October 2017.
- The overall project was completed in Fall 2020.
- The original completion date was Fall 2018; however, the timelines were adjusted to lessen noise impacts to nearby residents and delays to the travelling public. The wet winter also delayed placement of preload materials, therefore extending the schedule for settlement to occur.
- In December 2019, the project opened Highway 1 to free-flowing traffic.
- Since the opening of Highway 1 to free flow traffic, there has been a reduction in congestion during peak periods.
- BC Transit has reported travel time savings upwards of 5-6 minutes, resulting in the need for updated service schedules.

### BACKGROUND

- This project is improving traffic flow and safety through the Highway 1 – Admirals/McKenzie intersection with a grade separated interchange to replace the previous traffic signal, eliminating major conflicts.
- The project also includes provisions for BC Transit including their planned rapid bus program and does not exclude possible future LRT (light rail transit).
- Phase 1 was awarded to Jacob Brothers in Fall 2016 and work was completed in Spring 2018. The Phase 1 contract included preloading (to compress soft soils), drilling and blasting, relocation of a regional water main and construction of the Galloping Goose overpass.
- Phase 2 was awarded to Westpro, a division of Pomerleau Inc. in Fall of 2017 which included the remainder of construction for the project.

- Members of the community had concerns around environmental impacts to the Colquitz River. The ministry worked closely with the contractor to ensure there were no issues and completed restoration works which were positively received.
- Highway 1 carries over 80,000 vehicles per day.
- The Highway 1 – Admirals/McKenzie intersection was heavily congested, particularly during peak periods resulting in significant delays for all travelers.
- Bus transit queue jumpers close to the intersection were commonly caught up in long queues, thus adversely affecting their schedule and travel times.
- Prior to construction, the Highway 1 – Admirals/McKenzie intersection had a collision rate of 0.87 collisions per million vehicles which is nearly three times the provincial average.

#### **PROGRAM CONTACT**

Jay Porter, A/Regional Manager, Project Delivery – Cell: 604 250-7571

# Highway 7 Corridor Improvements

## Estimates Note

Ministry of Transportation and Infrastructure

Date: March 19, 2021

### ISSUE

- Highway 7 Improvement Project.

### ADVICE AND RECOMMENDED RESPONSE

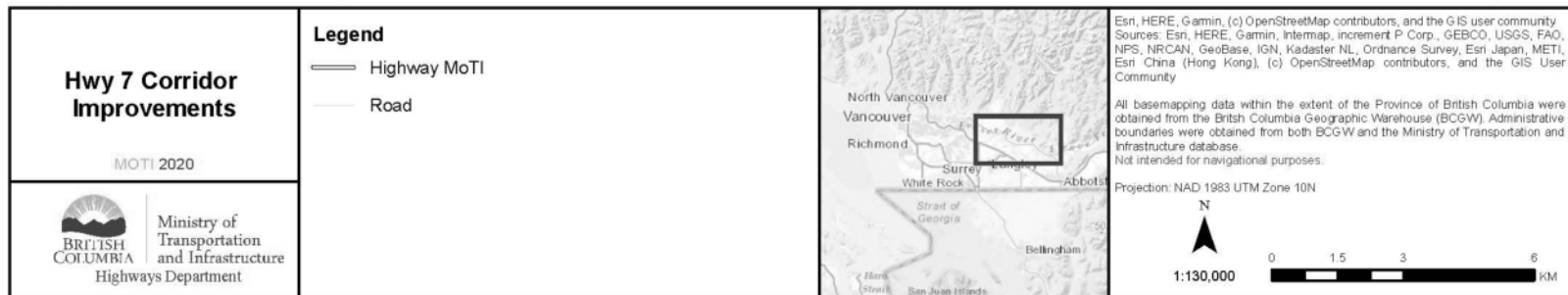
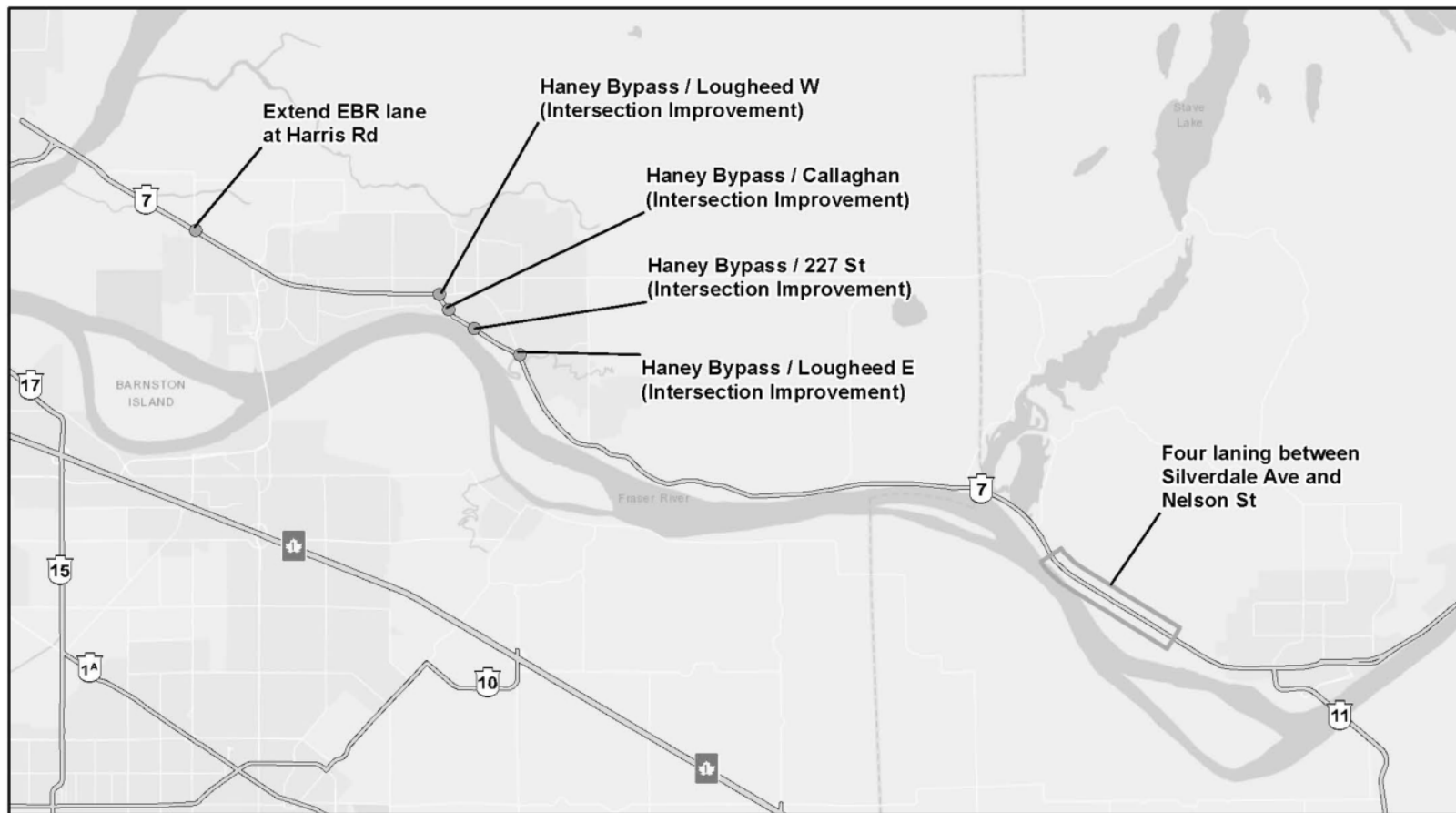
- In March 2017, the ministry announced the \$70M (\$47.55M provincial and \$22.45M federal) Highway 7 Corridor Enhancements Project which included:
  - Four-laning from Nelson St. to Silverdale Ave. in Mission (\$42M)
  - Haney Bypass Intersection Improvements in Maple Ridge (\$22M)
  - Harris Rd. Right Turn Extension in Pitt Meadows (\$6M)
- Construction on the four-laning began in March 2018 and was completed August 2020.
- Construction on the Haney Bypass Intersection Improvements began in April 2018 and was completed January 2021.
- The Harris Rd. Right Turn Extension was completed in November 2018.

### BACKGROUND

- The federal government contributed \$22.45M of the overall \$70M through the Federal Build Canada Fund, with the remaining \$47.55M contributed by the Province.
- In addition to the federal government, this initiative is also supported by the City of Pitt Meadows, City of Maple Ridge and District of Mission.

### PROGRAM CONTACT

Jay Porter, A/Regional Manager, Project Delivery – Cell: 604 250-7571



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# Highway 99 – Ten Mile Slide

## Estimates Note

Ministry of Transportation and Infrastructure

Date: March 26, 2021

### ISSUE

- Highway 99, Ten Mile Slide stabilization

### ADVICE AND RECOMMENDED RESPONSE

- The project budget disclosed in *Budget 2021* is \$60M and fully funded by the Province.
- The project completion date continues to be 2021 but has been revised from May to Fall 2021.
- The project is being delivered in 2 phases. Phase 1 is complete. Phase 2 was awarded to Flatiron, construction commenced in mid-September 2019. Phase 2 is approximately 80% complete.
- The Ten Mile Slide is located 17km NE of Lillooet on Highway 99. Completion of the project will ensure the long-term reliability of the most direct connection between Lillooet and Kamloops.
- The project team worked closely with Xaxli'p (pronounced Hock-lip), the town of Lillooet, and key stakeholders to ensure we understood and incorporated their interests into the project.
- A letter of agreement for the project was signed between the Province and Xaxli'p in December 2018.
- This section of Highway 99 is one of the most technically complex and challenging highway locations to maintain in the province.

### BACKGROUND

- Ten Mile Slide, part of an active ancient earth flow, is approximately 200m wide by 285m long with a volume of approximately 1,000,000 m<sup>3</sup> (equivalent to the volume of two BC Place stadiums full of materials).
- Slide movement rates average ~7m per year, creating significant challenges at the road surface. Annual maintenance costs range from \$240K/year to \$2.3M/year.
- The active slide is located entirely on Xaxli'p's Fountain Reserve 1A. When the slide is highly active, inter-community access is cut-off.
- The design includes soil anchors above the highway, piles below the highway as well as significant grading works to reconstruct Highway 99 to two lanes and keep the highway in the same place.
- The design was reviewed by a panel of external experts specializing in slides who have over 800 years of combined experience.
- Construction is on track to be completed in Fall 2021.

### Service Plan Variance

#### 2020/21 -2022/23 Service Plan (\$ millions)

2020/21	2021/22	2022/23	Total
30.5	2.8	0	33.3

#### 2021/22 – 2023/24 Service Plan (\$ millions)

2021/22	2022/23	2023/24	Total
14.3	11.3	0	25.6

- Treasury Board approved the budget increase and schedule change in March 2021.
- The updated budget amount of \$83.7M will be reported in the Fiscal and Economic Review Report in Summer 2021.
- The budget increased by \$23.7M due to slide activity experienced in November 2019 requiring design changes, increased contract scope and additional contingency to account for remaining risks Cabinet Confidences; Advice/Recommendations; Government Financial Information
- Q3 Forecast for 2020/21 of \$28.6M is \$1.9M lower compared to budget of \$30.5M due to capital slippage and an extension of schedule.

#### PROGRAM CONTACT

Nicole Folk, Regional Manager of Project Delivery & Planning Services, Highways Department –  
Cell: 250 318-5059

# Highway 1 – Lower Lynn Corridor Improvements

## Estimates Note

Ministry of Transportation and Infrastructure

Date: March 19, 2021

### ISSUE

- Highway 1 Lower Lynn Improvements Project

### ADVICE AND RECOMMENDED RESPONSE

- Lower Lynn Improvements Project budget is \$198M (\$76.7M provincial, \$54.6M federal, \$57.8M District of North Vancouver (DNV), and \$8.9M utility providers).
  - Original federal contribution allocation of \$66.6M decreased \$12.0M due to escalation in ineligible property costs.
  - Original DNV contribution allocation of \$54.7M increased \$3.1M for additional community infrastructure improvements.
  - New utility provider contributions of \$8.9M are for relocations and upgrades governed by permits, protocols and agreements.
- The project has four phases, with overall completion in Fall 2021.
  - **Phase 1a** Construction (municipally funded and delivered, however, part of over \$198M budget): Keith Road & Bridge began in March 2014, valued at \$24M. Construction completed as of March 2016.
  - **Phase 1** Construction: Mountain Highway Interchange began in July 2016, valued at \$57.9M. Construction substantially completed December 2019.
  - **Phase 2** Construction: Keith Rd./Mt Seymour Interchange began in January 2019, valued at \$32.2M. Construction completion Fall 2021.
  - **Phase 3** Construction: Dollarton Highway/ Main St. Interchange began in September 2020, valued at \$15.6M. Construction is underway with completion in Fall 2021.
  - **Phase 4** Construction: Lynn Creek Connectivity began in June 2018, valued at \$68.3M. Construction completion fall 2021.
- Benefits:
  - Improved traffic flow and safety, better municipal connectivity and redistribution of traffic, enhanced active transportation facilities, safer and improved transit connections.
  - 25-35% reduction in highway traffic incidents within the Lower Lynn area.
  - 40-50% reduction in travel time from Lynn Valley exit to Ironworkers Memorial Bridge.

### BACKGROUND

- This section of Highway 1 carries an average 115,000 vehicles per day and experiences a traffic incident every 2.5 days.

- The Lower Lynn Interchanges serve approximately 60% of all traffic entering and exiting the North Shore.
- In November 2014, the ministry announced a \$150M partnership with the federal government and the DNV to design and build 3 new interchanges:
  - Phase 1 - Mountain Highway Interchange
  - Phase 2 - Keith Rd./Mt Seymour Interchange
  - Phase 3 – Dollarton Highway/Main St. Interchange
- In January 2017, in response to public feedback, additional improvements were announced bringing the project total to \$198M.
  - Phase 4 - Lynn Creek Connectivity Improvements includes a westbound collector distributor system between Keith Rd./Mt. Seymour Interchange and Mountain Highway Interchange and an eastbound on ramp with direct access from Mountain Highway.
- The ministry has been working closely with the DNV, the City of North Vancouver, TransLink, Environmental Agencies, HUB North Shore cycling, Squamish First Nation and Tsleil-Waututh Nation throughout the project design and delivery.

#### Service Plan Variance

##### 2020/21 -2022/23 Service Plan (\$ millions)

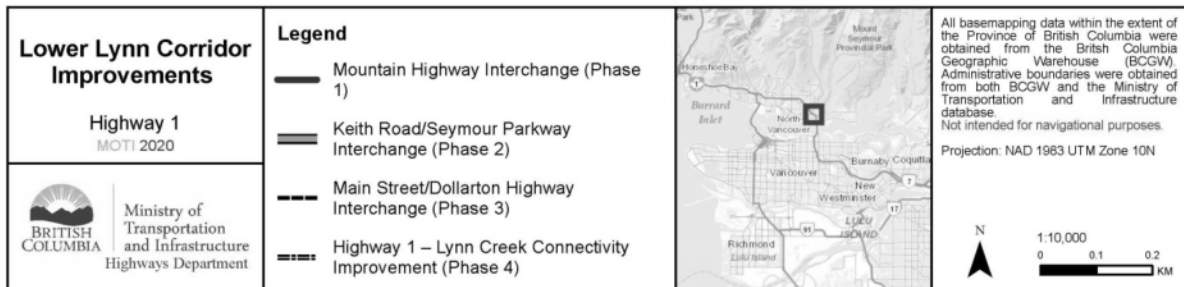
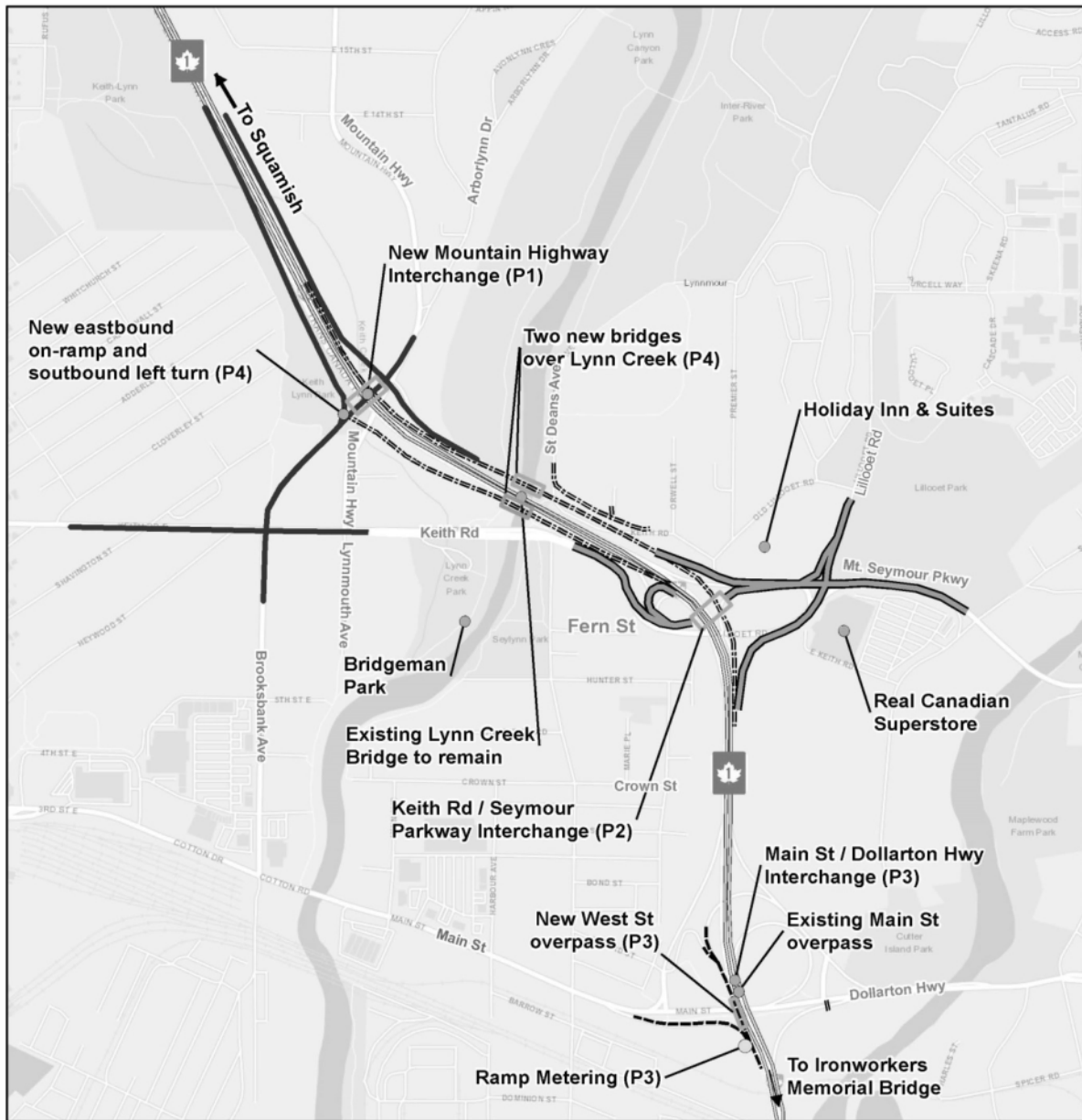
2020/21	2021/22	2022/23	Total
0	0		0

##### 2021/22 – 2023/24 Service Plan (\$ millions)

2021/22	2022/23	2023/24	Total

#### PROGRAM CONTACT

Jay Porter, A/Regional Manager, Project Delivery – Cell: 604 250-7571



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Date: 2020/01/09 | Creator: DLEE

# Highway 1 - Illecillewaet Four-Laning Estimates Note

Ministry of Transportation and Infrastructure

Date: March 18, 2021

## ISSUE

- Trans-Canada Highway (TCH) Illecillewaet Four-Laning

## ADVICE AND RECOMMENDED RESPONSE

- Construction is approximately 50% complete. Approximately \$41M has been spent to December 31, 2020. This includes all pre-construction planning and engineering and construction works.
- The project is on schedule and budget (total \$85M),  
Cabinet Confidences; Advice/Recommendations; Government Financial Information
- Illecillewaet is being delivered under the Community Benefits Agreement (CBA).
- Construction started in summer 2019 and over the two construction seasons, a total of 120 people have been employed by and deployed to the worksite by BCIB. Not all people were employed for the full season.
- The project is scheduled to resume construction in April 2021, weather permitting.
- The project is scheduled for completion in late Fall 2021.
- The scope of the project includes:
  - Four-laning 2 kilometres of Highway 1
  - Upgrading the Illecillewaet Brake Check to expand capacity from 5-7 commercial vehicles to 15 as well as improved bathroom facilities and lighting

## BACKGROUND

- The Illecillewaet Four-Laning Project Major Works Contract was awarded to Emil Anderson Construction Ltd. in May 2019. Construction began in July 2019.
- The project was the first CBA project in the province.
- The construction tender came in considerably higher than the ministry's estimate.
- In June 2019, Treasury Board (TB) approved a project lift of \$22.3M for a revised gross project budget of \$85.22M (\$69. M provincial and \$16M federal).
- In 2020, 84 people were employed by BCIB during the construction season. Not all people were employed for the full season.
  - Nine people were female
  - 15 people were Indigenous (may include trainees or apprentices)
  - Nine people were trainees or apprentices (may include Indigenous people)
- In 2019, 36 people were employed by BCIB during the construction season. Not all people were employed for the full season.
  - Seven people were female

- Six people were Indigenous (may include trainees or apprentices)
- Nine people were trainees or apprentices (may include Indigenous people)
- The project is located within the traditional territory of the Secwepemc and Okanagan nations. Consultation began in 2014 and is ongoing.
- An Accommodation Agreement between the Secwepemc and the MoTI was executed in November 2019.

#### **Service Plan Variance**

##### **2020/21 -2022/23 Service Plan (\$ millions)**

<b>2020/21</b>	<b>2021/22</b>	<b>2022/23</b>	<b>Total</b>
28.0	27.3	0.0	55.0

##### **2021/22 – 2023/24 Service Plan (\$ millions)**

<b>2021/22</b>	<b>2022/23</b>	<b>2023/24</b>	<b>Total</b>
37.0	0.0	0.0	37.0

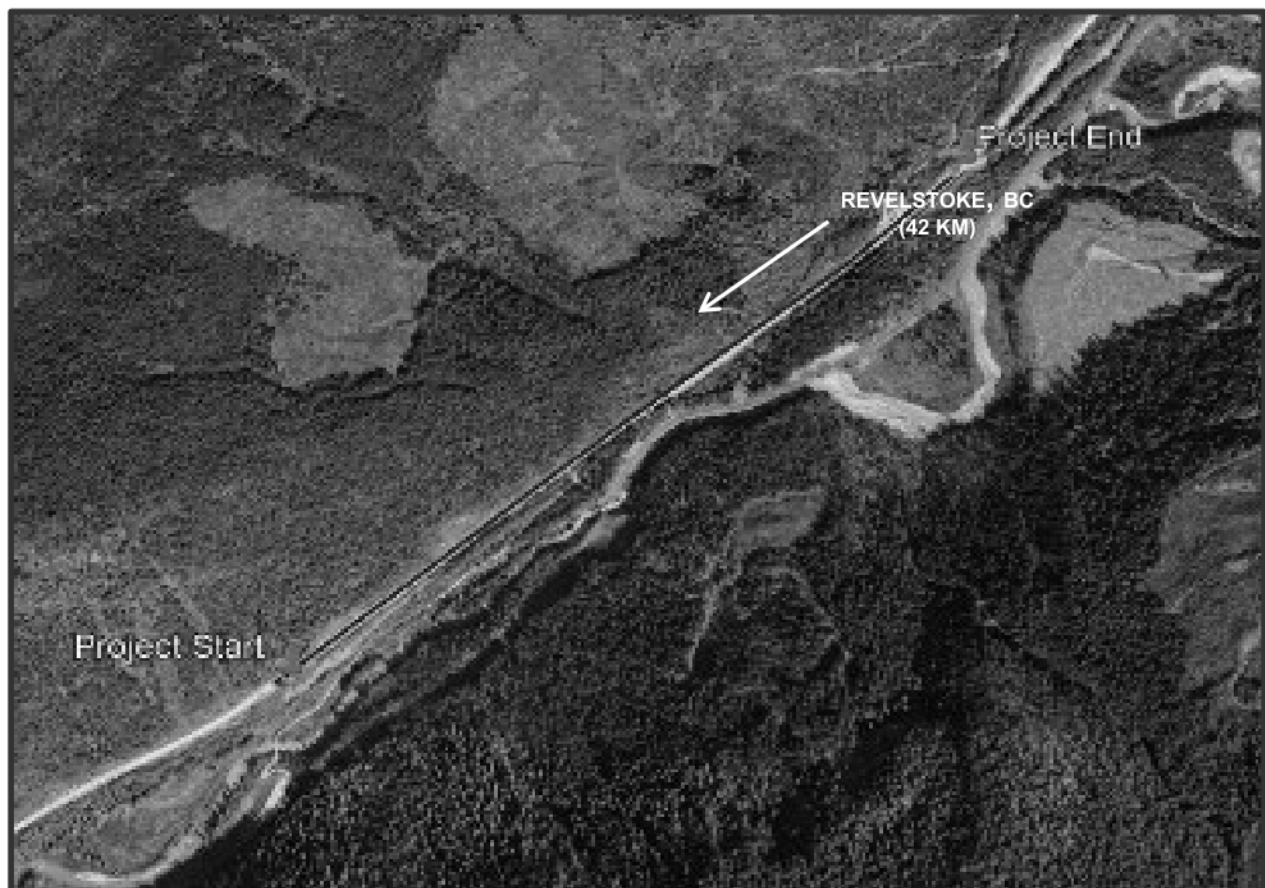
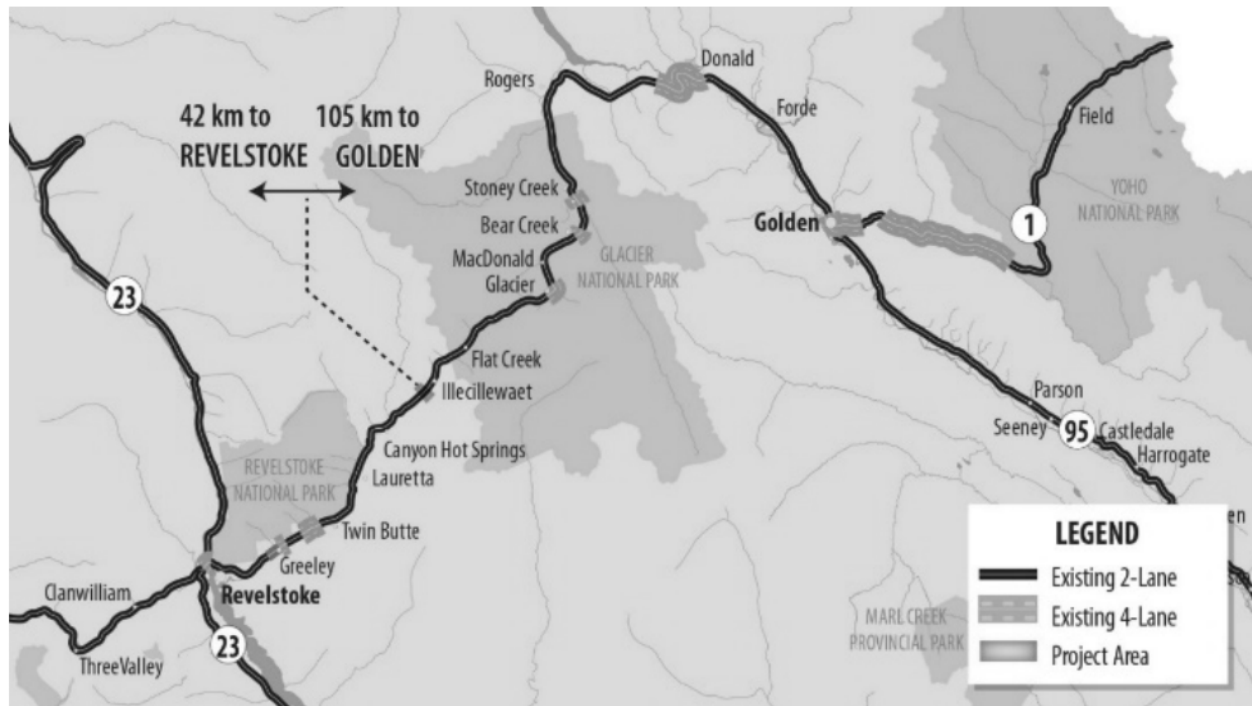
- Q3 Forecast for 2020/21 is \$20.3 million (compared to budget of \$28.0 million).
- Contingency reallocated to final year.

#### **PROGRAM CONTACT**

Jennifer Fraser, Director TCH Program, Highways Department – Cell: 250 318-7195

Appendix A: Map of Project Location

## Map of Project Location





# Highway 14 - Langford to Port Renfrew

## Corridor Improvements

### Estimates Note

Ministry of Transportation and Infrastructure

Date: March 25, 2021

#### ISSUE

- Highway 14 Corridor Improvements.

#### ADVICE AND RECOMMENDED RESPONSE

- On April 23, 2019, the Province, jointly with the Federal government, announced an \$85.72M investment on Highway 14 for improvements (\$55.48M Provincial and \$30.23M Federal). This included the Connie to Glinz Lake Rd 4-laning project and Otter Point to Woodhaven Resurfacing project.
- Due to favorable tender results the budget was reduced first in Summer 2020 and again in Fall 2020. This is summarized as follows:
  - Original budget, April 2019 - \$85.7M (\$55.48M Provincial and \$30.23 Federal)
  - Summer 2020 tender - \$77M (\$48M Provincial and \$29M Federal)
  - Fall 2020 tender - \$74M (\$44.2M Provincial and \$29.74M Federal)
- The Project is disclosed in the \$50 million Table at \$77M. The second budget reduction to \$74M will be disclosed in \$50 million Table at Q4.
- In fall 2020, construction commenced on the Connie to Glinz Lake Rd 4-laning project and the Highway 14 Otter Point to Woodhaven Rd resurfacing project.
- Construction of Connie to Glinz Lake Rd 4-laning project is anticipated to be completed by spring 2022 and Highway 14 Otter Point to Woodhaven Rd resurfacing project by fall 2023.

#### BACKGROUND

- Following is a summary of project components totaling to the most recent budget amount of \$74M.

Projects	Total	Province	Federal
Highway 14 Connie to Glinz Lake Rd	\$56.79M ( <i>\$65.79M original</i> )	\$36.13M ( <i>\$43.63M original</i> )	\$21.66 M ( <i>\$22.15M original</i> )
Highway 14 Otter Point to Woodhaven Rd resurfacing	\$16.15M ( <i>\$19.93M original</i> )	\$8.07M ( <i>\$11.85M original</i> )	\$8.08M ( <i>\$8.08M original</i> )
Totals	\$73.94M ( <i>\$85.72M original</i> )	\$44.2M ( <i>\$55.48M original</i> )	\$29.74M ( <i>\$30.23M original</i> )

- In addition to these two major projects, in 2020, the Ministry began construction on four other projects along the Highway 14 corridor totaling \$13M. All of the projects are scheduled for completion by summer 2021.
  - Parkinson Hill Slope Repair project (\$7.5M; summer 2021)
  - Otter Point Road Shoulder Widening project (\$4.5M, summer 2021)
  - Sooke Sidewalk Project (\$1.7M, complete)
  - Deering Bridge Pile Rehabilitation project (\$1.5M; complete)
- The Highway 14 Connie to Glinz Lake Rd project scope includes:
  - 1.5km of Highway 14 widening and realignment with a median barrier between Glinz Lake Rd. and Connie Rd.
  - A new pedestrian underpass will be added to Highway 14 just east of Glinz Lake Road/Polymede Place to support active transportation in the region.
  - New eastbound and westbound bus bays will be added to Highway 14 at Glinz Lake Road/Polymede Place
  - A connector road between Manzer Road and Gillespie Road will allow Manzer Road residents access/egress from the highway via the new Gillespie Road grade-separated intersection.
- Highway 14 between Otter Point Rd. and Woodhaven Rd. project scopes includes resurfacing of approximately 10km and widening to include 1.2m paved shoulders
- In March 2021, the Sooke Sidewalk Project was completed which included construction of a 2m sidewalk between Otter Point Rd. and Ed MacGregor Park (approx. 400m) and transit stop improvements (\$1.7M)
- In July 2021, the Otter Point Rd. shoulder widening project will be completed. This project included widening to accommodate 1.5m paved shoulders along Otter Point Rd. between the Sooke municipal boundary and Ramsden Rd. approx. 2km in length. (\$4.5M)
- In July 2021, the Parkinson Hill Slope Repair Project will be completed which included construction of a new retaining wall and base repairs following a washout in 2019 (\$7.5M)
- In 2019, 3 projects were completed (\$13.3M) including:
  - Sooke River Road Signalization (\$6.9M)
  - Roche Cove Rd bridge replacement (\$4.3M)
  - Jacklin Rd. Eastbound Transit queue jumper lane (\$2.1M)
- The Ministry has been working closely with T'Sou-ke, Scia'new, and Pacheedaht and have recently signed agreements with the First Nations.

### Service Plan Variance

#### 2020/21 -2022/23 Service Plan (\$ millions)

2020/21	2021/22	2022/23	Total
14,7310	14,807	3,000	32,538

#### 2021/22 – 2023/24 Service Plan (\$ millions)

2021/22	2022/23	2023/24	Total
8,500	10,575	2,915	21,990

- The project shows a (\$10.5M) reduction from the past to current Service Plan. This is due to the project completion occurring in 2022 as well as the favorable tender savings noted above.
- Favorable tender savings have also created an (\$8.2M) decrease in the Q3 forecast as compared to the 2020/21 budget.

### PROGRAM CONTACT

Mike Pearson, District Manager, Vancouver Island District – Cell: 250 713-2815

# West Fraser Road Realignment Estimates Note

Ministry of Transportation and Infrastructure

Date: March 18, 2021

## ISSUE

- Reconstruction of a 5.6 km section of West Fraser Road (Quesnel area) on a new alignment with a new 122m bridge.

## ADVICE AND RECOMMENDED RESPONSE

- Since Spring 2018, residents and industry have been using a 42 km gravel road detour due to the West Fraser Road washout.
- The project budget is \$103.4M (including \$25M in contingency).
- A \$37.7M construction contract was awarded to Enviro-Ex Contracting Ltd. (Prince George) on March 1, 2021.
- Construction is expected to commence in April 2021 and be completed by Fall 2023.
- The project has been approved in principle for reimbursement from the Government of Canada through the Disaster Financial Assistance Arrangements (DFAA).

## BACKGROUND

- West Fraser Road is a north-south secondary road linking Williams Lake to Quesnel on the west side of the Fraser River.
- ?Esdilagh First Nation has reserves on both sides of the Fraser River and use West Fraser Road as their primary route between their communities.
- Residents in the area commute to Quesnel daily for school, work, and access to health services. The 42 km detour can add up to 90 minutes per round trip.
- On April 29, 2018, high water in Narcosli Creek washed out five sections of West Fraser Road, activated large landslides, and severely damaged the Narcosli Creek bridge.
- The ministry has upgraded and maintained the gravel detour route (Garner Road and Webster Lake Roads) while determining the permanent solution to re-establish West Fraser Road.
- To date the ministry has spent:
  - Over \$2M on detour upgrades and enhanced maintenance.
  - Over \$3M on pre-construction activities delivered by local hired equipment and ?Esdilagh members (clearing, bank armoring).
- In addition to the construction contract, the remaining project budget includes costs for:
  - Engineering and construction oversight of the contract,
  - The demolition, decommissioning, environment remediation of the old Narcosli Creek bridge and old West Fraser Road under separate contracts,
  - Continued annual maintenance of the detour, and
  - Contingency.

- COVID-19 disrupted agreement negotiations with ?Esdilagh. This meant the construction tender date was pushed to December 2020 from Summer 2020.

#### **Service Plan Variance**

##### **2020/21 -2022/23 Service Plan (\$ millions)**

<b>2020/21</b>	<b>2021/22</b>	<b>2022/23</b>	<b>Total</b>
43.4	41.9	11.9	103.4

##### **2021/22 – 2023/24 Service Plan (\$ millions)**

<b>2021/22</b>	<b>2022/23</b>	<b>2023/24</b>	<b>Total</b>
39.5	36.8	16.5	103.4

#### **PROGRAM CONTACT**

Nicole Folk, Regional Manager of Project Delivery & Planning Services, Highways Department,  
Cell: 250 318-5059

# Highway 91/17 and Deltaport Way Upgrade Project Budget Note

Ministry of Transportation and Infrastructure

Date: March 22, 2021

## ISSUE

- Highway 91/17 and Deltaport Way Upgrade Project

## ADVICE AND RECOMMENDED RESPONSE

- The \$260M Highway 91/17 and Deltaport Way Upgrade Project (Project) provides highway improvements that will enable B.C.'s economy to continue to grow while reducing congestion along this important corridor.
- These upgrades will increase capacity, efficiency and safety, improve industrial, container trucking and local traffic access, and provide significant economic advantages and broad public benefits.
- The improvements to 27B Avenue, delivered in partnership with Tsawwassen First Nation, were completed in November 2019.
- The Project team completed the procurement for the Design-Build portion of the Project and awarded the contract to Pacific Gateway Constructors (PGC) on December 13, 2019
- Construction of the Design-Build component of the Project began in April 2020 with total completion in 2023.

## BACKGROUND

- The Province has developed a \$260.2M Project funding partnership among the Province of B.C. (\$87.5M), the Vancouver Fraser Port Authority (\$87.5M), the Government of Canada (\$81.7M) and the Tsawwassen First Nation (\$3.5M)
- The Project is a collection of components intended to improve highway capacity, efficiency and safety in the Highway 91, Highway 91 Connector, Highway 17 and Deltaport Way corridors.
- The Project was originally approved in 2016 with a budget of \$245.2M. The Design-Build Financial Submittals were received in September 2019, and all three submittals were over the estimated contract value. In order to proceed with the Design-Build component of the Project, a budget lift of \$15M was approved in December 2019. The additional \$15M will be shared equally between the Province and the Vancouver Fraser Port Authority, at \$7.5M each.
- Construction of the Design-Build component of the Project began in April 2020 and will be complete in spring 2023. The Deltaport Way and 27B Avenue improvements were completed in November 2019.
- Planned improvements at Highway 17 and 80<sup>th</sup> Street have been deferred. It will be advanced based on reassessment of need and availability of funds.

## Service Plan Variance

### 2020/21 -2022/23 Service Plan (\$ millions)

2020/21	2021/22	2022/23	Total
\$17,982,048	\$18,015,322	\$29,205,101	\$65,202,471

### 2021/22 – 2023/24 Service Plan (\$ millions)

2021/22	2022/23	2023/24	Total
\$16,745,938	\$26,613,000	\$9,333,711	\$52,692,649

- Service Plan reduction from \$65.2 million to \$52.7 million is consistent with the fact the project is in the last three years, completing in 2023
- The 2020/21 Q3 forecast of \$13.8 million is \$4.2 million less than the 2020/21 budget as the pace of work at the outset of the construction was slower than anticipated; reallocation of funds from 2021/2022 to 2022/23 & 2023/24.

## PROGRAM CONTACT

Jody Deane, Executive Project Director, Highway 91/17 and Deltaport Way Upgrade Project -  
Cell: 604 315-1902

# Pattullo Bridge Replacement Project

## Estimates Note

TI Corp / Ministry of Transportation and Infrastructure

Date: March 16, 2021

### ISSUE

- Pattullo Bridge Replacement Project (PBRP)

### ADVICE AND RECOMMENDED RESPONSE

- The replacement of the Pattullo Bridge is a key component of the Mayors' Council 10-Year Vision for Metro Vancouver Transportation. In February 2018, the Province announced it would fund and deliver the Pattullo Bridge Replacement Project.
- The PBRP has a total project budget of \$1.377 billion.
- In February 2020 a design-build-finance contract was awarded to Fraser Crossing Partners (an Aecon/Acciona joint venture) to design, build and partially finance the new four-lane bridge, and demolish the existing bridge. The contract value is \$967.5 million.
- Construction is underway. A Covid-19 safety plan is in place on the Project, and includes a daily health screening for all workers, physical distancing, a cohort work system and mandatory face coverings at all times.
- Preliminary in-river work on the bridge tower foundation began in February 2021. Other construction activities in 2021 include site preparation, utility relocations and construction of the on-land bridge foundations in New Westminster and Surrey.
- On-site investigative work and permitting processes have taken longer than anticipated due to the complexities of the project and challenges presented by the COVID-19 pandemic. As a result, the construction timeline for the project has been adjusted, moving the bridge opening date from late 2023 into 2024. The project team is working to mitigate the delay and have the bridge open as early as possible in 2024.
- The Pattullo Bridge Replacement Project will be delivered under the new provincial Community Benefits Agreement (CBA).

### BACKGROUND

- The Pattullo Bridge was built in 1937 and connects the cities of New Westminster and Surrey.
- The bridge is vulnerable to various risks, including seismic, river scour, deck delamination, and collision risks.
- TransLink, the owner of the Pattullo Bridge, has indicated that it may need to be closed by 2023 due to the deteriorating safety of the bridge. This is continuing to be monitored.
- The Mayors' Council has called for replacement of the Pattullo Bridge with modern lane widths and better connections for vehicles, cyclists and pedestrians.



- In February 2018, the Province announced it would completely fund, deliver and own the Pattullo Bridge Replacement Project. The new bridge is being delivered through a Design-Build-Finance contract. The PBRP has an approved budget of \$1.377B.
- The new bridge will feature four-lanes built to modern safety standards, two-way pedestrian and cyclist facilities and wider lane widths to accommodate commercial vehicles. The PBRP will also include network improvements in Surrey and New Westminster, and removal of the existing Pattullo Bridge once the new bridge is operational.
- The new bridge will be built to allow for potential expansion to six lanes in the future if needed. The Province will monitor the new bridge's traffic performance and will consult with the municipalities and the Mayors' Council to develop an appropriate response to the bridge's traffic performance based on regional transportation planning and a transportation demand management framework.
- Expansion to six lanes would be put into place only after consultation among the Province, Indigenous groups, the cities of New Westminster and Surrey and the Mayors' Council.
- The ministry engaged with the Identified Indigenous groups through the Environmental Assessment Office's consultation process, which is now complete. Consultation will continue through Project implementation; the Project is now engaging with all identified Indigenous groups on potential agreements that include funding for community initiatives, and contracting and employment opportunities, among other interests.
- The decision to fund and replace the bridge will allow the Mayors' Council to focus on other important priorities in their 10-Year Plan.

### Service Plan Variance

#### 2020/21 -2022/23 Service Plan (\$ millions)

2020/21	2021/22	2022/23	Total
254	310	277	841

#### 2021/22 – 2023/24 Service Plan (\$ millions)

2021/22	2022/23	2023/24	Total
225	310	288	823

- The decrease in provincial investment of \$18 million from last years' Service Plan is due slower progress under the DBF contract due to on-site investigative work and permitting processes taking longer than anticipated due to the complexities of the project and challenges presented by the COVID-19 pandemic.
- The 2020/21 third quarter forecast of \$228 million is \$26 million lower than the 2020/21 budget primarily as a result of the delay of in river work in fiscal 2020/21 due to delayed permitting and on-site investigate work, which has pushed out the work to upcoming fiscals.
- Completion of the project is scheduled in 2024.

### PROGRAM CONTACT

Wendy Itagawa, Executive Director, Pattullo Bridge Replacement Project, Cell: Government  
Financial

# Quartz Creek Bridge Replacement Estimates Note

Ministry of Transportation and Infrastructure

Date: March 24, 2021

## ISSUE

- Quartz Creek Bridge Replacement and four-laning Status Update

## ADVICE AND RECOMMENDED RESPONSE

- The \$123.7M (\$73.3M provincial and \$50M federal) Quartz Bridge Replacement and four-laning project is located approximately 50km west of Golden, B.C.
- The project includes 4.4km of four-laning, replacement of the existing Quartz Creek Bridge and intersection improvements.
- The contract for construction was awarded to Pennecon Heavy Civil Ltd from Nisku, Alberta in March 2021. This contractor is a new contractor for BC Highways projects.
- The contract is worth \$61.5M.
- The Project is on budget.  
Cabinet Confidences; Advice/Recommendations; Government Financial Information
- The project is being delivered under the CBA.
- Cabinet Confidences; Advice/Recommendations; Intergovernmental Communications; Government Financial Information
- Construction is expected to begin in late spring 2021

## BACKGROUND

- The project is located within the traditional territory of Secwepemc and Ktunaxa. Consultation began in 2015. An accommodation agreement with Secwepemc was reached in late 2020. An accommodation agreement was not required with Ktunaxa.
- The project was announced in 2019.
- The new bridge is 185m long.
- The project value was increased by \$2.3M to \$123.7 M (from 121.4M) to account for interest during construction which was previously held at the Transportation Investment Plan level and is now attributed to individual major projects.
- The new disclosed project value will be reported in the Fiscal and Economic Review Report in Summer 2021.

### Service Plan Variance

2020/21 -2022/23 Service Plan (\$ millions)

2020/21	2021/22	2022/23	Total
22.3	28.4	11.5	62.2

### 2021/22 – 2023/24 Service Plan (\$ millions)

2021/22	2022/23	2023/24	Total
21.8	28.1	13.5	63.4

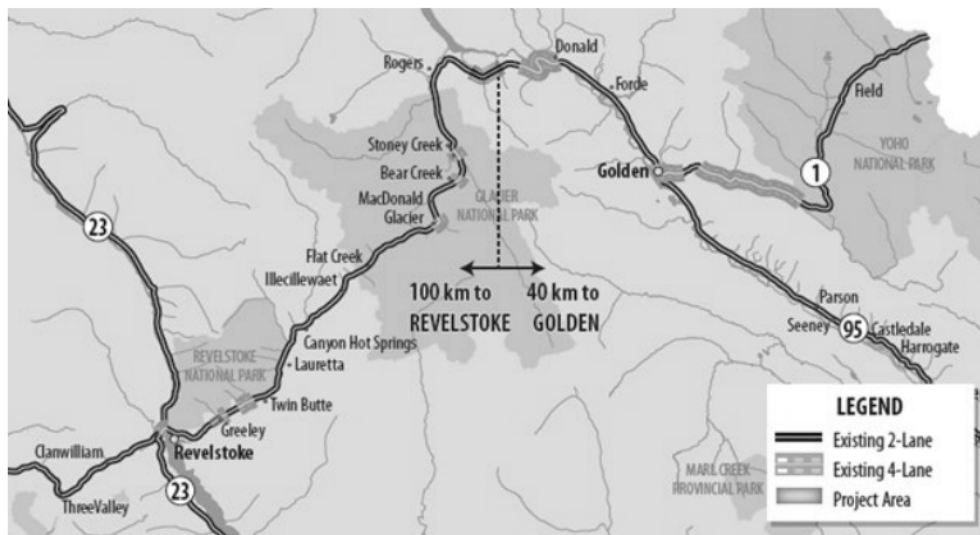
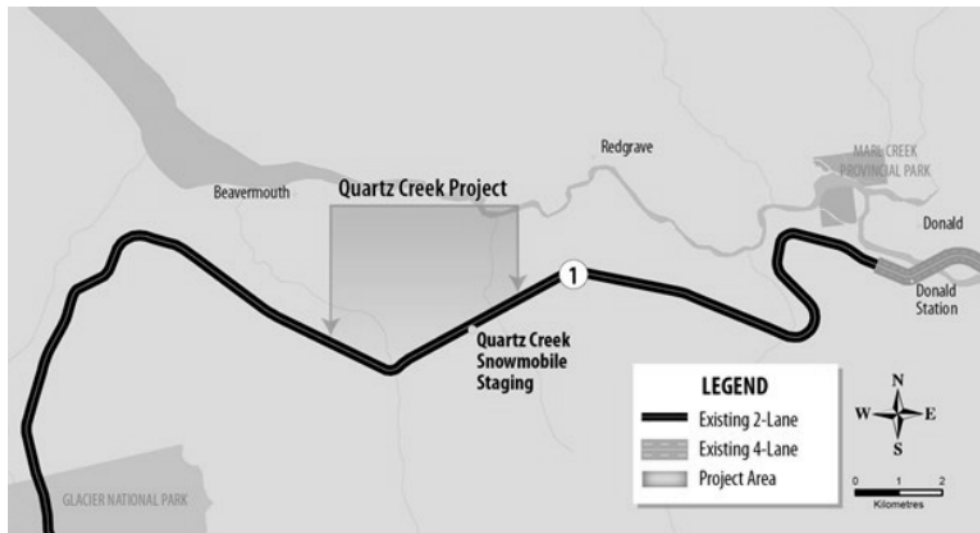
- Q3 Forecast for 2020/21 is \$2.9 million; \$19.4 M lower than budget of \$22.3 million) due to capital spend slippage and extension of schedule (tender delayed).
- Contingency reallocated to future years.

### PROGRAM CONTACT

Jennifer Fraser, Director Trans-Canada Highway Program, Highways Department – Cell: 250 318-7195

Appendix A: Map of Project Location

### Map of Project Location



# Kootenay Lake Ferry Service Improvements Project

## Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: March 11, 2021

### ISSUE

- A project to improve the ferry service at Kootenay Lake is underway.

### ADVICE AND RECOMMENDED RESPONSE

- The ministry is moving ahead with a new vessel replacement and terminal upgrades to improve ferry service at Kootenay Lake.
- In September 2020, a \$62.9 million contract to design and build the new ferry was awarded to Western Pacific Marine (WPM) of Vancouver. The new 60-car vessel will work alongside MV Osprey 2000 and reduce waits in summer.
- Upon delivery in 2023, the new ferry will be electric-ready, and with the installation of shore power by 2030, it will be able to make fully electric voyages. This plan delivers on a CleanBC commitment to electrify 100% of its inland ferry fleet by 2040.
- A construction contract for terminal improvements has been tendered and is expected to be awarded in April 2021. Planned upgrades include an expanded queuing lot, highway and road improvements, and new washroom facilities.

### BACKGROUND

- The MV Balfour is reaching the end of its serviceable life. A new replacement vessel and upgrades to both ferry terminals are needed so that all travelers can cross this ferry route safely and more reliably.
- The Kootenay Lake Ferry Service Improvements Project has an approved budget of \$84.7 million, shared between a provincial contribution of \$67.5 million and a federal contribution of \$17.2 million.
- The project is included in the ministry's Transportation Investment Plan (TIP) and approved Capital Plan.

## Service Plan Variance

### 2020/21 -2022/23 Service Plan (\$ millions)

	Past	2020/21	2021/22	2022/23	Total
Gross	\$1.8	\$20.1	\$18.3	\$14.5	\$54.7
Recovery	\$0.1	\$6.3	\$6.0	\$4.8	\$17.2
<b>Net</b>	<b>\$1.7</b>	<b>\$13.8</b>	<b>\$12.3</b>	<b>\$9.7</b>	<b>\$37.5</b>

### 2021/22 – 2023/24 Service Plan (\$ millions)

	Past	2021/22	2022/23	2023/24	Total
Gross	\$14.0	\$48.0	\$21.7	\$1.0	\$84.7
Recovery	\$3.8	\$12.4	\$1.0	\$0.0	\$17.2
<b>Net</b>	<b>\$10.2</b>	<b>\$35.6</b>	<b>\$20.7</b>	<b>\$1.0</b>	<b>\$67.5</b>

- The ministry conducted a competitive process in 2020/21. Bid results exceeded the ministry's cost estimate by \$30 million.
- As a result, the cost of the Kootenay Lake Ferry Service Improvement Project increased from \$54.7 million to \$84.7 million.
- In July 2020, Treasury Board approved a budget increase of \$30.0 million. A reallocation of BC Transportation Financing Authority funding will cover the higher project costs.
- The design-build contract was awarded to Western Pacific Marine in September 2020.

## PROGRAM CONTACT

Kirk Handrahan, Executive Director, Marine Branch, 778 974-5301 – Cell: 250 882-0246

# Highway 1 R.W. Bruhn Bridge

## Estimates Note

Ministry of Transportation and Infrastructure

Date: March 15, 2021

### ISSUE

- Trans-Canada Highway (TCH), R.W. Bruhn Bridge Status Update

### ADVICE AND RECOMMENDED RESPONSE

- The \$225M (\$134M provincial and \$91M federal) R.W. Bruhn Bridge and Approaches project is located on the TCH at the west end of Sicamous, with the R.W. Bruhn Bridge crossing the Sicamous Narrows.
- The project includes 1.9km of four-laning, replacement and four-laning of the R.W. Bruhn Bridge and intersection improvements.
- Tender is planned in 2022, with an anticipated three-year construction timeframe. Prior to tender, the ministry will be returning to Treasury Board to provide a project update.
- The project will be delivered under the Community Benefits Agreement.
- Clearing for utility relocation is underway and additional early works are planned in 2021.
- The ministry updated the project website in early 2021. Limited public comments have been received to date and those received have been positive.
- The ministry attended an in-camera meeting with the District of Sicamous on February 10, 2021. The District of Sicamous (DoS) invited MLA Greg Kylo to attend the meeting. The ministry shared the public facing information at that meeting, answered questions, and received feedback.
- The ministry will continue to work with the DoS as the project is advanced to tender.

### BACKGROUND

- In late 2018, a one-bridge option was selected over a two-bridge option because it resulted in the least impact to an archaeologically and culturally significant area while still meeting all design standards. At the time (early design) it was believed the two bridge and one bridge options were similar in cost. Today, with an advanced level of design, that is not longer the case. A one bridge option is more affordable and meets the needs of the highway network.
- the DoS (elected officials) remain supporters of a two-bridge option and continue to raise this at meetings and with the media. In 2018, the public was divided on support for one bridge or two bridges.
- In summer 2019, an opportunity to increase the safety of the design (avoid weaving) and reduce the archaeological footprint was identified. The current design reflects this improvement.
- The improvement changes the access to Old Spall road by requiring eastbound drivers to exit the TCH before the existing Old Spall road intersection (which will be

closed), travel under the highway (via an underpass) to the north side of the TCH, parallel the TCH then travel under the new RW Bruhn Bridge to the existing Old Spall Rd.

- The DoS council has indicated they are not in support of the current configuration because it is different than the initial configuration and they have received limited communication from the ministry due to the pandemic and provincial election
- In September 2019, at an in-camera meeting, DoS Council expressed their desire for the ministry to fund a separate pedestrian bridge across the Sicamous Narrows in support of the future Rail Trail development. The ministry advised the DoS that this is outside of the scope of the project and to seek funding through the grant programs available for municipalities. This message was subsequently reiterated by the previous Minister of Transportation and Infrastructure and the current Minister of Transportation and Infrastructure (Feb 2021 letter).
- The ministry's Bruhn Bridge project team and district staff are working directly with the Rail Trail committee to link the Rail Trail and the new Bruhn Bridge to ensure connectivity.
- The project supports active transportation on the RW Bruhn Bridge with the addition of a 3m multi-use path that is separated from highway traffic by a physical barrier and a 2.5m shoulder.
  - This treatment is consistent with similar active transportation pathways. Most recently, the Lizard Creek Bridge in Fernie, B.C.
- The project is located within the traditional territories of the Secwepemc and Okanagan Nations. Consultation began in 2015 with the Secwepemc First Nation bands and the ministry meets bi-weekly with Secwepemc to consult.
- The bridge is located within a former village site that Splotsin (Secwepemc) was forcibly removed from.
- The tender documents will include opportunities for Indigenous communities as an accommodation for impacts to interests.
- Cabinet Confidences; Advice/Recommendations; Government Financial Information
- IDC was previously held at the Transportation Investment Plan level and is now being attributed to individual major projects.

### Service Plan Variance

**2020/21 -2022/23 Service Plan (\$ millions)**

2020/21	2021/22	2022/23	Total
22.8	23.8	50.7	97.3

**2021/22 – 2023/24 Service Plan (\$ millions)**

2021/22	2022/23	2023/24	Total
20.5	31.5	44.5	96.5

- Optimistic schedule forecast.
- Q3 Forecast for 2020/21 is \$8.0 million (compared to budget of \$22.8 million).
- Contingency reallocated to future years.

#### **PROGRAM CONTACT**

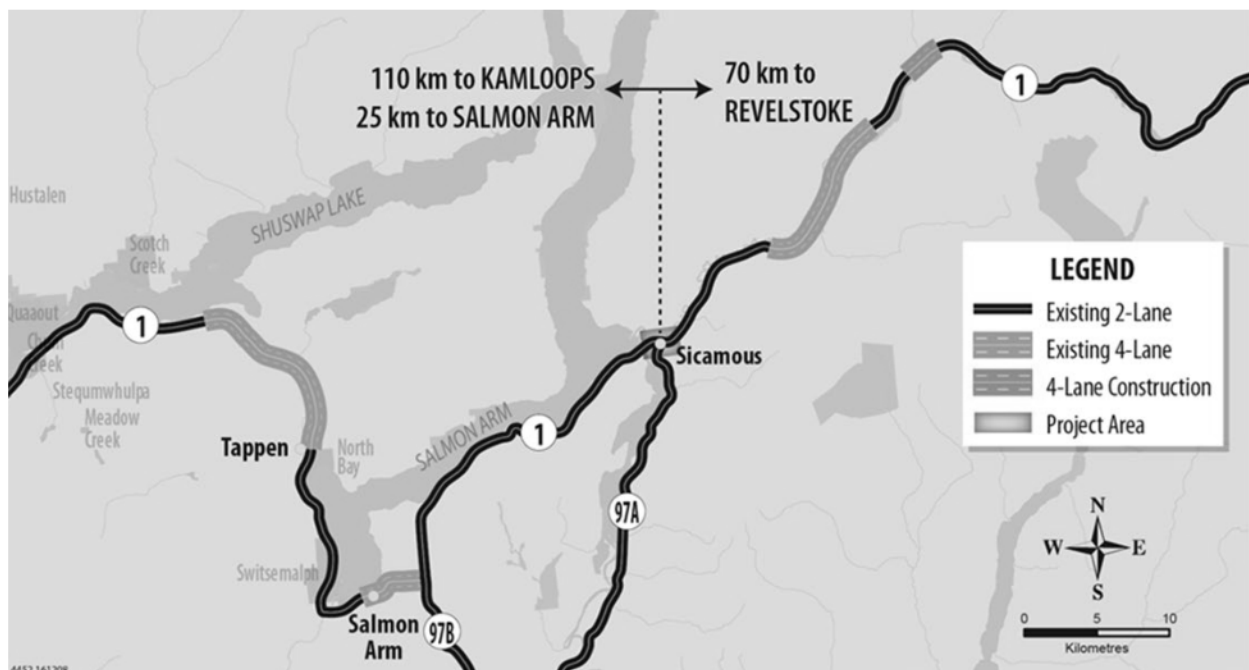
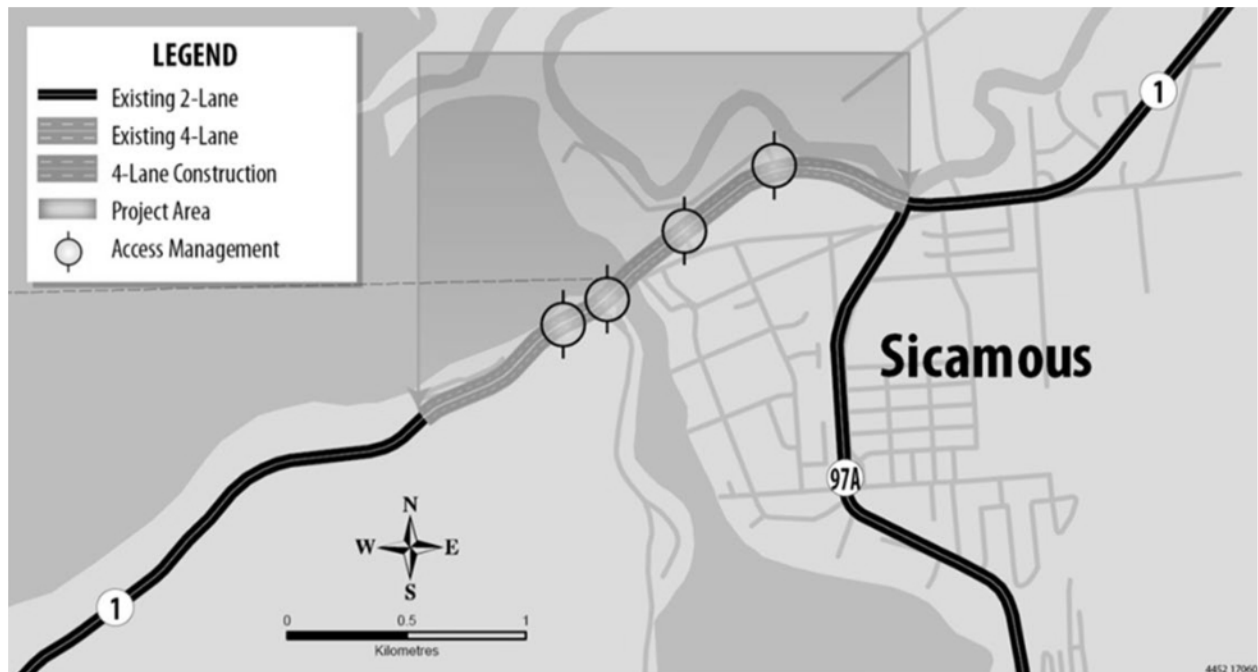
Jennifer Fraser, Director TCH Program, Highways Department – Cell: 250 318-7195

Appendix A: Map of Project Location





## Map of Project Location



# Highway 1 – Chase Four-Laning Estimates Note

Ministry of Transportation and Infrastructure

Date: March 19, 2021

## ISSUE

- Trans-Canada Highway (TCH) Chase Four-Laning

## ADVICE AND RECOMMENDED RESPONSE

- The Chase Four-Laning project is composed of two segments, being delivered in two phases.
- The combined project value is \$220.3M (\$208M provincial and \$12M federal).
- Construction began on Segment 1 (3.3km), Chase Creek Road to Chase West, (\$97.8 M) in August 2020. The contractor is Dawson Civil from Kamloops, B.C. The contract is valued at \$25.9M. The anticipated construction period is 2.5 years, ending in 2023.
- The contract amount was lower than the ministry estimate and \$40 million was reallocated to investment in other projects.
- Construction of Segment 1 is 15% complete. There is approximately \$24.6 million remaining in contingency.
- A total of 43 people have been employed by BCIB. Not all people were employed for the full season.
- The contract includes provision for up to \$1 million in employment opportunities for Indigenous communities, in addition to the employment opportunities through the CBA.
- Segment 2, Chase West to Chase Creek Bridge (1.6km), (\$122.2M) is planned for tender in spring 2021. The anticipated construction period is 2 years, ending in 2023.
- The Hoffman's Bluff to Chase Creek Road segment that was previously part of the Chase four-laning project, has been removed from the construction schedule to allow the ministry additional time to work with the Neskonlith Indian Band whose land is required to expand the highway to four-lanes.
- The project team continues to work collaboratively with the Village of Chase and Indigenous communities.

## BACKGROUND

	Segment	Approved Budget – April 2020	Original Tender	Current Tender	Construction Completion	km
1	Chase Creek Rd to Chase West	\$138.1M (no federal)	Spring 2017	May 1, 2020	Summer 2023	3.3
2	Chase West to Chase Creek Bridge	\$122.2M (\$12.1M federal)	Spring 2019	March 2021	Summer 2023	1.6
<b>Total</b>		\$260.3M* (\$248.20M prov & \$12.1M fed)				4.9

\*\$40M was released from the project (Segment 1) following the award of the segment 1 tender.

### The Project scope is as follows:

- Segment 1:
  - 3.3km four-laning
  - Protected-T intersections at Chase Creek Road and Shuswap Avenue
  - Pedestrian underpass
  - Conversion of existing highway to frontage road and active transportation route between Chase and Neskonlith communities
- Segment 2:
  - 1.6km four-laning
  - Interchange at Brooke Drive
  - Improvements to Brooke Drive
  - Conversion of Coburn Drive intersection to emergency vehicles only
  - Active transportation connection between Village of Chase and recreational trails
- In 2020, Treasury Board approved a change to the project scope and budget as follows:

Budget (\$ millions)	B.C.	Canada	Total
Approved Budget (March 2017)	\$144.1	\$55.1	\$199.2
Requested Budget (April 2020)	\$248.2	\$12.1	\$260.3
<b>Variance</b>	<b>\$104.1</b>	<b>-\$43.0</b>	<b>\$61.1</b>

Scope (kms)	Kms
Original	10.6
Current	4.3
<b>Variance</b>	<b>-6.3</b>

- In 2020, 43 people were employed by BCIB during the construction season. Not all people were employed for the full season.
  - Three people were female
  - Nine people were Indigenous (may include trainees or apprentices)
  - Two people were trainees or apprentices (may include Indigenous people)
- Archaeological and Cultural assessments were completed by Secwepemc and their results were used to inform the final project design.
- Secwepemc and the ministry have an agreement on the accommodation term sheet for the Chase Creek Road to Chase West (Segment 1). The term sheet contains specific opportunities for Secwepemc as an accommodation for impacts to their interests. An agreement in principle has been reached on the term sheet for Chase West to Chase Creek Bridge (Segment 2).

### Service Plan Variance

#### Segment 1 – Chase Creek Road to Chase West 2020/21 -2022/23 Service Plan (\$ millions)

2020/21	2021/22	2022/23	Total
32.7	35.2	31.9	99.8

#### 2021/22 – 2023/24 Service Plan (\$ millions)

2021/22	2022/23	2023/24	Total
24.7	28.7	8.3	61.7

- Budget reduced as a result of tender - surplus reallocated to other projects in the TIP
- Q3 Forecast for 2020/21 is \$11.8 million; \$20.9 M lower than budget of \$32.7 million – contingency reallocated to next fiscal year

#### Segment 2 – Chase West to Chase Creek Bridge 2020/21 -2022/23 Service Plan (\$ millions)

2020/21	2021/22	2022/23	Total
12.0	24.1	35.1	71.2

#### 2021/22 – 2023/24 Service Plan (\$ millions)

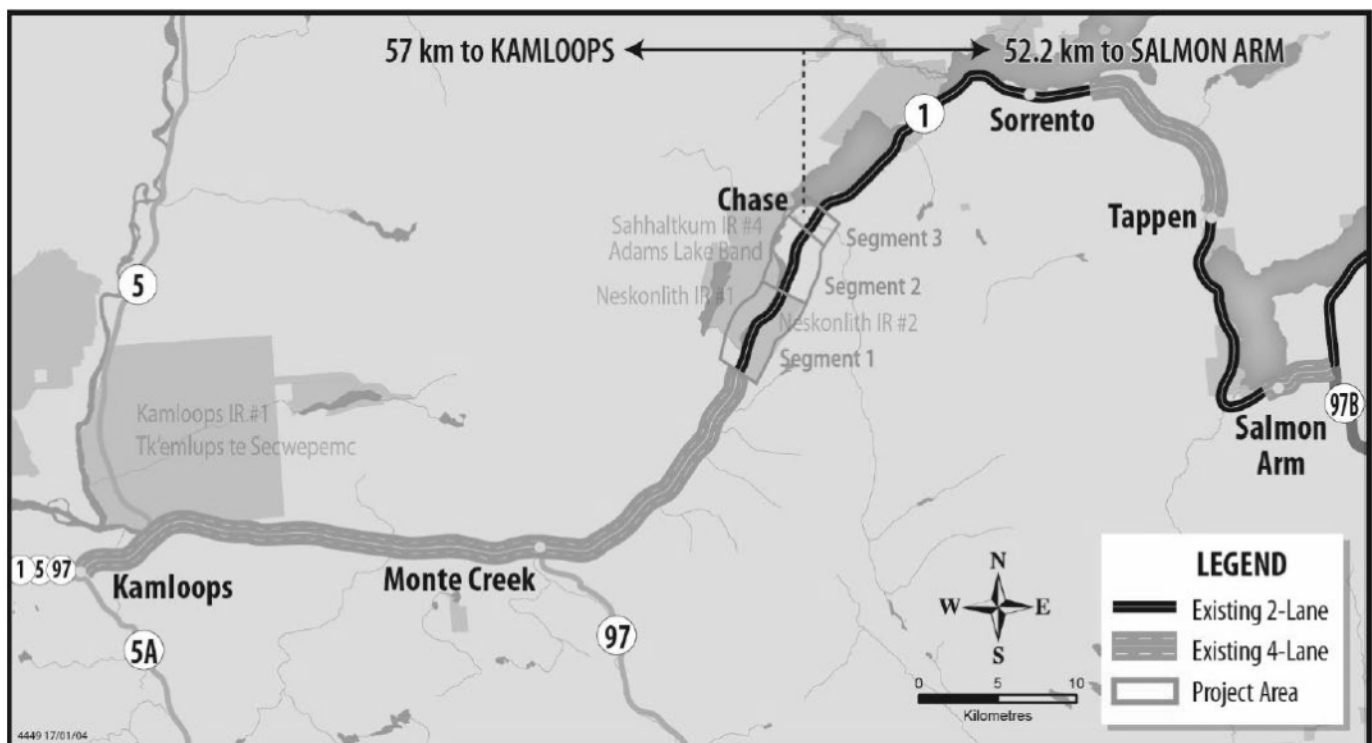
2021/22	2022/23	2023/24	Total
14.2	37.1	33.6	84.9

- Q3 Forecast for 2020/21 is \$5.1 million; \$ 6.8 million lower than budget of \$12.0 million as project not yet approved and contingency and accommodation budget advance to next fiscal year.

### PROGRAM CONTACT

Jennifer Fraser, Director TCH Program, Highways Department – Cell: 250 318-7195

## Map of Project Area



# Highway 1 - Salmon Arm West

## Estimates Note

Ministry of Transportation and Infrastructure

Date: March 18, 2021

### ISSUE

- Trans-Canada Highway (TCH) Salmon Arm West (SAW).

### ADVICE AND RECOMMENDED RESPONSE

- The Salmon Arm West project is composed of two segments and will be delivered in two phases.
- The total project value is \$155M (\$123.6M provincial and \$31.4M federal).
- **Segment 1** (\$115.2M), 1st Ave. to 10th Ave., is currently under construction. The contractor is Springline Construction Services Ltd. From Delta, B.C. The contract is valued at \$29.7 million.
  - Preload was required prior to major works construction. The contract was awarded to Jakes Construction in October 2018 and completed in December 2019.
- Segment 1 construction began in Fall 2020.
- Construction is approximately 31% complete. There is \$17.5M remaining in contingency.
- A total of seven people have been employed by BCIB. Not all people were employed for the full season.
- **Segment 2** (\$39.8M), 10th Ave. to 10th St. is planned for tender in 2023.
- The total project is 3.2 km long and includes four-laning, intersection improvements, replacement of Salmon River Bridge, construction of an interchange with frontage road connections at 1st Ave. SW, construction of frontage roads to consolidate access to and from Highway 1, and a multi-use pathway for pedestrians, cyclists and other non-motorized users.
- The SAW project is scheduled for completion in 2023.
- The I.R. 3 to 1<sup>st</sup> Ave segment that was previously part of the Salmon Arm West four-laning project, has been removed from the construction schedule to allow the ministry additional time to work with the Neskonlith Indian Band whose land is required to expand the highway to four lanes.

## BACKGROUND

Segment		Approved Budget	Original Tender	Current Tender	Construction Completion	km
1	1 <sup>st</sup> Ave to 10 <sup>th</sup> Ave	\$144.9 (\$118.5M, prov & \$26.4M, fed)	2016	Spring 2020	Fall 2022	2.2
2	10 <sup>th</sup> Ave to 10 <sup>th</sup> St.	\$39.84M (\$34.86M, prov & \$5.0M, fed)	2017	2021	Summer 2023	1.0
<b>Total</b>		\$184.7M* (\$153.3M, prov & \$31.4M, fed)				3.2

\*~\$30M was released from the project following the tender of segment 1.

- In 2020, Treasury Board approved a change to the project scope and budget as follows:

Budget (\$ millions)	B.C.	Canada	Total
Approved Budget (June 2016)	\$114.2	\$48.6	\$162.7
Requested Budget (May 2020)	\$153.3	\$31.4	\$184.7
<b>Variance</b>	<b>\$39.1</b>	<b>-\$17.1</b>	<b>\$22.0</b>

Scope (kms)	Kms
Original	6.1
Current	3.3
<b>Variance</b>	<b>-2.8</b>

- In 2020, 7 people were employed by BCIB during the construction season. Not all people were employed for the full season.
  - 1 person was female
  - 0 people were Indigenous
  - 0 people were trainees or apprentices
- The project is located within the traditional territory of the Secwepemc and within Adams Lake I.R. #7. Consultation began in 2015 with the Secwepemc and the ministry meets bi-weekly with them.

## Service Plan Variance

### Segment 1 – 1<sup>st</sup> Ave to 10<sup>th</sup> Ave 2020/21 -2022/23 Service Plan (\$ millions)

2020/21	2021/22	2022/23	Total
20.4	41.3	12.7	74.4

### 2021/22 – 2023/24 Service Plan (\$ millions)

2021/22	2022/23	2023/24	Total
16.7	17.4	12.1	46.2

- Budget reduced - surplus reallocated to other projects in the TIP
- Q3 Forecast for 2020/21 is \$6.1 million (compared to budget of \$20.4 million).

### Segment 2 – 10<sup>th</sup> Ave to 10<sup>th</sup> St. 2020/21 -2022/23 Service Plan (\$ millions)

2020/21	2021/22	2022/23	Total
.075	5.9	14.9	20.9

### 2021/22 – 2023/24 Service Plan (\$ millions)

2021/22	2022/23	2023/24	Total
.058	6.1	15.1	21.3

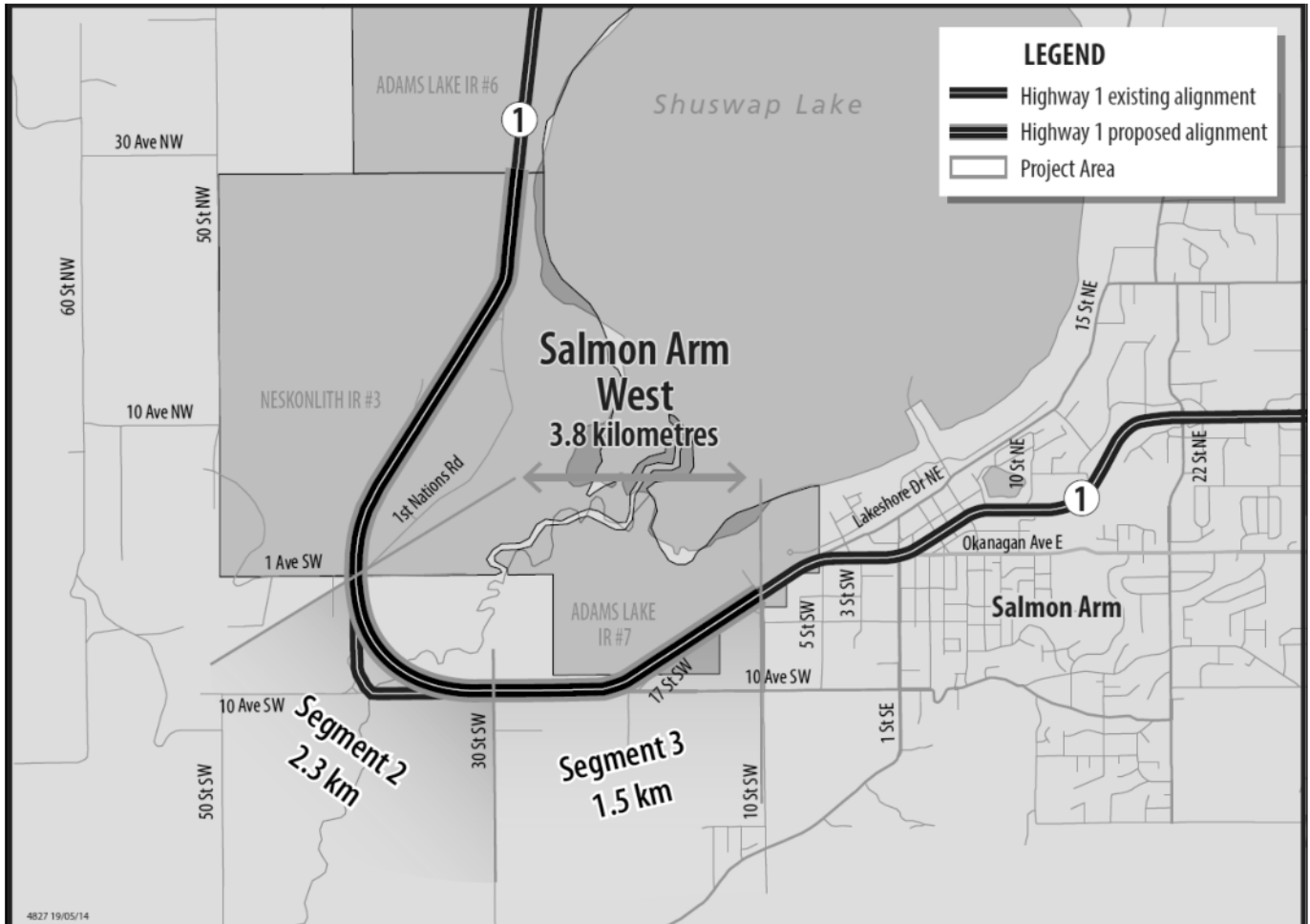
- Adjustments to cash flow

## PROGRAM CONTACT

Jennifer Fraser, Director Trans-Canada Highway Program, Highways Department – Cell: 250 318-7195



## Map of Project Location



# Highway 1 – 216<sup>th</sup> Street to 264<sup>th</sup> Street Widening & Highway 17 - North Surrey Truck Parking Estimates Note

Ministry of Transportation and Infrastructure

Date: March 29, 2021

## ISSUE

- Highway 1 216th to 264th Project (\$205 million <sup>Advice/Recommendation</sup>)
- Highway 17 North Surrey Truck Parking Project (\$30 million)

## ADVICE AND RECOMMENDED RESPONSE

- Federally, these two projects were announced together in April 2019 and are considered one project.
- The announced combined investment totals were \$235.5M (\$99.55M provincial, \$108.95M federal and up to \$27M from the Township of Langley).

### Highway 1 216<sup>th</sup> to 264<sup>th</sup> Project

- Online public engagement was between February 12 and March 19, 2021.
- Engineering design for the entire project is ongoing and will be finalized, with stakeholder input, by fall 2021.
- The ministry will be reporting back to Treasury Board at that time with an update of the project scope, schedule, and budget.
- Advanced works started March 2021 including tree clearing, preload of soft soils and installation of test piles.
- Construction on the major works contract is expected to begin in spring 2022.

### Highway 17 North Surrey Truck Parking Project

- The project is being phased over two contract phases to accommodate the Trans-Mountain Pipeline that will be installed through the site (between Phase 1 and 2).
  - Phase 1: New Highway 17 Intersection (completed December 2020)
  - Phase 2: Construction of the Truck Parking Site <sup>Advice/Recommendations;</sup> <sup>Advice/R</sup> subject to Trans-mountain Pipeline schedule).
- Overall completion is planned for <sup>Advice/Recommendations</sup>

## BACKGROUND

### Highway 1 216<sup>th</sup> to 264<sup>th</sup> Project

- The scope includes construction of HOV lanes between 216<sup>th</sup> and 264<sup>th</sup> Street as well as replacement structures at Glover Road, CP Rail overhead and 232<sup>nd</sup> Street.
- Current budget of \$205.5M (\$82.5M provincial, \$96M federal and up to \$27M from the Township of Langley).

- Advice/Recommendations; Intergovernmental Communications; Government Financial Information

- This section of highway operates at or near capacity in both the AM and PM peaks and has a higher than average collision rate than similar facilities in the province.
- The structures along this corridor do not meet the current standards for over height clearance and are at risk of impact from the 9,000 commercial trucks that use this route daily.
- The existing configuration at the 232nd St. interchange does not meet current design standards, resulting in short weaving, merging distances and decreased safety.
- The Ministry has been engaging with eleven First Nations including Musqueam, Seabird Island, Soowahlie, Skwahlook, Kwantlen, Matsqui, Peters, Semiahmoo, Katzie, Leq'a:mel, and Shxw'ow'hamel since February 2019 and a local First Nation recently completed the tree clearing portion of the advanced works.

### Service Plan Variance

**2020/21 -2022/23 Service Plan (\$ millions)**

2020/21	2021/22	2022/23	Total
7,331	29,196	29,098	65,625

**2021/22 – 2023/24 Service Plan (\$ millions)**

2021/22	2022/23	2023/24	Total
10,899	15,318	33,808	60,025

- The (\$5.6M) decrease from the past Service Plan is indicative of the additional engineering and engagement required on this project. Cabinet Confidences; Advice/Recommendations; Government Financial Information. The additional work required also led to slippage in 2020/21, creating a decrease of (\$4.8M) in the Q3 forecast.

### Highway 17 North Surrey Truck Parking Project

- The scope includes a new parking facility for approximately 100 trucks along with a protected T intersection on Highway 17.
- Increased growth in the truck industry and residential development has created a shortage of about 2000 truck parking stalls south of the Fraser River.
- The project will improve safety, reduce congestion and help eliminate environmental contamination as a result of trucks parking illegally in agricultural and residential areas.

- Advice/Recommendations

- 

and have confirmed that the project will be delivered by phasing the project into two phases: 1) construction of the new intersection at Highway 17 to access the site (complete); and 2) the construction of the truck parking site.

- The site selection and project design were developed with involvement from the local trucking industry with project support surrounding municipalities.
- The Ministry has engaged with seventeen First Nations, including Cowichan Tribes, Halalt, Katzie, Kwantlen, Kwikwetlem, Lake Cowichan, Lyackson, Musqueam, Penelakut, Seabird Island, Semiahmoo, Shxw'ow'hamel, Skawahlook, Soowahlie, Stz'uminus, Tsawwassen, and Tsleil-Waututh since 2016 and have recently completed habitat offsetting with a local First Nation at Tynehead Park.

#### Service Plan Variance

**2020/21 -2022/23 Service Plan (\$ millions)**

2020/21	2021/22	2022/23	Total
10,506	3552		14,058

**2021/22 – 2023/24 Service Plan (\$ millions)**

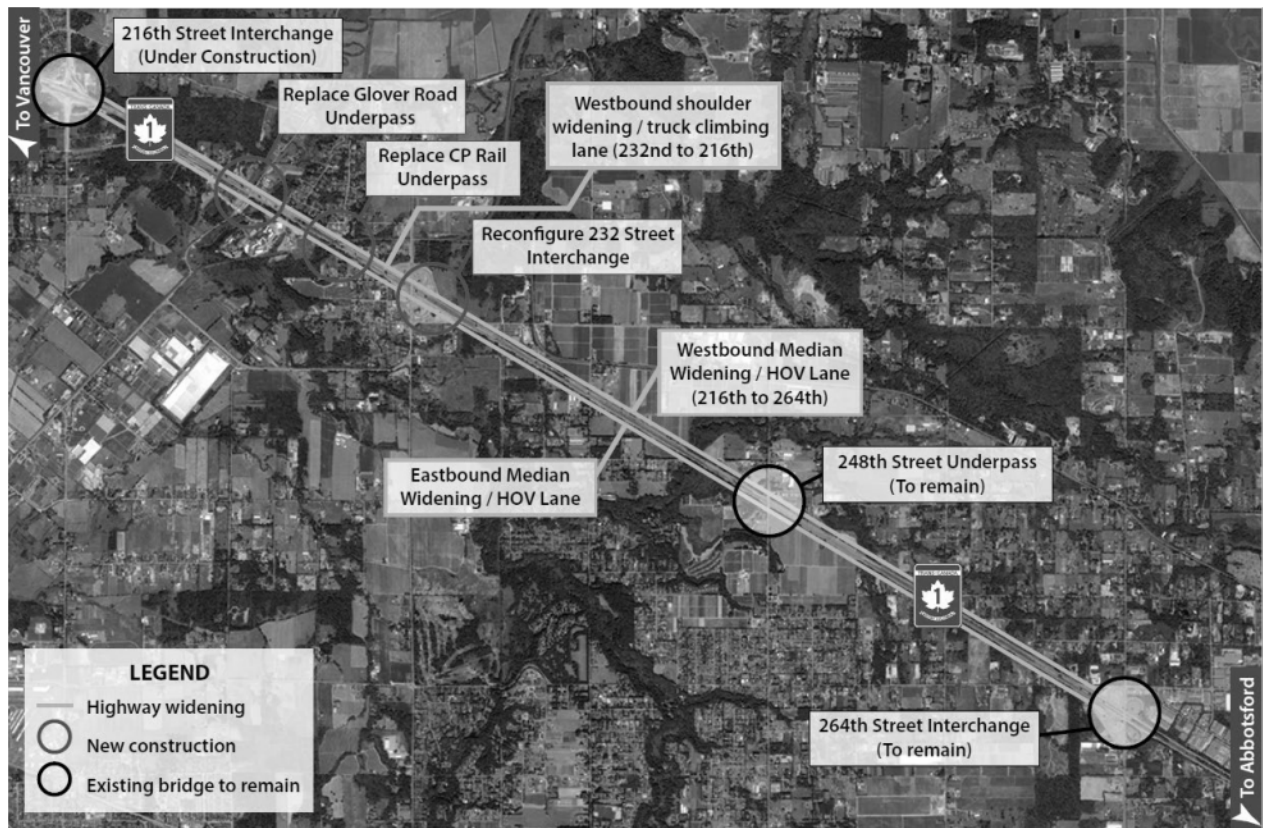
2021/22	2022/23	2023/24	Total
8,977	44		9,021

- The project was initially forecasted to complete in 2021/22. The above noted involvement of the TMPL did have an impact on project delivery extending the completion date to 2022/23. The extended schedule also caused slippage in 2020/21 creating a variance of (\$4,313) in the Q3 forecast.

#### PROGRAM CONTACT

Jay Porter, A/Regional Manager, Project Delivery – Cell: 604 250-7571

#### Attachment: Highway 1 216<sup>th</sup> to 264<sup>th</sup> Project Map



# Highway 1 – Kicking Horse Canyon Phase 4 Estimates Note

Ministry of Transportation and Infrastructure

Date: March 17, 2021

## ISSUE

- Four-laning the final 4.8 km segment of the Trans-Canada Highway in Kicking Horse Canyon.

## ADVICE AND RECOMMENDED RESPONSE

- The Kicking Horse Canyon Phase 4 Project is the fourth and final phase of the Kicking Horse Canyon projects and will address the last unimproved segment of highway running through the challenging mountain terrain east of Golden, where the collision rate is more than three times the provincial average
- The total project budget is \$601 million.
- A Design-Build contract was awarded to Kicking Horse Canyon Constructors in November 2020. The contract value is \$440.6 million.
- The project has moved into the construction phase. Project completion is expected in 2024.

## BACKGROUND

- The scope for the final 4.8 kilometres of the 26-kilometre Kicking Horse Canyon section of the Trans-Canada Highway includes upgrades to a modern, four-lane standard.
- This includes a combination of bridges, retaining walls, rock catchment ditches and rock fall hazard reduction measures, wildlife exclusion and passage provisions, highway realignment and four-lane widening to complete the corridor improvements from the junction of Highway 95 at Golden to the western boundary of Yoho National Park.
- The \$440.6 million Design-Build contract was awarded November 6, 2020. The project is to be completed in 2024.
- This project is approved for the application of the Community Benefit Agreement.
- In 2019, an increase to the total project budget to \$601 million from the 2016 estimate of \$450 million was approved. The increase of \$151 million reflected a re-allocation of \$23 million of interest during construction from a general capital budget and a \$128 million increase in project costs. The increase in project costs was due to several factors including:
  - Design Build estimate (\$39 million) - additional engineering, design and geotechnical work, additional foundation supports for bridges and retaining walls, higher cost of materials, and additional CP Rail protection/flagging costs,
  - Project team costs (\$6 million) – including consultation with Indigenous communities and archeological work/investigations;
  - Application of the Community Benefits Agreement (CBA)- \$35 million; and
  - A higher contingency based on the risk and complexity of the project - \$48 million.

- The Federal government contribution is \$215.2 million under the New Building Canada Fund – National Infrastructure Component (AIP received January 2017) and the provincial share is \$385.8 million.
- The value of the Design-Build contract is within the Affordability Limit of \$462 million established to help ensure the project stays within budget.
- There is general public support for Phase 4. Public consultation and stakeholder involvement, including engagement with First Nations, has been carried out during the delivery of earlier project phases (1-3) and during development of Phase 4.
- Extensive public engagement in fall 2019 confirmed earlier indications that there was broad support for the project. Dialogue and information-sharing is ongoing with key stakeholders and the community to maintain positive relationships.
- The project requires significant traffic management, including 20-minute lane closures, frequent two-hour and overnight closures, along with extended closures up to six weeks in duration during the fall and spring. An alternate route via Hwy 93 and Hwy 95 will be available during these periods.
  - The extended 24/7 closure announced by the contractor for Spring 2021 is set for April 12 – May 14, followed by 24-hour weekday closures in the last half of May. There will be no closures during the daytime in the summer.
- The project will restrict access to Dart Creek, a local water source, during construction. The project partnered with the Town of Golden to establish a bulk potable water station which opened in December 2020 to serve the broader community and provide an alternative source for Dart Creek users during project construction. Dart Creek access will be restored after construction.
- The first three phases of the project have been completed and are now in operation.

#### Service Plan Variance

##### 2020/21 -2022/23 Service Plan (\$ millions)

2020/21	2021/22	2022/23	Total
76	111	151	338

##### 2021/22 – 2023/24 Service Plan (\$ millions)

2021/22	2022/23	2023/24	Total
105	113	84	302

- The decrease in provincial investment of \$36 million from last years' Service Plan reflects the Project substantial completion in the last year of the current service planning period (2023/24).
- The 2020/21 third quarter forecast of \$69 million, is \$7 million lower than the 2020/21 budget, mainly due to slower progress on the design by the DB contractor and the timing of indigenous agreements.

#### PROGRAM CONTACT

Mike Lorimer, Executive Project Director, Infrastructure and Major Projects Department – Cell: (250) 318-4000

# Broadway Subway Project

## Estimates Note

Ministry of Transportation and Infrastructure

Date: March 15, 2021

### ISSUE

- Broadway Subway Project (BSP) Update

### ADVICE AND RECOMMENDED RESPONSE

- The Broadway Subway Project is a priority project in the Mayors' Vision and will provide an extension of the Millennium Line SkyTrain along Broadway to Arbutus Street in Metro Vancouver.
- The total project budget is \$2.827 billion.
- The design-build finance contract was awarded to the Broadway Subway Project Corporation, an Acciona-Ghella joint venture, in late August 2020, with the official announcement on September 4, 2020. The contract value is \$1,728 billion.
- The contractor began site preparations in fall 2020, along with work on station designs and construction planning.
- Construction is now underway and on schedule for the line to be in service in 2025.
- BSP will provide fast, frequent and convenient SkyTrain service to B.C.'s second largest jobs centre, world-class health services, an emerging innovation and research hub, and growing residential communities, and will relieve congestion along Broadway.
- TransLink will operate and maintain BSP once service begins.
- The investment in BSP supports B.C.'s commitment to 40% of the capital cost of the Mayors' Council Vision for Transportation.
- The BSP will be delivered under the provincial Community Benefits Agreement (CBA). A CBA increases employment opportunities for locals, Indigenous people, women and other underrepresented groups who want to start a career in the skilled trades. The Agreement provides greater training opportunities for apprentices, so they can complete their certification, building our skilled trade workforce of tomorrow. Costs associated with the CBA are reflected in the Project budget.

### BACKGROUND

- BSP was approved by the Province and the Federal government through the spring and summer of 2018. It was announced on September 4, 2018 with confirmation that the province would take over ownership and delivery of the project.
- The project is a 5.7 km extension of the existing Millennium Line SkyTrain service, from Vancouver Community College (VCC)–Clark to a new station at Arbutus Street.
- The first 0.7 km from VCC–Clark will be elevated guideway and the remaining 5 km will be tunneled, resulting in the name "Broadway Subway".



- Six new underground stations will be built: Great Northern Way-Emily Carr, Mount Pleasant, Broadway-City Hall, Oak-VGH, South Granville and Arbutus.
- The BSP has an estimated budget of \$2.827 billion, with the City of Vancouver contributing \$100 million in-kind, provincial funding of \$1.83 billion and federal funding of \$897 million (These are the publicly announced costs).
- Under the Public Transit Infrastructure Fund (PTIF) Phase One, early works began in February 2019. Bus trolley routes 14, 16, 17 have been relocated for the duration of construction and Province-led utility relocations will be completed by April 2021.
- Construction activities are currently focused on building demolitions and geotechnical investigations. This spring, final station designs will be presented, and major construction will begin including work on the elevated guideway and excavation for the stations and tunnel portal.
- Community and Business communication and engagement is ongoing, including stakeholder meetings, in person drop-ins on businesses, construction notifications, enquiry response management.

#### Service Plan Variance

**2020/21 -2022/23 Service Plan (\$ millions)**

2020/21	2021/22	2022/23	Total
245	396	470	1111

**2021/22 – 2023/24 Service Plan (\$ millions)**

2021/22	2022/23	2023/24	Total
337	363	381	1081

- The decrease in provincial investment of \$30 million from last years' Service Plan is mainly due to substantial spending in fiscal 2020/21 for property acquisitions in comparison to the new service plan period and the reforecasting of the project's baseline budget upon awarding design-build-finance (DBF) contract in fiscal.
- The reforecast mainly included changes in cash flow of the DBF contract and re-trending contingency spending throughout the life of the project.
- The 2020/21 third quarter forecast of \$185 million, is \$60 million lower than the 2020/21 budget primarily due to lower property acquisition costs, interest during construction (IDC) savings and no contingency draws for the year.
- Completion of the project is scheduled in 2025.

#### PROGRAM CONTACT

Lisa Gow, Executive Project Director, Broadway Subway Project, Cell: Government  
Financial Information

# Highway 17 – Keating Cross Rd. Flyover Estimates Note

Ministry of Transportation and Infrastructure

Date: March 29, 2021

## ISSUE

- Highway 17 – Keating Cross Road Flyover Project update.

## ADVICE AND RECOMMENDED RESPONSE

- The project was announced in August 2019, prior to provincial funding approval.
- The announced budget included \$16.71M in federal funding and \$2.5M from the District of Central Saanich.
- Cabinet Confidences; Advice/Recommendations
- 
- Online public engagement took place from February 24 to March 24, 2021.
- While there is support for the project, some concerns were raised about additional traffic by the Keating Elementary School and the need for a full interchange to alleviate these pre-existing safety concerns in front of the school.
- The ministry is working closely with the District of Central Saanich to address the traffic concerns in front of the elementary school on Central Saanich Road (municipal road).
- Engineering began in summer 2019.

## BACKGROUND

- The Highway 17 - Keating Cross Rd. Flyover Project addresses the safety, reliability, mobility and future forecasted growth at the existing un-signalized intersection.
- The project scope includes a new NB to WB highway off-ramp and flyover from Highway 17 to Keating Cross Rd. with a realigned SB on-ramp.
- The project aligns the CleanBC mandate with the inclusion of bus-on-shoulder facilities to support BC Transit's future plans for bus rapid transit on Highway 17.
- Keating Cross Rd. is located in the Capital Regional District (CRD) on Vancouver Island and is an existing un-signalized intersection on Highway 17.
- The Highway 17 corridor is the NE gateway to the Capital Region, accommodating the movement of people, goods and services from the BC Ferries terminal at Swartz Bay to the Victoria area and other parts of the Island.
- Location has collision and collision severity rates well above provincial averages.
- Planned industrial, warehouse and commercial development in the Business District on Keating Cross Rd., along with growth in the CRD, will further compromise safety, mobility and reliability on the Highway 17 corridor.

- The project is located within the territories of the Pauquachin, Tsartlip, Tseycum and Tsawout First Nations. The ministry continues to have meaningful consultation with First Nations.

#### **PROGRAM CONTACT**

Jay Porter, Regional Manager, Project Delivery – Cell: 604 250-7571

# Highway 4 Kennedy Hill Safety Improvements

## Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: March 31, 2021

### ISSUE

- Highway 4 Kennedy Hill Safety Improvements Project update

### ADVICE AND RECOMMENDED RESPONSE

- Work is continuing to advance on the project, with a critical blast being successfully completed in March 2021.
- The project team is working closely with the contractor to understand cost and schedule impacts because of the challenging blasting conditions and we expect to have an update later this spring.
- As we move into the summer months and potentially see more tourism traffic, we are optimistic that there will be fewer highway closures needed.

### BACKGROUND

- Highway 4 Kennedy Hill Safety Improvements project was announced in March 2017.
- The scope includes widening and realignment of the highway to accommodate two full lanes, paved shoulders and a new rest area with viewpoint and intersection for safe access for all vehicles.
- Safety improvements include roadside barrier, straightening the road alignment to eliminate the 30km/hr speed advisory curves, reducing the 12% grade along the hill and the removal of overhanging rock which poses a hazard to large vehicles.
- The original project budget was \$38.1M. The federal government is contributing \$13.5M.
- A \$29M contract was awarded to Emil Anderson Construction (EAC) Ltd. and construction got underway in March 2018 with an original project completion date of summer 2020.
- In May 2020, the project was paused for additional geotechnical investigations and to develop a new blasting plan.
- Blasting resumed in fall 2020 and it has been steadily advancing. Construction is now nearly 70% complete and the ministry will be providing an update on the project completion date later this spring.
- Community Information Sessions were held on January 23, 2018 in Tofino and January 24, 2018 in Ucluelet.

**The Project will improve safety, mobility and reliability on the Highway 4 corridor.  
Service Plan Variance**

**2020/21 -2022/23 Service Plan (\$ millions)**

2020/21	2021/22	2022/23	Total
4.7	0	0	4.7

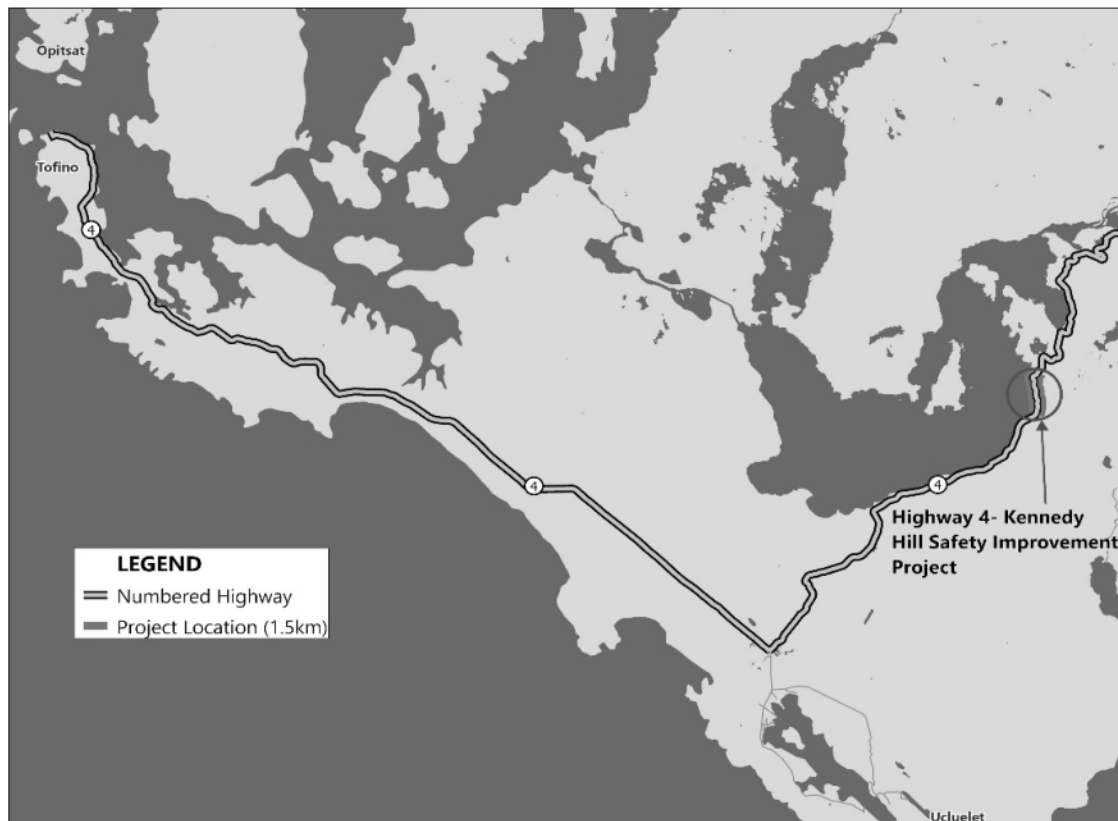
**2021/22 – 2023/24 Service Plan (\$ millions)**

2021/22	2022/23	2023/24	Total
9.8	9.6	0	19.4

- Highway 4 Kennedy Hill Safety Improvements project is currently not reported on the \$50M Table.
- Treasury Board approved the budget increase and schedule change in March 2021.
- The updated budget amount of \$54M will be reported in the Fiscal and Economic Review Report in Summer 2021.
- The budget increase and schedule delays will be publicly announced in mid-May.
- The budget increased by \$15.9M due to complications arising from rock blasting resulting in cost pressures, schedule delays and contractor claims.
- Q3 Forecast for 2020/21 of \$3.0M is \$1.7M lower compared to budget of \$4.7M due to capital slippage and an extension of schedule.

## PROGRAM CONTACT

Jay Porter, A/Regional Manager, Project Delivery – 604 250-7571



# South Island Transportation Strategy

## Estimates Note

Ministry of Transportation and Infrastructure

Date: March 23, 2021

### ISSUE

- South Island Transportation Strategy (SITS) and related South Island initiatives.

### ADVICE AND RECOMMENDED RESPONSE

- SITS was completed and released in September 2020.
- The Strategy was developed with input from Indigenous, local, regional and provincial plans and initiatives which are shaping the direction of transportation in the region
- Improving the connectivity of urban and rural areas for the movement of people and goods will assist the resource sectors and employment centers in the South Island, which support the economy of this region and the province.
- Integrating land use, housing, and economic development with transportation investment and policies within the South Island will support sustainable development and have positive impacts on affordable housing, accessibility, climate change and quality of life.
- Creating safe and reliable trade corridors in the South Island is a key component of a sustainable economy for the region and the province.
- The Island Rail Corridor condition assessment report was completed in April 2020 and was used as an input into SITS which outlined the goals, strategies, and priorities for investment in the South Island.
- The implementation of commuter rail service (on the Island Rail Corridor) between West Shore and Victoria was identified as a long-term priority.
- No decisions have been made on the future of this corridor and there is no provincial funding allocation.

### BACKGROUND

- In April 2020, the Ministry released the Island Rail Corridor condition assessment report. This study estimated the costs to restore passenger rail service between Victoria and Courtenay (to 2011 service levels) at \$227 million. Costs to upgrade the entire corridor, including the Port Alberni spur, with higher speeds and freight carrying were upwards \$728 million.
- In Sept 2020 the ministry released the South Island Transportation Strategy which outlined the ministry's 4 goals that reflect the priorities of the ministry for the South Island as follows:
  1. Ensure sustainable options for a variety of travel modes
  2. Strengthen connections between travel modes and improve connections between communities
  3. Improve the safety and reliability of the transportation network

#### 4. Support and encourage active transportation options

- Work on SITS began in April 2019. The consultant, Urban Systems Ltd was hired to lead the technical assessment and prepare the two technical reports produced that support SITS. The total cost of SITS was \$805,000.
- The first report, which was completed in September 2019 was a “Transportation Snapshot” which provided a current overview of existing traffic volumes, highway safety, reliability, mobility, and future forecasting to 2038 of travel demands.
- The second was the SITS Technical report No. 2 looked at options and opportunities within each transportation system that were considered to meet the travel demands forecast for of 2038 and support the goals of SITS. This included Transit, Active Transportation, Rail, Highway safety improvements, Mobility Hubs, Transportation Demand Management and Marine Corridors.
- The Island Rail Condition assessment was completed in April 2020 which was an “all-in” assessment of the entire Island Rail corridor (Victoria to Courtenay (Victoria subdivision), Parksville to Port Alberni (Port Alberni subdivision), Wellcox Spur and Wellcox Yard). The cost of this assessment was \$750,000.
- This was a thorough assessment conducted by railway industry experts to ensure a complete and accurate picture of the railway infrastructure, from ties and track to grade crossings and bridges. The condition assessment includes costs to upgrade infrastructure to restore rail freight operations and passenger service. It also includes the cost of upgrading the rail line to meet the standards needed to implement a Commuter Service with frequent train service between Victoria and Langford, as well as Inter-City service between Victoria and Courtenay. This information was used in the development of SITS, assessment of potential ridership and use of a commuter rail service between Langford and Victoria.

#### **PROGRAM CONTACT**

Mike Pearson, District Manager, Vancouver Island District – Cell: 250 713-2815

# Highway 1 Widening to Whatcom

## Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: March 18, 2021

### ISSUE

- Highway 1 Widening Program – 264<sup>th</sup> Street to Whatcom Road

### ADVICE AND RECOMMENDED RESPONSE

- People are finding themselves stuck in traffic, not able to get home to their families, and goods not able to get to market.
- The Province has committed to ease congestion in the Fraser Valley by improving the capacity to move people and goods; exploring multiple modes of transportation.
- Engagement and engineering are underway to evaluate lane management, active transportation, transit, and mobility improvement options.
- The project creates an opportunity to leverage a holistic approach to transportation and sustainable development in the Fraser Valley.
- We will have more information about this project later this year, as planning and project development work is advanced.

### BACKGROUND

- It is a platform and mandate commitment to widen Highway 1 from 264<sup>th</sup> Street (Langley Township) to Whatcom Road (Abbotsford).
- Cabinet Confidences; Advice/Recommendations; Government Financial Information
- Current planning and project development activities are underway:
  - First Nations Consultation,
  - Field Investigation – Archaeological, Environmental, Hydrological, Geotechnical, and Survey,
  - Stakeholder Engagement – Staff level meetings with key stakeholder groups, and
  - Engineering – Design, construction phasing, cost estimating, and procurement analysis.
- Public Engagement is anticipated to take place fall 2021.



### Service Plan Variance

#### 2020/21 -2022/23 Service Plan (\$ millions)

2020/21	2021/22	2022/23	Total
N/A	N/A	N/A	

#### 2021/22 – 2023/24 Service Plan (\$ millions)

2021/22	2022/23	2023/24	Total
50	TBD	TBD	\$50

- Program was not included in last Service Plan

### PROGRAM CONTACT

Trent Folk, Program Director, South Coast Region, 250-819-9044

# Highway 7 Widening – 266<sup>th</sup> to 287<sup>th</sup>

## Estimates Note

Ministry of Transportation and Infrastructure

Date: March 23, 2021

### ISSUE

- Hwy 7 266th to 287th Widening Project update.

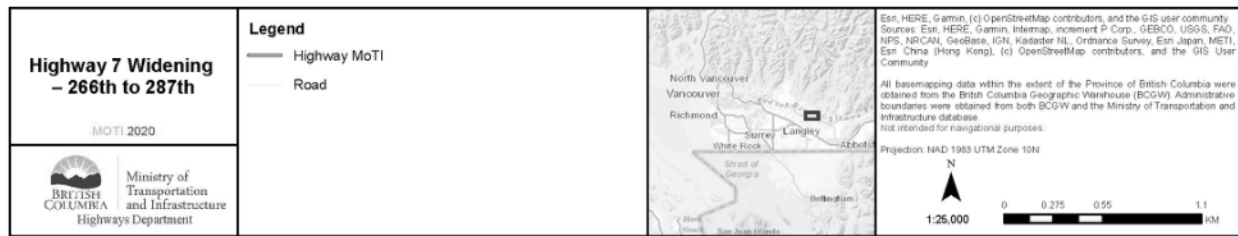
### ADVICE AND RECOMMENDED RESPONSE

- The Hwy 7 upgrades between 266th to 287th St. were announced in July 2019, prior to provincial funding approval which was subject to further technical analysis.
- The announced project included \$29.2 million in federal funding.
- Cabinet Confidences; Advice/Recommendations; Government Financial Information
- Online public engagement took place from January 25 to February 19, 2021.
- The project scope includes widening a 4km section of Hwy 7 between 266th St. and 287th St. from two to four lanes, installing median barrier, creating two truck turnarounds and upgrading traffic signals at three intersections.
- The project runs through Kwantlen Reserve lands. The ministry continues to have meaningful consultation with First Nations.
- Detailed engineering began in fall 2019.
- Cabinet Confidences; Advice/Recommendations; Government Financial Information

### BACKGROUND

- Hwy 7 between 266th St. to 287th St. is currently a four km rural undivided two-lane roadway with a posted speed of 80km/hr. There are three signalized intersections at 272nd, 280th and 287th, as well as 18 direct accesses to adjacent industrial and rural properties.
- As traffic volumes are expected to increase by approximately 45% over the next 25 years, average travel speeds on the highway are projected to decline exponentially as volumes approach and exceed the capacity of the highway.
- Collision rates are also higher than provincial average for similar facilities and safety conditions are expected to worsen with future traffic growth in absence of any improvements.
- These upgrades will make travel along this busy corridor safer and reduce congestion by increasing capacity for commercial and private vehicles and improving the flow of traffic.
- This is the last remaining segment of two-lane, undivided highway in the City of Maple Ridge between 266th to 287th, connecting Maple Ridge to the District of Mission.

Jay Porter, A/Regional Manager, Project Delivery – Cell: 604 250-7571



# TransCanada Highway 1: Kamloops to Alberta Four-Laning Program Estimates Note

Ministry of Transportation and Infrastructure

Date: March 29, 2021

## ISSUE

- TransCanada Highway 1 (TCH): Kamloops to Alberta four-laning program.

## ADVICE AND RECOMMENDED RESPONSE

- I'm working to accelerate Highway 1 upgrades to the Alberta border with \$1.044 billion committed over the next three years.
- In 2020, the Kicking Horse Canyon, Chase Creek Road to Chase West and Salmon Arm West projects were tendered/procured, awarded and construction began.
- In 2021, we have tendered and awarded the Quartz Creek Bridge project and we expect construction to begin as soon as the weather allows.
- In 2021, we are planning to tender the second segment of the Chase Four-laning project, Chase West to Chase Creek Bridge. Preliminary construction work has started at Kicking Horse Canyon and the Illecillewaet project is on track for completion.

## BACKGROUND

- There are currently 121km (36%) that are four lanes or more, out of the total 338km under provincial jurisdiction between Kamloops and Alberta. (102km is under the federal jurisdiction where Highway 1 runs through Mount Revelstoke National Park, Glacier National Park and Yoho National Park).
- A full summary of the program is provided below. By 2025, the projects in construction and design will be complete and the amount of four-laning will increase by ~30km bring the total amount four-laned or more to 151km (44%).
- Undertaking a four-laning program of this magnitude requires traffic coordination at the corridor level and the ministry is implementing a corridor-wide traffic coordination plan. The plan details how coordination will happen between projects (including KHCP4 and Parks Canada), road maintenance activities and during incidents. A full-time Road Area Manager has been hired to oversee the implementation of the plan. The travelling public should monitor DriveBC for up to date information about work on the corridor.

## Service Plan Variance

### 2020/21 -2022/23 Service Plan (\$ millions)

2020/21	2021/22	2022/23	Total
243.3	387.0	413.3	1,043.6

### 2021/22 – 2023/24 Service Plan (\$ millions)

2021/22	2022/23	2023/24	Total
266.9	310.5	259.6	837.0

- 2020/21 Service Plan to 2021/22 service Plan Variance – (\$206.615M)
- 2020/21 Budget to 2020/21 Q3 Variance – (\$107.727M)
- Kicking Horse Canyon (\$7.091M) in Q3 slippage reflects the Project substantial completion in the last year of the current service planning period (2023/24).and (\$35.535M) slippage in SP period is mainly due to slower progress on the design by the DB contractor and the timing of indigenous agreements.
- Illecillewaet is completing in 2021/22 the thereby reducing total investment in the 2021/22 – 2023/24 Service Plan period by (\$18.242M).
- Reduction in investment due primarily to better than expected bids received during tender process:
  - Chase Creek Road (\$20.928M) in Q3 slippage and (\$38.098M) slippage in SP period
  - Salmon Arm (\$14.341M) in Q3 slippage and (\$28.226M) slippage in SP period
- Advice/Recommendations; Government Financial Information

Project	2020/21 Budget	2020/21 Q3 Forecast	Variance	2020/21 Service Plan	2021/22 Service Plan	Variance
	(\$000)	(\$000)	(\$000)	(\$000)	(\$000)	(\$000)
Kicking Horse Canyon (Ph 4 East)	76,002	68,911	(7,091)	337,636	302,101	(35,535)
Donald to Forde Station Road	0	311	311	0	0	0
Illecillewaet	27,988	20,353	(7,635)	55,243	37,001	(18,242)
Hoffman's Bluff to Chase Creek Road	2,001	238	(1,763)	3,425	3,692	267
Chase Creek Rd to West Chase Access	32,721	11,793	(20,928)	99,852	61,754	(38,098)
Quartz Creek Bridge and Four Laning	22,305	2,947	(19,358)	62,273	63,405	1,132
West Chase Access to Jade Mountain	12,016	5,132	(6,884)	71,234	84,915	13,681
Salmon Arm West 30th St to 10th St	76	64	(12)	20,867	21,196	329
Salmon Arm West IR-3 to 1st Ave	1,131	234	(897)	5,443	6,504	1,061
Salmon Arm West 1st Ave to 30th St	20,448	6,107	(14,341)	74,451	46,225	(28,226)
Bruhn Bridge and Old Spall Road	22,816	8,015	(14,801)	97,309	96,456	(853)
Jumping Creek to MacDonald	Advice/Recommendations; Government Financial Information					
Advice/Recommendations; Government Financial Information						
<b>Sub-total</b>						

## CURRENT PROJECTS

Project (West to East)		Year Complete	KM
<b>Completed Projects</b>			
Pritchard to Hoffman's Bluff		<b>2017</b>	6.5
Monte Creek to Pritchard		<b>2016</b>	10.7
North Fork Bridge		<b>2018</b>	3.8
Donald to Forde Station Road		<b>2019</b>	2.5
Malakwa Bridge		<b>2016</b>	<u>2.7</u>
<b>Total completed projects</b>			<b>26.2</b>
	Tender Date	Year Complete	Km
<b>Projects in Construction</b>			
Chase Four-Laning – Chase Creek Road to Chase West	<b>2020</b>	<b>2022</b>	3.3
Salmon Arm West – 1 <sup>st</sup> Ave to 10 <sup>th</sup> Ave	<b>2020</b>	<b>2022</b>	2.2
Illecillewaet	<b>2019</b>	<b>2021</b>	2.0
Quartz Bridge	<b>2021</b>	<b>Fall 2024</b>	4.4
Kicking Horse Canyon 4	<b>2020</b>	<b>2024</b>	<u>4.8</u>
<b>Total Projects in construction</b>			<b>16.7</b>

Projects in Design	Tender Date	Year Complete	Km
Chase Four-Laning – Chase West to Chase Creek Bridge	2021	Fall 2023	1.6
Ford Road to Tappen Overhead*	Advice/Recommendations; Government Financial		3.6
Salmon Arm West – 10 <sup>th</sup> Ave to 10 St.	2022	Fall 2023	1.1
Bruhn Bridge	2022	Fall 2025	1.8
Jumping Creek to MacDonald*	TBD	TBD	2.6
Selkirk*	TBD	TBD	2.5
<b>Total Projects in design**</b>			<b>13.2</b>
Projects in Planning	Tender Date	Year Complete	Km
Hoffman's Bluff to Chase Creek Road	N/A	Fall 2023	5.5
Salmon Arm West – Ir3 to 1 <sup>st</sup> Ave	N/A	Fall 2023	3.0
Craigellachie	N/A	Fall 2024	4.0
<b>Total Projects in Planning***</b>			<b>15.0</b>

\*Project announced by the Federal government, awaiting provincial decision (Stage 1 or Stage 2)

\*\*Total does not include projects awaiting provincial decision

\*\*\*At completion of planning, projects could be advanced to a Stage 1 submission

## PROGRAM CONTACT

Jennifer Fraser, Director Trans-Canada Highway Program, Highways Department, Cell: 250-318-7195.

Mike Lorimer, Executive Project Director Kicking Horse Canyon Phase 4, Cell: 250-318-4000



# Highway 1 Ford to Tappen Valley Trans-Canada Highway Four-Laning Estimates Note

Ministry of Transportation and Infrastructure

Date: March 18, 2021

## ISSUE

- In July 2019, the Federal Government announced their share of funding for the Ford to Tappen, Jumping Creek to MacDonald and Selkirk TCH Four-Laning projects.
  - Ford Rd. to Tappen Overhead (\$82.14M federal contribution)
  - Jumping Creek to MacDonald (\$45.7M federal contribution)
  - Selkirk (\$31.5M federal contribution)
- Cabinet Confidences; Advice/Recommendations; Intergovernmental Communications; Government Financial Information
- 

## ADVICE AND RECOMMENDED RESPONSE

- Our government is committed to improving safety by upgrading the Trans-Canada Highway 1 (TCH) from Kamloops to the Alberta border.
- We recognize the importance of improving this vital corridor, and we are fortunate to have the support of the federal government to undertake many of these improvements.
- We are proceeding through our normal processes to secure provincial funding for a number of TCH projects, including Ford to Tappen, Jumping Creek to MacDonald and Selkirk Mountain. We are working diligently to determine the provincial project costs and will be finalizing our contribution for these projects in 2021.
- Not only will these projects improve safety, they will be built using Community Benefits Agreements. This will increase opportunities for locals, Indigenous people, women and other underrepresented groups to start a lifelong career in the skilled trades.

## BACKGROUND

- The federal government will cost share up to 50% of eligible costs to deliver the projects.
- The provincial government is completing internal due diligence in order to finalize funding for these projects.
- The ministry has been working closely the Little Shuswap Lake Band (LSLB), as the project travels through reserve lands. LSLB is very keen to see this project move forward and negotiations between the parties are underway, Cabinet Confidences; Advice/Recommendations; Intergovernmental Communications; Government Financial Information
- Cabinet Confidences; Advice/Recommendations; Intergovernmental Communications; Government Financial Information

## PROGRAM CONTACT

Jennifer Fraser, Director TCH Program, Highways Department – Cell: 250 318-7195

# Highway 1 Jumping Creek to MacDonald Trans-Canada Highway Four-Laning Estimates Note

Ministry of Transportation and Infrastructure

Date: March 15, 2021

## ISSUE

- In July 2019, the Federal Government announced their share of funding for the Ford to Tappen, Jumping Creek to MacDonald and Selkirk TCH Four-Laning projects.
  - Jumping Creek to MacDonald (\$45.7M federal contribution)
  - Ford Rd. to Tappen Overhead (\$82.14M federal contribution)
  - Selkirk (\$31.5M federal contribution)
- Cabinet Confidences; Advice/Recommendations; Intergovernmental Communications; Government Financial Information
- 

## ADVICE AND RECOMMENDED RESPONSE

- Our government is committed to improving safety by upgrading the Trans-Canada Highway (TCH) from Kamloops to the Alberta border.
- We recognize the importance of improving this vital corridor, and we are fortunate to have the support of the federal government to undertake many of these improvements.
- We are proceeding through our normal processes to secure provincial funding for a number of TCH projects, including Jumping Creek to MacDonald, Ford to Tappen, and Selkirk Mountain.
- We are working diligently to determine the provincial project costs and will be finalizing our contribution for these projects in 2021.
- Not only will these projects improve safety, they will be built using Community Benefits Agreements. This will increase opportunities for locals, Indigenous people, women and other equity seeking groups to start a lifelong career in the skilled trades.

## BACKGROUND

- Cabinet Confidences; Advice/Recommendations; Intergovernmental Communications; Government Financial Information
- 
- 

## PROGRAM CONTACT

Jennifer Fraser, Director TCH Program, Highways Department – Cell: 250 318-7195

# Highway 1 Selkirk Mountain Trans-Canada Highway Four-Laning Estimates Note

Ministry of Transportation and Infrastructure

Date: March 15, 2021

## ISSUE

- In July 2019, the Federal Government announced their share of funding for the Ford to Tappen, Jumping Creek to MacDonald and Selkirk TCH Four-Laning projects.
  - Selkirk (\$31.5M federal contribution)
  - Ford Rd. to Tappen Overhead (\$82.14M federal contribution)
  - Jumping Creek to MacDonald (\$45.7M federal contribution)
- Cabinet Confidences; Advice/Recommendations; Intergovernmental Communications; Government Financial Information
- 

## ADVICE AND RECOMMENDED RESPONSE

- Our government is committed to improving safety by upgrading the Trans-Canada Highway 1 (TCH) from Kamloops to the Alberta border.
- We recognize the importance of improving this vital corridor, and we are fortunate to have the support of the federal government to undertake many of these improvements.
- We are proceeding through our normal processes to secure provincial funding for a number of TCH projects, including Selkirk, Ford to Tappen, and Jumping Creek to MacDonald.
- We are working diligently to determine the provincial project costs and will be finalizing our contribution for these projects in 2021.
- Not only will these projects improve safety, they will be built using Community Benefits Agreements. This will increase opportunities for locals, Indigenous people, women and other equity seeking groups to start a lifelong career in the skilled trades.

## BACKGROUND

- Cabinet Confidences; Advice/Recommendations; Intergovernmental Communications; Government Financial Information
- 
- 

## PROGRAM CONTACT

Jennifer Fraser, Director TCH Program, Highways Department – Cell: 250 318-7195

# Highway 29 Realignment - Site C

## Budget Note

Ministry of Transportation and Infrastructure

Date: April 1, 2021

### ISSUE

- Highway 29 Realignment – Site C.

### ADVICE AND RECOMMENDED RESPONSE

- BC Hydro and the ministry are working together to realign 30km of Highway 29 that will be impacted by the reservoir created by Site C.
- Six segments on Highway 29 require realignment.
- BC Hydro is responsible for all costs associated with the project.
- The project is complying with COVID-19 requirements with minimal impact on schedule.
- Full inundation of the reservoir is scheduled for 2024; we are on schedule to have the highway realigned before inundation.

### BACKGROUND

- The ministry is assisting BC Hydro in the delivery of the realignment projects through a cooperation agreement wherein the ministry is providing design review, procurement services, and contract supervision.
- All open and public tender work has been tendered by the ministry.
- BC Hydro has directly awarded the following to First Nations:

Project	Indigenous Band	Joint Venture Partner
Farrell Creek East Realignment	Kwadacha Nation	Formula Contractors
Cache Creek West Grading	Halfway River First Nation	IDL Ltd
Lynx Creek Embankment	Saulteau First Nation	Cantex
Dry Creek Bridge	McLeod Lake Indian Band	Formula Contractors

- All contracts were tendered and awarded by the ministry by 2020:
  - Cache Creek East Embankment (\$7.5M, Brocor)
  - Halfway River Bridge and Grading (\$104.5M, Eiffage)
  - Cache Creek East Bridge and Grading (\$79.1M, Kingston)
  - Farrell Creek Crossing (\$39.9M, Flat Iron)
  - Lynx Creek (\$66M, Thompson Bros)
- All segments of Highway 29 realignment are now under construction.

### **Service Plan Variance**

- BC Hydro is the financial sponsor – This project is not included in the ministry's Service Plan.
- The BC Hydro, Highway 29 budget for 2021/22 is <sup>Government</sup><sub>Financial</sub>

### **PROGRAM CONTACT**

Greg Bruce, Regional Manager, Project Delivery & Planning Services, Northern Region – Cell: (778) 349-4779

Brent Davies, Senior Regional Project Manager, Northern Region – Cell: (250) 613-6578

# Highway 97 Taylor Bridge

## Estimates Note

Ministry of Transportation and Infrastructure

Date: April 1, 2021

### ISSUE

- Taylor Bridge.

### ADVICE AND RECOMMENDED RESPONSE

- In November 2019, Minister Trevena announced “Engineering, consultation to begin on a replacement for the Taylor Bridge”.
- Broad public consultation is planned to include facilitated stakeholder group engagement sessions, an online questionnaire, and virtual open houses.
- Ministry staff have begun consulting with affected First Nations.
- Engineering and field investigations have already commenced.
- This work will inform the ministry of the preferred option for a long-term solution for the bridge.

### BACKGROUND

- The Taylor Bridge is located adjacent to the community of Taylor on Hwy 97 between Fort St. John and Dawson Creek.
- The bridge opened to the public in 1960 and the open grid steel bridge deck is reaching the end of its expected life.
- The bridge is safe, but the current \$1M/year deck maintenance costs are escalating.
- The ministry has done preliminary investigation and analysis that will inform the current assignment.
- The ministry is looking into various options including:
  - Rehabilitation of existing structure including strengthening the substructure, truss, and replacing the open grid steel deck with a cast-in-place concrete deck.
  - New two-lane structure including approach work.
  - New four-lane structure including approach work and demolition of the existing bridge.
- Cabinet Confidences; Advice/Recommendations
- The Treaty 8 Communities that are being consulted with include Blueberry First Nations, Doig River First Nation, Halfway River First Nation, McLeod Lake Indian Band, Saulteau First Nations, West Moberly First Nations, Horse Lake First Nation (AB) and Dene Tha' First Nation (AB).
- MoTI is providing funding for traditional use studies and consultation support totalling approximately \$600,000 in 2020/21.

### PROGRAM CONTACT

Greg Bruce, Regional Manager, Project Delivery & Planning Services, Highways Department, Northern Region – Cell: (778) 349-4779

# Winter Maintenance Facts Estimates Note

Ministry of Transportation and Infrastructure

Date: April 6, 2021

## ISSUE

### Winter Maintenance:

- Changes to winter maintenance standards.
- Weather comparison from previous winter seasons.
- Contractor performance for 20/21.
- Winter Maintenance Quick Facts.

## ADVICE AND RECOMMENDED RESPONSE

### Changes to winter maintenance standards:

- The 2018-19 maintenance contract requires higher standards and a more proactive approach when a winter weather event occurs than the previous maintenance contract.
- Some of the most significant winter maintenance improvements from the last contract include:
  - Return the highway to bare pavement, on Class A highway, within 24 hours of a winter weather event ending (old standard was 48 hours) at temperatures of minus 9 degrees Celsius or warmer, when de-icing chemical use is safe and effective.
  - Increase patrol frequency to 90 minutes on a Class A highway like the Coquihalla during a winter storm (the old standard was 4 hours).
  - When a weather event is forecasted, increase the patrol frequency to 4 hours in anticipation of the weather event coming (the old standard was 24 hours).
  - Contractors are required to use road weather information systems (RWIS) to forecast when a weather event will occur and spread anti-icing chemicals prior to the weather event.
  - Use of social media platforms to communicate with the public.
  - 9.5mm winter abrasive size on Class A and B Highways (old standard was 12mm).

### Winter Comparison

- The winter of 20/21 provided intermittent periods of heavy snowfall and low precipitation creating challenging conditions at times for maintenance contractors to proactively plan and respond to weather events.
- Based on RWIS data, Winter 20/21 resulted in 114% of the 10-year average snowfall, select areas experienced snowfalls of up to 300% of the 10-year average.
- The winter of 20/21 began with above 10-year average snowfall across most of the province in November with 149% of the average.

- Provincially, snowfall aligned closely with the 10-year average for December and January, increased to above average for February and March.
- The Skeena and Bulkley Stikine Districts in northwest B.C. experienced considerably high precipitation levels in March with RWIS stations reporting snowfall totals up to 178% of 10-year average and precipitation totals up to 300% of 10-year average.

#### **Snowfall Quick Facts:**

<b>Vancouver Island</b>	February snowfall: 55 to 301% of average. North Island recorded 55%, Mid Island recorded 301%, and South Island (Malahat) recorded 176%.
<b>Lower Mainland / Sea to Sky / Fraser Valley</b>	November snowfall: up to 175% of average. February snowfall: 30 to 127% of average.
<b>Thompson</b>	November snowfall: 75 to 273% of average; 129 to 183% on Coquihalla Highway. February snowfall: 64 to 150% of average; 119 to 150% on Coquihalla Highway Over 10 m of seasonal snowfall on Coquihalla summit with multiple events greater than 40 cm. The largest event was 60+ cm on March 28, 2021.
<b>Okanagan – Shuswap</b>	November snowfall: 96 to 284 % of average. February snowfall: 78 to 155% of average.
<b>West Kootenay</b>	November snowfall: 81 to 256% of average. February snowfall: 76 to 125% of average.
<b>East Kootenay</b>	November snowfall: 69 to 188% of average. February snowfall: 77 to 131% of average.
<b>Revelstoke Area</b>	November snowfall: 69 to 188% of average. February snowfall: 77 to 131% of average.
<b>Cariboo</b>	November snowfall: 187 to 418% of average. February snowfall: 78 to 170% of average.
<b>Robson – Yellowhead</b>	November snowfall: 115 to 130% of average. February snowfall: 107 to 121% of average.
<b>Prince George Area</b>	November snowfall 177 to 240% of average. February snowfall: 115 to 120% of average.
<b>Peace District</b>	November snowfall: 115 to 147% of average. February snowfall 75 to 125% of average.



<b>Bulkley Stikine District</b>	November snowfall: 107 to 210% of average. March snowfall 80 to 167% of average.
<b>Skeena District</b>	November snowfall: 95 to 313% of average. March snowfall 98 to 178% of average.

#### **Contractor's Performance for Winter 2019/2020:**

- Ministry staff closely monitored maintenance contractor performance with over 12,800 monitoring records and 900 audits completed.
- Finalization of Winter 20/21 CAP assessments is currently in progress, with initial findings supporting over 92% of the contractors are meeting requirements and providing proactive services.
- Generally, contractors are taking a positive approach to adjust their methods to the new contract specifications.
- Contractors are assessing areas of improvement in follow-up to the challenging weather conditions experienced this winter.
- Ministry staff are working closely with contractors to address any specific challenges that were noted over the winter.

#### **Winter Maintenance Quick Facts:**

- Number of pieces of equipment: 1,551 totalling representing over 12 km in length when placed end to end, equivalent to six Port Mann Bridges;
- Winter abrasive use: more than 700,000 cubic meters, equal to one and half times the volume of B.C. Place Stadium..
- Salt use: more than 100,000 cubic meters, which would fill over 13,000 dump trucks and when placed bumper to bumper would stretch from Victoria to Nanaimo.
- Liquid anti-icing and deicer: 27.9 million litres, which would fill 5,600 trucks and when placed bumper to bumper would stretch from Duncan to Nanaimo.
- Additional Service Area-specific quick facts are provided in Appendix A.

#### **BACKGROUND**

- During winter storms, ministry contractors utilize every available piece of equipment to ensure our highways are in the best possible condition.
- The ministry constantly monitors contractors to ensure standards are being met, and our staff are out 24/7 during winter storms to ensure compliance.
- With the new higher standards, maintenance contractors have adjusted their businesses, equipment, and personnel to meet them.

#### **PROGRAM CONTACT**

Rodrigo Disegni, Director, Rehab & Maintenance Branch – Cell: 250 882-8994

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Withheld pursuant to/removed as  
Business Information ; Advice/Recommendations

# Electronic Logging Devices

## Estimates Note

Ministry of Transportation and Infrastructure

Date: April 9, 2021

### ISSUE

- Effective June 12, 2021, Transport Canada will require Electronic Logging Devices (ELDs) in commercial vehicles for all federal carriers that cross provincial boundaries.

### ADVICE AND RECOMMENDED RESPONSE

- The ministry is committed to ensuring that all commercial vehicles on B.C. highways are operated in the safest way possible.
- ELD technology helps make sure commercial drivers do not drive more hours in a day than allowed in regulations, which will reduce the likelihood of drivers operating commercial vehicles when they are tired.
- Commercial vehicles that cross provincial/territorial boundaries will be required to use ELDs effective June 12, 2021 based on the federal Commercial Vehicle Drivers Hours of Service Regulations.
- The ministry is determining how to implement ELDs in B.C. to be consistent with federal requirements and to make our roads safer.
- Cabinet Confidences; Advice/Recommendations
- 
- In the meantime, we will support Transport Canada regulations with education and awareness, so that drivers and trucking companies can learn what's expected and start to successfully transition their operations to the new regulations.
- No changes are being made to the maximum number of hours a commercial driver may work or the minimum number of hours they must rest.

### BACKGROUND

- ELDs are a piece of equipment or software which synchronizes with the engine to automatically record driving time and other duty statuses of drivers.
- The devices help ensure compliance with hours of service regulations because drivers are less able to record false data regarding the length of time they have been driving.
- A Transport Canada (TC) cost benefit analysis indicates that the benefits of ELDs outweigh the cost by two to one (e.g. in saved driver time, less violation tickets, less time lost due to drivers being placed out of service due to HOS issues).
- ELDs have been mandatory for commercial vehicles operating in the U.S. since December 18<sup>th</sup>, 2017.

- TC has mandated ELDs for all federal carriers effective June 12, 2021. As a result, carriers that do business across provincial boundaries or in the U.S. will be required to use ELDs.
  - TC published this final rule in Canada Gazette 2 on June 12<sup>th</sup>, 2019.
  - Previously, TC tabled the proposed ELD mandate in Canada Gazette 1 on December 16<sup>th</sup>, 2017 and gathered input for a period of 60 days following. CVSE provided feedback for the province during the review period and has been actively involved in the working group responsible for the technical standard and related enforcement policies.
  - Unlike the self-certification model in the US, the federal ELD mandate requires ELD be certified by an accredited certification body.
  - As of April 9, 2021, there are no certified ELDs approved for use in Canada.
- TC announced on March 2, 2021 that they were working with the provinces and territories on a period of progressive enforcement beginning on June 12, 2021 with the initial focus being on education and awareness.
- Quebec announced on February 23, 2021 that they would not begin enforcing ELDs until at least June 2022.
- B.C., along with other provinces and territories, must determine whether ELDs will be mandatory or optional for commercial vehicles operating within their respective jurisdictions.
- As changes will be required to Division 37 of the Motor Vehicle Act Regulations to mandate ELDs in B.C., stakeholder engagement took place in spring 2020 with the commercial transportation industry in B.C. as well as other stakeholders.
  - Results of this engagement will inform decisions regarding any exemptions to mandatory ELDs that may be needed within B.C.
- The Ministry of Transportation and Infrastructure and the BCTA are in support of mandating ELDs in B.C. to avoid having two systems.

## **PROGRAM CONTACT**

Samantha Eburne, Director, Commercial Vehicle Safety & Enforcement  
Highways Services Department – Cell: 250 882-3858

# Taxi Modernization Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: March 30, 2021

## ISSUE

- The independent Passenger Transportation Board (the Board) together with the ministry have implemented recommendations relating to the modernization of the taxi industry.

## ADVICE AND RECOMMENDED RESPONSE

- Government has worked hard to ensure the taxi industry can compete on a fair playing field alongside ride-hailing
- In September 2018, in response to recommendations made by Dr. Hara, the taxi industry was permitted to increase their fleet size by 15% in advance of Transportation Network Services (TNS or ride-hailing) companies entering the market.
- This has resulted in the Board approving additional taxis to operate across B.C., and to date, 227 conventional taxis and 31 accessible taxis have been activated.
- Ride-hailing drivers are required to operate under the same Class 4 licence requirements as taxi drivers.
- The Passenger Transportation Regulation came into effect in fall 2019, requiring thorough criminal record checks and driver history checks for both the taxi and ride-hail industries. This ensures the same requirements are met across the province regardless of which municipality drivers are operating within.
- Regulations were modified to make it easier to obtain and equip wheelchair accessible vehicles by allowing both side and rear entry designs.
- A new, kilometre-based insurance product is now available for taxis through the Insurance Corporation of British Columbia (ICBC). This product is similar to the ride-hailing insurance and is suitable for part-time taxis.

### If asked about taxi boundaries:

- The Board is responsible for evidence-based decisions regarding operating areas for the taxi industry and is now collecting data from both the ride-hail and taxi industries. This data will play an important role in guiding any future decisions about modifications to operating areas for licensees.

## BACKGROUND

- On June 8, 2018 the ministry commissioned a report by Hara Associates entitled Modernizing Taxi Regulation which was publicly released and included several recommendations.
- From July to September 2018, the Board consulted with the taxi industry and affected stakeholders before making final decisions on the report's recommendations.
- One recommendation was to allow the taxi industry to increase fleet sizes by 15%.

- As of October 2018, the Passenger Transportation Branch began receiving applications to increase fleet sizes and the Board issued decisions over the three months following. All licenses had activation deadlines within these dates:
  - January 29, 2019 and May 31, 2019 for conventional vehicles
  - April 19, 2019 and July 8, 2019 for accessible vehicles, unless otherwise ordered by the Board
- Taxi Associations cited the likelihood of losing drivers to ride-hail companies and requested an extension to activate their additional vehicles. The Board granted the extension request and extended timelines to August 12, 2021.
- In September 2019, a distance-based insurance product became available to ride-hail companies. A similar product was created for taxi companies and became available in May 2020.
  - Over 65% of the provincial taxi fleet (29% of all taxi companies) have moved to distance-based insurance policies (1,735 out of 2,658 taxis) and are seeing substantially reduced premiums as a result.
- In September 2019, the Board adopted the recommendation to enable separate day shift and night shift vehicles to be paired together allowing for flexibility in shift change.
  - As of March 18, 2021, seven taxi companies have activated 53 vehicles for pairing

## **PROGRAM CONTACT**

Steven Haywood, Registrar and Executive Lead, Taxi Modernization and Ride-Hailing  
 Passenger Transportation Branch, Highway Services Department – Cell: 604 220-7176

# Highway Rehabilitation Program Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: March 17, 2021

## ISSUE

- Changes in the Highway Rehabilitation Program budget compared to the 20/21 Service Plan.
- The Highway Preservation Program is responsible for the resurfacing and minor upgrades of the main highway system, bridge rehabilitation and replacement and seismic retrofits of structures.

## ADVICE AND RECOMMENDED RESPONSE

- Over a three-year period, \$819M will be spent in the Rehabilitation Program for the preservation of the highway network.
- This amount of funding has decreased relative to the funding levels included in last year's Service Plan.
- Although the budget over a three-year period for Highway Rehabilitation has decreased somewhat (\$17M) the program allocations include additional funding to address Bridge rehabilitation and replacement as well as a highway resurfacing and upgrades as follows:

	Bridge Lift	Highway resurfacing and upgrades lift
21/22	\$75M	\$15M
22/23	\$77M	

## BACKGROUND

- The table below shows the changes to the ministry's Highway Rehabilitation Program funding between last year's Service Plan and this year's:

### Service Plan Variance

2020/21 -2022/23 Service Plan (\$ millions)

2020/21	2021/22	2022/23	Total
\$265M	\$285M	\$286M	\$836

2021/22 – 2023/24 Service Plan (\$ millions)

2021/22	2022/23	2023/24	Total
\$314M	\$292M	\$213M	\$819M

- The \$17M decrease reflects:
  - increases in base programming

- incremental funding received from the 2021 capital plan budget submission
- offset by reductions due to the completion of the George Massey Tunnel safety upgrades and the completion of the first year of a three-year investment in bridge replacement (see Note 1).

Note 1 - In 2020/21, the Ministry received \$194M lift in bridge rehabilitation and replacement funding; \$41.5M was programmed for 2020/21 with \$75M programmed for 2021/22 and \$77M for 2022/23. No additional funds were allocated for 2023/24.

## **PROGRAM CONTACT**

Rodrigo Disegni, Director, Rehabilitation and Maintenance, Cell: 250 882-8994



# Rural Road Investment

## Estimates Note

Ministry of Transportation and Infrastructure

Date: March 17, 2021

### ISSUE

- Investment in rural roads.

### ADVICE AND RECOMMENDED RESPONSE

- Rural Roads are a key component of the transportation network:
  - Provide access to remote communities, schools, hospitals, etc.
  - Support tourism
  - Support resource industry
- Over the next three years, the ministry plans to invest \$395M on rural roads.
- In the past three years we have invested \$350M on rural roads through two programs that are targeted to side roads, the Side Road Improvement Program (\$330M) and the Rural and Remote Community Access Program (\$20M) through the Stronger BC Recovery Plan.
- Over the past three years 2,480 lane kms of side roads have been resurfaced or graveled providing safe and reliable roads for rural communities.
- In addition, more than \$650M has been spent in the last three years outside of major metropolitan areas on improvements along the major highway network supporting rural communities, including the resurfacing of around 2,700 lane kms, the replacement or renewal of more than 57 bridges and the completion of more than 100 safety projects.

### BACKGROUND

- The ministry is responsible for 47,000 kilometers of roads.
  - Numbered highways represent 30 percent of inventory (14,100km)
  - Side roads represent 70 percent of inventory (32,900km)
- In 2021/22, the ministry received an additional \$76M to support rehabilitation of its assets
  - \$52M will be invested in additional rural roads projects and is the primary reason for the increased three-year investment of \$395M from \$335M in the previous service plan period.

### PROGRAM CONTACT

Rodrigo Disegni, Director, Rehab & Maintenance, Highways – Cell: 250 882-8994

# Safety Improvements Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: March 17, 2021

## ISSUE

- Changes in the Safety Program budget compared to the 2020/21 Service Plan.

## ADVICE AND RECOMMENDED RESPONSE

- Over a three-year period, \$101M will be spent in safety improvements across the Province.
- This amount of funding has increased relative to the funding levels included in last years' Service Plan.
- The budget over a three-year period for safety improvements in the latest Service Plan is \$13M larger than the amount reported in last year's Service Plan.

## BACKGROUND

- The table below shows the changes to the ministry's Safety Program funding between last year's Service Plan and this year's:

### Service Plan Variance

2020/21 -2022/23 Service Plan (\$ millions)

2020/21	2021/22	2022/23	Total
\$30M	\$29M	\$29M	\$88M

2021/22 – 2023/24 Service Plan (\$ millions)

2021/22	2022/23	2023/24	Total
\$41M	\$30M	\$30M	\$101M

- The safety program delivers a number of safety initiatives including:
  - Community Safety Enhancement Program
  - New guardrail installations
  - Durable pavement marking
  - Improvements to pedestrian crosswalks
  - Livestock and wildlife fencing
- The Safety Program is also responsible for the deployment of Intelligent Transportation Systems including the Variable Speed Limit System, Wildlife Detection System and Dynamic Message Signs.
- In 2021/22, the ministry received an additional \$76M to support rehabilitation of its assets of which \$9M will be invested in additional safety projects

## PROGRAM CONTACT

Rodrigo Disegni, Director, Rehabilitation and Maintenance, Cell: 250 882-8994

# Increase in Funding for Preservation Program Estimates Note

Ministry of Transportation and Infrastructure

Date: March 17, 2021

## ISSUE

- Rehabilitation and replacement of roads and bridges throughout the province.

## ADVICE AND RECOMMENDED RESPONSE

- Rehabilitation work maximizes the life of our infrastructure. Work includes paving, bridge rehabilitation and replacement and road safety improvements.
- The ministry has a comprehensive asset management system to monitor, analyze and prioritize the rehabilitation and replacement of its road and bridge assets.
- In 2020/2021 the ministry invested more than \$415M toward the rehabilitation and replacement of network assets.
- From 2021/2022 to 2023/2024 the ministry plans to invest more than \$1.3B as follows:
  - \$819M towards highway resurfacing and bridge rehabilitation and replacement
  - \$395M towards side road resurfacing and other improvements
  - \$101M towards safety improvements
- The above investment includes an additional \$152M for the replacement and rehabilitation of bridges and structures plus \$76M for additional highway, sideroad and safety improvements.
- Annual accomplishments include:
  - Over 1,800 lane kilometers resurfaced
  - 24 structures (bridges, large culverts, etc) replaced or renewed
  - 11 km of guardrail installed
  - Over 80 safety projects
  - 255km of durable pavement marking

## BACKGROUND

- The ministry manages a large number of assets, including:
  - 47,000km of provincial highways and rural side roads
  - 2,900 bridges
  - 2,100 other structures (walls, tunnel, culverts)
- These assets are collectively valued at over \$15B.

## PROGRAM CONTACT

Rodrigo Disegni, Director, Rehab & Maintenance Branch, Highways – Cell: 250 882-8994

# Passenger Transportation Board Size and Capacity Estimates Note

Ministry of Transportation and Infrastructure

Date: March 30, 2021

## ISSUE

- The Passenger Transportation Board (Board) is an independent tribunal that has a budget of \$890,000 for the 2021/2022 fiscal year.

## ADVICE AND RECOMMENDED RESPONSE

- There are currently six part-time board members, including the chair. Board members are appointed by the Lieutenant Governor in Council. Appointment terms are governed by the Administrative Tribunals Act.
- The Board is currently supported by five full-time employees who manage administrative functions and day-to-day communication with applicants.
- The 2021/2022 budget for the Board is \$890,000, which is the same as the 2020/21 budget. The budget is allocated as follows:

Government Financial Information

- The budget category 'Salaries and Benefits' covers the Board's staff, while any compensation or reimbursement of Board members themselves is covered by the 'Board Expenditures' category.
- The budget category 'operating costs' covers office and business expenses, information systems requirements, contracting independent, professional consultants to conduct analysis and provide advice to the Board on complex issues such as congestion, and public servant travel.
- The budget category 'Placeholder Recoveries' is in place to allow the Board to recover costs from other parties, both internal and external to the Government of B.C., should it ever need to.

## BACKGROUND

- The Board is an independent tribunal established pursuant to the Passenger Transportation Act whose role is to make decisions on Special Authorization licences and hear appeals regarding administrative penalties imposed by the Registrar of Passenger Transportation.
- Currently, the six part-time board members (including the chair) and their appointment dates are as follows:

Board Member Name	Original Appointment	Expiry Date
Carmela Allevato, Chair	November 5, 2018	October 1, 2023
William Bell	February 1, 2008	June 30, 2021
Garland Chow	April 27, 2020	November 5, 2022
Baljinder Narang	March 11, 2019	November 5, 2021
Loraine Lee	August 7, 2020	November 5, 2022
James Savage	August 7, 2020	November 5, 2022

- Advice/Recommendations; Government Financial Information

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## PROGRAM CONTACT

Steven Haywood, Registrar and Executive Lead, Taxi Modernization & Ride Hailing  
 Passenger Transportation Branch, Highway Services Department – Cell: 604 220-7176

# Passenger Transportation Branch

## Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: March 31, 2021

### ISSUE

- The Passenger Transportation Branch (PT Branch) is the main regulator of the passenger directed vehicle industry.

### ADVICE AND RECOMMENDED RESPONSE

- Amendments to the Passenger Transportation Act (PTA) and Passenger Transportation Regulation in fall 2019 expanded the responsibilities of the PT Branch to enable the entry of ride-hailing services to B.C.
- In addition to fulfilling its pre-existing licensing and regulatory roles, the PT Branch is now responsible for audits of licensees, driver record check reviews, and trip data collection and other new roles related to taxi modernization and ride hailing.
- From 2018/19 to 2019/20, the PT Branch was approved for an increase of 14 to 32 Full Time Equivalents (FTEs) to meet its new operational requirements.
- The Branch's budget for the 2021/22 fiscal year is \$2.383 million.

### BACKGROUND

- Changes to the Passenger Transportation Act (PTA) and Passenger Transportation Regulation came into effect September 16, 2019.
- The Registrar, Passenger Transportation makes decisions on General Authorization licences (e.g., shuttle services, wine/tour operators) while the Passenger Transportation Board makes decisions on Special Authorization licences (e.g., taxi, limo, ride hail).
- Treasury Board approved the Branch to hire an additional 18 FTEs in 2019/20 due to:
  - Increased demand for compliance and enforcement
  - New trip data collection and analysis
  - New responsibility for driver oversight (one Passenger Transportation Enforcement Officer (PTEO) per 2,000 drivers)
  - New policy needs
  - Projected 10% growth in vehicle fleets year over year
- To meet its new data collection responsibilities, the Branch has worked with Information Management Branch (IMB) to develop new data systems.  
Advice/Recommendations: Government Financial Information

Passenger Transportation Branch Budget per Fiscal Year (\$million)			
2019/2020	2020/2021	2021/2022	2022/2023
\$2.632	\$2.383	\$2.565	\$2.565

- The new compliance and enforcement activities of the Branch include administering trip data reporting and issuing administrative penalties for non-compliance with data reporting and roadside enforcement activities. The Branch also conducts audits of applicants, licensees, and drivers at random and in response to companies' actions.
- The Branch is integral to monitoring compliance of existing and new entrants to the commercial passenger transportation industry. Compliance oversight and enforcement personnel are required to guarantee public safety in the industry.
  - As a result of the introduction of ride hail to Metro Vancouver alone, the number of vehicles subject to the PTA has increased from 5,000 to 11,400.

#### **PROGRAM CONTACT**

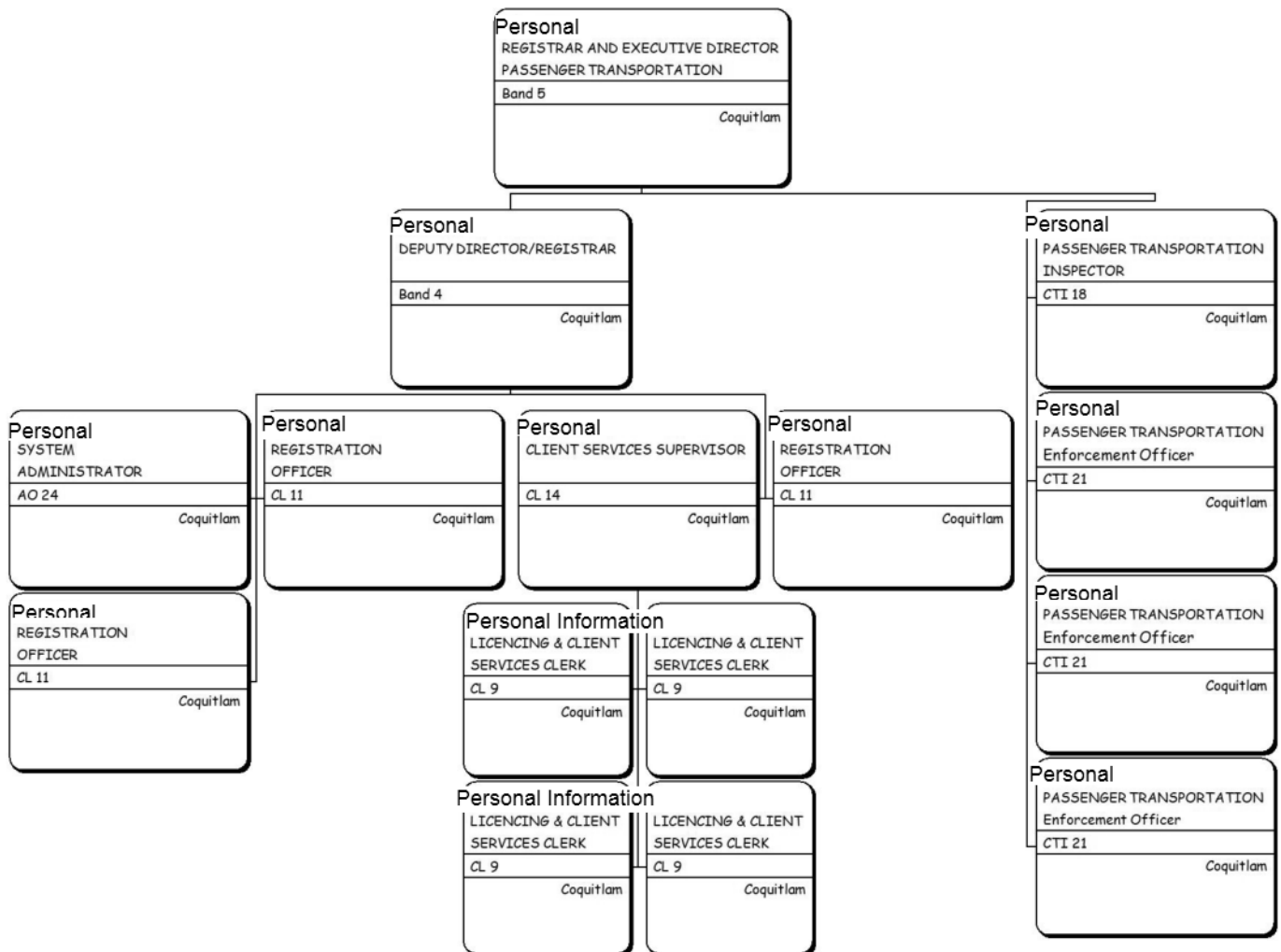
Steven Haywood, Registrar and Executive Lead, Taxi Modernization & Ride Hailing  
Passenger Transportation Branch, Highway Services Department – Cell: 604 220-7176

## APPENDIX 1

### Passenger Transportation Branch Organization Chart January 2019

The branch had 14 FTEs in 2018/2019. This chart already represents the beginning stages of staffing growth with 15 staffed positions.

MINISTRY OF TRANSPORTATION & INFRASTRUCTURE  
TRANSPORTATION POLICY AND PROGRAMS DEPARTMENT  
PASSENGER TRANSPORTATION BRANCH  
January 2019



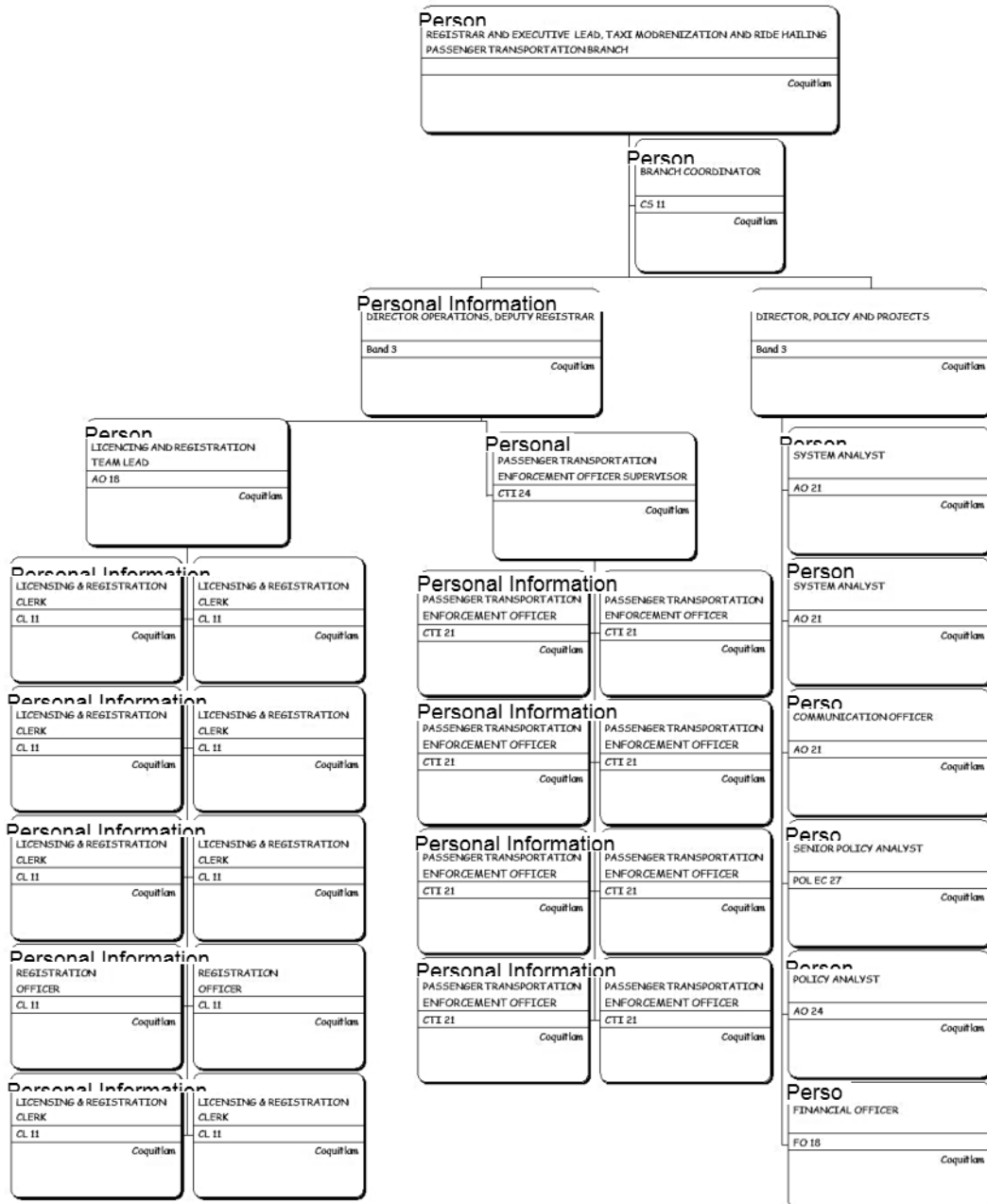


## APPENDIX 2

### Passenger Transportation Branch Organization Chart Jan 2021

The Branch was funded for 32 FTEs in 2019/2020. This chart shows 30 staffed positions as of January 2021, including auxiliary staff.

MINISTRY OF TRANSPORTATION & INFRASTRUCTURE  
HIGHWAY SERVICES DEPARTMENT  
PASSENGER TRANSPORTATION BRANCH  
January 2021



# CVSE – Mandatory Entry Level Training (MELT)

## Estimates Note

Ministry of Transportation and Infrastructure

Date: April 5, 2021

### ISSUE

- Changes to improve Commercial Vehicle Safety in B.C.

### ADVICE AND RECOMMENDED RESPONSE

- The Government of British Columbia is committed to making BC highways safer for everyone by introducing Mandatory Entry Level Training (MELT) for new Class 1 commercial driver's licence applicants.
- MELT for Class 1 driver's licence applicants will become a pre-requisite beginning October 18, 2021.
- Consultation with trucking and driver training industries in 2019 provided valuable input to support the development of BC's Class 1 MELT program.
- By bringing in MELT, we will help ensure new commercial drivers are trained to a higher, consistent standard.

### BACKGROUND

- The December 2018 Auditor General report on Commercial Vehicle Safety in B.C. recommended considering MELT as part of evaluating licensing strategies.
- Implementing MELT in B.C. would demonstrate that B.C. is aligned with other Canadian and U.S. jurisdictions including the federal government who, through the Canadian Council of Motor Transport Administrators, have developed national guidelines for an entry level standard that will be included in the National Safety Code.
- The B.C. Class 1 MELT program considered aspects of the other provincial programs and is tailored to B.C.'s unique geography (traversing mountain passes, chain up requirements, etc.)
- ICBC is the regulatory body for driver training schools and instructors in B.C., and in consultation with the commercial driving industry, the Ministry of Transportation and Infrastructure and Ministry of Public Safety and Solicitor General, has finalized BC's Class 1 MELT curriculum framework.
- Canadian jurisdictions that have now implemented MELT for Class 1 drivers, include Ontario, Saskatchewan, Alberta and Manitoba.
- The European Union introduced a mandatory training/testing model in 2014, while the United States must be compliant with federal MELT requirements by 2022 for all commercial DL classes.
- Cabinet Confidences; Advice/Recommendations; Government Financial Information
-

## **PROGRAM CONTACT**

Samantha Eburne, Director, Commercial Vehicle Safety Enforcement – Cell: 250 882-3858



# Pandemic Funding Sources – Inter-City Bus & Airports

## Budget Note

Ministry of Transportation and Infrastructure

Date: March 26, 2021

### ISSUE

- One-time Conditional Grant funding for Inter-City Bus Operators (up to \$10.7M and Regional Airports (up to \$16.5M).

### ADVICE AND RECOMMENDED RESPONSE

- The Province has made available one-time funding of up to \$10.7M for inter-city bus operators and up to \$16.5M for regional airports to support operations between April 1, 2021, and March 31, 2022.
  - Of the <sup>Adv</sup> identified airports, 55 will receive funding totaling \$16.5M (see Appendix A).
  - <sup>Advice/Reco</sup> identified inter-city bus operators, 20 will receive funding totaling \$6.2M (see Appendix B).
  - All funding will be paid by March 31, 2021.
- British Columbians will have continued access to essential transportation as a result of a new grant to support inter-city bus service and medical evacuation needs through regional airports.
- Grant funding is paid through the Ministry of Finance - Vote 52 – Contingencies (All Ministries): Pandemic Response and Economic Recovery.

### BACKGROUND

- COVID-19 has had a significant impact on businesses of all scales and sizes across B.C. The Federal and Provincial governments have rolled out various COVID-19 relief and recovery programs to help businesses financially through the pandemic, including wage subsidies, rent and tax relief, small and medium business grant programs, and other sector-specific funding supports.
- In February 2021 TRAN completed a broad sector analysis of the transportation sectors to understand the impact of the pandemic, identify where there were gaps in financial support from both the federal and provincial programs and where there were particularly hard-hit subsectors who may not continue to operate critical services without additional assistance.
- The gap analysis identified two sectors of focus: regional airports providing medical evacuation services and inter-city bus operators with an inter-city bus (Special Authority) licence.

#### Airports:

- Airports have experienced a significant decrease in operating revenues that, without financial help, could affect their ability to support and sustain fire suppression and essential medical evacuation services. This grant will provide regional airports the necessary funds to maintain air terminals, runways and other operations for the essential movement of goods and people.

- Many of the smaller regional and/or remote airports have not been included in other COVID relief funding opportunities due to being owned and operated by a not for profit organization or because they are municipally owned.
- Airport operators were asked to complete a Advice/Recommendation of interest to help the ministry assess the level of funding, based on revenues, expenses.
- There will be a signed conditional grant agreement with each airport detailing their obligation, roles and responsibilities of the recipient and government. The agreement will include the purpose of the funding, timelines of required report backs and information required that will provide government with sufficient evidence that the funding has been used as stipulated to deliver the expected services. Advice/Recommendations; Government Financial Information

### **Inter-City Bus:**

- Inter-city bus operators help people, especially those living in rural communities, travel safely, affordably and efficiently for essential purposes. In the past year, the industry has experienced a significant decrease in ridership, affecting revenues. This funding will help companies maintain service over the next year and build back stronger as ridership returns.
- Operators were asked to complete a Advice/Recommendation of interest and Advice/Recommendations; Government Financial Information
- There will be a signed agreement with each operator detailing their obligation, roles and responsibilities of the recipient and government. Advice/Recommendations; Government Advice/Recommendations; Government Financial Information

### **PROGRAM CONTACT**

Sandra Toth Nacey, Exec Dir. Highways Services, Cell: 778.679.2483

### Appendix A – Airport Grant Recipients

	Airport	Class	Amount			Airport	Class	Amount
1	108 Mile (South Cariboo)	C	\$ 180,000		31	Nakusp	D	\$ 13,000
2	Abbotsford	B	\$ 720,000		32	Nanaimo	B	\$ 720,000
3	Anahim Lake	B	\$ 180,000		33	Nelson	D	\$ 90,000
4	Atlin	D	\$ 33,000		34	Oliver	D	\$ 48,000
5	Bella Bella	B	\$ 180,000		35	Pitt Meadows	C	\$ 360,000
6	Bella Coola	B	\$ 180,000		36	Port Alberni	D	\$ 180,000
7	Boundary Bay	C	\$ 180,000		37	Powell River	B	\$ 360,000
8	Burns Lake	B	\$ 180,000		38	Prince George	A	\$ 720,000
9	Campbell River	B	\$ 360,000		39	Prince Rupert	A	\$ 720,000
10	Castlegar	B	\$ 720,000		40	Princeton	D	\$ 48,000
11	Chetwynd	B	\$ 90,000		41	Quesnel	B	\$ 360,000
12	Chilliwack	D	\$ 180,000		42	Revelstoke	C	\$ 180,000
13	Comox	D	\$ 360,000		43	Salmon Arm	B	\$ -
14	Cranbrook	B	\$ 720,000		44	Smithers	B	\$ 720,000
15	Creston	C	\$ 180,000		45	Sparwood	C	\$ 60,000
16	Dawson Creek	B	\$ 360,000		46	Stewart	D	\$ 90,000
17	Dease Lake	C	\$ 90,000		47	Terrace	A	\$ 720,000
18	Fairmont Hot Springs	C	\$ 90,000		48	Texada (Gillies Bay)	C	\$ 90,000
19	Fort Nelson	B	\$ 360,000		49	Tofino	C	\$ 180,000
20	Fort St James	C	\$ 27,000		50	Trail	B	\$ 180,000
21	Fort St John	A	\$ 720,000		51	Tumbler Ridge	D	\$ 34,000
22	Fort Ware (Kwadacha)	C	\$ 360,000		52	Valemount	C	\$ 37,000
23	Golden	C	\$ 90,000		53	Vancouver	A	\$ -
24	Grand Forks	B	\$ 90,000		54	Vanderhoof	C	\$ 90,000
25	Kamloops	A	\$ 720,000		55	Vernon	C	\$ 360,000
26	Kelowna	A	\$ 720,000		56	Victoria	A	\$ 720,000
27	Lillooet	D	\$ 90,000		57	Williams Lake	B	\$ 360,000
28	Mackenzie	C	\$ 90,000		58			
29	Masset	B	\$ 720,000					
30	Merritt	D	\$ 90,000			<b>Totals</b>		<b>\$ 16,500,000</b>

## Appendix B – Inter-City Bus Grant Recipients

Operator	Category	Funding Amount
Wilsons Transportation	B	\$ 1,467,223.20
Rider Express	A	\$ 1,188,000.00
Tofino Bus	A	\$ 1,152,184.50
West Coast Trail Express	A	\$ 704,700.00
Universal	A	\$ 232,869.60
Epic Rides	B	\$ 224,400.00
Silver City StageLines	A	\$ 189,675.00
Mountain Man Mike	A	\$ 136,800.00
Squamish Connector	A	\$ 128,174.40
Adventure Charters	A	\$ 127,795.68
Thompson Charters	A	\$ 123,624.00
Blue Cactus Coach Lines	B	\$ 130,171.50
Cold Shot (Balwarria Empire)	A	\$ 102,060.00
Whistler Rides	A	\$ 70,200.00
Lillooet Car Pool	A	\$ 38,016.00
Sunshine Coast Connector	A	\$ 29,484.00
Waivin Flags	A	\$ 27,000.00
Big White	B	\$ 20,970.75
Whitewater	B	\$ 4,380.00
Eagle Transit	A	\$ 79,047.00
		\$ 6,176,775.63

# Party Bus Safety Estimates Note

Ministry of Transportation and Infrastructure

Date: March 30, 2021

## ISSUE

- Stronger safety measures and increased enforcement activity in the perimeter seating bus (PSB), or party bus, industry.

## ADVICE AND RECOMMENDED RESPONSE

- The safety of B.C.'s passenger transportation industry is our top priority.
- Party buses and commercial vehicles are required to display valid decals showing they have passed a safety inspection. Fines for not doing so are currently set at \$357 per occurrence, which is among the highest penalty for this type of offence in Western Canada.
- To ensure minors are safe when on a party bus, the government requires party bus operators to obtain consent forms from unaccompanied minors and to provide safety monitors when they transport unaccompanied minors.
- Due to the COVID-19 pandemic, on November 19, 2020, the PHO issued an order that applied to party buses between the hours of 11pm to 6am, specifically limiting operations with the exemption of operating for maintenance, fuel, or a related purpose. Transportation of passengers between the hours of 6am to 11pm is allowed but does not include:
  - Transportation of passengers to and from an event
  - For social interaction
  - Transportation from a place subject to the Food and Liquor Serving Premises Order
- Due to the PHO order and the cancellations of high school graduations, PSBs have not been operational during their regular peak season and have experienced a loss in service. Typically, April is the start of peak period for this sector due to the number of graduations, weddings, and other celebrations.

### If asked about enforcement:

- Three PSB inspections were conducted in early 2020 prior to COVID-19, while other scheduled inspections for the year were cancelled.
- In 2019, the Passenger Transportation Branch (Branch) inspected 164 PSBs, which is more than twice the amount inspected during the previous three years combined.
- The 2019 inspections included checks in areas such as the Lower Mainland, the Okanagan and on Vancouver Island.
  - As a result of these inspections, the Branch issued eight violation tickets, six notice and orders, and ordered four PSBs out of service
  - Additionally, partner agencies working in cooperation with the Branch were able to take further enforcement actions in alignment with their respective mandates, such as issuing safety violation tickets and notice and orders



- Every year, apart from 2020, the ministry's enforcement officers inspect PSBs in the Lower Mainland ahead of graduation season. This is in addition to the semi-annual inspections required for every PSB.

**If asked about Coroner's Report:**

- The ministry has reviewed the recommendations in the Coroner's Report and plans to act in response to the recommendations within its purview, including:
  - Commercial Vehicle Safety Enforcement (CVSE) is working on system enhancements to support tracking inspection orders and has implemented a manual process in the interim
  - Advice/Recommendations

⊕

## BACKGROUND

There are currently 66 licensees operating 159 PSBs in B.C. Approximately 84% of PSBs operate in the Metro Vancouver and Whistler areas, and approximately 14% operate in the Okanagan and Vancouver Island areas.

- In 2020, due to COVID-19 restrictions on gatherings and PSB operations, 3 vehicles were inspected prior to lockdowns
- In 2019, 164 vehicles were inspected
- In 2018, 26 vehicles were inspected
- In 2017, 31 vehicles were inspected
- In 2016, 24 vehicles were inspected

The Passenger Transportation Act is the legislative framework for commercial passenger transportation services in B.C., including party buses.

PSBs or 'party buses' operate under a special authorization passenger transportation licence, issued by the Board under the authority of the Passenger Transportation Act.

Licensees are restricted on areas of operation, fleet size, and must operate their vehicles in compliance with the Liquor Control and Licensing Act and the Cannabis Control and Licensing Act. Licensees must also charge Board approved rates, which allows for standardized rates in B.C.

"Party bus" configurations, which require after-market modifications, must meet Canada Motor Vehicle Safety Standards, as required by B.C.'s Motor Vehicle Act Regulations. Any modifications or alterations to a vehicle must be done in compliance with Transport Canada.

- Since 2008 there have been eight high profile incidents related to party buses in B.C., seven of which involved minors:
  - Two falls from vehicle, one death of an adult, and two injuries to minors
  - One overdose death (after leaving vehicle) of a minor
  - One medical distress and death of a minor

- One assault injury of a minor
- Three instances of underage drinking in a party bus

**Enforcement:**

- The Registrar of Passenger Transportation (the Registrar) can issue driver violation tickets of up to \$5,000 for illegally operating a PSB and administrative penalties of up to \$50,000 per day to licensed companies. Administrative penalties may also include the suspension or cancellation of a licence.
- The Passenger Transportation Amendment Act allows the Registrar to conduct an audit or investigation to ensure compliance with the Act and the Passenger Transportation Regulation.
- The Board may direct the Registrar to conduct an audit or investigate whether a licensee is a fit and proper person to provide a service, operating within the specified fleet size and vehicle capacity, and operating in compliance with the Liquor Control and Licensing Act.
- All commercial passenger vehicles must be inspected every six months by a designated inspection facility to a prescribed standard and may be subject to additional inspections by CVSE.
- Police are able to issue roadside tickets to drivers and passengers in cases where the Liquor Control and Licensing Act and/or the Cannabis Control and Licensing Act is violated.

**PROGRAM CONTACT**

Steven Haywood, Registrar and Executive Lead, Taxi Modernization and Ride-Hailing  
Passenger Transportation Branch, Highway Services Department – Cell: 604 220-7176

# Inter-City Bus Status Estimates Note

Ministry of Transportation and Infrastructure

Date: April 7, 2021

## ISSUE

- Inter-city buses (ICBs) have been hit particularly hard due to COVID-19.

## ADVICE AND RECOMMENDED RESPONSE

- I want to express my thanks to all members of our province's transportation sector who have worked so hard to adapt to these challenging circumstances.
- We are working with partners at all levels and across government and industry to keep British Columbians as safe as possible and mitigate the impacts of COVID-19.
- Each member of our inter-city bus sector has different goals and needs. Some private operators serve passengers seeking access to essential services while others depend on tourism. Some operate routes solely within B.C. and others cross provincial or international borders, while others offer seasonal services only.

### If asked about private inter-city buses:

- Our government took a number of steps to mitigate the impact of COVID-19 on ICB operators, including ICBC policy changes that allowed operators to suspend insurance without any financial implications.
- The Passenger Transportation Board (Board) allowed ICBs to temporarily reduce or suspend operations until further notice, while the Passenger Transportation Branch (Branch) allowed the deferral of license renewals until June 2021. These measures were implemented during Phase 1 of the BC Restart Plan and many operators have benefited from them.
- In March 2021, the government provided a one-time grant of \$6.2M to support ICB operators that have experienced significant reduction in ridership and revenue due to COVID-19. The grant was intended to maintain or re-establish ICB routes from April 2021 to March 2022, ensuring that British Columbians travelling for essential purposes have access to safe transportation. Twenty ICB operators benefited from the program.

### If asked about BC Bus North:

- BC Bus North continues to offer its regular schedule between Prince Rupert, Prince George, Dawson Creek, Fort St. John, Fort Nelson, and Valemount.
  - There have been no service reductions. Ridership did decline. The Fort Nelson route saw the <sup>Advice/Recommendations</sup> (compared to 2019). The Prince George – Prince Rupert route saw ridership <sup>Advice/Recomm.</sup> Some urban transit systems were <sup>Advice/Recommendat</sup> during the pandemic.
  - BC Bus North continues with capacity restrictions to promote safe physical distancing. Enhanced cleaning measures are in place and plexi-glass shields have been installed on seats—this has increased seating capacity to 26.

### **If asked about the Health Authorities:**

- Our Health Authorities have continued to provide important service to communities throughout the pandemic.
- Prior to COVID-19, Northern Health Connections had expanded its passenger eligibility to people 60 years of age and older and to people with mobility challenges. However, due to COVID-19 travel is restricted to those with medical appointments.
- Interior Health Connections service is provided by BC Transit in the southern part of B.C. The public has access to all Interior Health buses with priority given to those with medical appointments. These buses connect people in more rural communities to their nearest regional center and allow them to return home the same day.

### **BACKGROUND**

- Due to declining ridership, Greyhound Canada ended its passenger and freight services in Western Canada in 2018, with the exception of its Vancouver to Seattle route.
  - Greyhound cites that declining ridership is partly due to the decline in population in rural communities
  - As a private operator, Greyhound depends on fare box revenue only, while health authorities receive government subsidies
- BC Bus North began providing long-haul coach services to Northern B.C. communities on June 4, 2018.
- The independent Passenger Transportation Board initiated a simplified ICB application process in response to Greyhound's announcement and both the Board and the Branch prioritize applications submitted to provide service on vacated routes.
- Of the routes previously serviced by Greyhound, 17 out of 19 have been filled by private and public operators.
  - The majority (96%) of B.C. residents have public transportation to their nearest regional center either through publicly funded services or private operators
- As of May 2021, Thompson Valley Charters is expected to start providing transportation services from Kamloops to Edmonton, servicing communities along Highway 5 corridor including Valemount. This leaves the Fort Nelson to Watson Lake route withdrawn by Greyhound in 2018 as the only remaining route with no ICB service.
  - Currently, Northern Health Connections has a service between Valemount and Kamloops, typically available to those with medical appointments, mobility challenges, or who are over the age of 60.
- In 2018, the Ministry issued a Request for Expression of Interest to engage the private sector in restoring service to areas unserved.
  - Four expressions of interest letters were received, Advice/Recommendations; Advice/Recommendations; Government ~~provision of information~~ No contracts were awarded by the province.

- The Ministry co-chaired an inter-provincial working group with the federal government and other provinces and territories to address the impact of discontinued intercity bus services and develop solutions (not public).
- In 2018, Transport Canada made an offer to interested provinces to cost-share operating expenses for intercity bus service for routes abandoned by Greyhound. B.C. was the only province that responded to the offer. The federal government began providing financial support to BC Bus North in the fall of 2019 and will continue the cost-sharing arrangement through to March 31, 2022.

#### **On private ICBs:**

- In total, there are 30 private inter-city bus operators in the province.
- Prior to COVID-19, several companies applied to the Board for additional route points or an increase in service frequency.
- Due to travel restrictions and other COVID-19 related measures, ICB operators experienced significant decline in ridership, up to 95% in some cases.
- A group of 12 transportation companies including ICB operators formed the BC Motor Coach Coalition to advocate for increased financial support to minimize COVID-19 impacts.
- On March 9, 2021, the government announced an ICB industry-specific grant of \$10.7M to cushion the effects of COVID-19 on ICB operators. This one-time grant is designed to ensure that ICB operators maintain or re-establish routes between April 2021 and March 2022. Twenty ICB operators benefited from the program, collectively receiving \$6.2M.

#### **PROGRAM CONTACT**

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 Passenger Transportation Branch, Highway Services Department – Cell: 604 220-7176

# Maintenance Contract Procurement Estimates Note

Ministry of Transportation and Infrastructure

Date: March 15, 2021

## ISSUE

- Procurement of the highway maintenance contracts.

## ADVICE AND RECOMMENDED RESPONSE

- 26 service area highway maintenance contracts expired between September 2018 and September 2020.
- Almost all of the service area Request for Proposal (RFP) evaluations have been completed:
  - Eight service area contracts have been awarded and started in September-November 2018
  - Eighteen service area contracts have been awarded and started in April-October 2019
  - Service Area 20 (Robson) was tendered on February 23, 2021 with a contract commencement date of September 1<sup>st</sup>, 2021.
  - Service Area 11 (East Kootenay) is anticipated to be tendered in the fall of 2022.
- The successful proponents in all evaluations completed to date submitted a price under the upset limit.
- The value of the contracts is approximately \$425M annually.
- The contract term length is 10-years with an optional 5-year extension at the discretion of government, except for SA 20 which will be 10 years, with an optional 3 year extension.
- We continue to have ongoing discussions with Maintenance Contractors to highlight the importance of building relationships with local Indigenous communities.
- We have been meeting with Indigenous communities across the province to discuss concerns and explore future opportunities regarding the Maintenance Contracts.

## BACKGROUND

- The contracts are a fixed price, lump sum contract paid annually, which provides financial certainty to the government and transfers appropriate risk to the contractor.
- An unsolicited proposal from the BC Roadbuilders and the BCGEU that was accepted by government offered annual contract savings of 3% per year (\$12M) and labour certainty through long term Collective Agreements.
- In exchange, the government reinstated labour succession language in the maintenance contracts and a contract length of 10-years with an optional 5-year extension, except for SA 20 which is 10-years with an optional 3-year extension.

- This proposal provides job stability to over 2,000 maintenance workers in 140 communities across the province.
- It also provides the ability to increase the maintenance standards at no additional cost to government.
- Increased maintenance standards include:
  - Enhanced winter maintenance
  - Increased sweeping on cycling routes
  - Increased use of social media to communicate with public
  - Improved highway patrol frequencies
- Advice/Recommendations; Intergovernmental Communications; Government Financial Information

Advice/Recommendations; Intergovernmental Communications; Government Financial Information

#### Results of Service Area evaluations to date:

Award Date	Service Area	Name	Contractor	New or Incumbent	Contract Start Date
May 2018	02	Central Island	Mainroad	New (Old: Emcon)	Sept 01, 2018
May 2018	03	North Island	Mainroad	New (Old: Emcon)	Sept 01, 2018
May 2018	24	Lakes (Burns Lake)	Lakes District Maintenance	Incumbent	Sept 01, 2018
July 2018	09	Kootenay Boundary (Grand Forks /Castlegar)	Yellowhead Road & Bridge	New (Old: Emcon)	Oct 01, 2018
July 2018	15	Thompson (Kamloops)	Argo Road Maintenance	Incumbent	Oct 01, 2018
July 2018	27	North Coast (Haida Gwaii)	O'Brien Road & Bridge	Incumbent	Oct 01, 2018
July 2018	04	Howe Sound (North Van & Pemberton)	Miller Capilano	New (Old: Mainroad)	Nov 01, 2018
July 2018	12	Selkirk (Revelstoke/Golden)	Emcon Services	Incumbent	Nov 01, 2018
Oct 2018	06	Lower Mainland	Mainroad	Incumbent	April 01, 2019
Oct 2018	13	Okanagan-Shuswap (Vernon/salmon Arm)	Acciona Infrastructure	New (Old: JPW)	April 01, 2019

<b>Oct 2018</b>	26	Skeena (Terrace)	Emil Anderson	New (Old: Nechako)	April 01, 2019
<b>Oct 2018</b>	05	Sunshine Coast	Capilano Hwy Services	Incumbent	May 01, 2019
<b>Oct 2018</b>	08	South Okanagan (Kelowna/Penticton)	Acciona Infrastructure	New (Old: Argo)	May 01, 2019
<b>Oct 2018</b>	23	Nechako (Vanderhoof)	Yellowhead Road & Bridge	Incumbent	May 01, 2019
<b>Jan 2019</b>	10	Central Kootenay (Nelson)	Yellowhead Road & Bridge	Incumbent	June 01, 2019
<b>Jan 2019</b>	16	South Cariboo (Lillooet/100 Mile House)	Dawson Road Maintenance	Incumbent	June 01, 2019
<b>Jan 2019</b>	19	Fort George (Prince George)	Yellowhead Road & Bridge	Incumbent	June 01, 2019
<b>Jan 2019</b>	22	North Peace (Fort St. John/Fort Nelson)	Dawson Road Maintenance	New (Old: YRB)	June 01, 2019
<b>Jan 2019</b>	07	Fraser Valley (Chilliwack/Hope)	Emil Anderson	Incumbent	July 01, 2019
<b>Jan 2019</b>	14	Nicola (Coquihalla)	Yellowhead Road & Bridge	New (Old: VSA)	July 01, 2019
<b>Jan 2019</b>	18	North Cariboo (Quesnel)	Emcon	Incumbent	July 01, 2019
<b>June 2019</b>	17	Central Cariboo (Williams Lake)	Dawson Road Maintenance	Incumbent	July 01, 2019
<b>May 2019</b>	21	South Peace (Dawson Creek)	Argo Road Maintenance	New (Old: CRS)	August 01 2019
<b>May 2019</b>	28	Stakine (Dease Lake)	Lakes District Maintenance	Incumbent	August 01, 2019
<b>May 2019</b>	01	South Island	Emcon	New (Old: Mainroad)	October 01, 2019
<b>May 2019</b>	25	Bulkely-Nass (Smithers)	Dawson Road Maintenance	New (Old: Billabong)	October 01, 2019

## PROGRAM CONTACT

Dan Palesch, Director, Maintenance Contract Renewal, Highways – Cell: 250 812-0263



# Illegal Ride Hailing Estimates Note

Ministry of Transportation and Infrastructure

Date: May 27, 2021

## ISSUE

- Illegal commercial ride-hailing companies are operating in the Lower Mainland.

## ADVICE AND RECOMMENDED RESPONSE

- The safety of the travelling public is a top priority for the province.
- The Passenger Transportation Act requires companies that collect compensation for transporting passengers in B.C. to have a passenger transportation licence and to meet all safety requirements.
- The Passenger Transportation Branch (Branch) continues to investigate illegally operating ride-hail services and is working with ministry colleagues to track illegal operators online.
- The Branch's Passenger Transportation Enforcement Team works with Commercial Vehicle Safety Enforcement (CVSE) and the police to enforce the Passenger Transportation Act and Regulation.
- By riding with an unlicensed company, passengers are choosing to ride in improperly insured vehicles, which may not have undergone vehicle safety inspections, and with drivers with no criminal or driver record checks.
- Illegal drivers are at risk of being uninsured in an accident if they breach their insurance contract by operating with an improper class of insurance.

### If asked about illegal ride-hail enforcement in B.C.:

- The Branch has increased its enforcement activities to address illegal ride-hail in the Lower Mainland as follows:

Date Range	Violation Ticket	Cease & Desist	Notice & Orders
May 25, 2017 to September 16, 2019 (pre-Bill 55)	88	80	
September 16, 2019 to May 20, 2021	163	31	107

\*The Branch transitioned from C&D letters to Notice & Orders in March 2020

- The fine for operating without a licence or advertising an unlicensed service is \$1,150 at roadside. Fines can go as high as \$5,000 for repeat offences. Illegally operating companies can be fined up to \$100,000 per day by the Registrar of Passenger Transportation.
- In 2020, the Branch developed and distributed educational materials targeted at illegal ride hailing to drivers. The purpose of the brochure is to educate drivers on the

requirements for operating commercial vehicles in B.C. and highlight the risks and consequences of operating a commercial vehicle without a license.

- The Branch is working on efforts to remove the apps of illegal operators from the app stores (i.e.: Google, Apple, WeChat).

## **BACKGROUND**

- The Branch is aware of three illegally operating ride-hail companies in the Lower Mainland currently, including:
  1. Ezgo
  2. RaccoonGo
  3. Udi (Udrop)
- These companies recruit drivers to operate their personal vehicles as commercial passenger directed vehicles primarily in the Lower Mainland.
- Between July 2019 and October 2019, the Branch focused on stakeholder engagement and offered educational sessions to existing and potential licensees and law enforcement on the Passenger Transportation Regulation and the consequences of non-compliance. The Branch has successfully worked in partnership with regional enforcement agencies on operations targeting illegal operators.
- The Branch is aware of seven companies that were illegally operating ride-hailing services but have now ceased operations, including:  
Business Information; Security Concern

## **PROGRAM CONTACT**

Steven Haywood, Registrar and Executive Lead, Taxi Modernization and Ride-Hailing  
Passenger Transportation Branch, Highway Services Department – Cell: 604 220-7176

# Ride Hail Status Estimates Note

Ministry of Transportation and Infrastructure

Date: May 27, 2021

## ISSUE

- Companies began providing Transportation Network Services (TNS), or ride hail, in B.C. on January 24, 2020.

## ADVICE AND RECOMMENDED RESPONSE

- Our government has delivered on our commitment to enable ride-hailing in a responsible way. We've looked across jurisdictions and built a regime that builds on the experience of other jurisdictions in which ride hail operates.
- The independent Passenger Transportation Board (the Board) is responsible for reviewing and issuing decisions on ride-hail applications and for setting the terms and conditions of licences for approved operators.
- The ministry has received 51 ride-hail applications and sent them to the Board for review.
  - 23 applications have been approved
  - 22 applications have been refused by the Board due to discrepancies in business plans and concerns over management capacity
  - Six applications await Board decisions
- On April 21, 2021 the Board issued a Press Release advising they would be investigating the impact of the COVID-19 pandemic on BC passenger transportation industry. This investigation will be undertaken in the context of relevant applications currently before the Board—Uber Canada Inc. (#10268-20TNS) and Facedrive Inc. (#10149-20TNS). The Board has adjourned these applications pending completion of the investigation. The investigation is expected to take 3-6 months, barring any unforeseen circumstances.
- B.C.'s first ride-hailing company, Whistle!, was approved by the Board on December 16, 2019 and began operation in early February 2020 in Tofino and Whistler.
- Uber and Lyft were approved by the Board to operate in Region 1 on January 23, 2020 and began operating the following day.
- In B.C. we currently have eight active TNS companies operating across all five regions of the province under the following "doing business as" names:
  - Uber – Region 1
  - Lyft – Region 1
  - Kabu – Regions 1, 2, 3, 4, 5
  - Whistle! – Regions 1, 3
  - Metro Rides – Region 1
  - Lucky To Go – Regions 1, 2, 3, 4, 5
  - Yellow Cab – Region

- Coastal Rides – Regions 3, 5

## BACKGROUND

- In August 2019, the Board published its operational policy on ride-hail supply, boundaries and rates. Five regions for the province have been established.
- On September 3, 2019, the Board began receiving applications from ride-hail companies. Applications were given priority status until January 17, 2020.
- The Branch processes intake of applications and forwards them to the Board for consideration. The Branch issues licences, conducts audits/investigations, conducts roadside enforcement and applies administrative penalties to licenced and unlicensed operators.
- On September 16, 2019, changes to the Passenger Transportation Regulation came into force, allowing operators to apply for a TNS Authorization (a type of Special Authorization (SA) licence)
  - A SA licence is required to operate passenger directed vehicles (PDVs) in the province. PDVs are commercial vehicles with a carrying capacity of 11 passengers or less.
- In October 2019, the Board announced it modified its ride-hail application process by enabling submitters to review applicant responses to original submissions as well as the application package itself and to provide their comments to the Board.
  - The Board must publish notice of received applications and allow for written submissions from the public regarding pending applications. A hearing may take place on an application.
- The 23 approved companies include:

Company Name (DBA)	Region 1	Region 2	Region 3	Region 4	Region 5	Company Type
Apt Rides	✓					B.C.-based
Bonny's Taxi	✓					B.C.-based
Coastal Rides			✓		✓	B.C.-based
Handicapped Cabs (Vancouver Taxi)	✓					B.C.-based
Hich	✓					B.C.-based
Inorbis, Inorbis Intercity (reapplication)	✓	✓	✓	✓	✓	National
Kabu	✓	✓	✓	✓	✓	B.C.-based
Lucky To Go	✓	✓	✓	✓	✓	B.C.-based
Lyft	✓					Multinational
MDD	✓					B.C.-based
Metro Rides	✓					B.C.-based
Powell River Taxi			✓			B.C.-based
Prince George Taxi					✓	B.C.-based

ReRyde		✓	✓	✓	✓	B.C.-based
Ripe Rides	✓	✓	✓	✓	✓	B.C.-based
Safe Ride Sharing LTD				✓		B.C.-based
Tappcar	✓	✓	✓	✓		National
Transroad Airport Service (reapplication)	✓					B.C.-based
Uber Canada	✓					Multinational
Uride (2 <sup>nd</sup> application)		✓	✓	✓	✓	National
Vancouver Taxi	✓					B.C.-based
Whistle!	✓		✓			B.C.-based
Yellow Cab	✓					B.C.-based
23	17	7	10	8	8	

- six applications are currently under review by the Board:

Company Name (DBA)	Region 1	Region 2	Region 3	Region 4	Region 5	Company Type
Business Information; Advice/Recommendations						
6	4	1	2	1	1	

- 22 applications were refused by the Board. Two were withdrawn from consideration:

Company Name (DBA)	Region 1	Region 2	Region 3	Region 4	Region 5	Company Type
1st Choice Cabs Ltd.					✓	B.C.-based
Dad's, Dial a Driver, Dad's DD	✓	✓	✓	✓	✓	B.C.-based
Facedrive (withdrawn)	✓					National
Getride	✓					B.C.-based
Inorbis (1 <sup>st</sup> application)	✓	✓	✓	✓	✓	National
Interior Rideshare (withdrawn)				✓		B.C.-based
Kater	✓	✓	✓	✓	✓	B.C.-based
Khaled Abdulqader Omar Baowee	✓					B.C.-based
Lucky To Go (1 <sup>st</sup> application)		✓	✓	✓		B.C.-based
My Limo Ride (1 <sup>st</sup> application)	✓	✓	✓	✓	✓	B.C.-based
My Limo Ride (2 <sup>nd</sup> application)	✓	✓	✓	✓	✓	B.C.-based
ReRyde (1 <sup>st</sup> application)		✓	✓	✓		B.C.-based
RideON Canada	✓	✓	✓	✓		National
Ride Sharing Travellers Company	✓					B.C.-based
Ryde Today	✓					B.C.-based
Tappcar (1 <sup>st</sup> application)	✓	✓	✓	✓		National

Transroad Airport Service (1 <sup>st</sup> application)	✓					B.C.-based
Uride (1 <sup>st</sup> application)		✓	✓	✓	✓	National
VI Ride Hailing			✓			B.C.-based
Wine Lovers Tours	✓	✓	✓	✓		B.C.-based
Yallah	✓	✓	✓	✓	✓	National
Your Driver				✓		B.C.-based
22	15	12	13	14	8	

- Six companies have submitted more than one application due to Board refusal on their first application:
  - Inorbis, Inorbis Intercity
  - Lucky to Go
  - My Limo Ride
  - ReRyde
  - Tappcar
  - Transroad Airport Service
- The five regions and the areas they include are as follows:
  - Region 1 (Lower Mainland, Whistler (Metro Vancouver, Fraser Valley, Squamish-Lillooet)
  - Region 2 (Capital Regional District (CRD))
  - Region 3 (Vancouver Island, excluding CRD)
  - Region 4 (Okanagan-Kootenay-Boundary-Cariboo)
  - Region 5 (North Central/other regions in B.C.)
- In the 51 applications, companies indicated where they intended to offer services:
  - Multiple companies have applied to operate in more than one region

Region 1	Region 2	Region 3	Region 4	Region 5
36	20	25	25	17
Total 51 applicants				

- Kater is one ride-hail company that was refused by the Board. Business Information; Business Information; Advice/Recommendations
- In September 2019, the Vancouver Taxi Association pursued a Judicial Review on the basis that there is a lack of a level playing field. In January 2021, the Supreme Court of Canada dismissed the petition.

## PROGRAM CONTACT

Steven Haywood, Registrar and Executive Lead, Taxi Modernization and Ride-Hailing  
 Passenger Transportation Branch, Highway Services Department – Cell: 604 220-7176

# PT Board Ride Hail Operational Policy

## Estimates Note

Ministry of Transportation and Infrastructure

Date: March 28, 2021

### ISSUE

- The independent Passenger Transportation Board (Board) released its operational policy on supply, boundaries, and rates for ride-hail in August 2019.

### ADVICE AND RECOMMENDED RESPONSE

- The Board as an independent tribunal has sole authority to determine supply, boundaries, and rates for ride hail. In August 2019, the Board published its operational policy on these three issues.
- The Board approves Special Authorization (SA) licence applications and determines terms and conditions on approved licences.
- The Board has committed to reviewing ride hail boundaries and supply as soon as sufficient relevant data is available.
- The Supreme Court of Canada dismissed the Vancouver Taxi Association's (VTA) petition against the Board's operational policy for ride-hail.
- The ministry is committed to working with municipal governments, ride-hailing and taxi industries to achieve the best possible outcome for all concerned within the ride-hail framework.

### BACKGROUND

- In July 2019, the Board consulted with the taxi and ride-hail industries, the Vancouver Airport Authority and the Vancouver Port Authority on ride hail boundaries, supply, and rates.
- On August 19, 2019 the Board released the following operational policy for ride hail:
  - Supply – No initial limits on fleet size
  - Rates – A minimum base rate equal to taxi flag rates (\$2.80 to \$3.75)
    - Surge pricing is allowed
    - The use of coupons or discounts to lower rates is not allowed
  - Boundaries – Five regions for the province (Appendix A) with a restriction on cruise ship days with no pick ups allowed on:
    - Canada Place Way between Howe Street and Burrard Street
    - Howe Street between Canada Place Way and Cordova Street
    - Burrard Street between Canada Place Way and Cordova Street
  - Terms and conditions of licence require ride-hail companies to provide:
    - Data to the Registrar of Passenger Transportation for use by the Board within time periods that the Registrar or the Board may require
    - Quarterly reporting of drivers' incomes in time frames set by the Board

- The Board will monitor ride-hail performance data and may review fleet sizes when sufficient data is available
- On September 4, 2019, the Vancouver Taxi Association (VTA) filed a petition seeking a judicial review of the policy and subsequent Board decisions to license Uber and Lyft, stating that the Board's decisions were unfair as they did not take into account the lack of fleet size for the ride hail companies and the economic impact on the taxi industry.
- The VTA sought a number of remedies, including an order quashing or setting aside the policy or an order that the Board rehear/reconsider/vary the policy.
- The judicial review hearing was held virtually on October 19 – 20, 2020, and the participants were – VTA, the Board, Uber, and Lyft. The Attorney General did not participate as there is no constitutional issue involved in the review.
- On January 20, 2021 the Supreme Court of Canada dismissed the petition.

## PROGRAM CONTACT

Steven Haywood, Registrar and Executive Lead, Taxi Modernization and Ride-Hailing  
 Passenger Transportation Branch, Highway Services Department – Cell: 604 220-7176

### Appendix A: Five B.C. regional boundaries for operation

<b>Region 1: (Lower Mainland, Whistler)</b> <ul style="list-style-type: none"> <li>• Metro Vancouver</li> <li>• Fraser Valley</li> <li>• Squamish-Lillooet</li> </ul>	<b>Region 2(Capital)</b> <ul style="list-style-type: none"> <li>• Capital Regional District</li> </ul>	<b>Region 3 (Vancouver Island, excluding CRD)</b> <ul style="list-style-type: none"> <li>• Cowichan Valley</li> <li>• Nanaimo</li> <li>• Comox Valley</li> <li>• Alberni-Clayoquot</li> <li>• Strathcona</li> <li>• Mt. Waddington</li> <li>• Qathet (Powell River)</li> </ul>
<b>Region 4 (Okanagan-Kootenay Boundary-Cariboo )</b> <ul style="list-style-type: none"> <li>• Okanagan-Similkameen</li> <li>• Central Okanagan</li> <li>• North Okanagan</li> <li>• Kootenay Boundary</li> <li>• Shuswap Cariboo</li> <li>• Thompson-Nicola</li> <li>• Columbia</li> </ul>	<b>Region 5 (BC North Central &amp; other regions of BC)</b> <ul style="list-style-type: none"> <li>• Fraser-Fort George</li> <li>• Bulkley Nechako</li> <li>• Kitimat-Stikine</li> <li>• Peace River</li> <li>• Northern Rockies</li> <li>• North Coast</li> <li>• Island Trust</li> <li>• Sunshine Coast</li> </ul>	



# COVID-19 Impact & Response (CVSE)

## Estimates Note

Ministry of Transportation and Infrastructure

Date: March 24, 2021

### ISSUE

- The ministry and its government partners have supported and enabled the commercial vehicle industry to provide essential service during COVID-19.

### ADVICE AND RECOMMENDED RESPONSE

- As a government we are closely following the advice and orders of our Provincial Health Officer and federal government to keep British Columbians as safe as possible and mitigate the impacts of COVID-19.
- Commercial truck drivers play an important role in maintaining the supply chain here in British Columbia.
- We are working with partners at all levels and across government and industry to ensure the continued movement of goods across our province.
- Through sector calls with the industry, we were able to discuss concerns, answer or field questions, and provide support required during the pandemic and we have worked hard to respond in a timely fashion.
- Now that we are in Phase 3 of BC's Restart Plan, companies can work with WorkSafeBC on creating or revising their COVID-19 Safety Plan.
- On March 23, 2021, the Provincial Health Officer (PHO) announced prioritizing frontline workers, including, cross-border transportation staff, to receive their first dose of the vaccine beginning in April. Ministry staff are working closely with the PHO and industry to develop this plan.

### On initiatives to support the industry

- The ministry has maintained all 203 rest areas in the province during the pandemic to support the trucking industry and ensure that safe and clean facilities are available.
- With the help of community partners, we were also able to fund and install 35 portable toilets at inspection stations, commercial pull-outs and chain-up locations.
- We waived the usual restrictions and fees for food-truck operators to allow them to set up at key locations to ensure truck drivers had access to food.
- The ministry has allowed an extension for all vehicles with a valid Certificate of Approval which expired on March 31, 2020 or April 30, 2020 and were unable to get a mechanical inspection due to inspection facility closures.
  - This extension concluded on May 31, 2020
- Drivers involved with providing relief for COVID-19 are exempt from the regular requirements to maintain daily logs of their service hours as per the Motor Vehicle Act Regulation 37.11 in order to maintain the flow of goods during the pandemic.
- Transport Canada and industry associations have issued safety guidelines for drivers on how to maintain personal safety during the pandemic.



- The ministry has relaxed requirements for Extraordinary Load permit holders by not requiring a second person to accompany the driver in the vehicle.
- ICBC has allowed for vehicle licensing and insurance services to be processed over the phone instead of in person to allow for the continued operation of transportation services.

## BACKGROUND

- On March 26, 2020, the province, in consultation with Provincial Health Officer Dr. Bonnie Henry, released a list of essential services British Columbians rely on in their daily lives in the context of COVID-19 response and recovery. CVSE and commercial vehicles were included on this list.
- Sectors defined as essential were encouraged to remain open and were instructed to follow the orders and guidance provided by the Provincial Health Officer to ensure safe operations and reduce the risk of transmission of COVID-19.
- The Motor Vehicle Act Regulations (MVAR) 37.11 provides an Hours of Service (HoS) exemption for commercial motor vehicles involved in providing relief during an epidemic. This exemption is relevant for the COVID-19 pandemic.
  - Drivers providing relief for the pandemic by transporting medical supplies/equipment, groceries, fuel, and other items related to relief efforts are not required to maintain a daily log of hours
  - Carriers must still exercise due diligence in ensuring a driver is not operating a vehicle while fatigued
- The Motor Vehicle Act Regulations (MVAR) Division 25.07 (1) states that vehicles required to display a valid Certificate of Approval must not drive, operate, or park a vehicle on a highway unless the vehicle has a valid inspection certificate.
- Extraordinary Load permits often have conditions about how bridges must be crossed. Permits with these conditions require a second person to escort the vehicle to identify bridge locations, bridge restrictions, and to communicate these to the driver. In place of an escort, the ministry has temporarily allowed for either:
  - Use of a GPS device to allow the carrier to communicate necessary bridge information directly to the driver
  - Submission of a written Journey Management Plan which includes details on how to safely cross bridges identified for a route
- ICBC requires licence renewals and insurance services to be handled in-person, but temporary protocols were initiated to ensure the continued operation of transportation services during COVID-19. The temporary protocols for some motorists include:
  - Holding a digital copy of their B.C. insurance certificates
  - Holding an unofficial copy of their insurance certificates not printed on format paper
  - Having a recently expired decal
- Many restaurants and rest stops across the province closed to mitigate the risk of transmission of COVID-19. These closures negatively impacted the trucking sector as



drivers were without adequate food and washroom facilities as they continued providing essential service.

#### **PROGRAM CONTACT**

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# COVID-19 Impact & Response/Recovery

## Passenger Transportation Branch

### Estimates Note

Ministry of Transportation and Infrastructure

Date: March 26, 2021

#### ISSUE

- The ministry and its government partners are working to support the commercial passenger transportation industry during the COVID-19 pandemic.

#### ADVICE AND RECOMMENDED RESPONSE

- As a government we are closely following the advice and orders of our Provincial Health Officer (PHO) and the federal government to keep British Columbians safe and mitigate the impacts of COVID-19.
- Through sector calls with each industry (taxi, ride hail, inter-city bus), we were able to discuss concerns, questions and support required during the pandemic and we have worked hard to respond in a timely fashion.
- Now that we are in Phase 3, companies can work with WorkSafeBC on creating or revising their COVID-19 Safety Plan.
- On March 23, 2021, the Provincial Health Officer (PHO) announced prioritizing frontline workers, including, cross-border transportation staff, to receive their first dose of the vaccine beginning in April. Ministry staff are working closely with the PHO and industry to develop this plan.
- We recognize the financial losses across the entire public transportation system. We will continue to work with our federal counterparts to reach solutions for industries.

#### On initiatives to support the sector:

- We are working with partners at all levels and across government and industry to mitigate the impact of COVID-19 and support cost-savings for the sector.
- Passenger transportation licensees experiencing hardship can defer their Passenger Transportation Licence renewal by up to 1 year or June 30, 2021 (whichever comes first) to avoid payment of associated fees during COVID-19. This temporary policy by the Passenger Transportation Branch is available to those with expiring licences between April 1 to June 1, 2020.
  - As of March 1, 2021, 298 licensees have applied for this deferral
- In 2020, as part of the COVID-19 emergency measures, ICBC had temporarily allowed customers to suspend their insurance if vehicles were parked. This measure was available for fleet insurance and for non-fleet customers.
  - For non-fleet customers, from April 23 to August 20, 2020, the \$30 insurance cancellation fee was waived. As well, from April 16 to October 19, 2020, the \$18 re-plating fee that would otherwise be charged was also waived.
- With the introduction of Enhanced Care Coverage on May 1, 2021, the majority of taxis and ICBs, like the vast majority of all ICBC customers with full coverage, can

expect to see premium reductions of 20%, on average, on the flat rate and per-km portions of their insurance policy in effect for renewals after May 1, 2021.

- In April 2021, ICBC will also be issuing COVID-19 Rebates. Customers with a policy in force between April 1 and September 30, 2020 can expect to see a rebate of 19% of their premiums paid during this period refunded to them.
  - The COVID-19 rebate applies to the flat rate portion of taxi and ICB policies. The rebate is not applied to the per-km portion of distance-based policies, because if a taxi or TNS vehicle drove less, they already paid less.
- Financial aid exists for drivers and others in the transportation industry whose livelihood has been affected by the pandemic through the provincial and federal action plans.
  - The province is offering a \$1K tax-free benefit for people unable to work for reasons related to COVID-19. There are also supports available for small businesses, such as payment deferral programs and bill relief.
  - The Passenger Transportation industry may be eligible for the Small and Medium Sized Business Recovery Grant in B.C. The grant updated its eligibility requirement and provided an extension in March 2021. Now, a business is required to demonstrate only a 30% revenue loss in any one month between March 2020 to the point of application. Funding for this grant is up to \$45K (\$10-30K for businesses impacted by COVID-19, and an additional \$5-15K for eligible tourism-related businesses).
  - The federal government has introduced wage subsidy programs, an emergency response benefit, payment deferral options, and opened up access to credit to support individuals and businesses impacted by the virus.
- To ensure the continued movement of goods and people during the pandemic, the ministry allowed an extension for provincial mechanical safety inspections for vehicles displaying a valid Certificate of Approval expiring on March 31, 2020 or April 30, 2020 due to inspection facility closures. This extension was in place until May 31, 2020.

#### **Impact on Taxis and Ride Hail:**

- In the midst of these challenges, some taxi and ride-hail companies remained operational to provide essential service for the public and some even provided free rides to healthcare workers. I want to express my thanks to these companies for their efforts.
- Significant decline in ridership occurred in March and April for both the taxi and ride hail industries.
- As a result, many companies suspended or significantly reduced operations. Companies also reported drivers deciding to stay home to protect themselves, and their loved ones.
- Companies experienced challenges recruiting new drivers and assessing the eligibility of drivers:
  - ICBC suspended road tests, which affected driver recruitment efforts, as the Class 4 licence requires this test

- Many police detachments suspended criminal record check services as a safety measure for staff
- Criminal record check services became increasingly available during Phase 2 of the Restart Plan, and commercial road tests are now available by appointment

#### **Impact on Party Buses and Limos:**

- Due to the COVID-19 pandemic, on November 19, 2020, the PHO issued an order that applied to party buses and limos between the hours of 11pm to 6am, specifically limiting operations with the exemption of operating for maintenance, fuel, or a related purpose. Transportation of passengers between the hours of 6am to 11pm is allowed but does not include:
  - Transportation of passengers to and from an event
  - For social interaction
  - Transportation from a place subject to the Food and Liquor Serving Premises Order
- Due to the PHO order and the cancellations of high school graduations, party buses and limos have not been operational during their regular peak season and have experienced a loss in service. Typically, April is the start of peak period for this sector due to the number of graduations, weddings, and other celebrations.
- We recognize the efforts of these operators for continuing to follow PHO orders on gatherings and events.

#### **Impact on Inter-city Buses**

- I know many inter-city bus companies (ICBs) have suspended or significantly reduced service due to falling ridership numbers and physical distancing concerns during the COVID-19 pandemic.
- In March 2021, the ministry provided a one-time grant for ICB operators for a total of \$6.2 million. While there are other federal and provincial relief funding options available, we recognized that some ICB companies were not eligible, revealing a funding gap.
- BC Bus North continues to operate its regular schedule while taking additional precautions to ensure safety for the passenger and the driver.
- The independent Passenger Transportation Board has allowed ICBs to temporarily reduce or suspend operations until further notice.

### **BACKGROUND**

- The spread of the COVID-19 virus has economically impacted businesses throughout the economy including those in the commercial passenger transportation industry
- On March 26, 2020, the province, in consultation with the PHO Dr. Bonnie Henry, released a list of essential services British Columbians rely on in their daily lives in the context of COVID-19 response and recovery. Commercial passenger vehicles were included on this list.

- Sectors defined as essential were encouraged to remain open. Many operators within the passenger transportation sector chose to reduce or suspend operations due to a combination of drop in demand and the inability to maintain physical distancing parameters.
  - The taxi industry has seen ridership decrease due to competition from ride-hail companies and COVID-19
- Essential services were instructed to follow the orders and guidance provided by the PHO to ensure safe operations and reduce the risk of transmission of COVID-19.
  - On March 25, 2020, the ministry issued an Industry Notice outlining Best Practices for the Commercial Passenger Vehicle Industry during COVID-19
  - On December 10, 2020, the ministry issued an Industry Notice to remind perimeter seating vehicle operators of COVID-19 protocols and the orders of the PHO
- Other issues caused by the pandemic that affected the commercial passenger vehicle sector include:
  - Difficulty sourcing personal protective equipment and plastic shields
  - The suspension of commercial road tests
  - The suspension of criminal record check services (approximately 5% of drivers have been impacted)
- The commercial road test and criminal record check (Police Information Check-Vulnerable Sector) are both required under the new provincial requirements for drivers of passenger directed vehicles.
- The Wilson's Group, a consortium of 14 private ICB companies operating in B.C., lobbied Ottawa for funding support during the COVID-19 crisis. Wilson's Group indicated the federal government is urging ICB operators to seek provincial funding. The company requested the Minister of Transportation and Infrastructure press their federal counterparts for financial support of this industry.

## **PROGRAM CONTACT**

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# COVID-19 Impact and Response/Recovery on Major Contracts Estimates Note

Ministry of Transportation and Infrastructure

Date: March 22, 2021

## ISSUE

- Highway Construction contractors were deemed an essential service by the Province during the COVID-19 pandemic.
- Highway Construction contractors have all been required to follow PHO orders/guidelines as well as WorkSafe BC regulations in line with regulations stemming from PHO orders/ guidelines to enable construction to continue and mitigate the spread of COVID-19.
- Many contractors have issued notifications to the ministry or TI Corp for compensation and/or time relief, due to COVID-19.
- Through the ministry/BC Roadbuilders Standing Joint Committee construction contractors report COVID-19 requirements have increased costs at approximately 3% for in town projects around 5% for out of town projects.
- Proponents (bidders) on the Broadway Subway Line Project (TI Corp) and on the Kicking Horse Canyon project requested and obtained contract language changes in order to be able to provide committed pricing in their proposals.
- Stimulus funding: Because non provincial government construction work across the province has declined significantly during the COVID period, the industry has lobbied both the Provincial and Federal Governments for additional infrastructure projects to fill the void and stimulate the economy.

## ADVICE AND RECOMMENDED RESPONSE

- Highway Construction Industry has adapted to COVID-19 requirements.
- Ministry recognizes and appreciates how quickly contractors have reacted quickly and continue to be vigilant in implementing COVID-19 health and safety practices, procedures and protocols.
- Construction Contracts: Ministry position is time extensions will be considered on a case by case basis; however, there is no compensation to be considered based on contractual language.
- TI Corp has included Broadway Subway Line and Kicking Horse Canyon contract language changes to allow for potential schedule relief (time and debt service) and limited compensation for COVID-19 requirements that exceed \$5M addressing:
  - New guidance issued after the contract Effective Date that changes physical distancing requirements on site, adversely affects productivity, or imposes new OHS requirements (including additional PPE Costs and accommodation costs for changes to current quarantine requirement as of the contract proposal dates).



- Delay as a result of orders made by a Senior Governmental Authority (the Province, the Federal Government or bodies such as the PHO or WCB), whether the orders existed before or after the Effective Date.
- For all other Ministry construction contracts no contract language changes were made to date nor are currently being considered.
- Ministry Construction Program: Our construction program continued to be implemented as planned from March 2020 throughout 2020 and continues through today. We are pleased to have competitive pricing and as a result moved forward with additional projects.
- With respect to additional stimulus funding as part of Stronger BC we supported the economic recovery of the Province by delivering \$104M through more than 190 projects supporting airports, ports, climate adaptation, active transportation, and road access improvements to remote and rural communities in BC.
- For 2021/2022 the Ministry anticipates undertaking a continuous construction contract tendering program with approximately 60 contracts early tendered by the end of March.
- With respect to additional stimulus funding for major contracts we continue to have discussions with Canada at this time.

## BACKGROUND

- During the 2020/2021 Fiscal Year there were over 140 MoTI construction contract projects underway.
- With over 190 projects in the Stronger BC program the total projects underway in 2020/2021 was approximately 330.
- Construction contractors were quick to adapt and have implemented many measures to conform to COVID-19 requirements and mitigate the spread of COVID-19 including;
  - Keeping unwell workers at home and including daily health checks
  - Self-isolation for 14 days for staff returning from out of country
  - Practice social distancing
  - Encouraging office staff to work from home
  - Cleaning protocols for equipment and tools
  - Limit the sharing of vehicles for worker transportation
  - Procedures for hand washing and sanitization
  - Use of PPE and special procedures when social distancing is not possible
- Worker Shortages: There were five contracts impacted by worker shortages due to self-isolation for two weeks at a time. One contractor impacted by two of the worker shortages is seeking financial assistance, but the financial assistance request has been denied by the ministry. No worker shortages are currently being reported.
- Supply Chain Interruptions: Although supply chain interruptions were anticipated throughout Canada and the United States due to COVID-19 no significant supply chain interruptions have occurred in highway construction.

- BC Construction Safety Alliance has issued numerous COVID-19 construction safety bulletins addressing procedures and practices to be undertaken.
  - There have been cases of COVID-19 was reported amongst highway Construction Contractors. In all cases contractors responded promptly with proper COVID-19 health and safety procedures.
  - Advice/Recommendations; Government Financial Information
- 
- Other Jurisdictions across Canada;
    - Canadian Construction Association in an open letter in April 2020 to the Prime Minister has requested a 5% increase for Federal contracts to offset COVID 19 increases. No information on the Federal response.
    - Alberta is establishing a panel to recommend to the province what reasonable costs should be compensated to Contractors for COVID-19 costs. No information on the Alberta response.
  - Contractors Tendered since early April 2020: COVID-19 construction requirements have stabilized so Contractors tendering since then would necessarily include COVID-19 requirements into their bids.
  - Contractors Claim Notices: To date the ministry has received 19 notifications for either compensation, time extension or both.
  - Construction contracts: Does not contain Force Majeure or Reimbursement Delay language.
  - The ministry position on construction contracts has been to consider time extensions, but not compensate for additional costs. This position has been provided in individual letter responses to Contractors where such claims have been made, as well as at the ministry/BCRB Joint Grading Sector Meeting.
  - Stimulus Funding: The ministry has carried on with the programmed tendering. The Associate Deputy Minister wrote to the BC Roadbuilders and other construction associations in late March 2020 confirming the ministry was continuing its tendering program in paving, bridge, highway capital projects, as well as continuing with the RFP procurement on Broadway Subway Line and Kicking Horse Canyon Phase 4.
  - Given competitive pricing from April 2020 additional paving projects were approved and added the construction program.
  - For 2021/2022 the Ministry plans to continue with its planned construction program subject to legislative budget approval. Approximately 60 early tenders have been issued or will be issued by March 2021 end.

## PROGRAM CONTACT

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# COVID-19 Impact and Response/Recovery on Road & Bridge Maintenance Contracts Estimates Note

Ministry of Transportation and Infrastructure

Date: March 17, 2021

## ISSUE

- Maintenance contractors' response to COVID-19.

## ADVICE AND RECOMMENDED RESPONSE

- Maintenance contractors were quick to implement PHO and WorksafeBC requirements and have provided uninterrupted service during COVID-19.
- Maintenance contractors have implemented several measures to mitigate the spread of COVID-19, including:
  - Practicing social distancing
  - Keeping unwell staff at home
  - Establishing cleaning protocols for equipment and tools
  - Limiting the sharing of vehicles between staff
  - Encouraging office staff to work from home
  - Using Personal Protective Equipment (PPE) and hand sanitizer
  - Staggering start times, closing assembly areas, etc.
- To date, ~10 cases of COVID-19 have been reported amongst the 10 maintenance contractors providing services across the 28 service areas.
- COVID-19 positive and presumptive cases had minimal impact in service delivery.
- No financial compensation has been provided as COVID-19 is not consider a Force Majeure event.

## BACKGROUND

- The ministry and BC Road Builders established a task force to ensure a coordinated response to COVID-19 and to:
  - Promote best practices with respect to COVID-19 contingency and continuity plans to ensure maintenance services are provided during the outbreak
  - Report and monitoring on the status of the work force and impact to maintenance service levels
  - Promote health and safety of work force
  - Provide effective and consistent communications to maintenance sector
- Maintenance contractors have communicated to the Minister their desire to be compensated for COVID 19 costs. No supporting information regarding costs has been submitted yet.

- Consistent with the approach used on construction contracts, advice to Maintenance Contractors is that MoTI will only consider time extensions (i.e. no financial compensation as COVID-19 is not consider a Force Majeure event).

#### **PROGRAM CONTACT**

Rodrigo Disegni, Director, Maintenance and Rehabilitation, Highways Services Department –  
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# Essential Transportation Worker Vaccinations

## Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: May 19, 2021

### ISSUE

- Cross border commercial trucker's vaccine immunization program

### ADVICE AND RECOMMENDED RESPONSE

- Manitoba and Saskatchewan recently made agreements with North Dakota that allows for cross border truck drivers from those provinces to be vaccinated in North Dakota
- The BC Trucking Association and IGRS representatives from the Premier's office have had discussions with Washington State about a similar program for BC cross border commercial truck drivers
- Vaccine deployment in Washington State is currently in a different phase than North Dakota, with high uptake amongst Washington State residents still ongoing leaving little room for shared vaccines with BC at this time.
- IGRS and the Washington Governor's office are maintaining conversations over the coming weeks/months in case the situation changes that then allows for BC cross border truckers to be vaccinated in Washington.

### BACKGROUND

- Dave Earle (president and CEO of the B.C. Trucking Association) has been working directly with his Washington State counterpart to pursue an arrangement comparable to that established between Manitoba and North Dakota. However, Earle is not confident that a vaccine-sharing arrangement with Washington will be forthcoming in the near future due to concerns about available supply.
- IGRS has had conversations with the Washington Governor's office that yielded similar sentiments as Earle; while there is support for the concept of vaccine sharing there is a difference in uptake for vaccine deployment between North Dakota and Washington.
- Astra-Zeneca is not yet approved for use in the United States, and as such the country's supply is currently stored in federal central facilities. On April 26, President Biden announced his intention to begin sharing the country's excess supply of Astra-Zeneca with international partners, though no details of those arrangements have yet been made public.
- The trucking sector in B.C. includes 35,000 commercial carriers, operating 132,000 vehicles (including trucks, buses, and taxis), which is estimated to be twice the size of Manitoba's industry. An estimated 1600 BC commercial carriers operate into the U.S., although it is unknown how many vehicles/drivers this represents.
- Cross border truck drivers are deemed essential workers and were to be included in a priority vaccination program in BC, however issues with Astra-Zeneca caused that program to be paused.

- Ed Miska A/ADM Highway Services has had discussions with Dr. Penny Ballem on the feasibility of mobile vaccination sites on the BC side of the border once vaccine availability is confirmed.

#### **PROGRAM CONTACT**

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Taxi Modernization and Ride Hailing 604-220-7176

# BC Railway Mandate Estimates Note

Ministry of Transportation and Infrastructure

Date: March 29, 2021

## ISSUE

- BC Railway Company (BCRC) mandate.

## ADVICE AND RECOMMENDED RESPONSE

- BCRC is a self-supporting Crown corporation incorporated under the *British Columbia Railway Act* and has been under the direction and control of the Ministry since 2010.
- As a wholly-owned subsidiary of the BC Transportation Financing Authority (BCTFA), BCRC's mandate includes:
  - **Western Trade Corridor** – support the Western Trade Corridor (previously known as Pacific Gateway) strategy by acquiring/holding strategic lands and making infrastructure investments to benefit the Province.
  - **CN Partnership** – retain ownership of the former BC Rail right-of-way and assets leased to CN and provide ongoing management of the Revitalization Agreement.
  - **Ports** – retain ownership of strategic port land holdings and manage the long-term operating lease agreements for Vancouver Wharves and Squamish Terminals.
  - **Port Subdivision Rail Line** – continue to own and maintain the rail line, fund capital investments and manage joint rail operations for the three user railways (CN, CPR and BNSF) on the shared rail line serving the marine terminals at Roberts Bank.
  - **BCR Properties Ltd. (BCRP)** – complete environmental remediation and commercial disposition of all non-railway and non-port related (i.e. surplus) land holdings, generating proceeds for the Province.
- Advice/Recommendations; Government Financial Information

## BACKGROUND

- In 2000, BCRC was a diverse commercial Crown corporation with over 20 operating subsidiaries including the BC Rail freight and passenger services and a variety of other intermodal, marine and real estate companies.
- Between 2000 and 2002, the Provincial Core Services Review determined that BCRC had an unsustainable debt load and would require significant additional capital investment.
- In 2002, the Province directed BCRC to exit any money-losing operations, to divest of all non-railway businesses and to seek alternative means of providing rail freight operations, in a way that maximized value for the Province.

- Since then, BCRC has completed the CN Investment Partnership, divested its marine operations and sold surplus real estate holdings, generating over \$1.5 billion in proceeds. This allowed the Province to retire BCRC's \$500 million debt and establish significant legacies, including the Northern Development Initiatives Trust, the First Nations Trust, and investment in other provincial priorities.
- Since 2002, BCRC completed the following transactions, generating proceeds of more than \$1.5 billion:
  - In 2002, sold Canadian Stevedoring Company and Casco Terminals to P&O Ports Government Financial Information
  - In 2004, entered into the CN Revitalization Agreement, generating proceeds of approximately \$1 billion.
  - In 2007, sold the Vancouver Wharves business and entered into 40-year land lease with Kinder Morgan Government Financial Information
  - Between 2005 and 2019/21, sold over 480 properties, Government Financial Information
- BCRC received its current mandate when it moved under the direction and control of MoTI and became a wholly-owned subsidiary of the BCTFA on April 1, 2010.
- In partnership with government and industry, BCRC has also invested in Western Trade Corridor (previously known as Pacific Gateway) strategic rail and port infrastructure in the Province, such as:
  - \$21 million committed to the Roberts Bank Rail Corridor Program.
  - \$10 million committed on behalf of the Province to the North Shore Trade Corridor Program.
  - Approximately \$30 million in rail improvements (upgrades and expansion) to improve capacity on the Port Subdivision, of which \$11 million was invested in track expansion to facilitate the Third Berth expansion project at the Deltaport Container Terminal at Roberts Bank.
  - Approximately \$49 million in rail improvements to support the Terminal 1 expansion under the Deltaport Terminal, Road and Rail Improvement Project.
- In May 2015, the Province also directed BCRC to purchase and hold Arctos Coal Licenses Government Financial Information
- Cabinet Confidences; Advice/Recommendations

## PROGRAM CONTACT

Gord Westlake, President and CEO, BCRC, Cell: Government Financial Information



# BC Railway Surplus Property Sales Estimates Note

Ministry of Transportation and Infrastructure

Date: March 22, 2021

## ISSUE

- Since 2005, British Columbia Railway Company (BCRC) has had a mandate to dispose of surplus property on a commercial basis to maximize proceeds for the Province.

## ADVICE AND RECOMMENDED RESPONSE

- Between 2005 and the end of 2019/20, BCRC has sold close to 500 surplus properties, generating proceeds of approximately \$300 million and gains of nearly \$200 million.
- Those sales have accounted for more than 90% of the total value of the surplus real estate portfolio.
- Consultations underway for some of the remaining surplus properties in BCRC's portfolio.
- With most of the marketable properties having already been sold, the fiscal plan includes only nominal future property sales.  
Government Financial Information

## BACKGROUND

- Between 2005 and the end of 2019/20, BCRC sold close to 500 surplus properties, generating proceeds of approximately \$300 million and gains of nearly \$200 million.
- The current forecast for 2021/22, continuing through 2024/25.  
Government Financial Information
- Since 2005, BCRC's real estate mandate has been:
  - Retain ownership of strategic rail and port-related lands.
  - Dispose of all surplus (non-strategic rail and port) properties.
  - Ensure all property sales are done on a commercial basis to maximize financial value to the Province.
- When property has been identified as being appropriate for disposition:
  - If tenanted, offer to tenant at appraised value.
  - If vacant or tenant is unwilling to purchase:
    - Environmental remediation, if required.
    - Subdivision to create legal title, if required.
    - List on open market with realtor.

## PROGRAM CONTACT

Gord Westlake, President and CEO, BCRC, Cell:   
Government Financial Information

# BC Railway Financials Estimates Note

Ministry of Transportation and Infrastructure

Date: March 22, 2021

## ISSUE

- The British Columbia Railway Company (BCRC) is a self-supporting commercial Crown corporation and has generated over \$1.5 billion in proceeds for the Province since 2002.

## ADVICE AND RECOMMENDED RESPONSE

- BC Railway Company remains a self-supporting commercial Crown corporation.
- BCRC's financial highlights for 2021/22 through 2024/25 include an average annual revenue, excluding property sales, of \$24.3 million, and an average annual net income of \$8.4 million.
- Between 2005 and the end of 2019/20, BCRC sold more than 90% of its surplus real estate portfolio - selling close to 500 surplus properties, generating proceeds of approximately \$300 million and gains of nearly \$200 million.
- With most of the marketable properties having already been sold, the fiscal plan includes only nominal future property sales. Government Financial Information

## BACKGROUND

- BCRC operating budget is included in "Other Commercial Crown corporation net income (Table 1.14 in *Budget 2019*- not disclosed separately) and detailed in Table A9 "Revenue by Source".
- BCRC capital budget is reported in "Capital Spending" Table 1.21, Table 4.10 and Table A14 "Capital Spending 2012/13 to 2020/21".
- Capital Commitments for 2021/22 through 2024/25:
  - Port Subdivision Sustaining Capital of \$13 million.
  - Port Subdivision \$3.6 million remaining capital for the Terminal 1 Expansion (DTRIP).
  - Real Estate and Other Capital of \$4 million.

- Government Financial Information

Legal Information; Government Financial Information

Government Financial Information

- Payments to government/BC Transportation Financing Authority (BCTFA):

- BCRC makes payments to government from proceeds of land sales. Since 2010/11, payments total \$215 million.
- Government Financial Information
- 

## **PROGRAM CONTACT**

Kevin Steinberg, VP Finance, BCRC, Cell: ~~Government Financial~~  
~~Information~~

# BC Railway Port Subdivision

## Estimates Note

Ministry of Transportation and Infrastructure

Date: March 22, 2021

### ISSUE

- The British Columbia Railway Company (BCRC) owns and operates the Port Subdivision rail line, which was excluded from the CN transaction in 2004 and remained under BCRC operational control.

### ADVICE AND RECOMMENDED RESPONSE

- BCRC manages the Port Subdivision rail line (the Port Sub), including inspecting and maintaining the track, dispatching all trains (CPR, CN and BNSF) and overseeing all terminal switching activities.
- The Port Sub is a critical rail link on the Roberts Bank Rail Corridor (RBRC) in the Western Trade Corridor, as it provides the sole rail connection to:
  - Westshore Terminals – the largest export coal terminal in North America; and
  - GCT Deltaport Terminal – the largest container terminal in Canada.
- Roberts Bank Rail Corridor is also the primary rail corridor for achieving Western Trade Corridor container growth targets.

### BACKGROUND

- The 40 km rail line from Cloverdale to Roberts Bank opened in 1970 with joint section running rights granted to CPR, CN and BNSF.
- BC Harbours Board built the line in 1968/69 to provide a rail link for BC's Elk Valley coal fields to the new coal terminal built at Roberts Bank. The Board was dissolved in 1983 and ownership of the Port subdivision transferred to BCRC.
- Roberts Bank only handled coal until Deltaport Container Terminal opened (1997).
- Port of Vancouver's plan is to grow RBRC container traffic from ~1.8m TEUs to 4.8m TEUs and annual coal traffic from 30m tonnes to about 35m tonnes.

### Joint Section Agreements:

- Under its Joint Section Agreement (JSA), BCRC is responsible to ensure:
  - open, fair and neutral rail access to all three Class 1 railroads serving Roberts Bank (CN, CPR and BNSF); and
  - effective management of assets and efficient day-to-day operations, balancing all terminal and rail users' needs.
- JSAs establish that all user railways are guaranteed fair and equal access, and usage rights are perpetual, renewed every 21 years. Charges are allocated to user railways based on proportion of carloads.
- BCRC spends <sup>Government Financial Information</sup> on operating and maintenance (including municipal taxes), with all direct expenses recovered (including a nominal overhead

mark-up). Asset replacement in-kind is expensed and the initial asset capital value is recovered when an asset is retired.

- The Joint Capital Account (JCA) Government Financial Information  
Government Financial Information
- Since 2017, BCRP has also invested \$45 million in Terminal 1 (DTRRIP) capital improvements. There is approximately \$3.6 million of capital investment remaining for the project.
- BCRC is obligated to fund all required capital additions, which has always been done from BCRC cash reserves.

#### **Westshore Coal Terminal:**

- About 20 million tonnes of coal was exported yearly prior to 2010, and that grew by ~50% (to 27-31 million tonnes) between 2010-2019. Coal traffic in 2020 was 29 million tonnes.
- Currently, the port averages 5-6 coal trains turned per day, with the 2020 market shared between Government Financial, Intergovernmental, and Government Financial

#### **GCT Deltaport Container Terminal:**

- Annual volume grew by ~60% between 2010-2015, from 1.0-1.1 million TEUs (pre-2010) to 1.8 million TEUs (2015).
- Intermodal traffic was down about 20% (2016-2019 vs 2015), primarily as a result of construction impacts from the GCT DTRRIP expansion project. With the GCT project substantially complete by the end of 2019, 2020 traffic levels rebounded to pre-project levels of about 1.8 million TEUs and it is expected to increase further in 2021.
- Vancouver Fraser Port Authority (VFPA) plans to grow volumes to 4.8 million TEUs per annum with the GCT expansion and addition of the new T2 container terminal.
- Container traffic in and out of the Port Sub is about 70% by rail and 30% by truck, with an average of 4 container trains turned per day.
- In 2020, GCT averaged 32,000 ft. (6.1 miles) of container cars in and out each day, Intergovernmental Communications; Government Financial Information

#### **PROGRAM CONTACT**

Gord Westlake, President & CEO, BC Railway Company, Cell: Government Financial Information

# BCRP Mandate and Transfer of Properties for Nominal Cost Estimates Note

Ministry of Transportation and Infrastructure

Date: March 22, 2021

## ISSUE

- Local government request to amend BCR Properties mandate and transfer BCR Properties to local governments at low or no cost so they can be used for local needs

## ADVICE AND RECOMMENDED RESPONSE

- We value our partnership with local governments to develop social, recreational, economic, environmental and infrastructure opportunities on public, surplus lands.
- BC Railway Company (BCR), as a wholly owned subsidiary of the Province, acquires and holds railway corridor and strategic port lands and makes related infrastructure investments to provide benefits to the province.
- Through their subsidiary company, BCR Properties Ltd., they also have a mandate to sell surplus properties commercially, for market value.
- I am aware some municipalities, First Nations and non-profits are looking to acquire BC Rail properties below market rate; however, disposing surplus BCRP property to local governments or other entities for minimal or no compensation forces BCRP to weigh competing interests.
- My staff regularly assess BCR Properties' remaining properties in consultation with BCR and BCR Properties. Staff are currently analyzing BCR's remaining surplus property portfolio and developing recommendations for future dispositions.

## BACKGROUND

- BCRC's recent goals and strategies include:
  - Ongoing manage of the Port Subdivision;
  - Supporting development of western trade corridors;
  - Hold and manage key strategic land holdings and leases, including the CN Revitalization Agreement; and
  - Commercial real estate disposition of surplus properties.
- BCR's property sales mandate is to retain ownership of strategic rail and port related lands and dispose of all surplus (non-strategic) properties on a commercial basis to maximize financial returns to the Province.
- In support of the mandate to dispose of surplus real estate in a manner that maximizes commercial returns for the Province, BCR management is governed by a Real Estate Disposition Policy, which is approved by the BCR Board of Directors.

Advice/Recommendations; Government Financial Information

- Between 2005 and the end of 2019/20, BCRC has sold close to 500 surplus properties, generating proceeds of approximately \$300 million and gains of nearly \$200 million.
- There are only about 80 remaining surplus properties, some of which have garnered interest from municipalities, First Nations and non-profits who wish to acquire the properties at non-commercial rates.
- At UBCM 2019, municipalities unanimously endorsed a resolution put forward by the District of Squamish calling on the Ministry to amend BCR's mandate to dispose of its surplus lands with consideration to local government land needs for critical infrastructure, environmental needs, community recreation and economic development, as well as for social needs such as affordable housing lands at significantly less than fair market value prices.
- Cabinet Confidences; Advice/Recommendations; Government Financial Information

## **PROGRAM CONTACT**

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# CN Investment Partnership Estimates Note

Ministry of Transportation and Infrastructure

Date: March 22, 2021

## ISSUE

- BC Railway Company (BCRC) and CN Investment Partnership.

## ADVICE AND RECOMMENDED RESPONSE

- The Investment Partnership consists of three separate agreements that clarify where CN holds responsibility, including for all freight railway operations, establish CN's long-term lease of the railway right-of-way, railbed and track, and preserve competition in specific areas, such as interline transport of lumber.
- Under the *Revitalization Agreement*, BCRC continues to manage and administer the terms of the lease agreement. The initial term of the lease is 60 years with a first renewal term of 30 years and subsequent renewals that could extend the lease up to 990 years.
- BCRC has the ability to enforce commitments made by CN under the *Transaction Agreement* and, as landlord, under the *Revitalization Agreement*.
- Beyond that, it is the responsibility of federal agencies like Transport Canada, the Canada Transportation Agency, and the federal Competition Bureau to monitor CN's operations, safety, and performance.

## BACKGROUND

- After a full review by the federal Competition Bureau, the CN Investment Partnership agreements were finalized and executed on July 14, 2004. CN paid \$1.0 billion to acquire the outstanding shares of BC Rail Ltd. and all of the interests in the BCR Partnership which allowed CN to assume the former BC Rail freight railway operations. BCRC remained as a Crown corporation and retained provincial ownership of the right-of-way, rail bed and track.
- The Investment Partnership consists of three separate agreements:
  - **Transaction Agreement** - The purpose of this Agreement was to convey, from BCRC and BCRP to CN, 100% of the shares of BC Rail Ltd. and 100% of the units of BCR Partnership. This resulted in CN assuming all of the freight railway operations and assets, excluding the railway right-of-way, railbed and track.
  - **Revitalization Agreement** - The purpose of this Agreement was to lease, on a long-term basis, the railway right-of-way, railbed and track from BCRC to the BCR Partnership. Upon CN's acquisition of 100% of the units of the BCR Partnership, they acquired the lease agreement.
  - **Consent Agreement/Order** - The purpose of this Agreement was to outline the specific commitments of the parties to ensure that the concerns of the Commissioner of Competition were addressed as the Investment Partnership was implemented. This Order is given force and effect under Section 105 of the federal *Competition Act*. The Consent Agreement preserves competition



for interline transportation of lumber, and other commodities, and maintains competitive rates and services for grain transportation from the Peace River area. The Agreement includes specific commitments with regard to Open Gateway rates, transit times and car allocation.

- The Service Improvement Undertaking (SIU) was also part of the Transaction Agreement and contractually binds CN to do certain things for the shippers to mitigate effects of the transaction on competition. CN's Open Gateway rate and service commitment ensures that shippers retained access to the connecting railways at Vancouver, at rates that are lower, in aggregate, than previous BC Rail rate divisions. This rate commitment is supported by a service commitment that ensures the service performance for traffic moving in connection with competing carriers to be on par with the service level of CN's own traffic.

### **Regulation and Oversight**

- The above agreements were structured in such a way that minimizes proactive monitoring and obligations by BCRC. While BCRC is not obligated to actively monitor CN's compliance with those covenants, BCRC has the contractual right to enforce commitments made by CN under the Transaction Agreement and, as landlord, under the Revitalization Agreement, at the discretion of the Province.
- When CN assumed the railway operations, the former BC Rail system became federally regulated, including service issues under the Canada Transportation Agency (CTA) and safety issues under Transport Canada (TC). The Province's regulation of CN is limited to its areas of constitutional authority (i.e. environmental and property rights matters) and does not include regulation of CN's operators.
- Under federal regulations, the CTA administers the components of the *Canadian Transportation Act* that deal with railway infrastructure, railway operations and dispute resolution for the former BC Rail line. The *Act* also contains several provisions designed to facilitate the resolution of rate and service disputes between carriers and shippers.
- The CTA ensures that transportation users, commercial shippers and individual travelers receive the protection provided for them in the legislation, if market forces alone do not result in fair, reasonable service. It hears complaints from users and others regarding poor service or abuse of market power and, depending on its decision, may order a carrier to make the changes necessary to conform to legislation and regulations.

### **PROGRAM CONTACT**

Gord Westlake, President and CEO, BCRC, Cell: Government Financial  
Information

# CN Discontinuance of Takla Subdivision

## Estimates Note

Ministry of Transportation and Infrastructure

Date: March 22, 2021

### ISSUE

- CN's potential discontinuance of the Takla rail subdivision.

### ADVICE AND RECOMMENDED RESPONSE

- In July 2019, CN formally notified the CTA of its intention to discontinue the Takla rail subdivision.
- The formal notice simply serves to initiate a multi-year, federally prescribed process, that has multiple steps and decision points before the line would be officially discontinued.
- BC Railway Company (BCRC) is actively working to ensure CN is aware of its legal, and contractual responsibilities and requirements through this process.
- Advice/Recommendations; Intergovernmental Communications

### BACKGROUND

- In December 2018, CN notified BCRC, pursuant to the appropriate section of the BCRC-CN Revitalization Agreement (RA), of its intent in the near future to issue formal written notice to discontinue the Takla rail line subdivision. This would be the first time that CN will be discontinuing any portion of the former BCRC rail lines.
- In July 2019, CN officially notified the CTA of its intention to discontinue the Takla rail line, from Fort St. James about 200 miles north to the end of the line at Minaret.
- Advice/Recommendations; Intergovernmental Communications
- The federal regulatory process for discontinuing a rail line is administered by the Canadian Transportation Agency (CTA) and can take 18-36 months. It is prescriptive and has the following main steps:
  - CN amends its Three-year Network Rail Plan with the CTA, which was done in July 2019.
  - A minimum of 12 months later, CN must then publicly advertise (for a minimum 60 days) the availability of the line for sale or lease. CN has not yet taken this step.
  - After that advertising period, if no agreement is reached within 6 months, CN must offer the line (in order) to the federal government, provincial government, local transit agency or municipal/regional districts, at a cost no higher than the net salvage value of the rail line. Each entity would have 30 days to make a decision on purchase, so this process can take 1-4 months.

- If no entity accepts the offer, CN can then discontinue operating a line segment.

**Provincial role:**

- The Province currently owns the former BCRC right-of-way and the RA contains provisions that, should CN seek to discontinue any of the former BCRC lines, will require the Province to make decisions about potential future use.
- Advice/Recommendations; Intergovernmental Communications
- 
- 

**First Nation Involvement:**

- Advice/Recommendations; Intergovernmental Communications
- 

**PROGRAM CONTACT**

Gord Westlake, President & CEO, BC Railway Company, Cell: <sup>Government</sup>  
<sup>Financial Information</sup>

# Loggers Lane Estimates Note

Ministry of Transportation and Infrastructure

Date: March 22, 2021

## ISSUE

- Loggers Lane Disposition

## ADVICE AND RECOMMENDED RESPONSE

- The Province is legally obligated to consult and accommodate First Nations, where required, on land and resource decisions that could impact their Indigenous Interests.

• Advice/Recommendations; Intergovernmental Communications

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- In any future sale of this property, we remain hopeful that a solution can be found that addresses the needs of First Nations, the District and adjacent land owners.

## BACKGROUND

### History of the Property

- The rail spur line (Corridor) running adjacent to Loggers Lane in downtown Squamish was part of the former BC Rail line that was included in the British Columbia Railway Company (BCRC) and CN Revitalization Agreement and had been under lease to CN since 2004. There were no active rail customers on that spur line and CN had not used the line since 2004.
- In 2013, the DoS provided a written request to CN for them to decommission the unused rail line along Loggers Lane and surrender that portion of the lease back to BCRC. In April 2015, the CN lease surrender to BCRC was completed.
- The DoS has indicated its interest in purchasing parcel to serve as a transportation pathway (additional roadway, bikes and pedestrians) and a utility corridor to serve its planned Oceanfront Development at the south end of the Corridor. The construction of a walkway/bike path within the Corridor is part of the DoS Official Community Plan.

• Advice/Recommendations; Intergovernmental Communications; Government Financial Information

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- The DoS has also indicated that the Corridor would be used to widen Loggers Lane in the near future, as has been identified in the District's transportation study.

### Active First Nation Consultation

- In January 2019, BCRC began consultations with area First Nations regarding the proposed disposition of the lands. This included notification of the Musqueam Indian Band and Tsleil-watuth First Nations, and direct conversations with the Squamish First Nation.
- This consultation process must complete before any sale of the property can proceed. It is unlikely that the consultation can be concluded prior to the resolution of the broader Provincial-MST consultations.

### Purchase Interest

- Advice/Recommendations; Intergovernmental Communications; Government Financial Information
- BCRP and ministry staff have met a number of times and continue to have had ongoing discussions with DoS Chief Administrative Officer and senior staff, as well as with Squamish First Nations about interest in the property.
- Advice/Recommendations; Intergovernmental Communications; Government Financial Information
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### PROGRAM CONTACT

Gord Westlake, President & CEO, BC Railway Company, Cell: Government Financial Information

# Squamish Yard Estimates Note

Ministry of Transportation and Infrastructure

Date: March 22, 2021

## ISSUE

- Squamish Yard land use.

## ADVICE AND RECOMMENDED RESPONSE

- Currently, all of the 8 buildings and approximately 70 of the 90 acres of the Squamish Yard vacant lands are leased, Government Financial Information  
Government  
Financial
- BCR Properties (BCRP) has previously consulted with stakeholders regarding the Squamish Yard property and engaged a planner (Urban Systems) to evaluate the property and provide advice on its best use.
- When looking at the best use of the property, BCRC considers a number of factors, including ways to maximize value for the Province, respect community views regarding job growth, and maintain the property as a Provincially-owned strategic asset for future Western Trade Corridor opportunities.

## BACKGROUND

- Squamish Yard has been considered as a strategic port-related land holding for the Province, being a large industrial-zoned property in proximity to tide-water, highway and rail connections, just as are the BCRP- owned Vancouver Wharves property and Squamish Terminals property.
- BCRP Squamish Yard property was formerly the site of BC Rail's primary Mechanical Yard, housing BC Rail's car and locomotive repair shops for nearly a century. The Yard is located about 3 miles north of Squamish Terminals (ST), via a direct rail spur connection and in close proximity to the Sea-to-Sky highway.
- The Yard is about 90 acres in size with 8 large shop buildings, comprising about 250,000 sq. ft. of shop floor space.
- Advice/Recommendations; Intergovernmental Communications

## Future use:

- During consultation with the District of Squamish (DoS), they expressed a desire for the Yard to enable job creation, and the ability for current tenants to stay and grow their business through long-term leases or other mechanisms. Advice/Recommendations; Intergovernmental Communications
- As well, stakeholders like the District of Squamish and Squamish Terminal (ST) were clear during the consultation that they will want to be considered in any future land use scenarios.

- Advice/Recommendations; Intergovernmental Communications

### Environmental liabilities:

- Due to the extensive contamination and decade-long period of investigation and remediation, vacant buildings and usable vacant lands had been offered for lease to generate ongoing income.  
Advice/Recommendations; Intergovernmental Communications
- Specifically, the Yard had extensive soil and groundwater contamination from nearly a century of use as a railway mechanical repair yard facility. Remediation efforts were completed to enable BCRP to obtain a risk-based Certificate of Compliance (CoC) from the Ministry of Environment (MoE) in 2016.
- Advice/Recommendations; Intergovernmental Communications

### PROGRAM CONTACT

Gord Westlake, President & CEO, BC Railway Company, Cell: Intergovernmental Communications

# Fraser River Dredging Estimates Note

Ministry of Transportation and Infrastructure

Date: March 22, 2021

## ISSUE

- Fraser River side channel dredging

## ADVICE AND RECOMMENDED RESPONSE

- In 2013, in response to local residents' concerns over silt buildup in the lower Fraser River, the Province entered into a \$10 million funding partnership with Port Metro Vancouver, Delta and Richmond to dredge Ladner Harbour, Deas Slough and Sea Reach in Delta and Cannery Channel in Richmond.
- Significant dredging work has been completed since the initiative began, including Phase I which was completed in 2016 at a cost of approximately \$6 million. In 2017, the Steveston Harbour Authority was added as a funding partner for Phase 2 work.
- This second phase included approximately \$1.76 million of dredging in Steveston Harbour, with no remaining provincial involvement, and approximately \$1.53 million for dredging in Delta.
- The Ministry of Transportation & Infrastructure (MOTI) has now fully contributed its \$3 million share for both Richmond and Delta dredging and has therefore concluded its commitments to Fraser River side channel dredging.
- I understand the Ministry of Forests, Lands, Natural Resource Operations and Rural Operations (FLNR) is managing Provincial tenures within the Lower Fraser River, and future funding for dredging these side channels. Further questions should be directed to the Minister responsible.

## BACKGROUND

- Prior to 1998, the Canadian Coast Guard was responsible for dredging the Fraser River. In 1998, Federal funding ceased and responsibility for dredging the deep-sea shipping channels was taken over by what is now Port Metro Vancouver.
- Historically, Transport Canada had constructed engineered structures at key locations along the Fraser River to divert most of the flow into the main channel in order to manage sedimentation. While this was successful in reducing the need for dredging within the main channel, it reduced flows along the local waterways by as much as 70%, resulting in increased sedimentation.
- Due to increased sedimentation, waterways which used to have over six meters of water at low tide were reduced to less than a metre resulting in float homes, docks, boats and vessels being frequently lifted out of the water at low tide.
- FLNR is responsible for managing the lower Fraser River. As part of Phase 1, MOTI agreed to provide a one-time funding contribution of \$3M to help expedite this important work in conjunction with its partners.
- The final contribution payment by MOTI occurred in March 2021. No further dredging commitments by MOTI have been made.
- The work was supported by the important contributions of the Ladner Sediment Group, Steveston Village, and float home and marina owners on the Fraser River.



**The 2013 contribution agreement as amended in 2017:**

<b>Funding Partner</b>	<b>Contribution</b>
• Port Metro Vancouver	2.750 M
• Province of British Columbia	3.000 M
• Corporation of Delta	1.800 M
• City of Richmond	1.253 M
• Steveston Harbour Authority	0.550 M
<b>Total</b>	<b>9.353 M</b>

**Funding remaining for the program as of March 31, 2021:**

<b>By Funding Partner:</b>	
• Port Metro Vancouver	89,549
• Province of British Columbia	0
• Delta	0
• Richmond	0
• Steveston Harbour Authority	19,302
<b>Total funding available</b>	<b>108,851</b>
<b>By Area:</b>	
• Delta	108,851
• Richmond	0
<b>Total funding available</b>	<b>108,851</b>
<b>Delta:</b>	
• Port Metro Vancouver	89,549
• Province of British Columbia	0
• Municipality (Delta)	0
Steveston Harbour Authority	19,302
<b>Total funding available for maintenance in Delta</b>	<b>108,851</b>
<b>Richmond:</b>	
• Port Metro Vancouver	0
• Province of British Columbia	0
• Municipality (Richmond)	0
• Steveston Harbour Authority	0
<b>Total funding available for dredging in Richmond</b>	<b>0</b>

**PROGRAM CONTACT**

Kevin House, Director, Land Management,  
Properties and Land Management Branch, Cell: 250-361-6679

# George Massey Crossing Project Estimates Note

Ministry of Transportation and Infrastructure

Date: April 13, 2021

## ISSUE

- George Massey Crossing (GMC) Project

## ADVICE AND RECOMMENDED RESPONSE

- We know people are eager for relief at the George Massey Tunnel, and the provincial government is committed to finding a solution that best meets the region's transportation needs. We have worked closely with Indigenous groups and regional stakeholders to make sure we get it right.
- The \$40M safety improvements along the corridor, such as new lighting, improved drainage, resurfacing and line painting are complete.
- We have completed the business case for the George Massey Crossing (GMC) Program.
- The business case includes two potential crossing options: an eight-lane immersed tube tunnel or an eight-lane bridge. The business case also identifies Corridor Improvements to be completed as advanced works to alleviate congestion and to improve safety, transit, and active transportation along the Highway 99 corridor as well as align with the long-term Crossing solution .
- Next steps are for government to finish reviewing the business case and to make a decision on the preferred crossing option.
- We are also working closely with the federal government on funding for this project, and we have identified it as one of our top infrastructure priorities.

## BACKGROUND

- The original construction of the George Massey Tunnel was completed in 1959.
- In September 2017, the Province announced it would proceed with an Independent Technical Review (ITR) of the 10-lane George Massey Tunnel Replacement (GMTR) Project, and the procurement process for GMTR was cancelled.
- In December 2018, the ITR was completed and found that the 10-lane bridge option was advanced without fully considering feasible alternatives or local opinions on the best path forward. Based on the ITR, the Province committed to three phases of a GMC Improvement/Replacement program:
  - \$40 million in immediate safety improvements to be completed in spring 2021
  - Corridor Improvements – identify measures to reduce congestion, as well as improve safety and reliability for transit and a cycling that could be completed in advance of a new Crossing project
  - Crossing – complete a business case for a new Crossing by fall 2020
- Between January and April 2019, the ministry collaborated with 10 municipalities, 12 participating Indigenous groups, TransLink and Metro Vancouver to develop a set of shared principles, goals and objectives to develop a set of shared principles, goals

and objectives to guide the GMC Project. Metro Vancouver established a Task Force to support this initiative.

- In July 2019, the Metro Vancouver Task Force endorsed a short list of six options, focused on addressing significant off-peak congestion, managing peak congestion, and providing attractive options for transit and active transportation. All the shortlisted options call for a total of eight lanes with two priority lanes for transit.
- In October 2019, the Metro Vancouver Task Force indicated their preference for the eight-lane immersed tube tunnel option, which was endorsed by the Metro Vancouver Board in November 2019.
- The Tsawwassen First Nation was the only member of the Metro Vancouver Task Force not to endorse the eight-lane immersed tube tunnel preferring instead the eight-lane bridge crossing option, citing concerns with environmental impacts to fish, fish habit, and ability to exercise their fishing rights.
- No other participating Indigenous group has noted a preferred crossing option to date.
- In February 2020, the ministry hosted two public open houses - one on February 5, 2020 in Richmond, and a second on February 6, 2020 in Delta. The purpose of the open houses was to review the potential interim improvements and to provide an update on the progress that has been made towards a long-term solution.
- Throughout 2020, the GMC Project Team undertook further technical work and analysis to inform the business case. This included potential re-use of the Existing Tunnel, decommissioning the Existing Tunnel, navigable waters requirements (including the bridge height and ITT depth), need for rapid transit, active transportation requirements, lane configurations, traffic modelling, and Environmental Assessment (EA) requirements.
- The Project Team also completed an in-depth procurement analysis and looked at opportunities to reduce the schedule and budget.
- In December 2020, a business case was submitted to government for their review, which included two potential crossing options: an eight-lane immersed tube tunnel or an eight-lane bridge.
- The business case also identifies Corridor Improvements to be completed as advanced works to alleviate congestion and to improve safety, transit, and active transportation along the Highway 99 corridor as well as align with the long-term Crossing solution.

## **PROGRAM CONTACT**

Lesley Ballman, Executive Director, Major Projects & Alternate Procurement, Cell: 250-361-6584

# George Massey Crossing Project - Corridor Improvements Estimates Note

Ministry of Transportation and Infrastructure

Date: April 13, 2021

## ISSUE

- George Massey Crossing (GMC) Program – Corridor Improvements

## ADVICE AND RECOMMENDED RESPONSE

- We know people are eager for relief at the George Massey Tunnel, and the provincial government is committed to finding a solution that best meets the region's transportation needs. We have worked closely with Indigenous groups and regional stakeholders to make sure we get it right.
- The business case for the GMC Project, submitted in December 2020, identifies Corridor Improvements to be completed as advanced works to alleviate congestion and to improve safety, transit, and active transportation along the Highway 99 corridor as well as align with the long-term Crossing solution.
- The proposed Corridor Improvements include:
  - Improvement 1 – Bridgeport Road Bus Connection.
  - Improvement 2 – Highway 99 and 17A off-ramp widening.
  - Improvement 3 – Bus-on-shoulder transit lanes on Highway 99.
  - Improvement 4 – Steveston Highway Interchange.
- We anticipate completing these improvements between now and 2025.
- Next steps are for government to review the business case and make a decision on the preferred crossing option, and to continue seeking federal funding for the project.
- The \$40M safety and reliability improvements along the corridor, such as new LED lighting, upgraded safety system, improved tunnel portals sub-drainage, resurfacing and line painting are anticipated to be complete in spring 2021.

## BACKGROUND

- The original construction of the George Massey Tunnel was completed in 1959.
- In September 2017, the Province announced it would proceed with an Independent Technical Review (ITR) of the 10-lane George Massey Tunnel Replacement (GMTR) Project, and the procurement process for GMTR was cancelled.
- In December 2018, the ITR was completed and found that the 10-lane bridge option was advanced without fully considering feasible alternatives or local opinions on the best path forward. Based on the ITR, the Province committed to three phases of a GMC Improvement/Replacement program:
  - \$40 million in immediate safety improvements to be completed in spring 2021
  - Corridor Improvements – identify measures to reduce congestion, as well as improve safety and reliability for transit and a cycling that could be completed in advance of a new Crossing project
  - Crossing – complete a business case for a new Crossing by fall 2020

- In 2019, the ministry underwent a thorough consultation and collaboration with the City of Richmond, City of Delta, Tsawwassen First Nation, TransLink, and Metro Vancouver to identify 20 potential Corridor Improvement projects.
- The 20 potential projects were evaluated using traffic analyses and preliminary engineering to determine the overall best value. After further consultation with municipal and regional stakeholders, the following shortlist of four potential Corridor Improvements were identified:
  - Improvement 1 – Bridgeport Road Bus Connection: Redirect southbound bus services from Sea Island Way to Bridgeport Road, and provide a transit-only connection southbound to the on-ramp to Highway 99.
  - Improvement 2 – Highway 99 and 17A off-ramp widening: Extend and widen the northbound Highway 99 off-ramp approach to the Highway 17A intersection.
  - Improvement 3 – Bus-on-shoulder transit lanes on Highway 99: Extend northbound and southbound bus-on-shoulder facilities south of Highway 17A.
  - Improvement 4 – Steveston Highway Interchange: Replacement of the existing two-lane overpass structure at Steveston Highway and Highway 99 to accommodate two eastbound lanes and three westbound lanes (including a left turn lane), as well as improved connections to and from the overpass for vehicles, pedestrians and cyclists.
- In February 2020, the ministry hosted two public open houses - one on February 5, 2020 in Richmond, and a second on February 6, 2020 in Delta. The purpose of the open houses was to review the potential Highway 99 Corridor Improvements and to provide an update on the progress that has been made towards a long-term solution.
- The ministry submitted a business case for the GMC Program in December 2020, which included two potential crossing options: an eight-lane immersed tube tunnel or an eight-lane bridge, as well as the proposed Corridor Improvements
- The ministry is striving to have the Corridor Improvements ready to procure shortly after Treasury Board approval and substantially complete in 2025.

## **PROGRAM CONTACT**

Lesley Ballman, Executive Director, Major Projects & Alternate Procurement, Cell: 250-361-6584

# George Massey Crossing – Environmental Assessment Certificate Amendment Estimates Note

Ministry of Transportation and Infrastructure

Date: April 13, 2021

## ISSUE

- Request to amend the existing George Massey Tunnel Replacement (GMTR) Environmental Assessment Certificate (EAC) for the George Massey Crossing (GMC) Corridor Improvements

## ADVICE AND RECOMMENDED RESPONSE

- We are working closely with Indigenous groups and regional stakeholders on proposed Highway 99 Corridor Improvements, which will be completed in advance of a new Crossing to improve traffic flow, safety, and transit, and align with the long-term options for a new Crossing solution.
- In order to move the Corridor Improvements forward, the Province must seek an amendment to the existing GMTR EAC, which was approved in 2017 for the previous crossing project and remains active.
- In February 2021, the Province began early engagement with stakeholders to seek comments on the requested amendments and will continue to collect feedback, which will be included in the submission to the Environmental Assessment Office (EAO) at the end of April 2021.
- We look forward to advancing these projects as quickly as possible.

## BACKGROUND

- The original GMTR EAC was approved in 2017 and remains active but needs to be amended to allow the proposed Corridor Improvements to be constructed.
- Proposed Corridor Improvements include:
  - Improvement 1 – Bridgeport Road Bus Connection: Redirect southbound bus services from Sea Island Way to Bridgeport Road, and provide a transit-only connection southbound to the on-ramp to Highway 99.
  - Improvement 2 – Highway 99 and 17A off-ramp widening: Extend and widen the northbound Highway 99 off-ramp approach to the Highway 17A intersection.
  - Improvement 3 – Bus-on-shoulder transit lanes on Highway 99: Extend northbound and southbound bus-on-shoulder facilities south of Highway 17A.
  - Improvement 4 – Steveston Highway Interchange: Replacement of the existing two-lane overpass structure at Steveston Highway and Highway 99 to accommodate two eastbound lanes and three westbound lanes (including a left turn lane), as well as improved connections to and from the overpass for vehicles, pedestrians and cyclists.
- The amendments include:

- Minor alterations to the Certified Project Corridor; and
- Changing the definition of “early work activities” to include the proposed improvements
- Engaging with Indigenous groups and stakeholders, including, regulators, municipalities and public stakeholders is required prior to submitting an EAC amendment application,
- Early engagement activities conducted by the Province include:
  - Meeting with the Metro Vancouver Task Force in February 2021.
  - Two meetings with Richmond and Delta in February 2021.
  - Correspondence with 17 Indigenous groups and meetings with 12 Indigenous groups in January and February 2021.
  - Early engagement with public stakeholders from March 25, 2021 to April 24, 2021.
- The ministry will use comments and other inputs received through early engagement to develop its amendment application to the EAO.
- The EAO may also lead a process orientated engagement process to seek input on the Ministry’s application for an EAC amendment.
- It is anticipated that EAO review of the amendment application will take four to six months. Once the EAC amendment is secured in summer 2021, the Corridor Improvements will proceed to procurement and construction.

## **PROGRAM CONTACT**

Lesley Ballman, Executive Director, Major Projects and Alternative Procurement, (250) 361-6584

# Golden Ears Bridge Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: March 23, 2021

## ISSUE

- Status of agreement between the Ministry of Transportation and Infrastructure and TransLink and status of outstanding toll collections.

## ADVICE AND RECOMMENDED RESPONSE

- The Province and TransLink negotiated an agreement to cover lost toll revenue and one-time costs for toll cessation on the Golden Ears Bridge (GEB).
- The Province and TransLink continue to monitor the agreement and options for a longer term arrangement.

## BACKGROUND

- GEB is owned and operated by TransLink.
- TransLink is authorized to conduct toll collection activities through a bylaw via the *South Coast British Columbia Transportation Authority Act* (SCBCTAA).
- Removal of tolls from the GEB required an agreement between the Province and TransLink.
- Advice/Recommendations; Government Financial Information
- 
- TransLink's contract with its tolling operator, V-Flow was not renewed and ended on July 15, 2018 and toll collections were turned over to a collection agency.
- July 15, 2018 to June 30, 2019:
  - Collection agency was able to continue the "Refuse to Issue" car insurance/license process on TransLink's behalf.
  - Four ex-toll operator staff were hired through an agency to help support the collections (e.g. account history lookup, assist with disputes).
  - TransLink collected nearly \$1.5M since V-Flow's agreement expired.
- July 1, 2019 to present TransLink is no longer using collection agency services or "Refuse to Issue" process.
- Since the start of tolling, about \$339 million in revenue had been generate and TransLink experienced a high collection rate of approximately 95% of the tolls billed.



Payments to TransLink (millions)	2020/21	2021/22	Advice/Recommendations; Government Financial Information
	\$62.9	\$65.3	

- TransLink and MoTI staff have been tasked with developing options for a long-term agreement to address the lost toll revenue that would have been collected to pay for the cost of the bridge.
- Options will then be reviewed by the Province, TransLink and the Mayors' Council for further negotiation and long-term agreement.
- GEB is not mentioned in the Service Plan

#### **PROGRAM CONTACT**

Ryan Spillett, Executive Director Infrastructure Development Branch Cell: 250-882-3699

# Surrey Langley SkyTrain Project

## Estimate Note

Ministry of Transportation and Infrastructure

Date: April 7, 2021

### ISSUE

- Surrey Langley SkyTrain (SLS) Project Update

### ADVICE AND RECOMMENDED RESPONSE

- The proposed SLS project will extend the existing Expo Line Skytrain from Surrey to Langley City Centre and will include 16 km of elevated guideway with 8 new stations.
- During the 2020 election, this government committed to build the entire line from Surrey to Langley, to work with the federal government to secure their share of the funding, and to make SLS a provincial capital project in order to complete it as soon as possible.
- Given the Platform Commitment as well as Minister of State Ma and Minister Heyman's mandate letters, the Ministry of Transportation & Infrastructure (TRAN) is working closely with TransLink to review the work they have completed to date on SLS, as well as identifying the technical work, Indigenous engagement, and consultation that will be required for the Province to deliver the entire line to Langley.
- B.C. is also working closely with the federal government to secure funding for the extended project.
- The Capital Plan assumes the Federal government would contribute 40% towards eligible costs for the entire line.
- Prior to COVID, TransLink committed \$1 billion to this project; however, discussions are continuing regarding TransLink's capacity and recovery.
- Cabinet Confidences; Advice/Recommendations; Government Financial Information

### BACKGROUND

#### Mayors' Council's 10-Year Vision and Light Rail Transit (LRT) in Surrey

- The 2014 Mayors' Council's 10-Year Vision included 27 kilometers of Light Rail Transit (LRT) in Surrey. Phase Two included a 10.5 km, \$1.65 billion Surrey-Newton Guildford (SNG) LRT project, while Phase Three included 16.6 km of LRT along the Fraser Highway from Surrey to Langley, estimated to cost \$1.9 billion.
- The Province has committed publicly to funding 40 % of the capital costs of all phases of the *Vision* and Treasury Board has approved \$2.5 billion for Phase 2, which included the SNG LRT.

- To facilitate capitalization, TransLink allocated its share of Broadway Subway Project (BSP) funding to SNG LRT and the Province allocated its share of SNG LRT funding to BSP.
- In March 2018, Treasury Board approved provincial funding for Phase 2 of the Vision, which included SNG LRT, consistent with a provincial commitment to fund 40% of the capital costs of all phases of the Mayors' Council Vision (\$2.545B).
- No provincial funds were allocated to Surrey rapid transit, because the provincial 40 % commitment was met through a higher funding share of BSP (which the Province could capitalize).
- In response to a request from Surrey in 2019, the Mayors' Council suspended SNG LRT and instructed TransLink to proceed with planning and project development for SkyTrain on Fraser Highway from Surrey to Langley, using only funds approved for SNG LRT.

### **SLS Business Case**

- In January 2020, TransLink submitted a business case to the Province for SLS, which assumed TransLink ownership and delivery of the project.
- The business case focused on SLS Stage 1 from Surrey's King George SkyTrain station to Surrey's Fleetwood Town Centre, and estimated that SkyTrain could be extended 7 km from King George to Fleetwood for \$1.63 billion and that Stage 2, continuing from Fleetwood to Langley City Centre, would cost an estimated additional \$2.2 billion based on TransLink delivery.
- To fund Stage 1, TransLink would contribute \$1.1 billion, Canada \$0.5 billion and Surrey \$40 million.
- The TransLink Board paused the project in 2020 due to the impacts of the COVID-19 pandemic on ridership and revenues across its system.
- In the 2020 election, the Province committed to delivering the project and completing it all the way to Langley.
- Cabinet Confidences; Advice/Recommendations; Intergovernmental Communications; Government Financial Information

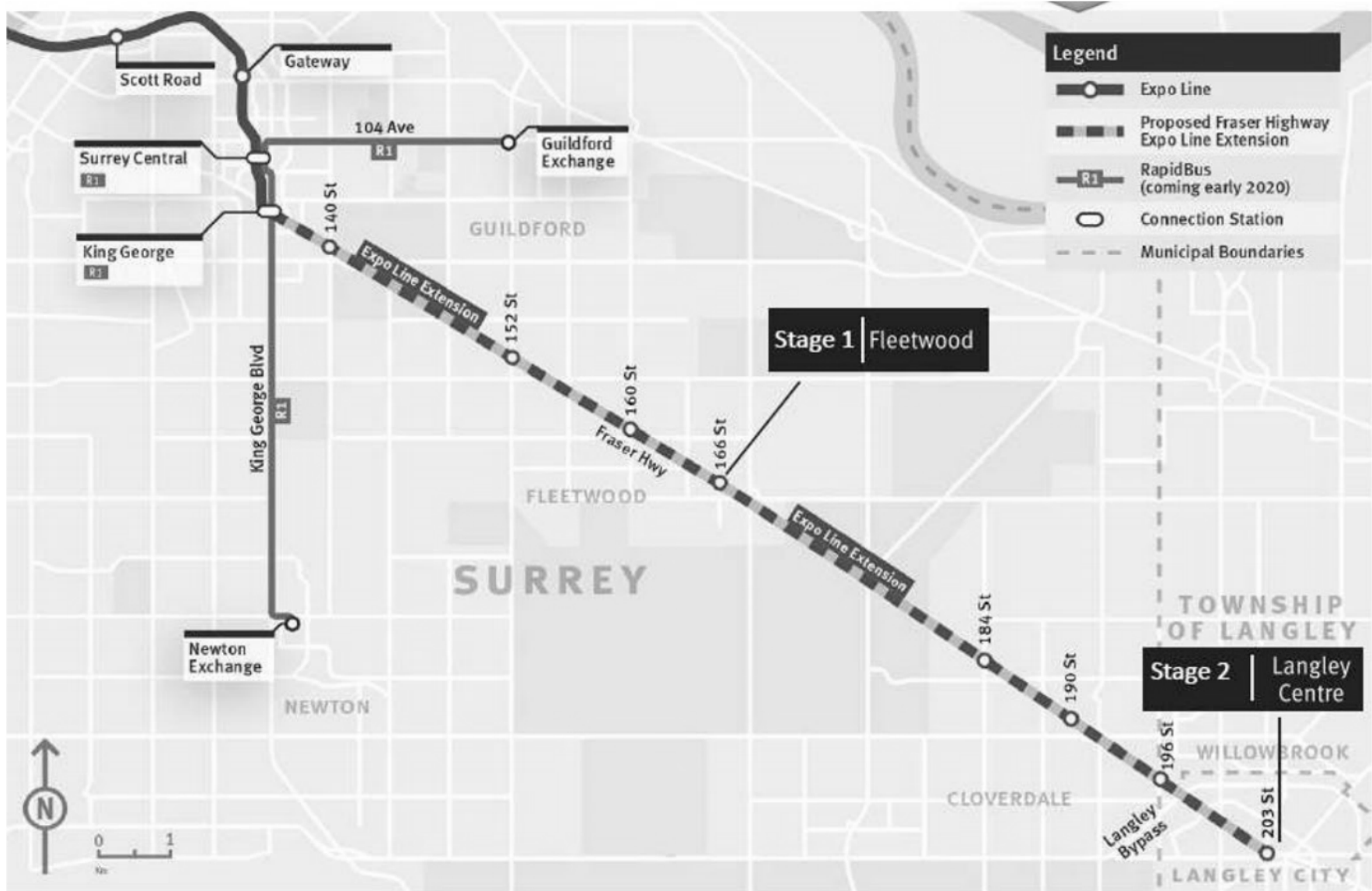
### **Funding SLS**

- Cabinet Confidences; Advice/Recommendations; Intergovernmental Communications; Government Financial Information
- In February 2021, the Federal government announced a new transit fund, which includes \$5.9 billion in transition funds for projects in the short-term, as well as \$3 billion in annual funding that will start in 2026.
- The Federal government has already publicly committed to fund a portion of SLS Stage 1 and the province is seeking funding from the new federal transit fund to fund a share of the entire SLS line. .

- Prior to COVID, TransLink committed \$1 billion to this project; Intergovernmental Communications

#### **PROGRAM CONTACT**

Lesley Ballman, Executive Director, Major Projects & Alternate Procurement, Cell: (250) 361-6584



# TI Corp Status Update

## Estimates Note

TI Corp / Ministry of Transportation and Infrastructure

Date: March 19, 2021

### ISSUE

- Status of Transportation Investment Corporation (TI Corp).

### ADVICE AND RECOMMENDED RESPONSE

- TI Corp's mandate is to:
  - Provide cost effective and flexible delivery, including procurement and commercial oversight, of selected major projects assigned to it by the Province.
  - Apply effective and consistent risk management, project and financial processes and controls to all assigned projects.
  - Build capacity within TI Corp, and by extension the public service, for delivery of major project capital projects.
- The major projects being delivered by TI Corp are the Pattullo Bridge Replacement, the Broadway Subway and the Kicking Horse Canyon - Phase 4.
- In addition to the projects currently in delivery, TI Corp will deliver the George Massey Crossing Project (GMC) and the Collections and Research Building (CRB) for the Ministry of Tourism, Arts, Culture and Sport (TACS) – both of which are subject to final Treasury Board approvals and direction.
- TI Corp is also developing the Surrey-Langley Skytrain (SLS) Concept Plan and assisting TACS with an updated Business Case for the Royal BC Museum Modernization Project (RCBM).
- TI Corp will have full accountability and will report through the Minister of Transportation and Infrastructure.

### BACKGROUND

- Effective April 1, 2018, TI Corp became a subsidiary of BCTFA.
- In June 2018, Treasury Board approved a new mandate for TI Corp to deliver major transportation projects – Pattullo Bridge Replacement, Broadway Subway Project and the Kicking Horse Canyon Phase 4.
- TI Corp has been repurposed and restructured to provide procurement, delivery and commercial oversight over select major projects.
- TI Corp's mandate is to:
  - Provide cost effective and flexible delivery, including procurement and commercial oversight, of selected major projects assigned to it by the Province.
  - Apply effective and consistent risk management, project and financial processes and controls to all assigned projects.

- Build capacity within TI Corp, and by extension the public service, for delivery of major project capital projects.
- Effective October 1, 2019, all assets, and related liabilities, associated with the Port Mann Highway 1, and legacy tolling transactions of TI Corp were transferred to BCTFA.
- Order in Council 548 was approved September 20, 2020, authorizing TI Corp to engage in and conduct business relating to the delivery of the Project.
- TI Corp's annual budget for 2021/22 is \$21.9 million, which includes costs of management and oversight for the three major projects currently in the delivery phase, as well as two projects (GMC and CRB) which will move into the procurement phase, after Treasury Board approval. TI Corp is also responsible for the SLS and RBCM which are in planning phase.
- Expenses include salaries and benefits, and other operating costs including, office rent, travel, systems costs, Board of Directors fees, board subcommittee fees, project due diligence committees, and audit fees for the OAG annual audit, and are fully recovered from BCTFA, through the overall Project budgets.
- TI Corp currently has a staff of 83 employees.

#### **PROGRAM CONTACT**

Dave Stewart, COO, TI Corp - Cell: <sup>Government Financial</sup>Information

Jennifer Ng, CFO, TI Corp - Cell: <sup>Government Financial</sup>Information

# Deltaport/Roberts Bank Expansion T2

## Estimates Note

Ministry of Transportation and Infrastructure

Date: March 22, 2021

### ISSUE

- Vancouver Fraser Port Authority (VFPA) proposed expansion at Roberts Bank Terminal 2

### ADVICE AND RECOMMENDED RESPONSE

- The proposed Roberts Bank Terminal 2 (RBT2) expansion at Deltaport is currently under federal environmental assessment review, with a final decision from Canada anticipated in fall 2021.
- This project is also subject to a provincial environmental assessment review.
- The Province is providing input into this review and supports a process whereby all affected stakeholders have their say in how potential terminal development can be balanced with community sustainability and liveability.
- The Province has an interest in ensuring that any new projects proceed based on a fair and transparent environmental assessment.
- The Province continues to work with its partners to implement road and rail improvements that will increase trade network capacity, enhance safety and community livability, and provide broad public benefits in the Roberts Bank area.
- The most recent example is the current Highway 91/17 and Deltaport Way upgrade project to improve access and safety for trucks moving to and from Roberts Bank.

### BACKGROUND

- To meet the projections for expected demand, VFPA is planning to increase container terminal capacity at Roberts Bank from 1.8 Million to 4.8 Million twenty-foot equivalent unit containers (TEUs) through the expansion of the existing Deltaport Terminal 1 (completed in 2018) and the proposed development of a new container terminal, RBT2, to be located adjacent to Deltaport Terminal 1.
- VFPA's proposed RBT2 development is subject to both federal and provincial environmental assessment reviews and approvals.
- It is anticipated the federal government will issue its decision in fall 2021 following which the Province will have 45 days to issue a decision on the project. The provincial environmental assessment decision would be signed by the Minister of Environment as well as the Minister of Transportation and Infrastructure and may require the Province obtain additional information and/or impose its own conditions.
- In March 2017, it was announced that an initial \$245 million (\$80 million from B.C.; \$80 million from VFPA; \$81.7 million from Canada; and \$3.5 million from TFN) be invested into major highway improvements in the Delta area south of the Fraser (Highway 91/17 and Deltaport Way upgrade project). The agreements also provide for further provincial highway improvement projects and an additional \$56M in port funding contributions, as port capacity continues to grow.



- In August 2016, the Province signed a series of agreements with VFPA that provide at least \$462M in benefits to the province due to increased cargo volumes at Roberts Bank. The benefits include VFPA providing funding contributions to provincial highway improvements, VFPA paying fair market value for provincial and BC Railway Company (BCRC) lands, and future significant cost avoidance for BCRC.

#### **PROGRAM CONTACT**

Sohee Ahn, Executive Director, Integrated Transportation Planning Branch

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# Surplus Properties (Disposal) Program

## Estimates Note

Ministry of Transportation and Infrastructure

Date: March 22, 2021

### ISSUE

- Surplus Properties (Disposal) Program 2021/22 Forecast for the Ministry of Transportation and Infrastructure properties

### ADVICE AND RECOMMENDED RESPONSE

- The ministry has a number of surplus properties – owned by the BC Transportation Financing Authority (BCTFA) – that are part of the corporate Surplus Properties Program overseen by the Ministry of Citizens' Services.
- If the current market value is over \$1M, the property is made available through the Surplus Properties Program to other ministries to determine if they can support new public infrastructure and provide social benefits prior to being offered for sale to another level of government, First Nations, or to the open market.
- As the Minister of Citizens' Services has overall responsibility for the Surplus Properties Program, any questions about its mandate should be directed to them.
- In 2021/22, we are <sup>Advice/Recommendations; Government Financial Information</sup>

#### If asked for further details about sale proceeds/future forecasts:

- Specific to Ministry of Transportation and Infrastructure surplus properties, the sale proceeds are used to meet the on-going borrowing (capital) requirements in the BCTFA.

#### If asked about process for disposition:

- As part of the Surplus Properties Program, BCTFA properties are carefully considered to determine if they can support new public infrastructure and provide social benefits by developing schools, health care facilities, affordable housing and child care facilities prior to being offered for sale to another level of government, First Nations, or to the open market.
- The Province consults with First Nations on the sale of all BCTFA lands.

### BACKGROUND

- The Surplus Property Program, previously known as Release of Assets for Economic Generation (RAEG) program began in 2011/12 when ministries were asked to review their real property portfolios to identify surplus properties with market value of \$1 million or more.
- TRAN sales (net proceeds) under the Surplus Properties Program:
  - 2013/2014: \$32.9 M
  - 2014/2015: \$10.5 M
  - 2015/2016: \$14.4 M
  - 2016/2017: \$23.1 M



- 2017/2018: \$29.6 M
- 2018/2019: \$15.9 M
- 2019/2020: \$19.6 M
- 2020/2021: \$14.2 M
- Advice/Recommendations; Government Financial Information
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\*While Budget 2021 includes overall BCTFA forecasts, net proceed forecasts for surplus property sales are not individually detailed. As such, these amounts are not available in the public documentation.

- The sale of BCTFA property assets contributes to capital necessary for future transportation and infrastructure projects throughout the province.
- Recent changes to the Surplus Properties Program have focused on the repurposing of surplus properties for government and broader public-sector use, such as school districts and health authorities.

#### **PROGRAM CONTACT**

Shannon Price, Manager, Strategic Real Estate, Properties and Land Management Branch, T: 236-478-1645



# Sky Train Extension Arbutus to UBC

## Estimates Note

Ministry of Transportation and Infrastructure

Date: March 22, 2021

### ISSUE

- Pre-business case work is underway for the proposed rail rapid transit extension from Arbutus Street to UBC.

### ADVICE AND RECOMMENDED RESPONSE

- Our focus right now is on working with TransLink to recover from the financial impact of COVID-19 and move forward with delivering the current Mayors' Council's 10-Year Vision, which includes the present work on the Millennium/Broadway line.
- The Province has committed to fund 40% of the capital costs of every Phase of the Vision including the extension of the SkyTrain down Broadway to Arbutus Street, which the Province is now delivering.
- Construction of the SkyTrain extension to UBC is not included in the current Mayors' Council's 10-Year Vision.
- TransLink is presently engaged in pre-business case work for the proposed project, and the Province is participating in this work.
- Any decision on provincial funding for a SkyTrain extension from Arbutus to UBC will depend on the findings of a complete and detailed business case.

### BACKGROUND

- The City of Vancouver, the Mayors' Council and the TransLink Board of Directors have all endorsed a SkyTrain extension from Arbutus Street to UBC as the preferred technology to advance to the next stage of project development for rapid transit to UBC.
- The Phase Two Investment Plan allocated \$3 million in funding for planning and pre-business case work for rapid transit to UBC.
- TransLink, with input from the Musqueam, Squamish and Tsleil-Waututh (MST) Development Corp, Metro Vancouver, UBC, the City of Vancouver, and the Province, is developing concept designs and to prepare pre-business case estimates of costs and benefits.
- A decision to move forward with construction of the UBC extension depends on the completion of a business case and funding from all project partners.
- The Mayors' Council will also need to vote on including the project in its next 10-Year Plan.

### PROGRAM CONTACT

Sean Nacey, Director, Major Projects Branch, Cell: 250 213-6672

# **Pattullo Bridge Replacement Project First Nations Consultations Estimates Note**

TI Corp / Ministry of Transportation and Infrastructure

**Date:** March 23, 2021

## **ISSUE**

- Pattullo Bridge Replacement Project (PBRP)

## **ADVICE AND RECOMMENDED RESPONSE**

- As announced in February 2018, the Province is delivering and 100% funding the Pattullo Bridge Replacement Project.
- The Ministry engaged with 14 Identified Indigenous groups through the Environmental Assessment Office's (EAO) consultation process, which is now complete.
- The Ministry will continue to consult with these groups in relation to the project in accordance with the Environmental Assessment Certificate (EAC).
- The Ministry is also engaging with Identified Indigenous groups (IIG) regarding project related benefits, including employment and contracting opportunities.
- The Ministry is committed to ongoing meaningful engagement and consultation throughout the project.
- Health and safety of employees is our top priority, and we continue to ensure all provincial health guidelines to protect workers are being followed on all provincial projects.
- The Covid-19 pandemic has resulted in some challenges, in conducting on-site pre-construction work.
- We are working closely with Indigenous Groups on the Project to implement measures to protect the health and safety of their communities.
- We have made important commitments to the IIGs and we want to do this project right.

## **BACKGROUND**

### **EAO Consultation Process**

- Pursuant to the BC EAO Section 11 Order, the Ministry has consulted with 14 Indigenous groups regarding the Pattullo Bridge Replacement Project including: Cowichan Tribes, Halalt First Nation, Katzie First Nation, Kwantlen First Nation, Kwikwetlem First Nation, Lake Cowichan First Nation, Lyackson First Nation, Musqueam Indian Band, Penelakut Tribe, Semiahmoo First Nation, Squamish Nation, Stz'uminus First Nation, Tsawwassen First Nation and the Tsleil-Waututh Nation.
- The EAO has had government to government meetings with all 14 Indigenous Groups.

- The Province provided capacity funding for the application review to all identified groups as well as funding to support the negotiation of Agreements.
- Following the issuance of the EA Certificate, consultation with Indigenous groups continues and is focused on addressing Project-related concerns, specifically in relation to impacts on fish, fish habitat, marine use, archaeology and cultural heritage resources and cultural recognition.  
Intergovernmental Communications; Government Financial Information
- In Fall 2020, MOTI was notified by the EAO that Snuneymuxw First Nation has requested to be consulted on the project. The EAO has indicated that the duty to consult is forward facing on any future amendments.

## Procurement

- Intergovernmental Communications; Government Financial Information
- As a result, the Pattullo Bridge Replacement Project adopted a number of changes to the procurement process while remaining consistent with the Province's legal obligations under the Transportation Act, procurement law and policy.

## Agreements

- Intergovernmental Communications; Government Financial Information
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## Indigenous Cultural Recognition

- The Project is also committed to working with Indigenous groups on the integration of Indigenous art and cultural recognition on the Project. This process is underway.

## PROGRAM CONTACT

Wendy Itagawa, Executive Director, Pattullo Bridge Replacement Project, Cell: Government Financial

# Container Trucking Off-Dock Estimates Note

Ministry of Transportation and Infrastructure

Date: March 15, 2021

## ISSUE

- Lower Mainland Container Trucking – Off-Dock Regulation

## ADVICE AND RECOMMENDED RESPONSE

- The stability of the container trucking sector is important to the economic competitiveness of the province, and government will continue working to balance competing interests in this sector.
- In 2020, the Ministry and Container Trucking Commissioner jointly commissioned a study to better understand off-dock truck trips that support containerized shipping throughout the Lower Mainland.
- The report was released publicly in September and the Commissioner has consulted with stakeholders including labour groups and trucking companies.
- Based on the report, discussions, and further analysis the Commissioner is expected to make recommendations to the Minister around the off-dock sector this year.

## BACKGROUND

- Rate undercutting was a key issue of the 2014 work stoppage by truck drivers servicing Port of Vancouver container terminals. In 2014 the Provincial and Federal governments, Unifor and United Truckers Association agreed on a plan (Joint Action Plan) to address several issues including rate undercutting.
- The provincial government introduced the *Container Trucking Act*, Container Trucking Regulation and a licensing regime in response and created the Office of the BC Container Trucking Commissioner (OBCCTC) to enforce the regulatory regime. All trucking companies needing access to a Port of Vancouver marine terminal must be licensed by the OBCCTC and follow all requirements of the regulatory regime, including paying minimum rates (hourly or per trip).
- Stakeholders have identified ways to avoid paying the required off-dock rates by using drivers at unlicensed trucking companies (some of which are owned by licensees) to perform off-dock work. As a result, Unifor and UTA members, working for licenced companies have not been hired to perform off-dock work. Increasingly this work is being performed by drivers at unlicensed companies who are paid lower rates. Licensed companies without affiliations with unlicensed operators are also increasingly unable to compete for off-dock work.
- In May of 2020, the Province and the Commissioner commissioned a study to better understand the off-dock sector and off-dock truck trips that support containerized shipping throughout the Lower Mainland. The report was released publicly in September and the Commissioner has actively sought feedback from stakeholders including labour groups who provided written responses.
- Under the *Container Trucking Act*, trucking companies requiring access to a marine terminal (on-dock) must be licensed by the BC Container Trucking Commissioner and

pay specific rates of pay to drivers. Trucking companies without a licence do not have to pay the required rates.

- Unifor and the United Truckers Association (UTA) have raised concerns about unregulated off-dock activity and associated rate undercutting in the Lower Mainland container trucking sector.
- The Commissioner is developing recommendations regarding off -dock container trucking based on an off-dock report commissioned by the Commissioner and TRAN, and subsequent consultation with industry.
- The budget for the Commissioners Office is on a cost-recovery basis collected from license fees. Overages have been covered by the Ministry.  
Advice/Recommendations; Government Financial Information

## **PROGRAM CONTACT**

David Greer, Executive Lead, DMO, 250 208-4350



# Container Trucking 2020 License Process

## Estimates Note

Ministry of Transportation and Infrastructure

Date: March 19, 2021

### ISSUE

- Container Trucking updated 2020 licensing process and license allocation decisions.

### ADVICE AND RECOMMENDED RESPONSE

- After extensive consultation, the CTC released a draft reform package that aimed to look at ways to promote fairness, greater flexibility and help the CTC, along with its partners, manage the truck license and tag system.
- On March 18, 2020, in response to the COVID-19 pandemic, the CTC issued a bulletin suspending the 2020 CTC Licensing process that was to begin in April.
- Licensed companies and truck drivers in the Lower Mainland's drayage sector are a vital link in the supply chain and their focus must remain on the essential services they perform.
- On July 6, 2020 the Office of the British Columbia Container Trucking Commissioner issued a release to open the application process for the 2020 Container Trucking Services (CTS) licence.
- The 2020 CTS License is intended to increase compliance, promote the efficiency of the container trucking industry and reinforce ethical and fair business practices.
- The Commissioner assigned truck tags to licensees based upon an assessment of an applicant's historic fleet efficiency, compliance history and submitted business case.
- The Commissioner prioritized removing truck tags that were already vacant or were severely underutilized over several years.

### BACKGROUND

#### Review of the Truck Tag System

- In 2014, the Province enacted legislation establishing the CTC in order to bring stability to the container trucking industry at Lower Mainland ports.
- The CTC functions include the issuance and management of Container Trucking Services Licences (CTS Licence). Each licence is assigned a number of Truck Tags, which Licensees can assign to fleet trucks (driven by company employees), or trucks owned and operated by Independent Owner-Operators (I/Os) who must enter into a Sponsorship Agreement with the Licensee.
- From September 2019 to the end of February 2020 the OBCCTC conducted stakeholder engagement on proposed reforms to the CTS licensing process and the truck tag policy, including updated information requirements and clear evaluation criteria. The licensing process was last performed in 2015, and licenses have been renewed by the Commissioner over the intervening years.
- The purpose of the licensing reform process was to enhance compliance and to ensure that appropriate amount of truck tags were assigned across the licensed fleet.

The process was meant to ultimately benefit drivers by better matching the number of drivers with available on-dock work.

- Due to the uncertainties arising from COVID 19, the licensing application process was postponed until Summer 2020 and the license term was extended until November 30, 2020 to give companies more time to understand the licensing requirements and gather requisite information for their license applications.
- On July 6, 2020 the Office of the British Columbia Container Trucking Commissioner issued a release to open the application process for the 2020 Container Trucking Services (CTS) licence. Applications were due to the OBCCTC by August 4, 2020. On September 9, 2020 the Office of the British Columbia Container Trucking Commissioner (OBCCTC) issued conditional approval letters to companies stating the number of truck tags to be issued effective December 1, 2020.
- Within the licensing process, the Commissioner prioritized removing truck tags that were already vacant or were severely underutilized over several years. The licensing process began with a pool of 1,618 truck tags. Following the formal review of applications, a total of 1,557 truck tags were assigned to 78 licenses/companies. Truck tags were assigned to licensees based upon an assessment of an applicant's historic fleet efficiency, compliance history and submitted business case.
- Advice/Recommendations; Legal Information

- 

## **PROGRAM CONTACT**

David Greer, Executive Lead, Container Trucking (250) 208-4350

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Cabinet Confidences ; Advice/Recommendations

# Industrial Land Estimates Note

Ministry of Transportation and Infrastructure

Date: March 22, 2021

## ISSUE

- The supply of industrial land in the Lower Mainland and its importance to B.C.'s economy

## ADVICE AND RECOMMENDED RESPONSE

- The ministry recognizes the critical importance of trade enabling industrial land to sustainable economic growth.
- The ministry is aware that the issue of industrial land supply is particularly acute within the Lower Mainland, where there is strong competition with other uses, including agriculture and housing.
- B.C.'s land-use planning framework gives local governments the authority and responsibility for local land-use planning and zoning decisions, including for industrial land, however;
- The ministry also recognizes that provincial leadership is required to address this issue and is committed to working constructively and collaboratively stakeholders to arrive at solutions that work for the region.

## BACKGROUND

- In Metro Vancouver (Metro) industrial lands support locally-focussed jobs and economic activity and enable trade between Canada and the rest of the world. Industrial lands account for approximately 4 percent of the Metro's lands but over 27 percent of its employment. Salaries for jobs located in industrial areas are 10% higher (\$61K) than the regional average (\$55K). Economic activity on industrial land generates \$27B in GDP, which accounts for 30% of Metro's GDP.
- The region's supply of such lands is limited, due to population and economic growth, conversion to non-industrial uses, and constrained geography. Industrial land values have increased significantly over the past few years and vacancy rates are at record lows.
- Protecting these lands is one of the aims of Metro's Regional Growth Strategy (RGS), and the RGS includes a requirement for regional approval of conversions from industrial to other uses. Similarly, the Fraser Valley Regional District's RGS supports initiatives that identify, protect and <sup>Intergover</sup> industrial lands in the region.
- The Vancouver Fraser Port Authority (VFPA) has been particularly vocal in calling for provincial action to address diminishing inventories of trade enabling industrial land, which often requires large parcels at or with ready marine access. <sup>Intergovernmental Communications;</sup> <sup>Government Financial Information</sup>

- The Advice/Recommendations: with partners, including the VFPA, that explore the feasibility of new approaches, such as short sea shipping, to developing our transportation network that can improve access to land in regions outside the lower mainland such as the Fraser Valley and Squamish regional districts.

### **Metro Vancouver - Regional Industrial Lands Strategy**

- In response to the challenges associated with a shortage of industrial lands, Metro developed a Regional Industrial Lands Strategy (Strategy) which was finalized in July 2020.
- The Strategy's recommendations are broad in scope, with significant implications for a wide range of provincial interests, including agriculture, economic development, flood management, taxation, trade, and transportation and land use.

### **PROGRAM CONTACT**

Sohee Ahn, Executive Director, Integrated Transportation Planning Branch  
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# Inter Provincial Coordination of Goods Movement Estimates Note

Ministry of Transportation and Infrastructure

Date: March 22, 2021

## ISSUE

- Inter Provincial coordination on goods movement.

## ADVICE AND RECOMMENDED RESPONSE

- Despite unprecedented challenges brought on by the COVID 19 pandemic, our trade networks have shown strength and resiliency.
- The Port of Vancouver increased cargo volumes by 1% from 144.2 to 145.5 million metric tonnes (MMT) over the same time last year, setting new annual records set for grain, potash, and container trade.
- The Port of Prince Rupert moved 32.4 million tonnes (MMT) of cargo in 2020, nine percent more than in 2019.
- The competitiveness of B.C.'s business community and our standard of living rely on trade corridors that can efficiently transport goods to international customers.
- We know that a resilient, efficient and sustainable transportation system is best achieved through collaboration.
- The ministry actively engages with other provinces, the federal government, communities, Indigenous groups, service providers and other stakeholders on transportation trade corridor (road, rail, port) planning and performance monitoring.
- B.C. and the western provinces have a strong interest in ensuring the continued competitiveness of trade corridors accessing west coast ports.
- These ongoing discussions are focused on promoting greater regional collaboration and enhancing the competitiveness of the region in both domestic and international markets.

## BACKGROUND

- B.C. is an active participant in several different forums, as well as undertaking studies focused on Western Canadian coordination of goods movement including:
- The Task Force for the Pan-Canadian Competitive Trade Corridor Initiative (Council of Ministers responsible for Transportation and Safety)
  - Goal is to strengthen the reliability and efficiency of the Canadian transportation system to improve domestic and international market access
  - Intergovernmental Communications

- Intergovernmental Communications

- The goal of this working group is to develop a fact based understand of the performance of transportation network in Canada by developing shared methodologies for analysis as well as a shared outlook of the capacity and demand.
- Gateway Transportation Collaboration Forum (Transport Canada, Port of Vancouver, TransLink and Greater Vancouver Gateway Council)
  - The Gateway Transportation Collaboration Forum's mandate is to collaboratively identify, prioritize, develop, and seek funding for gateway transportation infrastructure projects of national significance. (e.g. Fraser River Trade Area Study, Roberts Bank Trade Area Study)
  - Intergovernmental Communications
- WESTAC
  - WESTAC is a not-for-profit organization which works to advance the western Canadian economy through improvements in the region's transportation trade system. Membership is currently approximately 40 organizations including carriers and logistics providers, ports and terminals, shippers, and labour unions and three levels of government.

## **PROGRAM CONTACT**

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# Elimination of Tolling Estimates Note

Ministry of Transportation and Infrastructure

Date: March 22, 2021

## ISSUE

- Elimination of tolls on Port Mann Bridge and Golden Ears Bridge.

## ADVICE AND RECOMMENDED RESPONSE

- On September 1, 2017 tolls on the Port Mann and Golden Ears Bridges were eliminated.
- Our government is committed to making life more affordable for British Columbians in Metro Vancouver and across the province.
- Commuters are saving as much as \$1,500 per year while commercial vehicles are seeing savings of approximately \$4,500 per year (based on one round trip per day, 5 days per week).
- Toll collection has been ongoing since the elimination of tolls and approximately \$33 million of outstanding tolls have been collected.
- The Province negotiated an agreement with TransLink to compensate them for forecasted, lost toll revenue and is working with them to review options for the long-term future of the Golden Ears Bridge.

## BACKGROUND

- On September 1, 2017 tolls were eliminated on the Port Mann Bridge and Golden Ears Bridge.

### Port Mann/Highway 1 (PMH1):

- The Port Mann Bridge is currently owned by TI Corp.
- Elimination of tolls on the Port Mann Bridge resulted in TI Corp's debt being reclassified from self-supported (through toll revenue) to taxpayer. TI Corp debt of approximately \$3.7B was transferred to the Ministry of Finance and TI Corp became a subsidiary of BCTFA on April 1, 2018.
- The Ministry of Transportation & Infrastructure has taken over the management of the maintenance and operations of the bridge.
- The Ministry of Finance took over management of the debt and fund related interest expense.
- Since September 1, 2017, activities related to toll revenue collection and customer service have been ongoing. Collections have slowed dramatically with approximately \$24,000 collected in this fiscal year.

### Golden Ears Bridge:

- Golden Ears Bridge (GEB) is owned and operated by TransLink.
- TransLink is authorized to conduct toll collection activities through a bylaw via the *South Coast British Columbia Transportation Authority Act* (SCBCTAA).

- Removal of tolls from the GEB required an agreement between the Province and TransLink.
  - Advice/Recommendations; Government Financial Information
- 
- The contract with the tolling operator, V-Flow was not renewed and ended on July 15, 2018 and toll collections were turned over to a collection agency.
  - July 15, 2018 to June 30, 2019:
    - Collection agency was able to continue the “Refuse to Issue” car insurance/license process on TransLink’s behalf.
    - Four ex-toll operator staff were hired through an agency to help support the collections (e.g. account history lookup, assist with disputes).
    - TransLink has collected nearly \$1.5M since V-Flow's agreement expired.
  - Government Financial Information
- 
- TransLink and MoTI staff have been tasked with developing options for a long-term agreement to address the lost toll revenue that would have been collected to pay for the cost of the bridge.
  - Options will then be reviewed by the Province, TransLink and the Mayors’ Council for further negotiation and long-term agreement.

## **PROGRAM CONTACT**

Ryan Spillett, Executive Director, Infrastructure Development, (250) 882-3699

# Burrard Inlet Rapid Transit Project

## Estimates Note

Ministry of Transportation and Infrastructure

Date: March 22, 2021

### ISSUE

- The Burrard Inlet Rapid Transit (BIRT) project.

### ADVICE AND RECOMMENDED RESPONSE

- The Burrard Inlet Rapid Transit study led to the identification of five feasible rapid transit crossing options of the Burrard Inlet that will help inform the long-term Transport 2050 planning, a strategy for transportation in Metro Vancouver for the next 30 years led by TransLink.
- It's exciting to envision a future high-speed connection that will make moving around on the North Shore and Greater Vancouver easier and greener.

### BACKGROUND

- Further, ongoing land development, demographic growth and a lack of housing affordability on the North Shore and connecting communities has resulted in a significant increase to traffic congestion in the region which impacts how and when people travel to, from and within the North Shore.
- In 2018, the Integrated North Shore Transportation Planning Project (INSTPP) released a list of recommendations including that rapid transit options to the North Shore be further evaluated with TransLink.
- Following the INSTPP recommendation, the Province established a Partner Working Group (PWG) to bring all stakeholders together to work collaboratively and to develop a scope of work for a BIRT study of potential rapid transit options to the North Shore.
- The PWG included the Ministry of Transportation and Infrastructure; Ministry of Municipal Affairs and Housing; Squamish First Nation; District of West Vancouver; City of North Vancouver; District of North Vancouver; City of Vancouver; and TransLink.
- The PWG hired an engineering firm to study the technical feasibility of a high-capacity rapid-transit (RT) crossing via the Burrard Inlet to the North Shore.
- The two-stage feasibility study resulted in extensive discussion and technical analysis among the working group that led to the identification of five feasible crossing options of the Burrard Inlet to consider moving forward.
  - Downtown Vancouver to Lonsdale via First Narrows (tunnel crossing)
  - Downtown Vancouver to Lonsdale via Brockton Point (tunnel crossing)
  - Downtown Vancouver to West Vancouver via Lonsdale (tunnel crossing)
  - Downtown Vancouver to Lonsdale via Second Narrows (new bridge crossing)
  - Burnaby to Lonsdale via Second Narrows (new bridge crossing)

- The total cost of the study including all applicable taxes, expenses and disbursements was \$450,000.
- The Ministry contributed \$250,000 towards the project. The Districts of North Vancouver and West Vancouver and the Cities of Vancouver and North Vancouver each committed \$50,000.
- Ministry of Municipal Affairs and Housing (MAH) staff ensured affordable housing opportunities and measures were considered as part of the evaluation criteria.
- The technical analysis within the final study will inform and support the North Shore and surrounding communities with their long-term transportation planning goals.
- The feasibility study outcomes will further provide these same communities and the broader region with evidence to inform the development of TransLink's "Transport 2050", a strategy for transportation in Metro Vancouver over the next 30 years.
- The study was released as part of a news release from the Province in September 2020.

#### **PROGRAM CONTACT**

Sean Nacey, Director, Major Projects & Alternate Procurement, Cell: 250 213-6672

# Leveraging Federal Funds

## Estimates Note

Ministry of Transportation and Infrastructure

Date: March 22, 2021

### ISSUE

- Leveraging funding available through federal infrastructure programs for transportation improvements funded under the Transportation Investment Plan.

### ADVICE AND RECOMMENDED RESPONSE

- Leveraging federal funding for transportation projects increases the level of investment in the transportation network supported through provincial expenditures.
- The Ministry secured funding for transportation improvements under a series of historic federal infrastructure programs such as the Strategic Highway Infrastructure Program, Border Infrastructure Fund, Canada Strategic Infrastructure Fund, Provincial-Territorial Base Funding Agreement, Infrastructure Stimulus Fund and 2007 Building Canada Fund.
- All the funding available for National and Regional Projects under the Provincial-Territorial Infrastructure Component of the 2014 Building Canada Fund (BCF) has been committed.
- The Ministry was successful in securing \$296.9 million under the merit-based National Infrastructure Component (NIC) of BCF for Kicking Horse Canyon Phase 4 (\$215M) and Hwy 91-Hwy 17-Deltaport Corridor (\$82M).
- All the \$460 million allocated to BC under the Public Transit Infrastructure Fund (PTIF) has been committed and constituent projects are complete or completing.
- \$3.917 B was allocated to BC through the Investing in Canada Infrastructure Program (ICIP), including \$2.691 B under the Public Transit Infrastructure Stream (PTIS).
- \$1.545 billion of the \$2.691 billion available under PTIS, 57%, has been committed and the Ministry is working to secure additional project approvals.
- The Ministry continues to pursue funding available through national merit-based Investing in Canada Plan (ICP) infrastructure programs
  - \$2B National Trade Corridor Fund.
  - \$2B Disaster Mitigation and Adaptation Fund.
  - \$120 M Zero Emission Vehicle Infrastructure Program.
- The Ministry will be working with the federal government to take advantage of the \$14.9 billion in new public transit funding announced in February 2021.
- The Ministry continues to engage the Federal Government on new or expanded infrastructure funding to support provincial priorities such as:
  - George Massey Crossing Replacement;
  - Phase 3 of the Mayors' Council Transportation Vision, including the second stage of Surrey-Langley SkyTrain; and,
  - Other critical infrastructure requirements.

## BACKGROUND

### Building Canada Fund

- \$1.09 billion was allocated to BC under the Provincial-Territorial Infrastructure Component (PTIC):
  - All the \$109 M allocated to the Small Communities Fund is committed.
  - All the \$981 M available for National and Regional Projects is committed.
- BC secured \$296.9 million in federal funding for two projects under the \$4 billion national merit-based National Infrastructure Component (NIC):
  - \$215.2 M for Kicking Horse Canyon Phase 4 (\$601 M total project); and,
  - \$81.7 M for Hwy 91-Hwy 17-Deltaport Way Corridor Improvements (\$260 M total project).

### Public Transit Infrastructure Fund (PTIF)

- \$460 million was allocated to BC under the Public Transit Infrastructure Fund
  - All the \$370 M allocated for TransLink projects has been committed.
  - All the \$90 M allocated for BC Transit projects has been committed.
  - Projects are complete or are in the processes of being completed.

### Investing In Canada Infrastructure Program (ICIP)

- \$3.917 billion was allocated to BC under the Investing in Canada Infrastructure Program, including \$2.691 million through the Public Transit Infrastructure Stream.
  - \$2.222 billion is available for TransLink projects; and,
  - \$469 million is available for BC Transit projects.
- The Province is working with TransLink and BC Transit to secure approval for priority projects and to-date:
  - \$12.1 M for program administration (for all infrastructure streams under IBA)
  - \$1,417.1 M in federal funding has been secured for TransLink projects
    - \$888.4 M for \$2.827 B Broadway Subway project (\$896.9 M inclusive of \$8.5 M for Early Works funded under PTIF)
    - \$493.32 M for Expo Millennium Line Upgrade Program (EMUP)
    - \$35.4 M for non-major projects (Millennium Line Brentwood Station North/South, West Coast Express Locomotive Refit and Onboard Technology Assets Program)
  - \$115.8 M in federal funding has been secured for 10 BC Transit projects
    - \$13.4 M for Smart Bus Technology Phase 2
    - \$63.3 M Vehicle Acquisition Ph 1 - 118 Vehicles, Ph 2 - 10 Electric Buses, Ph 3 - 11 Double Decker Buses, Ph 4 - 62 Light Duty Buses, Ph 5 - 35 Buses and Phase 6 - CNG/RNG buses
    - \$14.7 M for Vehicle Refits & Major Components
    - \$12.6 M for Victoria HandyDART O&M Facility
    - \$2.0 M for Standby Generators
    - \$3.1 M for Bus Shelters (Phase 1 and Phase 2)
    - \$4.9 M for Highway 1 Douglas Street Southbound Bus Lanes
    - \$1.8 M for UVIC Exchange Rehabilitation



- Ministry of Municipal Affairs and Housing is the lead for the remaining ICIP infrastructure streams under the Integrated Bilateral Agreement.
- \$5.9 billion in federal funding is available through a series of national merit-based national Investing in Canada Plan programs:

#### **\$2 B National Trade Corridor Fund (NTCF)**

- Administered by Transport Canada
- \$400 M dedicated to Territorial projects (an additional \$400 M provided in Budget 2019)
- Most (~94%) of the remaining \$1.6 M available nationally has been committed through application calls with the residual to committed under open call for applications
- \$626.9 M in federal funding was committed to 27 projects in BC: including:
  - \$15.1 M for the proposed Highway 16 Terrace Commercial Vehicle Inspection Station (CVIS) Relocation for which MoTI is in the process of securing final provincial approvals
- Successful proponents include Ashcroft Terminal Limited, Canadian National Railway, Nanaimo Port Authority, Prince George Airport Authority, Prince Rupert Port Authority, Vancouver Fraser Port Authority, Metlakatla Development Corporation, Southern Rail of BC Ltd, Stewart World Port and private sector entities.

#### **\$2 B Disaster Mitigation and Adaption Fund (DMAF)**

- Administered by Infrastructure Canada
- Almost all (~98%) of the \$2.0 M available nationally has been committed through application calls
- \$217.0 M in federal funding was committed to 7 projects in BC
  - Skwah First Nation & City of Chilliwack flood protection (\$45.0 M)
  - Victoria Climate & Seismic Resilient Underground Infrastructure (\$15.4 M)
  - Kelowna Mill Creek Flood Protection (\$22.0 M)
  - Surrey, Delta & Semiahmoo FN Coastal Flood protection (\$76.6 M)
  - Richmond Flood Protection Program (\$13.8 M)
  - Grand Forks and KBRD Flood Mitigation (\$20.0 M)
  - Cowichan Tribes FN Watershed Resiliency Program (\$24.2 M)
- 1<sup>st</sup> intake complete and projects have been announced
- Liberal Platform committed to an additional \$1 billion for DMAF

#### **\$120 M Electric Vehicles and Alternative Fuels Program**

- Administered by Natural Resources Canada
- \$0.9 M secured by MoTI for electric charging stations

### **New Public Transit Funding**

- Prime Minister announced (February 10, 2021) \$14.9 billion in new public transit funding over the next eight years.
- \$5.9 billion will be made available over the first 5 years, starting in 2021, to support the near-term recovery of Canadian communities:
  - Zero emission buses Fund (\$2.750 B).

- to help systems plan for electrification, support the purchase of zero-emission buses, and build associated infrastructure across Canada
  - Active Transportation Fund (\$400 M).
    - first-ever active transportation fund, dedicated to building active transportation networks that provide the space for human powered forms of transportation such as cycling and walking, and including hybrid forms of transportation such as scooters, bikes, and wheelchairs
  - Rapid Expansion Fund.
  - Rural Transit Solutions Fund.
- A second phase will deliver on the Government's commitment to ongoing transit through a \$3 B per year permanent and indexed transit fund, beginning in 2026-27.
    - Components will be determined based on consultations with provinces, territories and other stakeholders and lessons learned from the first phase.

## PROGRAM CONTACT

David Marr, Executive Director Planning & Programing, Major Projects, Infrastructure and Properties, 778-974-5206

# New Build Canada Fund Estimates Note

Ministry of Transportation and Infrastructure

Date: March 15, 2021

## ISSUE

- Funding for infrastructure projects under the New Building Canada Fund (NBCF).

## ADVICE AND RECOMMENDED RESPONSE

- \$1.09 billion was allocated to BC under the Provincial-Territorial Infrastructure Component of NBCF:
  - All the \$109 M allocated to the Small Communities Fund has been committed;
  - All the \$981 M allocated for National and Regional Projects (NRP) has been committed (table attached);
- BC secured \$296.9 million in federal funding for two projects under the National Infrastructure Component (NIC) of NBCF:
  - \$215.2 M for Kicking Horse Canyon Phase 4 (\$601 M total project); and,
  - \$81.7 M for Hwy 91-Hwy 17-Deltaport Way Corridor Improvements (\$260 M total project).
- Federal funding is also flowing to local governments under the Building Canada Plan through the:
  - Gas Tax Fund; and,
  - Incremental GST Rebate for Municipalities.

## BACKGROUND

- Building Canada Plan (Economic Action Plan 2013) provided \$47.5 B in federal funds over 10 years (14/15-23/24) for provincial, territorial & municipal infrastructure.
- This included a new \$14.0 billion Building Canada Fund (NBCF) consisting of a:
  - *\$10 billion allocation based Provincial-Territorial Infrastructure Component (PTIC) to support infrastructure projects of national, regional and local significance:*
  - *\$4 billion merit based National Infrastructure Component (NIC) to support infrastructure projects of national significance.*
- \$1.09 billion was allocated to BC under PTIC based on \$250 million in per jurisdiction and \$840 million in per capita funding:
  - \$109 million (10%) was dedicated to a **Small Communities Fund (SCF)**
    - SCF was an application based trilateral cost sharing program restricted to communities with populations < 100,000
    - This excluded Vancouver, Surrey, Burnaby, Richmond, Abbotsford, Coquitlam, Saanich, Kelowna and Langley.
    - All the funding was committed through 2 application calls.
  - \$981 million (90%) was available for **National and Regional Projects (NRP)**.

- NRP was directed at medium to large scale projects of regional or national significance with a soft threshold of \$35 million.
- Federal government required funds to be prioritized by March 31, 2018 and fully committed by March 31, 2019, but extended these deadlines to February 28, 2019 and June 30, 2019 respectively.
- Priority was on projects not eligible under the federal government's new Investing in Canada Plan (i.e. provincial highways).
- Two announced projects were terminated due to escalating costs and the federal funds were released for reallocation to new priorities:
  - Hwy 16 CNR 28-Mile Crossing (\$17.5 M federal contribution)
  - Hwy 97 South Taylor Hill (\$15 M federal contribution)
- For other projects the announced federal contribution was reduced to reflect eligible cost incurred or forecasted and scope adjustments and the associated federal funds were released for reallocation to new priorities.
- All the funding has been committed and announced except for one project for which the federal government is working with the project proponent to conclude a funding agreement
- BC and Canada jointly announced federal contributions to 2 projects for which the total cost and provincial contribution remain subject to MoTI securing Treasury Board project approval.
  - Hwy 17 Keating X Rd Flyover (\$16.7 M federal contribution); and,
  - Hwy 7 - 266<sup>th</sup> to 287<sup>th</sup> St 4-Laning (\$29.2 M federal contribution).
- Canada announced its contribution to 3 Highway 1 projects that MoTI is still advancing through the project development and approval process:
  - Ford Rd to Tappen Valley Rd (\$82.1 M federal contribution);
  - Jumping Creek to MacDonald (\$45.7 M federal contribution); and,
  - Selkirk (\$31.4 million federal contribution).
- NIC was a merit-based program directed at supporting larger scale projects of national significance with a soft threshold of \$100 million:
  - BC secured \$296.9 million in federal funding for two projects:
    - \$215.2 M for Kicking Horse Canyon Phase 4 (\$601 M total); and,
    - \$81.7 M for Hwy 17-Hwy 91-Deltaport Way Corridor (\$260.2 M total).
  - Approximately \$1.65 B of the \$4.0 B allocated to NIC was committed, but the program has been terminated and the remaining funds rolled into the Investing in Canada Plan (ICIP).
- The Building Canada Plan also included:
  - \$21.8 billion indexed Gas Tax Fund (GTF);

- \$10.425 billion incremental GST Rebate for Municipalities; and,
- \$1.25 billion over 5 years to renew the P3 Canada Fund (Public-Private Partnerships)

**Gas Tax Fund (GTF):** BC's share of the \$21.8 B available is approximately \$2.760 B over 10 years and \$1.317 B (12.7%) over the first 5 years.

- Funds flow directly to UBCM through a trilateral (Canada-BC-UBCM) agreement and are distributed on a "base + per capita" basis.
- Outside of Metro Vancouver 75% of funds are allocated to local government based on population and 25% pooled for strategic priorities.
- Inside Metro Vancouver 5% of the funds are allocated to local governments based on population and 95% allocated to TransLink for regional transportation priorities.
- GTF was legislated as a permanent source of funding in 2011, and in 2013 it was indexed at two per cent per year, in \$100 million increments.
- One-time top-up of \$2.2 B nationally provided under Budget 2019

**Incremental GST Rebate for Municipalities:** Rebates flow directly to local government through CRA based on annual claims. The amount of the rebate depends on the level of expenditures, but BC municipalities receive approximately \$90M/year.

**P3 Canada Fund:** P3 Canada Fund has been terminated and the remaining funds rolled into the new Investing in Canada Plan.

# New Building Canada Fund (nBCF) - Provincial Territorial Infrastructure Component (PTIC) - National and Regional Projects (NRP)

Projects	Total	BC	3rd Party	Federal		AIP	Announced	Note
				Announced	Approved			
Approved Highway Projects								
Hwy 77 Fort Nelson Br & Hwy 97 58 Mile P/L	37.4	21.2		17.5	16.2	✓	✓	24-Jul-15 Complete
Hwy 16 CNR 28 Mile Xing Grade Separation				17.5	0.0	✓	✓	27-Jul-15 Removed
Hwy 1 Lower Lynn Interchanges Phases 2/3	78.0	45.4	10.7	34.1	21.9	✓	✓	17-Apr-15 Under construction
Hwy 1 Illecillewaet Four Laning	63.0	47.5		15.5	15.5	✓	✓	01-Aug-15 Under construction
Hwy 1 Admirals /McKenzie Interchange	96.0	63.4		32.6	32.6	✓	✓	22-Jul-15 Substantially complete
Hwy 1 Hoffman's Bluff to Chase Creek Road				18.3	0.0	✓	✓	24-Jul-15 Removed
Hwy 1 202nd-216th Widening & 216 St I/C	61.9	25.2	14.3	22.3	22.3	✓	✓	31-Jul-15 Substantially complete
Hwy 1 North Fork Bridge	32.4	23.4		12.8	9.0	✓	✓	24-Jun-16 Complete
Hwy 16 Bunce Rd - Blackwater Rd 4 Laning	22.5	13.5	0.6	10.1	8.4	✓	✓	28-Oct-16 Complete
Hwy 1 Malahat Villages Safety Upgrade	34.5	21.3		14.0	13.2	✓	✓	27-Jul-16 Complete
Mt Lehman Road (Abbotsford Airport)	29.5	19.1	2.0	8.4	8.4	✓	✓	19-Aug-16 Complete
Hwy 97 Parsnip River Bridge replacement	30.4	17.4		13.7	12.9	✓	✓	27-Oct-16 Substantially complete
Hwy 97 South Taylor Hill (Middle Section)				15.0	0.0	✓	✓	16-Mar-17 Removed
Hwy 1 Salmon Arm West	162.7	131.3		48.5	31.4	✓	✓	Section 1 IR 3 to 1st Avenue removed
Hwy 37 Nass River Bridge replacement	30.5	19.8		10.7	10.7	✓	✓	24-Oct-16 Complete
Hwy 16 Passing Lanes and Intersections	37.7	21.6		16.1	16.1	✓	✓	25-Oct-16 2 P/Ls and Hwy 16/37 I/S complete
Hwy 91 Alex Fraser Bridge Congestion Relief	70.1	37.3		34.0	32.7	✓	✓	19-Jan-17 Substantially complete
Hwy 1 West Chase Access to Jade Mountain	92.6	80.5		36.8	12.1	✓	✓	31-Mar-17 Reduced scope
Hwy 1 Donald to Forde Station Road	19.4	12.1		7.3	7.3	✓	✓	17-Feb-17 Complete
Hwy 1 Lynn Creek Connectivity	60.0	19.4	20.0	20.6	20.6	✓	✓	27-Jan-17 Under construction
Hwy 4 Kennedy Lake Realignment	38.1	24.6		13.5	13.5	✓	✓	09-Mar-17 Under construction
Hwy 7 Corridor Enhancements	70.0	47.6		22.5	22.5	✓	✓	03-Mar-17 Substantially complete
Hwy 1 Quartz Creek Bridge	121.4	71.5			49.9	✓	✓	28-Mar-19 Awarded
Hwy 1 RW Bruhn Bridge & Old Spall Rd I/S	224.5	133.4			91.1	✓	✓	16-Nov-18 Engineering
Hwy 14 Corridor Enhancements	85.7	55.5			30.2	✓	✓	23-Apr-19 Substantially complete
Kootenay Lake Ferry Service Enhancements	54.7	37.5			17.2	✓	✓	29-Apr-19 Under construction
Hwy 1 Leigh Rd to Westshore Pkwy	14.0	9.3	0.0		4.8	✓	✓	23-Apr-19 Substantially complete
Hwy 1 216-264th HOV Lanes and NSTPF	235.5	99.4	27.1		109.0	✓	✓	25-Apr-19 Engineering (NSTPF Phase 1 complete)
Hwy 3 Jaffray Passing Lane	8.3	5.3			3.0	✓	✓	3-Jul-19 Under construction
Hwy 97 Swanson Lumber Rd Intersection	11.1	6.4			4.7	✓	✓	3-Jul-19 Under construction
Hwy 93/95 Corridor Improvements	39.9	21.9			18.0	✓	✓	3-Jul-19 Under construction
Hwy 97 Racing Road Intersection (Quesnel)	19.0	11.3			7.7	✓	✓	3-Jul-19 Engineering
Projects jointly announced but for which total cost and provincial share remain subject to TB approval								
Hwy 17 Keating Flyover			2.5		16.7	✓	✓	26-Aug-19 Project Development
Hwy 7 266th to 287th Street 4 Laning					29.2	✓	✓	19-Jul-20 Project Development
Projects announced by federal government but which are currently being advanced through provincial review and approval processes								
Hwy 1 Jumping Creek to MacDonald					45.7	✓	✓	3-Jul-19 Project Development
Hwy 1 Ford Road to Tappen					82.1	✓	✓	3-Jul-19 Project Development
Hwy 1 Selkirk 4-laning Phase 1					31.4	✓	✓	3-Jul-19 Project Development
					868.1			
Community / 3rd Party Projects								
Northwest Regional (Terrace-Kitimat) Airport	16.4	4.4	7.6	4.4	4.4	✓	✓	27-Jul-15 Complete
TFN Water Main	17.6	3.7	10.2	3.7	3.7	✓	✓	31-Jul-15 Complete
Aldergrove Credit Union Community Centre	29.6		19.8	9.9	9.9	✓	✓	02-Feb-17 Complete
Cloverdale Athletic Park (Surrey)	6.1		4.2	1.9	1.9	✓	✓	25-Jul-17 Complete
Britannia Mine Museum	4.2		2.8	1.4	1.4	✓	✓	31-Mar-17 Complete
Surrey Museum	15.7		11.3	4.5	4.5	✓	✓	27-Jul-17 Complete
Okanagan Rails to Trails	7.9	1.3	5.2	1.4	1.4	✓	✓	12-Apr-18 Complete: BC - BikeBC/Rural Dividend Fund
TRIUMF (Institute for Advanced Medical Isotopes)	31.8	12.3	9.3	10.2	10.2	✓	✓	01-Nov-18
GVHA Ogden Point Dolphin Extension	6.8		4.9		1.9	✓	✓	29-Nov-18
Not Announced					13.0	✓		IC working with proponent to secure agreement
					52.4			
Coastal Ferry Projects								
Minor Vessel Replacement	93.3		65.1	28.3	28.3	✓	✓	31-Mar-17
Route 28 (Mid-Coast) Vessel Replacement	54.1		39.0	15.1	15.1	✓	✓	31-Mar-17
Langdale Terminal Improvements	53.6		36.5	17.1	17.1	✓	✓	31-Mar-17
					60.5			
Total (Committed)								
					980.9			

## PROGRAM CONTACT

David Marr, Executive Director Planning & Programing, Major Projects, Infrastructure and Properties, 778-974-5206

# Investing in Canada Plan – Phase 2

## Estimates Note

Ministry of Transportation and Infrastructure

Date: March 18, 2021

### ISSUE

- Infrastructure funding in BC under Phase 2 of the Federal Investing in Canada Plan.

### ADVICE AND RECOMMENDED RESPONSE

- Phase 2 of the Investing in Canada Plan provides \$81.2 B in new infrastructure funding over 11 years, starting 2017/18.
- \$3.917 B was allocated to BC under the Integrated Bilateral Agreement for Public Transit, Green, Rural & Northern Community and Culture & Recreation infrastructure.
  - \$2,691 M Public Transit Infrastructure Stream (PTIS).
    - \$2,222 million for TransLink
    - \$469 million for BC Transit
  - \$903 M Green Infrastructure Stream (GIS).
  - \$166 M Rural and Northern Community Infrastructure Stream (RNCIS); and,
  - \$157 M Community, Culture and Recreation Infrastructure Stream (CCRIS).
  - \$45 M in GIS and \$64.2 M in RNCIS funding was reallocated to new COVID Response Infrastructure Stream (CVRIS) for projects that could be initiated and completed over the short term to stimulate economic activity.
- MoTI is the lead for the Public Transit Infrastructure Stream and to-date:
  - \$1.545 B of the \$2.691 B available under PTIS, over 57%, has been committed and the Ministry is working to secure additional project approvals.
- MAH is the lead for the Green, Rural and Northern Community and Community, Culture and Recreation and COVID Response infrastructure streams.
- \$5.9 B is available nationally through-merit based programs such as the:
  - \$2 B National Trade Corridor Fund;
  - \$2 B Disaster Mitigation and Adaptation Fund; and,
  - \$120 M Zero Emission Vehicle Infrastructure Program.
- \$18.6 B is available nationally to support programs directed at Housing, Early Learning and Child Care and Home Care.
- There is also the opportunity to leverage federal funding for revenue generating projects with private sector participation through the Canada Infrastructure Bank.
- BC will be working with the federal government and project proponents to fully utilize funding available under federal infrastructure programs.

## BACKGROUND

- Phase 2 of the Investing in Canada Plan was outlined in the Fall Economic Update (November 2016) and Federal Budget 2017 confirmed an additional \$81.2 Billion in new infrastructure funding over 11 years, starting in 2017/18:
  - \$25.3 B for Public Transit Infrastructure.
  - \$10.1 B for Trade and Transportation Infrastructure.
  - \$21.9 B for Green Infrastructure.
  - \$ 2.0 B for Rural and Northern Community Infrastructure; and,
  - \$21.9 B for Social Infrastructure.
- These funds will flow through bilateral agreements and national programs, and to federal departments and agencies:
  - \$32.7 B through **Integrated Bilateral Agreements**.
  - \$18.6 B through **Housing, Early Learning & Child Care and Home Care Programs and Agreements**.
  - \$ 5.9 B through **National Merit Based Programs**.
  - \$ 4.3 B to **Federal Departments and Agencies**.
  - \$ 4.2 B to **Indigenous Peoples**.
  - \$ 2.0 B to **Green Infrastructure Reserve**; and,
  - \$15.0 B through the **Canada Infrastructure Bank**.

**Note:** Total of \$82.7 B (above) exceeds the referenced \$81.2 B in new federal funding as some of the funds (\$1.5 B) were previously included in fiscal framework/revenues

### Integrated Bilateral Agreements

- Canada-BC Integrated Bilateral Agreement (IBA) was executed on April 2, 2018.
- The IBA provides BC with \$3.917 billion in funding (\$4.130 billion inclusive of the \$212.3 M previous approved for Lions Gate Secondary Wastewater Treatment).
- Funding was allocated on a “base + per capita” basis except for the Public Transit Infrastructure Stream for which “ridership + per capita was used:

### Public Transit Infrastructure Stream

- \$2,691,101,894 for Public Transit Infrastructure
  - \$2,222,366,487 for TransLink (82.6%) based on ridership)
  - \$468,735,408 for BC Transit (17.4%) based on ridership)

### Green Infrastructure Stream

- \$903,194,721 for Green Infrastructure
- \$45,000,000 reallocated to CVRIS (net of \$858,194,721)
- \$4,064,376 allocated to provincial administration



- \$83.6 M for BC Hydro's Peace Region Electricity Supply (PRES) project (\$289 M) announced April 2019.
- \$96.950 M for BC Hydro's Prince George-Terrace Capacitors (PGTC) project (TBA)
- Clean BC Facilities Electrification (CBCFEF) \$84.4 M
- Environmental Quality Fund (Water/Wastewater)
  - \$132,297,689 allocated under 1<sup>st</sup> application call
  - \$91,445,540 to be allocated under 2<sup>nd</sup> application call (closed Feb 26/20)
  - Up to \$178,956,771 to be allocated under future application calls
- CleanBC Communities Fund
  - \$42,599,078 allocated under 1<sup>st</sup> application call
  - \$26,158,109 to be allocated under 2<sup>nd</sup> application call (Nov 12/2020)
  - \$34,242,813 to be allocated under next application call.

#### **Rural and Northern Community Infrastructure Stream**

- \$166,001,827 allocated for Rural and Northern Community Infrastructure
- \$64,226,178 reallocated to CVRIS (net of \$101,775,649)
- \$747,008 allocated to provincial administration
- \$67,168,641 allocated under 1<sup>st</sup> application call
- \$33,860,000 to be allocated under 2<sup>nd</sup> application call (closed Oct 22/2020)

#### **Community, Culture and Recreation Infrastructure Stream**

- \$157,081,719 for Community, Culture and Recreation Infrastructure
- \$706,868 allocated to provincial administration.
- \$99,403,508 allocated under 1<sup>st</sup> application call
- \$56,971,343 to be allocated under 2<sup>nd</sup> application call (closed Oct 1/2020)

#### **COVID Infrastructure Stream**

- \$64,226,178 under COVID-19 Resilience application call (Closed Jan 27/21)
- \$45,000,000 under Adaptation, Resilience & Disaster Mitigation application call (Closed Jan 11, 2021)
- 80% federal funding for local government/not-for-profit projects and 100% federal funding for aboriginal projects
- Projects to be completed by end of 2021, or 2022 in remote communities

#### **Housing, Early Learning & Child Care and Home Care Programs and Agreements:**

- \$18.6 billion has been allocated to support programs directed at Housing, Early Learning and Child Care and Home Care:
  - \$7.0 B for Early Learning and Child Care (allocation based)

- \$5.0 B for National Housing Fund (merit based)
- \$3.2 B for Federal-Provincial-Territorial Housing Partnership (allocation based)
- \$2.1 B for Tackling Homelessness (merit based)
- \$1.0 B for Home Care Infrastructure under Health Accord (allocation based)
- \$300 M for Northern Housing (allocation based - Territories)

#### **National Merit Based Programs:**

- \$5.9 billion was allocated to merit based National Programs under which eligible project proponents from BC can apply for funding (province, local government, not-for profit, and for-profit projects):

\$2.0 B – National Trade Corridor Fund (NTCF)	\$220 M – Diesel Reliance South of 60 <sup>th</sup> Parallel
\$2.0 B – Disaster Mitigation & Adaption Fund	\$200 M – Emerging Renewable Energy Technologies
\$400 M – Arctic Energy Fund (Territories)	\$100 M – Smart Grid and Clean Electricity
\$300 M – Smart Cities Challenge	\$120 M – Electric Vehicles and Alternative Fuels
\$300 M – Superclusters Challenge	\$80 M – Community Educational Infrastructure

- Mandate letter for Infrastructure Canada indicates that allocation for Disaster Mitigation and Adaptation Fund will be increased to \$3 B.

#### **Federal Departments and Agencies:**

- \$4.3 billion in funding has been allocated to federal departments and agencies to accommodate improvements to federal rail and marine assets, investments under the Oceans Protection Plan, development of information systems, development of improved regulations, risk assessments, etc.

\$1,925 M - Connect Communities by Rail/Water	\$182 M – Energy Efficient building Codes
\$1,325 M - Oceans Protection Plan	\$77 M - Modernizing Transportation
\$281 M – Climate Adaption and Resilience	\$50 M – Trade/Transportation Information System
\$241 M – Housing Research	\$16 M - Climate Risk Assessments
\$202 M – Lands for Affordable Housing	\$16 M - Heavy Duty Vehicle/Off-Road Regulation

#### **Green Infrastructure Reserve:**

- \$2.0 Billion reserve (unallocated funds) held by Infrastructure Canada to support Green Infrastructure projects has been utilized for green initiatives announced in Budget 2018 and Budget 2019.

#### **Indigenous Peoples:**

- \$4.225 billion has been allocated for Improving Indigenous Communities. Funding will be administered through Indigenous and Northern Affairs Canada and the distribution will be determined in partnership with Indigenous Peoples
  - \$2 B from Green Infrastructure allocation

- \$2 B from Social Infrastructure allocation
- \$225 M for Housing for Indigenous Peoples Not On Reserve (Social Infrastructure)

#### **Canada Infrastructure Bank (CIB):**

- The arm's length agency has \$15 B in program funding and \$20 B in debt and equity capacity to support transformative infrastructure.
  - CIB invests in revenue generating projects to leverage private sector investment and involvement in the design, construction, financing, operation, and maintenance of assets.
  - CIB uses financial instruments such as loans, equity, and loan guarantees to support commercial viability and relate financial returns to project usage and revenue risk.
  - "Bankable" projects contribute to economic growth, draw in private capital, and help the bank earn back what it pays out.
  - Original commitment was to spend at least \$5B on Public Transit, \$5B on Green Infrastructure and \$5B on Trade and Transportation, but this was later expanded to include:
    - \$1B for broadband access (Budget 2019),
    - Electricity projects such as interties between provinces and territories under Green Infrastructure; and,
    - \$5 B Clean Power Fund (Liberal Election Platform).
  - Federal government outlined a new Growth Plan (October 1, 2020) that retools \$10 B of the CIB allocation for new infrastructure in 5 priority sectors to accelerate transition to a low carbon economy and strengthen economic growth:
    - \$1.5 billion – zero-emission buses.
    - \$2.5 billion – clean power.
    - \$2 billion – building retrofits.
    - \$2 billion – broadband; and,
    - \$1.5 billion – agriculture infrastructure.

#### **PROGRAM CONTACT**

David Marr, Executive Director, Planning & Programming, Major Projects, Infrastructure and Properties 778-974-5206

## Investing in Canada Infrastructure Program (ICIP) - Integrated Bilateral Agreement (IBA)

March 19, 2021

Stream and sub-Streams	Approved	Submitted	In-Progress	Planned	Total	Note
<b>Public Transit Infrastructure Stream (PTIS)</b>						
Administration (0.45 % as per Business Case)	12,109,959				12,109,959	
<b>TransLink System</b>						
• Broadway Subway	888,357,608				888,357,608	
• Expo-Millennium Line Upgrade Program (EMUP)	493,320,000				493,320,000	
• Surrey-Langley ALRT Stage 1 (Surrey-Fleetwood)			577,000,000		577,000,000	①
• MCTV Phase 2 (non-Major Projects)	35,396,000		102,884,000		138,280,000	②
• MCTV Phase 3 (TBD)				115,408,229	115,408,229	
<b>Sub-total (TransLink)</b>	<b>1,417,073,608</b>	<b>0</b>	<b>679,884,000</b>	<b>115,408,229</b>	<b>2,212,365,837</b>	
<b>BC Transit System</b>						
• Prioritized	115,848,293				115,848,293	③
• Programmed in Long-Term Capital Plan				350,777,805	350,777,805	④
<b>Sub-total (BC Transit)</b>	<b>115,848,293</b>	<b>0</b>	<b>0</b>	<b>350,777,805</b>	<b>466,626,098</b>	
<b>Total (PTIS)</b>	<b>1,545,031,860</b>	<b>0</b>	<b>679,884,000</b>	<b>466,186,034</b>	<b>2,691,101,894</b>	
<b>Green Infrastructure Stream (GIS) - {45% allocated to Climate Change Mitigation}</b>						
Administration (0.45 %)	4,064,376				4,064,376	
<b>Environmental Quality (Water &amp; Wastewater)</b>						
• 1st Intake (Complete)	132,297,689				132,297,689	
• 2nd Intake (Closed February 26, 2020)			91,445,540		91,445,540	⑤
• 3rd Intake (Spring 2021)				178,956,771	178,956,771	⑥
<b>Sub-total (Environmental Quality)</b>	<b>132,297,689</b>	<b>0</b>	<b>91,445,540</b>	<b>178,956,771</b>	<b>402,700,000</b>	
<b>Electricity Program (BC Hydro)</b>						
• Peace Region Electricity Supply (PRES)	83,680,825				83,680,825	
• Prince George-Terrace Capacitors (PGTC)	96,950,000				96,950,000	
• CleanBC Facilities Electrification Fund (CBCFEF)				84,369,175	84,369,175	⑦
<b>Sub-total (Electricity Program)</b>	<b>180,630,825</b>	<b>0</b>	<b>0</b>	<b>84,369,175</b>	<b>265,000,000</b>	
<b>Clean Communities (renewable energy, access to clean-energy transportation, building energy efficiency and clean energy)</b>						
• 1st Intake (Complete)	34,238,678	8,360,400			42,599,078	
• 2nd Intake (Closed November 12, 2020)			26,158,109		26,158,109	⑧
• 3rd Intake				34,242,813	34,242,813	⑨
<b>Sub-total (Clean Communities)</b>	<b>34,238,678</b>	<b>8,360,400</b>	<b>26,158,109</b>	<b>34,242,813</b>	<b>103,000,000</b>	
<b>Adaption, Resilience &amp; Disaster Mitigation (flood protection)</b>						
• Priorities/Intakes (\$45 M reallocated to CVRIS)				45,000,000	45,000,000	⑩
<b>Sub-total (Adaption/Mitigation)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45,000,000</b>	<b>45,000,000</b>	
Climate Change Mitigation Reserve				38,430,345	38,430,345	⑪
<b>Total (GIS)</b>	<b>351,231,568</b>	<b>8,360,400</b>	<b>117,603,649</b>	<b>380,999,104</b>	<b>858,194,721</b>	
<b>Rural and Northern Community Infrastructure Stream (RNCIS)</b>						
Administration (0.45 %)	747,008				747,008	
1st Intake (Complete)	67,168,641				67,168,641	
2nd Intake (Closed October 22, 2020)			33,860,000		33,860,000	⑫
3rd Intake (\$64.2 M reallocated to CVRIS)				0	0	⑬
<b>Total (RNCIS)</b>	<b>67,915,649</b>	<b>0</b>	<b>33,860,000</b>	<b>0</b>	<b>101,775,649</b>	
<b>Community, Culture and Recreation Infrastructure Stream (CCRIS)</b>						
Administration (0.45 %)	706,868				706,868	
1st Intake (Complete)	99,403,508				99,403,508	
2nd Intake (Closed October 1, 2020)		10,000,000	46,971,343		56,971,343	⑭
<b>Total (CCRIS)</b>	<b>100,110,376</b>	<b>10,000,000</b>	<b>46,971,343</b>	<b>0</b>	<b>157,081,719</b>	
<b>COVID-19 Resilience Infrastructure Stream (CVRIS) - established November 26, 2020</b>						
COVID-19 Resilience (Closed Jan 27, 2021)			64,226,178		64,226,178	⑮
Adaption, Resilience & Disaster Mitigation (Closed Jan 11, 2021)			45,000,000		45,000,000	⑮
<b>Sub-total (CVRIS)</b>	<b>0</b>	<b>0</b>	<b>109,226,178</b>	<b>0</b>	<b>109,226,178</b>	
<b>Grand Total</b>	<b>2,064,289,453</b>	<b>18,360,400</b>	<b>987,545,170</b>	<b>847,185,138</b>	<b>3,917,380,161</b>	
<b>Percentage</b>	<b>52.7%</b>	<b>0.5%</b>	<b>25.2%</b>	<b>21.6%</b>	<b>100.0%</b>	
<b>Cumulative Percentage</b>	<b>52.7%</b>	<b>53.2%</b>	<b>78.4%</b>	<b>100.0%</b>		

Note: Administration based on 0.45% of allocation as per BC Business Case submission

- ① Increased from \$523,840,000 to \$577,000,000 to reflect incremental costs for provincial delivery (i.e. CBA, RN, Env, risk reserve, etc.)
- ② Approved: Millennium Line Brentwood Station North/South, West Coast Express Locomotive Refit and Onboard Technology Assets Program (OTAP)
- ③ Approved: Hwy 1 Bus Lane, Vehicles Acquisitions, Smart-Bus Deployment Ph 2, Bus Shelters Ph 1/2, Standby generators & Victoria HandyDart O&M facility, UVIC Exchange
- ④ Electrification Ph 1 (Victoria) & Ph 2, Exchanges (i.e. Uptown, UVIC, Nelson, Nanaimo, Comox, etc.) and O & M facilities (i.e. Victoria, Kelowna, Abbotsford, etc.)
- ⑤ Announcements Spring 2021
- ⑥ Announcements Summer/Fall 2022
- ⑦ BC Hydro Key Account managers to identify eligible projects for submission
- ⑧ Announcements Summer 2021
- ⑨ Timing to be confirmed
- ⑩ \$45 M reallocated to CVRIS for Adaption, Resilience & Disaster Mitigation (ARDM) program for projects that can be completed within CVRIS program timelines
- ⑪ Reserve for "Emerging Priorities" - must be used for GHG emission reduction
- ⑫ Announcements Summer 2021
- ⑬ \$64.2 M reallocated to CVRIS for COVID-19 Resilience
- ⑭ Announcements Spring/Summer 2021
- ⑮ Construction must start no later than September 30, 2021 and must be completed by the end of 2021

# Burnaby Mountain Gondola Project

## Estimates Note

Ministry of Transportation and Infrastructure

Date: March 22, 2021

### ISSUE

- The Mayors' Council is considering a gondola link to Burnaby Mountain.

### ADVICE AND RECOMMENDED RESPONSE

- Our government supports continued transit expansion to meet the needs of this growing region, and we are taking the lead from the Mayors' Council who are in the best position to make decisions about regional priorities.
- We understand there are benefits to the gondola proposal, most notably more reliable and quicker service, as well as GHG reductions from replacing the diesel buses and reducing vehicle use.
- However, the Burnaby Mountain Gondola (BMG) Project is not included in TransLink's current 10-year plan.
- Provincial staff is working closely with TransLink to understand the details of the gondola project.

### BACKGROUND

- In 2014, the Mayors' Council's 10-Year Vision (the Vision) identified the potential need for high-capacity transit to Burnaby Mountain and in 2018 released a business case that included a gondola with three route options.
- In May 2019, the City of Burnaby unanimously confirmed support in principle for the gondola, subject to a number of conditions including minimizing impacts to residents living near the gondola and areas with high ecological values, as well as providing fair compensation to affected property owners.
- In December 2020, TransLink completed their second round of engagement on the Burnaby Mountain Gondola (BMG) and found that Route 1 was the preferred route, a straight-line route from Production Way–University SkyTrain Station to SFU Burnaby campus.
- Over 20,000 people responded during both engagements with TransLink claiming overall regional support for the BMG Project at approximately 83 per cent.
- Residents of Burnaby's Forest Grove neighbourhood, over which the preferred route would run, are opposed to the project citing concerns with the preferred route's impacts on their visual privacy.
- Intergovernmental Communications
- On March 1, 2021, TransLink announced the preferred route for BMG through a news release.
- Intergovernmental Communications

- Advice/Recommendations; Intergovernmental Communications

## **PROGRAM CONTACT**

Sean Nacey, Director, Major Projects Branch, 250-213-6672



# Belleville Terminal Redevelopment

## Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: March 17, 2021

### ISSUE

- Proposed redevelopment of Belleville Terminal

### ADVICE AND RECOMMENDED RESPONSE

- The Belleville Ferry Terminal is outdated and is not built to serve the increase in tourism and economic development we expect to see in the coming years after the COVID-19 pandemic has passed.
- As our focus turns to post COVID-19 recovery, it is crucial that we leverage our existing assets to help re-invigorate this vital economic sector for the Capital Region.
- The terminal welcomes thousands of tourists into Victoria's harbour every year from the U.S. and generates millions in economic activity for the Capital Region.
- We continue to explore the potential for this critical piece of infrastructure to be upgraded – to ensure the first entry point into Canada is a positive one from a tourism perspective.
- This includes consultation with many stakeholders, such as the ferry operators, both US and Canadian federal border agencies, First Nations, City of Victoria, the Harbour Authority and Tourism Victoria.
- We will also continue advocating for federal funding for this important project.

### BACKGROUND

- Prior to the COVID pandemic, the Black Ball and the Clipper ferries brought approximately 350,000 tourists into Victoria's harbour every year from Washington State, along with approximately \$100 million in direct Gross Domestic Product (GDP) economic stimulus.
- Upon assuming responsibility for the Belleville Terminal lands in 2014 from the Provincial Capital Commission, Properties & Land Management Branch (PLMB) staff have worked to implement a three-phase revitalization plan of the site:
  - Phase 1: Black Ball Wharf Replacement & Clipper Wharf Repairs **(Complete)**
  - Phase 2: Basic 'look and feel' improvements to terminal area and development of David Foster Way **(Complete)**
  - Phase 3: Development of a consolidated international terminal facility that services both operators and full replacement of the Clipper wharf.
- **In 2017, TRAN assembled a project team to undertake a conceptual design and cost estimation for the redevelopment and consolidation of activities at Belleville Terminal. This work included consultation with various stakeholders such as the ferry operators, Federal border agencies, First Nations, City of Victoria, Tourism Victoria.** In August 2019, Canada and the United States brought the *Land, Rail, Marine and Air Transportation Preclearance* into force which brought

new, more stringent security design requirements for a future preclearance facility at Belleville.

- Cabinet Confidences; Advice/Recommendations; Intergovernmental Communications; Government Financial Information

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#### **Next Steps:**

- Cabinet Confidences; Advice/Recommendations; Intergovernmental Communications; Government Financial Information
- Ongoing efforts continue to identify potential federal funding sources that could be leveraged for a cost-share of both the ongoing design work and potential construction of an approved Belleville Terminal Project.

#### **PROGRAM CONTACT**

Kevin House, Director – Land Management & Dispositions, Properties and Land Management Branch, Cell: 250 361-6679



# Community Benefits Agreement Estimates Note

Ministry of Transportation and Infrastructure

Date: March 23, 2021

## ISSUE

- Community Benefits Agreement (CBA)

## ADVICE AND RECOMMENDED RESPONSE

- We're investing in the people that call British Columbia home. Community Benefits means getting more value for public infrastructure projects by training the next generation of workers and creating more employment and training opportunities for people traditionally underrepresented in the trades.
- The CBA puts people at the centre of public infrastructure projects and provides greater training opportunities for apprentices, so they can complete their certification, building our skilled trade workforce of tomorrow.
- It focuses on benefits to local communities by providing employment opportunities for local, Indigenous people, women and other underrepresented groups who want to start a career in the skilled trades.
- To date, the CBA has been applied to Highway 1 four-laning – Kamloops to Alberta border including Kicking Horse Canyon Phase 4, Pattullo Bridge Replacement Project, and Broadway Subway Project.
- Estimated costs associated with the CBA are factored into the published project budgets.

## BACKGROUND

- In 2018, the CBA was established to ensure individuals, communities and businesses have full and fair opportunity to participate in the benefits of a project. The agreement includes a project labour agreement reached with an affiliation of Building Trades known as the Allied Infrastructure and Related Construction Council (AIRCC) and the provincial Crown corporation, BC Infrastructure Benefits Inc. (BCIB).
- The CBA sets out terms and conditions of employment for workers on projects where it is applied. The terms are designed to ensure labour certainty and predictability (no strike/no lockout), to create good paying jobs (above minimum wage) through aligned wages (with trade agreements), to provide opportunities for local, Indigenous people and other groups (such as women and youth) and ensure access to apprenticeship and training programs.
- A key objective of the CBA is to develop a skilled workforce in British Columbia by implementing a measurable apprenticeship plan that will help meet the Province's future labour needs.
- BCIB has been established as the employer of the labour workforce and will be providing labour for select projects. They have also been tasked with developing clear and measurable strategies to support Indigenous and other equity groups by providing access to work and facilitating training and employment opportunities on CBA projects.

- BCIB was initially under the responsibility of the Minister of Transportation and Infrastructure; In March 2019 the Ministry of Finance assumed responsibility for BCIB given their role as central agency for cross-ministry core and capital policy.
- Illecillewaet began construction in July 2019, and to date the total BCIB workforce includes 24 individuals; of which 11 are considered priority hires (Indigenous, female and/or local), and at least 4 are trainees/apprentices. These positions consist of Operating Engineers, Laborers, Teamsters and Office/Tech(s).
- During the past year, contracts awarded on projects utilizing the CBA have been within (or well under) budget: Kicking Horse Canyon, Chase West, Salmon Arm, and Quartz Bridge.
- The government has previously stated that CBA will increase total project budgets by approximately 4% -7%.

#### **PROGRAM CONTACT**

Lesley Ballman, Executive Director, Major Projects & Alternate Procurement, (250) 361-6584

# Regional Port Enhancement Program

## Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: March 22, 2021

### ISSUE

- In September 2020, the Province announced StrongerBC: BC's Economic Recovery Plan which included a \$40 million Regional Port Enhancement Program.

### ADVICE AND RECOMMENDED RESPONSE

- The province provided \$25 million to the Prince Rupert Port Authority (PRPA) for the Ridley Island Export Logistics Platform (RIELP) and \$15 million to the Nanaimo Port Authority (NPA) for the Duke Point Terminal expansion.
- British Columbia's ports are integral to the overseas export of our natural resources, and are important hubs connecting to inland domestic markets. This funding supports investment in the future of the Ports of Prince Rupert and Nanaimo and the surrounding areas.
- RIELP will create an estimated 125 construction person years of employment and an anticipated 150 new operational full-time equivalent jobs associated with new export transload operations at full capacity. An additional 2,000 jobs will be created in the areas such as warehousing, longshore work and trucking.
- For the Duke Point Terminal expansion, the project will provide substantive economic benefits to Vancouver Island, including supporting regional businesses, First Nation communities and an expected creation of more than 215 permanent jobs at the terminal.
- Both ports have ongoing engagement with Indigenous communities. The Prince Rupert Authority has negotiated benefits agreements with Local First Nations to provide further economic and employment opportunities.

### BACKGROUND

#### Prince Rupert Port Authority

- The Ministry of Transportation and Infrastructure announced the funding on January 14, 2021. In addition to the \$25 million provincial contribution, the RIELP is being funded through a mix of public and private investment, including a \$49.8 million federal contribution through the National Trade Corridors Fund (NTCF). Spanning over 70 acres, the project enhances the port's capacity for transloading Canadian natural resource products for containerized export by sea to international markets.
- This will increase the Port's export transloading capacity from 75,000 twenty-foot equivalent units (TEUs) to over 400,000 TEUs annually. At full build, export capacity is expected at over 700,000 TEUs.
- The project is expected to be completed by March 31, 2024. The Provincial will monitor progress through annual reports submitted by the port and confirm and a final report summarize and quantify how the project objectives were achieved.

**Nanaimo Port Authority:**

- The Ministry of Transportation and Infrastructure announced the funding on February 24, 2021. The project is funded through a mix of public and private investment, including \$15 million provincial contribution and \$46.2 million federal contribution through the NTCF.
- The Duke Point Terminal Expansion will increase the terminal's capacity from the current 43,000 TEUs per year to 249,000 TEUs.
- The economic benefits of the terminal expansion has direct and indirect benefits to the region's economy, local communities, and environmental sustainability. Vancouver Island cargo will be able to move more efficiently and competitively and will eliminate the need for double handling of cargo through already crowded mainland terminals.
- The is expected to be completed by March 31, 2025. The Provincial will monitor progress through annual reports submitted by the port and confirm and a final report summarize and quantify how the project objectives were achieved.

**PROGRAM CONTACT**

Sohee Ahn, Executive Director, Integrated Transportation Planning Branch  
Cell 250 507-7932

# New Federal Transit Funding Estimates Note

Ministry of Transportation and Infrastructure

Date: April 8, 2021

## ISSUE

- Federal government announced \$14.9 billion in public transit funding over the next eight years, including \$5.9 billion in interim and \$9 billion in permanent funding.

## ADVICE AND RECOMMENDED RESPONSE

- B.C. is pleased with the federal government's new public transit funding commitment.
- Access to stable, predictable, and permanent public transit funding will facilitate the planning, procurement, and deployment of public transit investments.
- This funding will support major transit projects such as Surrey-Langley SkyTrain, electrification of bus fleets, investment in active transportation and rural transit needs.
- Program details have yet to be confirmed, but B.C. will be working with the federal government to secure, or facilitate access to, federal funding for priority projects.

## BACKGROUND

- On February 10, 2021 the federal government announced \$14.9 billion in interim and permanent public transit funding over the next eight years.
- \$5.9 B in interim funding over five years beginning in 2020/21:
  - \$2.750 B Fleet Electrification Fund  
Enhance public transit systems and switch them to cleaner electrical power, including the purchase of zero-emission public transit and school buses.
  - \$2.500 for Major Public Transit projects  
Expansion of large urban transit systems and dedicated planning funding to accelerate future major projects
  - \$400 M Active Transportation Fund  
New and expanded networks of pathways, bike lanes, trails and pedestrian bridges for cycling, walking, hybrid e-bikes and scooters, and wheelchairs.
  - \$250 M Rural Transit Fund  
Planning & deployment of innovative mobility solutions in rural, remote, and small communities; from on-demand services, to publicly owned electric vehicle ride shares and volunteer community car-pooling.
- \$9.0 B in permanent funding over 3 years commencing in 2026/27 (\$3 B annually)
  - Consultations on the design of the new permanent transit funding will begin shortly.
  - Infrastructure Canada will work with provinces, territories, municipalities, local governments, Indigenous communities, transit agencies, policy experts and other stakeholders to develop programming.

## PROGRAM CONTACT

David Marr, ED Planning & Programming, Major Projects, Infrastructure & Properties, (778) 974-5206

# BC Ferries Funding Budget Note

Ministry of Transportation and Infrastructure

Date: April 8, 2021

## ISSUE

- The 2021/22 budget for coastal ferry services remains flat from 2020/21 and over the service plan period.

## ADVICE AND RECOMMENDED RESPONSE

### Flat Budget:

- Government's service contract with BC Ferries is based on four-year performance terms.
- The current contract for Performance Term Five (PT5) covers the period 2020/21 to 2023/24.
- The Service Plan is based on three-years. The current coastal ferries budget commitment in the Service Plan is \$231.115 M each year from 2020/21 to 2022/23.
- This level of funding was used by the BC Ferry Commissioner to set annual price cap increases of 2.3% per year. Provincial funding levels are usually set to limit fare increases to long-term inflation rates.
- The ministry's actual costs under the Coastal Ferry Services Contract vary each year. Some contract items are fixed while others, like social programs and fuel vary depending on usage and costs. Some of these costs are difficult to predict.
- Should actual costs under the contract exceed the budgeted amount for any reason, the ministry will ensure that it meets its financial commitment to BC Ferries within its overall budget.

### Safe Restart Funding:

- Under a federal/provincial Safe Restart Contribution Agreement that expires in March 2024, an additional one-time payment of \$308 million was made to BC Ferries in December 2020.
- This additional funding will help mitigate BC Ferries' revenue losses and additional COVID-19-related spending, as well as protect service levels and fare affordability.
- Through its contracts with BC Ferries, the ministry will continue to monitor the corporation's recovery from the pandemic.

## BACKGROUND

The coastal ferry budget is flat over the next few years. Questions could arise about whether the funding provided to BC Ferries under the service contract is expected to remain flat and/or whether government is planning to step up with additional funding to support BC Ferries in its COVID recovery.

The coastal ferry system has been significantly impacted by the COVID-19 pandemic, and government has taken action to ensure that reliable ferry service is available for coastal communities.

In the early days of the pandemic, traffic on the coastal ferry system was down 80% compared to the previous year, and since that time, average ridership on the coastal ferry system has been down 30 to 40 per cent.

**Government worked with BC Ferries through 2020/21 as follows:**

**Service Adjustments:**

- Given the significant decline in travel, BC Ferries and the Province entered into several agreements in 2020 relating to contracted service levels:
  - While the contracted service levels did not change for most routes, some service reductions were implemented in early April 2020 for a 60-day period, primarily on the routes connecting Vancouver Island and the Lower Mainland.
  - The agreement was renewed for another three months and reflected a gradual increase in services to meet higher peak-season traffic. Services on the three northern routes were maintained at off-peak levels for the duration of the summer.
  - Government did not reduce its contracted funding to BC Ferries to reflect the temporary lower levels of service.
  - An additional contribution of \$180k in the summer of 2020 maintained discretionary sailings on minor and northern routes until the Safe Restart Agreement was finalized. The discretionary sailings are now included in the Safe Restart contribution agreement until 2024 and will need to be addressed for future performance terms.

**Safe Restart Funding:**

- A one-time payment of \$308 million under the federal/provincial Safe Restart Agreement was made to BC Ferries in early December 2020.
- A contribution agreement with BC Ferries sets out parameters for funding:
  - \$280 million for COVID-19 financial relief,
  - \$24 million to ensure average annual fare increases over the next three years are limited to 2.3%, and
  - \$4 million to ensure continuation of discretionary sailings (those above contract levels) on the minor and northern routes over the next three years.
- The term of the agreement expires March 31, 2024.
- The amount of funding provided was based on the work of a Task Force composed of BC Ferries' Chair and senior Executive staff, the BC Ferry Authority Chair, senior staff from the Ministry of Finance, and senior staff from MOTI.
- Ministry staff and the Task Force are monitoring the implementation of the agreement in terms of services provided, traffic levels and financial reporting.

## Service Plan Variance

### 2020/21 -2022/23 Service Plan (\$ millions)

2020/21	2021/22	2022/23	Total
\$231.115	\$231.115	Advice/Recommendations; Government Financial Information	

### 2021/22 – 2023/24 Service Plan (\$ millions)

2021/22	2022/23	2023/24	Total
\$231.115	Advice/Recommendations; Government Financial Information		

## PROGRAM CONTACT

Kirk Handrahan, Executive Director, Marine Branch, 778 954-5301 – Cell: 250 882-0246



# BC Ferries Funding for Service Reinstatement Budget Note

Ministry of Transportation and Infrastructure

Date: March 19, 2021

## ISSUE

- Ferry services restored in 2019 that were previously cut in 2014

## ADVICE AND RECOMMENDED RESPONSE

- In 2019, government made sure that British Columbians who live in communities along the coast have more access by increasing the amount of ferry services delivered by BC Ferries.
- Services were increased on 10 ferry routes, returning 2,700 round trip sailings to communities that saw sailings cut back in 2014.
- The agreement with BC Ferries included an increase in government's annual payment to BC Ferries by \$5.8 million for these additional services.
- This funding commitment is reflected in government's current service contract with BC Ferries.

***If asked if the Budget has been increased to fully support any additional costs negotiated with BC Ferries, such as the Ferry Reinstatement:***

- The ministry's actual costs under the Coastal Ferry Services Contract vary each year. Some contract items are fixed while others, like social programs and fuel vary depending on usage and costs. Some of these costs are difficult to predict.
- Should actual costs under the contract exceed the budgeted amount for any reason, the ministry will ensure that it meets its financial commitment to BC Ferries within its overall budget.

## BACKGROUND

- In 2019, the ministry entered into a Service Level Agreement with BC Ferries. BC Ferries agreed to reinstate sailings that had previously been cut as part of cost savings measures to reduce the pressure on fare increases. As part of the agreement, the ministry agreed to increase its annual funding to BC Ferries by \$5.8 million to reflect BC Ferries' additional operating costs.
- While Treasury Board approved a partial budget increase of \$4 million in 2020/21 to support the Service Level Agreement, there is no change to the service fee provided to BC Ferries as the full cost of the increase in service was incorporated into the Coastal Ferry Services Contract for Performance Term 5 (2020-2024).

### Service Plan Variance

#### 2020/21 -2022/23 Service Plan (\$ millions)

2020/21	2021/22	2022/23	Total
\$231.115	Advice/Recommendations; Government Financial Information		

#### 2021/22 – 2023/24 Service Plan (\$ millions)

2021/22	2022/23	2023/24	Total
\$231.115	Advice/Recommendations; Government Financial Information		

### PROGRAM CONTACT

Kirk Handrahan, Executive Director, Marine Branch, 778 954-5301 – Cell: 250 882-0246

# PT5 Fare Increases Estimates Note

Ministry of Transportation and Infrastructure

Date: March 17, 2021

## ISSUE

- BC Ferry fares are set to increase on April 1, 2021.

## ADVICE AND RECOMMENDED RESPONSE

- Government's contributions under the federal/provincial Safe Restart Agreement protect fare affordability on BC Ferries, BC Transit and Translink by capping average annual increases to 2.3% over the next three years.
- The last BC Ferries' fare increase was in 2017 - 1.9% on vehicles only on the Major routes.
- In fact, the Province negotiated an agreement with BC Ferries to reduce fares on the smaller and northern routes by 15% in 2018, froze fares on all routes for two years and reinstated the 100% discount on seniors passenger fares Monday to Thursday that were reduced in 2014.
- The BC Ferry Commission, which regulates BC Ferries' fare increases, approved the average 2.3% increase in September 2019 prior to the start of the pandemic.
- There were no fare increases at BC Ferries in 2020, even though they were permitted to raise fares under the Commissioner's ruling.
- Government's \$308 Million contribution under the Safe Restart Agreement protected service levels and fare affordability which could have been negatively impacted due to travel restrictions and the resulting financial losses experienced by BC Ferries.

## BACKGROUND

- On September 30, 2019, the B.C. Ferry Commissioner released a final price cap ruling for Performance Term 5, with price caps at 2.3% for each of the four years beginning April 2020.
- As BC Ferries had unused room from the PT4 price cap and did not increase fares in fiscal 2020/21, the company could have raised average fares by more than 2.3% beginning in fiscal 2021/22.
- As a result of governments contribution through the federal/provincial Safe Restart Agreement, BC Ferries has agreed to limit its fare increase to an average of 2.3% for the remaining three years of PT5.
- While the 2.3% is an average, BC Ferries new fare flexibility initiative will see some fare increases at higher amounts to support discounted "saver" fares. The regular drive-up rate for private vehicles will increase by 3.5% and commercial rates will increase by 3.8%.

## PROGRAM CONTACT

Kirk Handrahan, Executive Director, Marine Branch, 778 954-5301 – Cell: 250 882-0246

# Appendix – BC Ferries Fares (without fuel adjustment) April 1, 2021 vs. April 1, 2020

		Fare	Passengers			Underheight vehicles		
Route	Route Description	Basis	01-Apr-20	01-Apr-21	%	01-Apr-20	01-Apr-21	%
Major Routes								
1	Tsawwassen / Swartz Bay	1-way	\$17.20	\$17.60	2.3%	\$57.50	\$59.50	3.5%
2	Horseshoe Bay / Nanaimo	1-way	\$17.20	\$17.60	2.3%	\$57.50	\$59.50	3.5%
30	Tsawwassen / Nanaimo	1-way	\$17.20	\$17.60	2.3%	\$57.50	\$59.50	3.5%
Horseshoe Bay / Langdale								
3	Horseshoe Bay / Langdale	Round	\$13.70	\$14.00	2.2%	\$45.90	\$47.00	2.4%
Northern Routes								
10	Port Hardy / Prince Rupert (Regular)	1-way	\$175.00	\$179.00	2.3%	\$398.65	\$407.80	2.3%
11	Prince Rupert / Skidegate (Regular)	1-way	\$40.30	\$41.25	2.4%	\$143.00	\$146.30	2.3%
28	Port Hardy / Bella Coola (starts mid-Sept. 18)	1-way	\$169.25	\$173.15	2.3%	\$336.10	\$343.85	2.3%
Minor Routes								
4	Swartz Bay / Saltspring	Round	\$10.70	\$10.95	2.3%	\$31.35	\$32.05	2.2%
5	Swartz Bay / Outer Gulf Islands	Round	\$11.40	\$11.65	2.2%	\$35.60	\$36.40	2.2%
6	Crofton / Saltspring	Round	\$10.70	\$10.95	2.3%	\$31.35	\$32.05	2.2%
7	Saltery Bay / Earls Cove	Round	\$13.45	\$13.75	2.2%	\$44.70	\$45.75	2.3%
8	Horseshoe Bay / Bowen Island	Round	\$10.45	\$10.70	2.4%	\$29.60	\$30.30	2.4%
9	Gulf Islands to Tsawwassen (Regular)	1-way	\$7.80	\$8.00	2.6%	\$29.25	\$29.90	2.2%
	Gulf Islands to Tsawwassen (Off peak)	1-way	\$7.80	\$8.00	2.6%	\$16.40	\$16.80	2.4%
	Tsawwassen to Gulf Islands (Regular)	1-way	\$17.70	\$18.10	2.3%	\$67.00	\$68.55	2.3%
	Tsawwassen to Gulf Islands (Off peak)	1-way	\$17.70	\$18.10	2.3%	\$59.50	\$60.85	2.3%
12	Brentwood Bay / Mill Bay	1-way	\$6.80	\$6.95	2.2%	\$15.70	\$16.05	2.2%
13	Langdale/Gambier Island/Keats Island (foot passenger only)	1-way	\$6.55	\$6.70	2.3%	n/a	n/a	n/a
17	Comox / Powell River	1-way	\$13.50	\$13.80	2.2%	\$42.20	\$43.15	2.3%
18	Powell River / Texada Island	Round	\$9.70	\$9.90	2.1%	\$22.90	\$23.45	2.4%
19	Nanaimo Harbour / Gabriola Island	Round	\$9.70	\$9.90	2.1%	\$22.90	\$23.45	2.4%
20	Chemainus / Thetis Island / Kuper Island	Round	\$9.25	\$9.45	2.2%	\$21.80	\$22.30	2.3%
21	Buckley Bay / Denman Island	Round	\$8.90	\$9.10	2.2%	\$20.65	\$21.10	2.2%
22	Denman Island / Hornby Island	Round	\$8.90	\$9.10	2.2%	\$20.65	\$21.10	2.2%
23	Campbell River / Quadra Island	Round	\$8.90	\$9.10	2.2%	\$20.65	\$21.10	2.2%
24	Quadra Island / Cortes Island	Round	\$10.45	\$10.70	2.4%	\$24.10	\$24.65	2.3%
25	Port McNeill / Alert Bay / Sointula	Round	\$10.45	\$10.70	2.4%	\$24.10	\$24.65	2.3%
26	Skidegate / Alliford Bay	Round	\$8.90	\$9.10	2.2%	\$20.65	\$21.10	2.2%

# BC Ferries New Vessel Procurements

## Estimates Note

Ministry of Transportation and Infrastructure

Date: March 19, 2021

### ISSUE

- BC Ferries capital investments to renew its fleet of aging vessels.

### ADVICE AND RECOMMENDED RESPONSE

- BC Ferries continues to make capital investments in the ferry system including acquiring new ships to replace its aging ferries.
- Two new battery-electric hybrid vessels joined the fleet in 2020 and four more will arrive later this year in preparation for starting service in 2022. The Quadra Island and Gabriola routes will both move from having a single ferry operation to having two ferries operating on each route.
- A new Salish class vessel is also expected to arrive later this year to begin service in the southern gulf islands in 2022.
- While the pandemic has resulted in the deferral of some capital expenditures, government's financial support under the Safe Restart Agreement supports the long-term sustainability, reliability and affordability of the ferry system and protects \$380 million in essential vessel, terminal and IT investments over this year and next.

#### ***If asked about built-in-B.C. vessels:***

- B.C. shipyards have played an important role in delivering some of the smaller ferries in use in British Columbia.
- Examples of ferries built in B.C. include the \$30-million MV *Columbia*, built by Waterbridge Steel in Nakusp.
- Waterbridge Steel was also awarded a \$27.9-million contract to build four new cable ferries for the Province's inland ferry fleet.
- In September 2020, a \$62.9-million contract to design and build a new ferry for Kootenay Lake was awarded to Western Pacific Marine of Vancouver, and construction work will get started in Nelson BC this summer.
- The *Baynes Sound Connector*, BC Ferries' cable ferry was constructed at Seaspan's Vancouver Shipyards in North Vancouver. The 2014 contract was valued at \$15 million.
- BC Ferries also has a service agreement with Point Hope Maritime in Victoria for repair and refit work on its smaller vessels.
- In the years ahead, more ferries will be needing replacement, and we understand that BC Ferries will continue to look for ways to engage the Canadian shipbuilding industry in its fleet replacement plans.

## **BACKGROUND**

- BC Ferries awarded contracts for 6 Island Class vessels to Damen shipyards in the Netherlands. The first two are operating on the Texada Island route and Port McNeill-Alert Bay-Sointula route. By 2022, four additional ferries will be in operation – 2 on Gabriola and 2 on Quadra Island.
- BC Ferries has also awarded a contract to Remontowa in Poland for one more Salish class vessel to replace the Mayne Queen on Route 5 between Swartz Bay and the southern gulf islands.
- The company's initial steps in procuring 4 new major class vessels have been delayed due to the pandemic.

## **PROGRAM CONTACT**

Kirk Handrahan, Executive Director, Marine Branch, 778 954-5301 – Cell: 250 882-0246

# Green Ferries (Coastal and Inland)

## Estimates Note

Ministry of Transportation and Infrastructure

Date: March 17, 2021

### ISSUE

- Coastal and Inland ferry services in B.C. are moving toward greener ferries.

### ADVICE AND RECOMMENDED RESPONSE

- Both coastal and inland ferry services have identified a need to reduce impacts on the environment. Both ferry services have plans to move toward electrification using an incremental approach in order to manage risks and ensure service reliability.
- In 2020 BC Ferries began operating its first two new Island Class ferries, capable of operating on diesel fuel or battery-electric power. Four more Island Class ferries will join the fleet in 2022. Once electric charging technology can be installed at BC Ferries' terminals, BC Ferries plans to operate the ferries as battery-electric ferries, using clean renewable energy eliminating an anticipated 23,600 tonnes of CO<sub>2</sub>e every year.
- The Inland Ferry Electrification Plan addresses the CleanBC commitment of transitioning inland ferry services to be all-electric by 2040. The first inland cable ferry, *CF Arrow Park III*, will be fully electrified later this year.
- Procurement is underway for a new electric-ready ferry to replace the aging MV *Balfour* on Kootenay Lake by 2023. Similar to BC Ferries Island Class vessels, the ferry will be built with all the systems, equipment, and components for electric propulsion alongside diesel engines. By 2030 the vessel will be converted to fully electric operation.

### BACKGROUND

- BC Ferries' *Clean Futures Plan* (2019) identifies several ways the corporation intends to reduce its impact on the environment, including greater use of hybrid propulsion systems, e.g., diesel-LNG and diesel-electric ferries.
- The Inland Ferry Electrification Plan takes an incremental approach to electrifying the fleet. Work on electrification of the cable ferries began in 2020 and provides the experience and technical expertise required to complete full electrification of the largest free run ferries by 2040. The ministry has received capital funding approval to spend \$1 M in 2020/21 (this is over and above the Inland ferry budget in bluebook).
- The principal barriers to electrification include innovation risk, high demands for service reliability, high capital costs for shore infrastructure, a lack of industry standards, and regulatory uncertainty.
- BC Ferries seeks federal and/ or provincial funding to support the first stage of its electrification program. In this stage, four routes would be converted to all-electric operations at the estimated cost of \$150 million, through:
  1. Electrical upgrades at up to nine terminals to accommodate a rapid shore charging system; and

2. Modification of six existing diesel-hybrid vessels to enable quick recharging from shore and an expansion of the vessels' existing battery banks.
- BC Ferries is still awaiting a commitment from the federal government to fund the first phase of the electrification plan. The second stage involves fully electrifying all the remaining Island Class vessel routes and is expected to cost over a \$1 billion, including the construction of the vessels and electrification of the terminals.

#### **PROGRAM CONTACT**

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# Inland Ferry Capital Revitalization Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: March 25, 2021

## ISSUE

- Inland ferries and terminals are being revitalized.

## ADVICE AND RECOMMENDED RESPONSE

- In recent years, many of the Ministry's fifteen inland ferries have reached the end of their service lives and the Ministry has been active in revitalizing the inland fleet.
- Since 2012, capital investments in the revitalization of the inland fleet have totalled over \$80 million, and in the next three years investments will total a further \$85 million, including:
  - In 2014, the Ministry took delivery of a new \$26.5 million ferry for Upper Arrow Lake.
  - Between 2017 and 2020, the Ministry took delivery of four new inland cable ferries under a single \$27.9 million contract. These new ferries have now entered service at Adams Lake, Glade, Harrop and Arrow Park.
  - In September 2020, the Ministry awarded a \$62.9 million contract for a new Kootenay Lake ferry. Assembly of the new electric-ready vessel will begin in Nelson later this year, and the new ferry will enter service in 2023.
  - A contract for terminal upgrades at both Balfour and Kootenay Bay has recently been awarded, and work is expected to be complete by the end of 2021.
- In the coming years, the Ministry will be looking at improvements to the Barnston Island ferry service.

## BACKGROUND

- The Ministry has some of the oldest operating passenger ferries in Canada, some dating from the 1950s. The latest Transport Canada regulations introduce new standards to ferries for which they were not originally designed. These vessels require replacement.
- Building ferries in the B.C. interior is a unique undertaking involving people and firms with specialized skills who come together for the duration of the project. To date, all Inland Ferries have been built in BC, and awarded to BC-shipbuilders through a competitive bidding process.

## PROGRAM CONTACT

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# Unregulated Route Contracts and Procurement Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: March 25, 2021

## ISSUE

- Update on provision of unregulated route ferry services

## ADVICE AND RECOMMENDED RESPONSE

- The ministry provides funding through its service contract with BC Ferries to support several privately operated passenger and freight ferry services in the Province.
- While there has been no change to the level of service provided by the majority of the ferry operators, COVID-19 has resulted in changes on two routes.
  - The passenger-only service that transports school children between Alert Bay, Sointula and Port McNeill has been providing an additional round trip daily since last September to support social distancing on the vessel. This will continue until the end of the school year.
  - The ferry service operating in Barkley sound between Port Alberni and Bamfield with other remote stops along the route is also receiving temporary supplemental funding from government to address significant revenue shortfalls and protect the provision the contracted service.

### If asked how much additional funding has been approved for the two operators.

- The temporary supplemental funding for the Barkley sound service is for the period between December 2020 and June 2021 for an amount up to \$280,000.
- The ministry is providing approximately \$500,000 in additional funding to support the additional round trip being provided on the route connecting Alert Bay and Sointula to Port McNeill. This funding will continue until the end of the school year in June 2021.

### If asked how much each provider receives annually from its contract with BC Ferries.

- The Province does not hold these contracts – they are between the private operators and BC Ferries.
- As the ministry respects the contractual relationship between these two parties, questions relating to the contracts should be directed to BC Ferries.

## BACKGROUND

- In 2019, BC Ferries conducted a competitive procurement process to award the current contracts between BC Ferries and the operators which expire March 31, 2024 (end of PT5).
- The contracts are primarily for passenger and freight services. The Tuck Inlet route is a charter agreement where the Band uses a BC Ferries owned vessel for a car/passenger service. Below is a list of the Unregulated Routes.

Route Number	Route Name
25u	Alert Bay – Sointula – Port McNeill
51	Ahousaht – Hot Springs Cove – Tofino

53	Kyuquot – Tahsis – Gold River
54	Dodge Cove – Prince Rupert
55	Lasqueti Island – French Creek
59	Bamfield – Barkley Sound – Port Alberni
60	Hartley Bay – Kitkatla – Oona River – Metlakatla – Prince Rupert
n/a	Prince Rupert – Tuck Inlet (Charter Agreement)

- Each of the services is unique in terms of the level of service, type of vessel and amount of government funding support. Historically there have been few complaints from communities about these services, though Lasqueti Island residents have advocated in the past for improvements to service and a reduction in fares. Based on a 2019 Lasqueti Island community survey, the majority of respondents indicated they are satisfied with the current level of service while some would like more frequent service and some would prefer less frequent service.
- In addition to the funding the ministry provides through its service contract with BC Ferries, the ministry also has a direct contract with the Lax Kw'alaams to provide an operating subsidy of up to \$400,000 annually, plus periodic dock work as required.
- While the CFSC makes public that the ministry reimburses BC Ferries up to \$3.75 M annually for the unregulated route contracts, the individual contract amounts between BC Ferries and the operators are not published and have been severed in previous FOI requests made to BC Ferries.
- The annual funding currently provided to Lady Rose Marine for the Barkley Sound service is \$396,000 (not including the temporary supplemental funding). The annual funding to be provided to the Alert Bay – Sointula – Port McNeill service in 2021/22 is \$721,705 (not including the temporary supplemental funding).

### Service Plan Variance

#### 2020/21 -2022/23 Service Plan (\$ millions)

2020/21	2021/22	2022/23	Total
231.115	231.115	Advice/Recommendations; Government Financial Information	

#### 2021/22 – 2023/24 Service Plan (\$ millions)

2021/22	2022/23	2023/24	Total
231.115	Advice/Recommendations; Government Financial Information		

- While the unregulated routes are one of the funding components in the ministry's service contract with BC Ferries, government's budget for coastal ferries is published as a total amount of \$231.115 M to cover all of the various components of government's service contract with BC Ferries.

### PROGRAM CONTACT

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# BC Ferries Fare Flexibility Initiative

## Estimates Note

Ministry of Transportation and Infrastructure

Date: March 19, 2021

### ISSUE

- BC Ferries new fare options on its Major routes

### ADVICE AND RECOMMENDED RESPONSE

- BC Ferries is introducing new fare options to provide its customers with more choice.
- The new fares will benefit customers travelling for essential purposes and once it's safe to resume non-essential travel, all customers will be able to take advantage of more fare choices.
- The new fare options include discounted fares for off-peak travel times and the ability to book in advance without a reservation fee on the routes between Metro Vancouver and Vancouver Island.
- Offering discounts on less popular sailings will help spread traffic out more evenly throughout the day, reducing sailing waits on popular sailings.
- BC Ferries would be in the best position to discuss the details of its new fares.

### BACKGROUND

- On March 3, 2021, BC Ferries announced the introduction of two new fare options on the three Major routes: Swartz Bay–Tsawwassen, Horseshoe Bay–Departure Bay and Tsawwassen–Duke Point.
- The Saver fare is the most affordable fare and will be available on less busy sailings, while the Prepaid fare lets customers book and pay for their full travel in advance, saving time at terminal check-in. These options are for advanced purchase only and include new fees for changes and cancellations (described in the table below).
- BC Ferries will continue to offer its more traditional fares such as the drive-up fare without a reservation, and the reserved sailing where only the reservation fee is paid in advance.

### Fares Saver and Prepaid Options

New Fares		Booking and Payment	Changes & Cancellation
Saver	From \$49.00 as of Apr. 6	Pay in full when you book	\$5 change fee; \$20 cancellation fee. Cancel up to mid-night of the day prior to departure.
Prepaid	From \$84.70	Pay in full when you book (\$10 reservation fee when booked more than 7 days in advance; \$17 booked within 7 days in advance)	\$5 change fee; reservation fee (non-refundable). Cancel up-to 1 hour prior to departure time.

### PROGRAM CONTACT

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# BC Ferries WiFi Estimates Note

Ministry of Transportation and Infrastructure

Date: April 28, 2021

## ISSUE

- BC Ferries will no longer be providing WiFi services for customers on its major route vessels.

## ADVICE AND RECOMMENDED RESPONSE

- To comply with Industry Canada regulations, BC Ferries will no longer be able to provide on-board WiFi for customers while aboard its major route vessels.
- I understand this is a concern to those who need access to the internet while using the coastal ferry system.
- Recognizing that there are technical reasons why BC Ferries will no longer be able to offer WiFi on its vessels, the Ministry of Transportation and Infrastructure and the Ministry of Citizens Services have been working with BC Ferries to extend WiFi access to terminals that currently do not have any WiFi access.
- I am pleased that Northern Development Initiative Trust has approved \$1.5 million in funding to provide WiFi access to fourteen terminals that do not have access.
- We will continue to work with BC Ferries to extend WiFi access to those terminals that do not have access as well as improve access at the major terminals which already have some WiFi capability.
- Going forward, I understand that BC Ferries will be monitoring emerging new technologies that may allow a further expansion of WiFi throughout the system, including while onboard and underway.

## BACKGROUND

- While BC Ferries has offered free onboard WiFi for customers on major vessels, the network quality has generally been poor.
- In late 2020, BC Ferries advised the province that they will no longer be able to provide WiFi service onboard its vessels due to changes in federal radio frequency regulations and bandwidth limitations.
- The Ministry of Citizens' Services has independently confirmed BC Ferries' finding that there is no way to maintain free public WiFi while complying with the new regulations. BC Ferries has applied to the Northern Development Initiative Trust (NDIT) for funding under the Connecting BC Program.
- BC Ferries has been approved for \$1.5 million to provide WiFi service at 14 terminals (see list below) that currently do not have any WiFi access.
- These projects are intended to be complete by October 2021.
- BC Ferries has other terminals it would access funding for should the program be extended.
- Advice/Recommendations

<b>Site ID</b>	<b>Terminal Name</b>
DNE	Denman Island East
BKY	Buckley Bay, Denman Island
QDR-HB	Heriot Bay, Quadra Island
COR	Whaletown, Cortes Island
GAB	Descanso Bay, Gabriola Island
ALR	Alert Bay, Cormorant Island
VES	Vesuvius Bay, Salt Spring Island
PSB	Sturdies Bay, Galiano Island
PBB	Bella Bella
PPH	Port Hardy
NAH	Nanaimo Harbour
PST	Lyall Harbour, Saturna Island
POB	Otter Bay, Pender Island
PLH	Long Harbour, Salt Spring Island

#### **PROGRAM CONTACT**

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# Lady Rose Marine Supplemental Funding Estimates Note

Ministry of Transportation and Infrastructure

Date: March 19, 2021

## ISSUE

- Additional funding approved for Lady Rose Marine Services (LRMS)

## ADVICE AND RECOMMENDED RESPONSE

- The ministry provides funding through its contract with BC Ferries to support several privately operated passenger and freight ferry services in remote BC communities.
- Lady Rose Marine Services, the company that operates the contracted ferry service in Barkley sound, was facing a potential closure of the business due to the financial difficulties associated with the pandemic.
- As the provincial government has an interest in ensuring the continuation of this contracted service, we directed BC Ferries to amend its agreement with the company to provide temporary additional funding to help address the financial challenges until travel restrictions are lifted.

### ***If asked how much additional funding is being provided to LRMS.***

- The temporary supplemental funding is for the period between December 2020 and June 2021. LRMS will receive up to a maximum amount of \$280,000.
- The actual amount provided to LRMS will depend on their reported actual revenues and will be compared to projected revenues they expected to receive as outlined in their response to BC Ferries competitive procurement process conducted in 2019.

### **If asked how much LRMS normally receives annually from its contract with BC Ferries.**

- The Province does not hold these contracts – they are between the private operators and BC Ferries.
- As the ministry respects the contractual relationship between these two parties, questions relating to the contracts should be directed to BC Ferries.

## BACKGROUND

- BC Ferries manages a contract on behalf of the ministry for passenger and freight ferry services in Barkley Sound between Port Alberni and Bamfield with other stops including remote indigenous communities. The service is one of the unregulated routes in the Coastal Ferry Services Contract (CFSC) and is provided by LRMS.
- LRMS uses the ferry for its broader business which includes tourism travel between Port Alberni and Ucluelet. While the revenues from the tourism operation normally cross-subsidize the operation of the vessel, insufficient revenues were threatening the closure of LRMS's business.
- To protect the delivery of the ferry service, the ministry agreed to provide additional funding of up to \$40,000 monthly or a total of \$280,000 from December 2020 to June 2021. The additional funding is based on cumulative revenue losses by comparing revenues earned from March 2020 to June 2021, inclusive of COVID relief funding provided to LRMS from other sources, to projected revenues as outlined in LRMS's response to BC Ferries 2019 RFP process.

- While the CFSC makes public that the ministry reimburses BC Ferries up to \$3.75 M annually for the unregulated route contracts,<sup>Advice/Recommendations</sup>  
Advice/Recommendations

## **PROGRAM CONTACT**

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# BC Ferries COVID-19 Impact & Safe Restart Funding Estimates Note

Ministry of Transportation and Infrastructure

Date: March 23, 2021

## ISSUE

- The pandemic continues to have a significant impact on the coastal ferry system.

## ADVICE AND RECOMMENDED RESPONSE

- The coastal ferry system has been significantly impacted by the COVID-19 pandemic, and government's has taken action to ensure that reliable ferry service is available for coastal communities.
- BC Ferries continues to take extra measures to uphold safe operations, and reliable transport of goods, supplies and people to BC's coastal communities.
- In the early days of the pandemic, traffic on the coastal ferry system was down 80% compared to the previous year, and since that time, average ridership on the coastal ferry system has been down 30 to 40 per cent.
- Like other transportation service providers, COVID-19 has had a financial impact on BC Ferries.
- In December 2020, the province contributed \$308 million to BC Ferries under the Safe Restart Program, a federal-provincial initiative intended to help provinces and territories safely restart their economies.
- The Safe Restart funding will help mitigate BC Ferries' revenue losses and additional COVID-19-related spending, as well as protect service levels and fare affordability.

## BACKGROUND

### Safety Measures:

- The COVID-19 measures put in place by BC Ferries reflect a balance of Transport Canada interim orders, provincial health orders, and WorkSafeBC guidance.
- As directed, BC Ferries is advising customers to avoid non-essential travel, but for those who need to travel, BC Ferries continues to follow COVID-19 protocols, including reduced passenger capacities, increased cleaning at terminals and on board ships, health screenings, mandatory face coverings and encouraging customers to remain in their vehicles where possible.
- On September 30, 2020, Transport Canada ended a temporary exemption granted to ferry operators allowing passengers to remain in their vehicles on enclosed decks during ferry crossings. Since that time, BC Ferries passengers loaded on enclosed car decks have been required to leave their vehicles and move to passenger accommodation decks for the duration of ferry crossings.

### **Service Adjustments:**

- Given the significant decline in travel, BC Ferries and the Province entered into several agreements in 2020 relating to contracted service levels:
  - While the contracted service levels did not change for most routes, some service reductions were implemented in early April 2020 for a 60 day period, primarily on the routes connecting Vancouver Island and the Lower Mainland.
  - The agreement was renewed for another three months and reflected a gradual increase in services to meet higher peak-season traffic. Services on the three northern routes were maintained at off-peak levels for the duration of the summer.
  - A \$180k contribution in the summer of 2020 maintained discretionary sailings on minor and northern routes until the Safe Restart Agreement was finalized. The discretionary sailings are now included in the contract until 2024 and will need to be addressed for future performance terms.

### **Medical Assured Loading:**

- In response to customer concerns about BC Ferries' medical assured loading program, on July 30, 2020, the Minister of Public Safety and Solicitor General (PSSG) issued a Ministerial Order modifying the program. MAL is now available for those travelling for medical specialist services where their medical practitioner has determined an extended wait at a ferry terminal or for a ferry sailing could cause risk to their health (rather than meeting criteria established by BC Ferries).
- Patients can now deal directly with their doctor to request a form. Under BCF's program, the person's doctor applied for Medical Assured Loading through BC Ferries (patients were unable to make the request on their own). Depending on the patient's unique health circumstances, the doctor's letter can include an expiry date or be valid for a period of one year.
- Ministry and BC Ferries staff are in discussions regarding the MAL program after the PSSG order expires at the end of June 2021.

### **Safe Restart:**

- A one-time payment of \$308 million under the federal/provincial Safe Restart Agreement was made to BC Ferries in early December 2020.
- A contribution agreement with BC Ferries sets out parameters for funding:
  - \$280 million for COVID-19 financial relief,
  - \$24 million to ensure average annual fare increases over the next three years are limited to 2.3%, and
  - \$4 million to ensure continuation of discretionary sailings (those above contract levels) on the minor and northern routes over the next three years.
- The term of the agreement expires March 31, 2024.
- The amount of funding provided was based on the work of a Task Force composed of BC Ferries' Chair and senior Executive staff, the BC Ferry Authority Chair, senior staff from the Ministry of Finance, and senior staff from MOTI.
- Ministry staff and the Task Force are monitoring the implementation of the agreement in terms of services provided, traffic levels and financial reporting.

### **BC Ferries' Financial Impact:**

- The effects of COVID-19 have negatively impacted BC Ferries' traffic and revenues and this trend is expected to continue in the near term as the province recovers from the effects of the pandemic.
- Highlights of the company's latest financial reporting for the 3rd quarter of 2020/21 (April 1, 2020 to December 31, 2020):
  - For the nine month period, BCF carried 10.6 million passengers and 5.3 million vehicles, a decrease of 42.1% and 26.9% respectively compared to the same period last year.
  - During the quarter, BC Ferries carried 2.9 million passengers and 1.6 million vehicles, a decrease of 39.6% and 22.3% respectively, compared to the same period last year.
  - Net earnings were \$74.3 million. Government Financial Information  
Government Financial Information
  - Significant investments included the four Island Class vessels and one Salish Class vessel that were already under construction prior to the pandemic. Given the impact of COVID-19, all capital plans are being reviewed to identify opportunities to defer any expenditures that are not regulatory, security or safety related, or operationally necessary.

### **PROGRAM CONTACT**

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# Gulf Island Water-Taxi for School District No. 64

## Estimates Note

Ministry of Transportation and Infrastructure

Date: April 21, 2021

### ISSUE

- Chair of School District requested funding to support a water-taxi service.

### ADVICE AND RECOMMENDED RESPONSE

- The ministry has been in contact with the School District to discuss their request for government funding to support a water-taxi service for students.
- As this is part of a long term vision for coastal ferry services, our Ministry is exploring ways to supplement existing car ferry services with passenger only ferries.
- At this point, the work is at the earlier stages and no specific plans have been developed and no budget has been secured to implement.
- I understand that BC Ferries has also been in direct contact with the school district to discuss marine transportation for students.
- Furthermore, BC Ferries has engaged the school district specifically as part of a broad public engagement on potential changes to the sailing schedules for the southern gulf islands in preparation for a new vessel that will begin service next year.
- I understand that BC Ferries will continue to work with the school district to look at ways to improve school access, recongizing the complexities of the Southern Gulf Island routes.

### BACKGROUND

- In December 2020, the Chair of the school district wrote to BC Ferries, and the Ministers of Transportation and Infrastructure and Education expressing concerns about their continuing to cover costs of funding a water-taxi service that transports students from Pender, Mayne, Galiano and Saturna Islands to attend high-school in the larger community of Salt Spring Island.
- MOTI staff and BC Ferries responded to the SD. MOTI staff provided information on the long-term visioning process for coastal ferry services. BC Ferries shared information of their public engagement currently underway on gulf island ferry schedules in preparation for a new vessel entering service next year.

### Service Plan Variance

- N/A – as this is relating to an incoming request for funding and there has been no commitment, there is no associated budget.

### PROGRAM CONTACT

Kirk Handrahan, Executive Director, Marine Branch, 778 954-5301 – Cell: 250 882-0246

# Highway 16 Five Point Action Plan

## Estimates Note

Ministry of Transportation and Infrastructure

Date: April 7, 2021

### ISSUE

- The Five Point Transportation Action Plan is improving access to safe transportation options for Indigenous and other residents within the Highway 16 corridor between Prince Rupert and Prince George.

### ADVICE AND RECOMMENDED RESPONSE

- Since December 2015, the Province through the Five Point Transportation Action Plan has committed \$10.2M, including \$2.1M in federal funding, to these initiatives:
  - Transit expansion (\$4.2M);
  - Community Transportation Grant Program (\$2.5M);
  - First Nation driver's education (\$0.4M);
  - Highway infrastructure safety improvements (\$1.5M);
  - Buses (\$1.6M)
  - Collaboration (with a goal of increasing interconnectivity of service).
- The Government is committed to ongoing support for these important initiatives and is currently working to extend a number of agreements and funding arrangements.
- The Covid-19 pandemic has affected the action plan in three areas:
  - BC Transit buses are operating on a reduced capacity;
  - First Nation driver education has been discontinued until such time as health officials allow drivers training and road tests to open; and
  - Some Community Transportation Grant Program recipients have limited some operations due to social distancing, while others have redirected usage to support self-isolation through the delivery of groceries and medical supplies or to transport patients to medical appointments.

In 2020/21 the Highway 16 Local Government Partners received approximately \$68,000 of the Safe Restart Federal/Provincial funding through BC Transit, to alleviate financial pressures of delivering service during Covid-19.

### BACKGROUND

#### Transit Expansion:

- The Province has committed \$4.2 million over eight years of transit operating funding through 2024/25. In addition, the Province (in partnership with the federal government) purchased the Highway 16 inter-community buses.
- The Province has agreed to continue the current funding formula (Province 66.7%, Local Government 33.3% of annual operating costs) for the BC Transit Highway 16 Intercommunity Service to March 31, 2025.

- Four new services were implemented between Smithers and Witset, Burns Lake and Prince George, Burns Lake and Smithers, and Terrace and the Hazeltons – approximately 1,500 passengers use these new inter-community services each month. Ridership in 2020 declined by 24 percent due to the pandemic. Since the service began over 51,000 people have used the inter-community transit service.

#### **Community Transportation Grant Program:**

- Over 5 years, \$2.5M has been committed to cost share in the purchase and operations of community-based vehicles, focused primarily on Indigenous communities.
- These safe, reliable community-based transportation services operate following several different models – some provide scheduled services on defined routes, others provide on-demand services within a geographic area, and others focus on specific clientele (e.g., getting children and their parents to/from day care and work).
- These services are collectively providing more than 3,000 rides per month to residents throughout the Highway 16 corridor.
- The term for the first grants expired in 2020. Additional Provincial funding has been approved (\$300,000) as well as federal funding (\$310,000) to extend all existing services through March 2022.

#### **First Nations Driver Education Program:**

- Over 3 years, \$400,000 in funding to Carrier Sekani Family Services (CSFS) to deliver driver training to over 200 participants in Indigenous communities throughout the Highway 16 corridor between October 2016 and December 2019.
- The delivery of driver training has transitioned to provincial Ministries with a more direct mandate around training, including the Ministry of Advanced Education, Skills and Training (AEST).

#### **Highway Infrastructure Safety Improvements:**

- Since 2015, \$1.5M (including \$1M federal) in the Highway 16 Transportation Action Plan has been invested in infrastructure throughout the corridor.
- Ministry Districts (Bulkley-Stikine, Skeena, Fort George) continue to work closely with communities and BC Transit to support improvements within regular budgets.

#### **Collaboration:**

- A collaboration working group with representation from the ministry, BC Transit, the First Nations Health Authority and the Northern Health Authority, continues to review existing schedules against new transportation services being offered in order to maximize transportation access and opportunities.

#### **Northern Development Initiative Trust (NDIT) Transportation Service Fund (New):**

- The Ministry has recently provided NDIT with a grant of \$7.9M in federal/provincial safe restart funding under a Contribution Agreement. This funding will be managed by the NDIT, who will develop and administer a program that will facilitate delivery of transportation services beyond March 2022 (through March 2025). This does not include the BC Transit Highway 16 inter-community service which is cost-shared with local governments.

**Service Plan Variance****2020/21 -2022/23 Service Plan (\$ millions)**

<b>2020/21</b>	<b>2021/22</b>	<b>2022/23</b>	<b>Total</b>
\$1.078	\$0.767	Advice/Recommendations; Government Financial Information	

**2021/22 – 2023/24 Service Plan (\$ millions)**

<b>2021/22</b>	<b>2022/23</b>	<b>2023/24</b>	<b>Total</b>
\$0.767	Advice/Recommendations; Government Financial Information		

**PROGRAM CONTACT**

Reg Faubert, Manager, Transportation Policy and Programs – Cell: 250 818-2843

# Transportation Climate Initiatives Estimates Note

Ministry of Transportation and Infrastructure

Date: April 8, 2021

## ISSUE

- Ministry of Transportation and Infrastructure (MOTI) 2021/22 activities to reduce greenhouse gas (GHG) emissions from the transportation sector and support the CleanBC climate plan.

## ADVICE AND RECOMMENDED RESPONSE

In 2021/22, MOTI is undertaking transportation-related activities that support the CleanBC plan.

- CleanBC is the Province's plan to meet its legislated climate targets of reducing GHG emissions by 40 per cent by the year 2030, based on 2007 levels.
- CleanBC has also established a Transportation Sectoral Target of 27-32% reduction from 2007 greenhouse gas emission levels by 2030.
- MOTI has \$11.965M from the BCTFA and CleanBC funding dedicated for 2021/22 to deliver transportation related actions that will reduce greenhouse gas emissions.

Transportation Climate Initiatives	3 Year Plan (\$M)			
	2021/22	2022/23	2023/24	Total
Active Transportation	\$7.765	Advice/Recommendations; Government Financial Information		
CleanBC Heavy-Duty Vehicle Efficiencies	\$1.400			
Electric Vehicle Charging Stations	\$1.600			
Minor projects from TP&CI Climate Budget	\$1.200			
<b>TOTAL</b>	<b>\$11.965</b>			

## BACKGROUND

The Ministry's climate-related initiatives include:

### Active Transportation Strategy (\$7.765M CleanBC)

- In 2021/22, continue to implement *Move. Commute. Connect.*, B.C.'s Active Transportation Strategy that increases the use, safety and convenience of active transportation modes by all ages and abilities across the province. The goal of the strategy is to double the percentage of trips taken by active transportation by 2030. The current budget to support strategy implementation is \$1.765M per year for 3 years. (Note this does not include funding for staffing resources).
- Short and medium term actions that are being implemented include:
  - School programs including Active School Travel pilot program and the EveryoneRides Grade 4/5 bike education pilot
  - Funding Bike to Work Week Spring and Fall 2021 events
  - Motor Vehicle Act pilot projects to support zero emission micro-mobility
- In 2021/22, \$6M was approved to provide additional annual funding for the Active Transportation Infrastructure Grants program to cost-share infrastructure with Indigenous and local governments.



### **CleanBC Heavy-Duty Vehicle Efficiency Program (Year 3 \$1.4M CleanBC/BCTFA)**

- In 2021/22, the Province is investing \$1.4M towards Year 3 of the CleanBC Heavy-Duty Vehicle Efficiency Program to educate and encourage truckers to install fuel-saving devices like single-wide tires, side skirts and boat tails on their trucks. This action supports CleanBC and the National Task Force on Heavy-Duty Vehicle Retrofits.

### **Electric Vehicle Charging Stations (\$1.6M CleanBC)**

- The ministry continues to expand the provincial network of EV charging stations. MOTI is planning to install fast charging stations in four highway rest areas in summer/fall 2021/22, for a total of 26 ministry-installed sites since 2018.

### **Electric Vehicle Charging Stations 5-year plan (\$0.05M BCTFA)**

- To further develop the EV charging network into the future, the ministry will undertake a 5-year project plan. This planning will identify gaps in the overall charging network, source off-grid charging options for those rest areas without power and to determine cost estimates of future works.

### **Electrification of Inland Ferry fleet (\$0.85M BCTFA)**

- In support of the ministry's goal of a Zero-Emission inland ferry fleet by 2040 this work will complete the detailed design, the necessary BC Hydro upgrades, as well as undertake the environmental, and regulatory approvals for the Barston Island ferry and Adams Lake cable ferry in 2021/22. This work allows the CleanBC commitment of \$1M in capital for the electric ferry conversion to be completed.

### **Passenger Only Ferry Feasibility Research (\$0.2M BCTFA)**

- The ministry's Marine Branch is exploring the potential for passenger only ferries. A continuation of last year's feasibility studies, this research will provide information on the social, environmental (including GHG emissions) and economic impacts of the service, and a cost-benefit multiple account evaluation.

### **Active Transportation into Transit Orientated Development Guidelines Pilot Implementation (\$0.1M BCTFA)**

- The ministry is developing 'Active Transportation in Transit Oriented Development Design Guidelines', which is a resource to support governments, organizations and developers to plan and build high-quality multi-modal connections that provides residents and businesses sustainable transportation options. The next phase will involve looking towards piloting of draft guidelines to evaluate the effectiveness of the guidelines in enabling multi-modal use.

## **PROGRAM CONTACT**

Alan Callander, Manager Climate Action Program  
Transportation Policy and Programs, 778 974-4979

Kate Berniaz, Project Lead, Climate/Active Transportation  
Transportation Policy and Programs, 250 419-8544

# Active Transportation Strategy

## Estimates Note

Ministry of Transportation and Infrastructure

Date: March 29, 2021

### ISSUE

- The Active Transportation Strategy is supported by both programs and infrastructure funding for a total investment of \$36.47 million in 2020/21.

### ADVICE AND RECOMMENDED RESPONSE

- The total funding for Active Transportation (AT) in 2020/21 is outlined as below:
  - Programs: The funding of \$2M was provided to support programs related to active transportation education, encouragement and evaluation. This funding is provided by CleanBC for a total of \$6M over a three period from 2021/22 through to 2022/23
  - Infrastructure: The funding of \$34.47M was provided for active transportation infrastructure funding for 2020/21. This includes
    - Active Transportation Infrastructure Grant Program: \$9M for 44 projects.
    - *StrongerBC* Active Transportation projects: \$16.675M to fund 36 projects.
    - Additional infrastructure projects: \$2M for highway shoulders, \$3.9M partnership with Translink for secure bike parking and a pedestrian overpass
    - Community Safety Enhancement projects with Active Transportation components: \$2.89M for 14 projects including crosswalk improvements and pedestrian signage and lighting
    - *Note: Ministry highway projects that includes AT elements are not captured*

### BACKGROUND

- *Move. Commute. Connect.*, B.C.'s Active Transportation Strategy (ATS) was released in June 2019 in support of CleanBC. Significant progress has been made since its release.
- The aim of the ATS is to increase the use, safety and convenience of active transportation modes across the province. The goal is to double the percentage of trips taken by active transportation by 2030.
- Programs under the ATS program include education and encouragement programs for school children (EveryoneRides Grade 4-5, Active School Travel pilot), new riders and commuters (Bike to Work Week), e-bike incentives and planning grants. See Appendix 1 for more information.

Note: Detailed information on infrastructure for *StrongerBC* and the B.C. Active Transportation Infrastructure Grants program are provided in separate notes.

### PROGRAM CONTACT

Kate Berniaz, Ministry of Transportation and Infrastructure – Cell: 250 213-6578

## Appendix 1: Active Transportation Strategy programs

Program	Budget	Results
<b>Everyone Rides Grade 4/5:</b> Cycling education program targets Grade 4 and 5 elementary students. Pilot to be conducted with Kelowna, Vancouver and Victoria students.	\$400,000	The Fall 2020 EveryoneRides Grade 4-5 program provided: <ul style="list-style-type: none"> <li>1,496 youth with on-bike cycling course at their school, and</li> <li>613 youth with an on-line cycling safety course.</li> </ul>
<b>Bike to Work Week:</b> Community based active transportation events delivered by GoByBikeBC is taking place in Spring and Fall 2021.	\$250,000	The Fall 2020 GoByBike Week (Bike to Work and School Week) highlights include: <ul style="list-style-type: none"> <li>17,423 riders including 7,447 new riders</li> <li>678,151 kilometers biked, and</li> <li>147,022 kilograms of GHG emissions saved.</li> </ul>
<b>E-bike incentive:</b> Expanding the provincial “Scrap-It” program and Specialty Use Vehicle Incentive (SUVI) program to increase use of this accessible form of transportation.	\$300,000	Ministry of Energy, Mines and Low Carbon Innovation will release reports on both programs in Spring 2021.
<b>Active School Travel:</b> Pilot program working with schools and school districts to encourage and enable students and families to safely walk, roll or cycle to and from school	\$200,000	The Active School Travel pilot program selected 11 schools from across B.C. to participate in programming and capacity building to increase the number of student and families who walk and bike to school.
<b>Active Transportation Planning Grant:</b> In collaboration with Ministry of Municipal Affairs and Union of British Columbia Municipalities, funding for local governments in incorporate an active transportation lens into their land use planning.	\$200,000	In Fall 2020, the provided \$90,000 in funding to local governments. The second grant intake will take place in Spring 2021.
<b>Dooring Safety Campaign:</b>	\$105,000	The digital public education campaign ran from October 6-29, 2020 to inform the public

A social media education and awareness campaign to highlight the increase to the fine for dooring from \$368 from \$81 to help reduce cycling collisions and better protect all road users.		of the change and promote simple behaviour changes that reduce the risk of dooring.  The campaign had a total reach of over 15 million impressions (the number of times your content is displayed on the screen) and the campaign webpage had 12,247 visits overall.
<b>Pedestrian and Cyclist Safety Study:</b>  Partnership with the Ministry of Health to conduct that helps improves active transportation safety and increase participation in active transportation.	\$150,000	Research is underway with a comprehensive analysis of reported collision data involving motor vehicles, pedestrians, cyclists and e-mobility users.
<b>E-cargo bike hub with City of Vancouver:</b>  An e-cargo bike microhub is a delivery facility where packages can be transferred from trucks, stored and then delivered by e-cargo bike to the final delivery point.	\$200,000	A pilot project is being initiated with the City of Vancouver to develop a microhub in Vancouver. Enabling e-cargo bikes with microhubs serving multiple vendors has the potential to reduce the number of last-mile delivery trucks in urban centres, responding to the pressing need to de-carbonize goods movement in our cities.
<b>Salaries:</b>  For program staff	\$275,000	

# Active Transportation Infrastructure Grants Program

## Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: April 1, 2021

### ISSUE

- The B.C. Active Transportation Infrastructure Grants Program supports CleanBC and *Move. Commute. Connect.* B.C.'s Active Transportation Strategy.

### ADVICE AND RECOMMENDED RESPONSE

- Through the Active Transportation Infrastructure Grants Program, the Province partners with Indigenous and local governments by cost-sharing investments in active transportation. The program provides grants for infrastructure and network planning and promotes the development of a safe, efficient, and integrated multi-modal transportation system.
- The B.C. Active Transportation Infrastructure Grant includes:
  - funding for active transportation amenities and end/mid-trip facilities
  - more emphasis on establishing regional active transportation corridors
  - alignment with British Columbia Active Transportation Design Guide
  - funding support for all active transportation modes to a maximum cost-share of \$500,000 per project
    - Previous maximum cost-share of \$1M favoured communities with higher budgets for active transportation – moving to \$500K maximum increased the provincial dispersion across communities
  - a sliding scale for funding that supports Indigenous communities and communities with a population under 25,000
    - 80% - Indigenous community or local government(s) working in partnership with an Indigenous community
    - 70% - Population less than 15,000
    - 60% - Population between 15,000 to 25,000
    - 50% - Population over 25,000
  - conditional grant agreements for one to two years depending on the size of the project
    - one-year completion date for projects with a total project cost under \$1M
    - two-year completion date for large-scale projects with a total project cost of over \$1M
- The B.C. Active Transportation Network Planning Grant accepts applications from communities with a population under 25,000

- Applications are evaluated by a cross and inter ministry review team to ensure project alignment with provincial priorities such as:
  - climate change mitigation efforts
  - safety of vulnerable road users
  - accessibility for people of all ages and abilities
  - economic opportunities, including tourism
  - community connectivity
  - air quality

## BACKGROUND

- The ministry committed \$41M over the past five fiscal years (2016/17, 2017/18, 2018/19, 2019/20, 2020/21) for active transportation grants. The total investment inclusive of community contributions is \$133M.
- In 2020/21, the Active Transportation Infrastructure Grants Program received 132 applications with a total request of \$34M for a \$95M total value of projects. Indigenous communities' applications totaled \$6.9M in requested funding.
- In 2020/21, the Active Transportation Infrastructure Grants Program funded 44 projects for a total of approximately \$9M from annual funding of \$6M prior years' slippage and year end project savings. When combined with cost sharing investments from municipalities, the total project value is approximately \$21M.
- The 2021/22 intake for the Active Transportation Infrastructure Grants Program will be announced in the near future.
- In 2021/22, MOTI's Base Budget for the Active Transportation Infrastructure Grants Program will be \$6M. The Ministry also received \$6M in support from CleanBC.
- In Fall 2020, *StrongerBC* provided one-time funding of \$16.675M to invest in projects that focused on active transportation safety and access improvements on provincial highways, such as pathways, highway crossing and transit stop improvements, and shoulder widening for cyclists and pedestrians. A total of 36 projects were completed across the province by March 31, 2021.
- On March 12, 2021, the Government of Canada announced \$400 million over five years to help build new and expanded networks of pathways, bike lanes, trails and pedestrian bridges. The intake is expected to open in late spring 2021. The federal government has indicated this will be an application-based program directly with Indigenous and local governments. Ministry staff are working with federal counterparts to encourage alignment of program eligibility and evaluation criteria.

### Service Plan Variance - BCTFA

#### 2020/21 -2022/23 Service Plan (\$ millions)

2020/21	2021/22	2022/23	Total
\$15.697	\$6.00	Advice/Recommendations; Government Financial Information	

#### 2021/22 – 2023/24 Service Plan (\$ millions)

2021/22	2022/23	2023/24	Total
\$10.823	Advice/Recommendations; Government Financial Information		

- No change between Service Plan periods as BCTFA funding is \$6 million annually.
- Amounts greater than \$6 million in the first year of each of the Service Plan periods is reflective of project slippage from the previous year.

### Service Plan Variance – Ministry Operating

#### 2020/21 -2022/23 Service Plan (\$ millions)

2020/21	2021/22	2022/23	Total
\$0.00	\$0.00	Advice/Recommendations; Government Financial Information	

#### 2021/22 – 2023/24 Service Plan (\$ millions)

2021/22	2022/23	2023/24	Total
\$6.00	Advice/Recommendations; Government Financial Information		

- The increase of \$18 million in the current service plan reflects the funding provided to the ministry operating budget through the CleanBC omnibus Treasury Board submission approved in March 2021.

### PROGRAM CONTACT

Kate Berniaz, Project Lead Active Transportation  
Transportation Policy and Programs, Cell: 250 213-6758

# ***StrongerBC (2020/21) Active Transportation Safety and Access Improvements Budget/Estimates Note***

Ministry of Transportation and Infrastructure

Date: March 29, 2021

## **ISSUE**

- In 2020/21, through the *StrongerBC* funding, a one-time investment of \$16.675M was made in active transportation safety and access improvements on provincial highways.

## **ADVICE AND RECOMMENDED RESPONSE**

- *StrongerBC* funded \$16.675 million worth of projects in 2020/21 that focused on active transportation safety and access improvements on provincial highways, such as pathways, highway crossing and transit stop improvements, and shoulder widening for cyclists and pedestrians.
- Though projects were built throughout the province, a majority were located in the Lower Mainland and Vancouver Island to take advantage of the longer construction season to complete the projects by March 2021.
- There are also projects that focus on multi-use paths, such as a multi-use path along Deltaport Way as part of the Tsawwassen First Nation's Great Blue Heron Way trail, and maintenance improvements to the provincial rails to trails network completed in cooperation with BC Parks.
- A complete list of 36 projects is attached.

## **BACKGROUND**

- A December 2019 BC Stats random sample survey of 3,800 British Columbians found that 10 percent of people primarily use active transportation to travel to and from work, and 33 percent of school children primarily walk or bike to school.
- Due to the COVID-19 pandemic, many British Columbians from across the province turned to walking and cycling as their preferred method of transportation and for recreational purposes.
- The Ministry of Transportation and Infrastructure (MOTI) identified a number of active transportation construction projects that supported the Province's efforts to stimulate the recovery from the COVID-19 pandemic through job creation and economic stimulus, enhanced safety and accessibility, and improved recreation and tourism opportunities.
- MOTI has worked with local communities for a number of years to develop active transportation infrastructure on our highways and rights of way. This one-time funding helped address a growing list of safety, maintenance and connection projects that otherwise would not have been funded. The projects were identified through consultations with local governments and Indigenous communities.



## PROGRAM CONTACT

Kate Berniaz, Ministry of Transportation and Infrastructure – Cell: 250 213-6578

### Title: Active Transportation Safety and Access Improvements Project List

Project	Description	Community	Value
Hwy 1 Lynn Valley Rd Underpass	Provide a bike lane to connect with the existing regional bike lanes at each end of this segment, assisting with safe cycling in the area.	North Vancouver	\$500,000
Capilano Road WB On Ramp	Repair WB ramps	North Vancouver	\$750,000
Lion's Gate Bridge Protective Measures	Maintenance project to enhance safety through jersey barriers and fencing to prevent people cycling from riding off of the mixed-use pathway into adjacent motor vehicles. Improve/reduce bumps on bridge, especially northbound downhill	West Vancouver	\$1,250,000
H101 Gibsons Bike Lane Improvements	Safety improvement for ped/cycling by adding width to the shoulders over short segments and bike markings	Gibsons	\$500,000
United Blvd Cycle Path Improvements	Shoulder widening and bridge alteration to improve cycling safety from United Blvd (underneath Port Mann Bridge) to Argue St.	Coquitlam	\$400,000
UBC Cycle Path Improvements	North West Marine Drive (UBC) cycle pathway safety improvements (resurfacing, widening and signage)	UBC	\$300,000
Oak St. Bridge Ride Improvements	Improvement to bridge deck panels for better flow of cyclists and pedestrian access	Vancouver	\$250,000
UBC Cycle Path Improvements	W16th (UBC) Multi-use Path/cycling safety improvements (spot resurfacing and widening) along path	UBC	\$300,000
Queensborough Bridge Sidewalk Rehab	Sidewalk improvements on Queensborough bridge	Queensborough Bridge	\$600,000
Pacific/Douglas Crossing Cycle Path Improvements	Cycling path improvements from Pacific Crossing to 8th Ave	South Surrey	\$200,000
SA6 Various Minor Improvements	Improvements to cycling paths, fog lines & reflectors	Various locations throughout Metro Vancouver	\$250,000

Hwy 101 Cycle Path Connection	Cycle path connection to existing Gibsons' multi-use infrastructure parallel to Hwy 101	Gibsons	\$200,000
West Saanich Rd shoulder widening	Safety improvements to provide additional space for pedestrian and cycling on West Saanich Rd shoulder widening in selected areas. Link between municipal land through Paquachin First Nation	Central Saanich/ Paquachin First Nation	\$500,000
Hwy 14/Westcoast Rd Sidewalk	Extension of sidewalk to Ed McGregor Park and connection to existing municipal trail network. Completion of sidewalk on north side of Hwy 14/Westcoast Rd to provide connection to Port office and affordable housing unit.	Sooke	\$500,000
Stewart Ave Pedestrian Crossing	Safety improvement to crosswalk (overhead flashing)	Nanaimo	\$250,000
Cedar/Yellow Point pedestrian improvements	Spot shoulder widening and crosswalks to increase safety of pedestrian	Cedar/Yellow Point	\$200,000
Vancouver Island Active Transportation Program	Pedestrian\cycling signage improvements, enhanced pavement markings, shoulder widening in high pedestrian\cyclist use areas, intersection and highway crossing improvements	Various locations around Courtenay/Comox	\$500,000
Shoulder widening	Intermittent shoulder widening along Hwy 19A southbound between Qualicum Bay and Courtenay; filling gaps near urban areas to increase safety	Qualicum Bay/Courtenay	\$400,000
Pedestrian Crossing	Painted and flashing lights pedestrian crossing facility on Pacific Rim Hwy	Tofino/Pacific Rim Hwy	\$250,000
Condensory Road	Safety improvement to widen the shoulder for pedestrian and cyclists to connect the One Spot Regional Trail to the Condensory Bridge	Courtenay	\$750,000
Southern Interior Region Active Transportation program	Pathways, sidewalks, pedestrian\cycling signage improvements, enhanced pavement markings, shoulder widening in high pedestrian\cyclist use areas, intersection and highway crossing improvements	Various communities in Okanagan/Kootenays	\$1,500,000
West Fernie Sidewalk	Installation of 500m of sidewalk to connect existing facilities	Fernie	\$100,000
Athalmer Bridge Walkway	Maintenance project to enhance safety of non-standard restrictive approaches allowing for multi-modal access on/off the bridge	Invermere	\$900,000

BNSF Recreational Trail improvements	Improvements for walking, cycling and other modes of active transportation.	East Kootenay Regional District	\$300,000
Kootenay Lake Bridge ITS Cyclist Notification	Signage to enhance safety to notification to drivers when cyclists are on bridge due to narrow shoulders	Nelson	\$250,000
Saultea Walking Paths	Construction of walking paths on reserve from Crowfeathers Store to Fire Lake Campsite, and from Boucher Lake Road to Crowfeathers Store to improve pedestrian safety	Saultea First Nations	\$45,000
Doig walking paths	On Doig reserve from top of hill to community centre to improve pedestrian safety	Doig River First Nation	\$25,000
Park n Rides	Improve/expand multiple park n rides for transit at Playmor, Balfour, Nelson and Taghum. This includes clearing, grubbing and spot paving.	Kootenay	\$320,000
Transit Pullouts	Selected widening of highway shoulders in the area to accommodate transit buses and remove mobility issues from highway system	Kootenay	\$280,000
Great Blue Heron Way	Improvements on an 27B Avenue to connect existing trail on Tsawwassen First Nation to provide safe alternative to crossing the rail tracks and Deltaport Way	Tswwassen	\$250,000
Rail Trails	Repairs to trails and trestles (trail remediation, handrail and decking replacement and assessment) to allow safe access for walking and biking	Okanagan/Cowichan	\$1,625,000
Cycle 16 Trail	Detailed design, signage, clearing, grubbing and drainage work, cattle underpass extension, barriers and produce materials	Smithers-Telkwa	\$600,000
Krumm Shoulder Widening	Intermittent shoulder widening to fill in gaps on Krumm Rd between Krumm Bridge and Highway 375	Terrace	\$800,000
BSN Active Transportation	Materials to support incremental shoulder widening on side roads to improve safety of people walking and cycling	Bulkley Stikine	\$500,000
Chief Lake Road	Prioritization of shoulder widening locations to support cycling	Prince George	\$250,000
Alex Fraser Bridge Cycling Connection	Re-profile and re-pave multi-use path	Delta	\$80,000
		Total	\$16,675,000

# BC Air Access Estimates Note

Ministry of Transportation and Infrastructure

Date: April 9, 2021

## ISSUE

- Advice/Recommendations; Government Financial Information

## ADVICE AND RECOMMENDED RESPONSE

BCAAP	3 Year Plan (\$ million)			
	2021/22	2022/23	2023/24	Total
Previously Approved Project Cash Flow	\$0.395	Advice/Recommendations; Government Financial Information		
Funding Available for New Projects	\$2.530			
<b>TOTALS</b>	<b>\$2.925</b>			

### BCAAP funding 20/21:

- In 2020/21, 46 applications totalling \$24.6M were received from 34 different aviation facilities across B.C., of which seven airports were awarded \$2.6M in BCAAP grant funding – funding for this commitment came from the 2021/22 budget.

### Additional funding for airports in 20/21:

- Due to the significant impact the COVID-19 pandemic has had on regional and local airports, additional funding of \$23.25M was provided:
  - \$6.75M one time from Economic Recovery for airport infrastructure
  - \$16.5M one-time operational funding
- The following table shows provincial commitments to airports in 2020/21.

PROGRAM	What is Funded	2020/21 Commitment (\$ million)
BC Air Access Program	Capital projects at airports	\$2.6
Economic Recovery	Capital projects at airports	\$6.75
Regional Airports	Operations at airports that host medevac services	\$16.5
<b>TOTAL</b>		<b>\$25.85</b>

- The ministry program area will work with airports to ensure all previously awarded projects are successfully completed.

## BACKGROUND

- BCAAP is a partnership with the operators of aviation facilities, including local, regional, and Indigenous governments, as well as not-for-profit airport operating authorities or societies. Projects for airports with one million passengers or less (Kelowna, Victoria and Vancouver are not eligible) are cost-shared, with BCAAP covering 50%, 60% or 75% rate depending on project type.
- Examples of BCAAP investments include runway and taxiway improvements, terminal expansions, hazard beacon and navigation aids, airfield lighting upgrades, fueling facilities, and environmental projects such as waste management.
- Over the past six years, BCAAP has invested or committed over \$38M to 91 projects at 60 aviation facilities across the province. Along with funding leveraged from other parties, this totals over \$85M invested in provincial airports. The regional breakdown for these projects is approximately:
  - North = \$16M
  - South Coast = \$6M
  - Vancouver Island = \$5M
  - Interior = \$11M
- A subset of airport communities can access funding through the federal government's Airports Capital Assistance Program (ACAP).
  - ACAP is available to certified airports that have scheduled passenger services and only for projects on those airports that directly serve the needs of scheduled passenger traffic.
  - ACAP has a national annual budget of \$38M – this funding has been supplemented with \$186M in COVID-19 related economic recovery stimulus funding.
  - BCAAP was designed to supplement ACAP and as a result projects eligible for ACAP funding are not eligible for BCAAP funding, and vice versa.

### Service Plan Variance

#### 2020/21 - 2022/23 Service Plan (\$ millions)

2020/21	2021/22	2022/23	Total
\$2.859	\$2.530	Advice/Recommendations; Government Financial Information	

#### 2021/22 - 2023/24 Service Plan (\$ millions)

2021/22	2022/23	2023/24	Total
\$2.925	Advice/Recommendations; Government Financial Information		

## PROGRAM CONTACT

Reg Faubert, Manager, BCAAP, Policy and Programs Department – Cell: 250 818-2843

# Supports to the Aviation Sector Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: March 29, 2021

## ISSUE

- Overview of supports provided to date to the aviation sector in British Columbia, which has been hard hit by the COVID-19 pandemic.

## ADVICE AND RECOMMENDED RESPONSE

- Since the onset of the COVID-19 pandemic, the ministry has directed \$27.956M in financial supports specific to the aviation sector through a variety of programs and initiatives.

## BACKGROUND

- The aviation sector has been severely impacted by the COVID-19 pandemic, with commercial aviation significantly curtailed.
- This has resulted in revenue streams at airports being reduced by up to 100%, leaving airports struggling to meet fixed operational costs to remain open to host emergency medevac and forest fire suppression activities.

### Provincial Funding (see table beginning on next page)

- In March 2021, the ministry provided \$16.5M for operational support through to March 2022 at 55 airports which host medevac flights.
  - Airports received grants of \$720K, \$360K, \$180K or up to \$90K, depending on airport size and the complexity of operations.
- In October 2020 (announced March 2021), the ministry provided \$9.28M in capital grant funding to projects at 27 airports – this included a \$2.53M allocation from the ministry's BC Air Access Program as well as \$6.75M in economic stimulus funding.
  - The Ministry of Energy, Mines and Low Carbon Innovation also received \$9M in economic stimulus funding for a capital project related to a mining initiative at the Dease Lake Airport in northern B.C.

### Federal Funding, Directed to Recipients by the ministry and the BC Aviation Council:

- In the Fall 2020, the ministry worked with the BC Aviation Council to direct \$2.176M in federal funding to small B.C. based air carriers that serve remote communities.
  - This funding enabled carriers to continue services on remote routes, such as the Central Mountain Air service to Fort Nelson.

## PROGRAM CONTACT

Reg Faubert, Manager, Transportation Policy and Programs – Cell: 250 818-2843

**Table of 2020/21 Provincial Support Provided by Airport**

		<i>Capital</i>		
<i>Airport</i>	<i>Operations</i>	<i>Stimulus</i>	<i>BCAAP</i>	<i>Total</i>
108 Mile (South Cariboo)	\$180,000			\$180,000
Abbotsford	\$720,000		\$438,075	\$1,158,075
Anahim Lake	\$180,000	\$22,500		\$202,500
Atlin	\$33,000	\$475,222		\$508,222
Bella Bella	\$180,000	\$315,000		\$495,000
Bella Coola	\$180,000	\$435,000	\$128,288	\$743,288
Burns Lake	\$180,000			\$180,000
Campbell River	\$360,000			\$360,000
Castlegar (West Kootenay)	\$720,000	\$375,000		\$1,095,000
Chetwynd	\$90,000			\$90,000
Chilliwack	\$180,000			\$180,000
Comox	\$360,000			\$360,000
Courtenay		\$159,446		\$159,446
Cranbrook (Canadian Rockies)	\$720,000			\$720,000
Creston	\$180,000			\$180,000
Dawson Creek	\$360,000			\$360,000
Dease Lake	\$90,000			\$90,000
Delta (Boundary Bay)	\$180,000		\$580,027	\$760,027
Fairmont Hot Springs	\$90,000	\$19,415		\$109,415
Fort Nelson (Northern Rockies)	\$360,000	\$163,726		\$523,726
Fort St James	\$27,000			\$27,000
Fort St John (North Peace)	\$720,000			\$720,000
Fort Ware (Kwadacha)	\$360,000			\$360,000

		<b>Capital</b>		
<b>Airport</b>	<b>Operations</b>	<b>Stimulus</b>	<b>BCAAP</b>	<b>Total</b>
Golden	\$90,000			\$90,000
Grand Forks	\$90,000			\$90,000
Kamloops	\$720,000			\$720,000
Kelowna	\$720,000			\$720,000
Kitimat		\$827,513		\$827,513
Lillooet	\$90,000	\$132,750		\$222,750
Mackenzie	\$90,000	\$127,500		\$217,500
Masset	\$720,000			\$720,000
McBride		\$401,687		\$401,687
Merritt	\$90,000			\$90,000
Nakusp	\$13,000			\$13,000
Nanaimo	\$720,000			\$720,000
Nelson	\$90,000	\$159,420		\$249,420
Oliver	\$48,000		\$56,100	\$104,100
Pitt Meadows	\$360,000			\$360,000
Port Alberni	\$180,000			\$180,000
Powell River	\$360,000			\$360,000
Prince George	\$720,000	\$299,250	\$196,500	\$1,215,750
Prince Rupert	\$720,000			\$720,000
Princeton	\$48,000	\$181,658		\$229,658
Quesnel	\$360,000	\$336,487		\$696,487
Revelstoke	\$180,000			\$180,000
Sechelt		\$1,110,794	\$237,314	\$1,348,108



		<b>Capital</b>		
<b>Airport</b>	<b>Operations</b>	<b>Stimulus</b>	<b>BCAAP</b>	<b>Total</b>
Smithers	\$720,000			\$720,000
Sparwood / Elk Valley	\$60,000			\$60,000
Squamish			\$601,615	\$601,615
Stewart	\$90,000			\$90,000
Terrace (Northwest Regional)	\$720,000			\$720,000
Texada (Gillies Bay)	\$90,000			\$90,000
Tofino (Long Beach)	\$180,000	\$431,025		\$611,025
Trail	\$180,000	\$65,000		\$245,000
Tumbler Ridge	\$34,000	\$326,250		\$360,250
Valemount	\$37,000	\$26,719		\$63,719
Vanderhoof	\$90,000		\$490,083	\$580,083
Vernon	\$360,000			\$360,000
Victoria	\$720,000			\$720,000
Williams Lake	\$360,000	\$393,000		\$753,000
Total*	\$16,500,000	\$6,784,362	\$2,728,002	\$26,012,364

\*Totals for capital projects are slightly higher than budgeted as capital works are risk managed within the BCAAP budget in order to utilize the full budget.

# COVID-19: Impacts on the Aviation Sector

## Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: March 29, 2021

### ISSUE

- With travel curtailed by the COVID-19 pandemic due to border closures and restrictions on non-essential travel, the aviation sector has been particularly hard hit.

### ADVICE AND RECOMMENDED RESPONSE

- The Ministry is working closely with the BC Aviation Council and the broader aviation industry to fully understand the impacts of the pandemic on them.
- We continue to work with the federal government to advocate for and coordinate support for the aviation sector.

### BACKGROUND

- Due to the mountainous terrain, aviation plays an inordinate role in BC when compared with other provinces – with only 13% of the national population, BC accounts for 25% of all aircraft movements (takeoffs and landings).
- BC's major airports reported significant declines in commercial traffic throughout the pandemic, with passenger volumes down over 95% in April and May 2020 from the volumes experienced in April and May 2019.
  - By December 2020 there was slight recovery, with year-over-year monthly passenger volumes showing a decline of 86.4%, 86.0%, 79.6% and 77.6% at Vancouver, Victoria, Kelowna and Prince George airports, respectively.
  - At some airports, commercial services have been fully suspended – in most cases by the airlines due to lack of demand (i.e., Prince Rupert), though in some cases the communities have requested a cessation as a COVID response (i.e., Bella Bella).
- With reduced commercial traffic, airport revenues have been reduced significantly as outlined in the table showing revenue decline at BC's 13 largest airports outside of Vancouver (see table on following page).
- All airlines have significantly reduced their schedules, with the National Airlines Council of Canada, representing Air Canada, Air Transat, Jazz and WestJet, stating:

“Tens of thousands of aviation employees have lost their jobs, billions of dollars in aircraft are parked, airline capacity has been reduced by approximately 90% and passenger numbers are down 90% or more. Due to the crushing economic impact of the pandemic and the myriad of travel restrictions and border measures that have been initiated, our members have been forced to significantly reduce or eliminate service to communities in every region of the country, and internationally.”
- BC allocated \$2.176M in federal relief funds to eight small airlines serving remote communities in BC. These eight carriers reported a combined loss of \$17M in the six-month period for which the funds were identified (July-December 2020).

	Revenue*		
<b>Airport</b>	<b>2019 (\$M)</b>	<b>2020 (\$M)</b>	<b>Decline (%)</b>
Abbotsford	9.80	4.96	49
Castlegar	0.96	0.39	59
Cranbrook	2.88	1.21	58
Fort St. John	5.60	3.52	37
Kamloops	5.56	3.80	31
Kelowna	39.92	20.53	48
Masset	2.10	0.22	89
Nanaimo	9.53	3.68	61
Prince George	14.47	7.21	50
Prince Rupert	3.35	2.52	24
Smithers	1.83	0.90	50
Terrace-Kitimat	8.27	5.21	36
Victoria	29.92	11.20	62

\* 2019 data includes the pre-pandemic months of January and February in which most airports were experiencing record traffic volumes. Certain airports on this list (Masset and Prince Rupert) experienced months in which revenue was \$0.

#### **PROGRAM CONTACT**

Reg Faubert, Manager, Transportation Policy and Programs Department, Cell: 250 818-2843

# Pilot Projects under Part 13 of the *Motor Vehicle Act* Estimates Note

Ministry of Transportation and Infrastructure

Date: March 29, 2021

## ISSUE

- Status of Active Transportation pilot projects under Part 13 of the *Motor Vehicle Act* (MVA).

## ADVICE AND RECOMMENDED RESPONSE

- Working with communities to expand active transportation networks is critical to achieving our CleanBC commitments.
- Cabinet Confidences; Advice/Recommendations
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## BACKGROUND

- On October 31, 2019, Bill 35, *Miscellaneous Statutes Amendment Act (No 2)*, 2019 received Royal Assent. The Bill included a new Part 13 to the MVA to enable pilot projects to research, test and evaluate matters contemplated but not expressly provided for under the MVA (e.g. use of emerging mobility technologies).
- In January 2020 the ministry invited proposals for a Phase 1 e-mobility pilot project for electric kick scooters (micro—mobility) under Part 13 of the MVA.
- The municipal councils of the following six communities are authorized under the provincial pilot project regulation, effective April 5, 2021, to enact bylaws to allow for use of electric kick scooters on roads in their communities:
  - 1) City of Kelowna;

- 2) City of North Vancouver;
  - 3) City of Vancouver;
  - 4) City of Vernon;
  - 5) District of North Vancouver; and,
  - 6) District of West Vancouver.
- Other communities may participate in the pilot project by way of an amending Order in Council; however, before Cabinet may consider adding communities, the Councils of these communities must first pass resolutions in support of participating.
  - Cabinet Confidences; Advice/Recommendations

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## **PROGRAM CONTACT**

Jeremy Wood, Senior Legislative Director, Transportation Policy and Legislation  
(250) 216-4663

# School Bus Safety Estimates Note

Ministry of Transportation and Infrastructure

Date: March 29, 2021

## ISSUE

- The ministry is partnering with Transport Canada to deliver a pilot project focussed on school bus safety.

## ADVICE AND RECOMMENDED RESPONSE

- School bus safety is important for B.C.
- We are looking forward to working with Transport Canada to participate in a pilot project will provide important information that will help guide decisions on school bus safety.
- As a result of the \$880K provided by Transport Canada, the Ministry of Transportation is partnering with the Ministry of Education for the purchase of three new school buses with (3) point seat belts.
- The pilot projects were launched in school year 2020/21 (Fall 2020 Fraser-Cascade/Spring 2021 Nanaimo-Ladysmith) and be in effect for 2 years.

## BACKGROUND

- Recent incidents have highlighted the importance of school bus safety (particularly seat belts) in B.C.:
  - A petition from former school bus driver urging to make seatbelts in school buses mandatory (to date the petition has 131,995 signatures).
  - In November 2019, a private members bill was tabled in the B.C. legislature September 1, 2021 to be equipped with seat belts.
  - In addition, there was a tragic accident in September 2019 where a motor coach carrying 45 University of Victoria students rolled down an embankment, resulting in two student deaths and 17 injuries, some critical. This incident has further raised the importance of seat belts for the transportation of students on school buses.
- B.C. has signed an MOU with Transport Canada to undertake a pilot project to help assess/validate the seatbelt guidelines.
- The pilot project consists of three buses equipped (two will be electric). Buses are equipped with seatbelts and other technologies (e.g. extended stop arms or cameras) as well as observers on each bus that will record information and data for the pilot. The pilot is taking place in Fraser-Cascade and Nanaimo-Ladysmith school districts.

## PROGRAM CONTACT

Kathy Kirby, Executive Director, Policy and Legislation, Cell: 250 588-3400

# Safe Restart Funding for Priority Transportation Services (BCF/BCT/TL/NDIT)

## Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: March 26, 2021

### ISSUE

- \$1.08 Billion in one-time funding was provided in 2020/21 under Federal/Provincial Safe Restart Agreement.

### ADVICE AND RECOMMENDED RESPONSE

- Public transportation that people can count on – efficient, safe and reliable public transportation - is an integral part of B.C.'s Restart Plan.
  - People across B.C. will continue to have safe, reliable and affordable transportation options, with initial financial contributions to TransLink, BC Transit and BC Ferries totalling \$1.038 Billion under the federal/provincial Safe Restart Agreement, cost-shared 50:50 by both governments.
  - The funding provides financial relief from the impacts of COVID-19, protects services and fare affordability by limiting average annual fare increases to 2.3% per year for the next three years.
  - Intergovernmental Communications; Government Financial Information
- 
- This funding demonstrates our commitment to transportation services that people rely on.
  - *If asked about specifics of the agency agreements:*
  - **TransLink** – Total contribution<sup>Intergovernmental</sup>
    - \$600 M for relief for TransLink's 2020 and 2021 calendar years' operating budgets;
    - \$44 M for fare affordability (no fare increase in 2020 and average annual increases capped at 2.3% through the TransLink's calendar year end of December 31, 2024);
    - Intergovernmental Communications; Government Financial Information
    -
  - **BC Ferries** – Total contribution \$308 M:
    - \$280 M for relief for BC Ferries' 2020/21 and 2021/22 operating budgets;

- \$24 M for fare affordability (no fare increase in fiscal 2020/21 and average annual increases capped at 2.3% to the end of fiscal 2023/24); and
  - \$4 M to ensure the continuation of discretionary sailings on minor and northern routes to the end of fiscal 2023/24.
  - **BC Transit – Total contribution \$88.3 M:**
    - \$86M to assist Local Government Partners maintain Essential Transit Service Levels while limiting average annual public fare increases to 2.3% per year through to BC Transit's fiscal year end of March 31, 2024; and
- Intergovernmental Communications; Government Financial Information
- **Northern Development Initiative Trust – Total Contribution \$7.9M**
    - \$7.9M to support transportation services in Northern B.C. through the pandemic recovery period (through 2024/25)

## BACKGROUND

- In December 2020 a joint news release announced that agreements for Safe Restart funding have been signed with TransLink, BC Transit and BC Ferries. The agreements set out specific details and requirements of the three agencies.
- Ministry of Transportation and Infrastructure (for BC Ferries, BC Transit, and Northern Development Initiative Trust) and Ministry of Environment and Climate Change Strategy (for TransLink) accessed government contingencies for the one-time contributions totalling \$1.080 B and the Province recovered 50% from the federal government. All funding was provided in fiscal 2020/21 and there are no impacts to the current budget.

## PROGRAM CONTACT

Deborah Bowman, Assistant Deputy Minister, Transportation Policy & Programs

(w) 250-356-6225 (c) – 250-818-1709



# BC Transit Operating Grant Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: March 21, 2021

## ISSUE

- BC Transit receives an annual operating grant from the Province.

## ADVICE AND RECOMMENDED RESPONSE

Provincial Operating Grants 2020/21 - 2022/23 (\$000s)					
	2020/21 Forecast	2021/22 Budget	2022/23 Budget	2023/24 Budget	3-Year Total
Provincial Operating Grant	113.144	125.926	Advice/Recommendations; Government Financial Information		
Provincial Safe Restart*	43.000	0.000			
Total Provincial Operating	156.144	125.926	Advice/Recommendations; Government Financial Information		

\* The \$43M represents the provincial share of the \$86M federal / provincial safe restart allocation to BC Transit in 2020/21 for the benefit of Local Governments. After the service plan was prepared, an additional \$2.3M in Safe Restart funding was provided in 2020/21 (\$1.15M provincial funding)

- Advice/Recommendations; Government Financial Information
- 
- 
- 
- The Provincial government recognizes the importance of transit. The \$86 million federal / provincial safe restart funding has been provided to local government partners to ensure that they are able to maintain essential transit service levels and keep fares affordable while moving into the pandemic recovery period.
- Advice/Recommendations; Government Financial Information BC  
Transit will be working closely with the ministry to monitor ridership and service levels during the pandemic recovery, which will help inform future decisions with respect to operating funding.
- Continuing to provide stable and reliable funding in light of significantly decreased ridership will contribute to the economic recovery of communities across the province.
- BC Transit is planning transit expansion in the following 18+ communities in 2021/22:

## BACKGROUND

### Linkages to BC Transit Service Plan

- **Safe Restart:** The 2021/22 BC Transit Service plan shows a Provincial contribution of \$156.144M in 2020/21. This amount includes the Provincial share (\$43M) of the \$86M in federal/provincial Safe Restart funding that was provided to directly compensate local government partners for fare revenue losses and increased expenses resulting from COVID-19. After the service plan was prepared, an additional \$2.3M in Safe Restart funding was provided in 2020/21 (\$1.15M provincial funding)
- **Operating cost per passenger trip:** Forecast to increase significantly in 2020/21 compared to 2019/20 due to the significant decline in ridership due to COVID-19. In other words, operating costs are being spread out over a lower number of passengers. Operating costs per passenger trip remain significantly higher in 2022/23 and 2023/24 compared to 2019/20 as ridership levels are forecast to remain lower than in 2019/20.
- **Overall operating cost increases:** Overall operating costs are forecast to increase in 2021/22 compared to 2020/21 due to labour costs, inflationary pressures related to maintenance, competitive contract negotiations with operating companies, operating costs associated with new customer focused fleet technology (NextRide 2.0 and electronic fare technology), infrastructure projects to promote enhanced customer service, COVID-19 related expenses and the price of diesel fuel.
- **Service hour decreases:** Increasing operating cost per service hour forecasts reflect the assumption that service hours decrease in 2022/23 and 2023/24. In other words,

operating costs are being spread out over a lower number of service hours. BC Transit will be working with the Ministry in 2021/22 to closely monitor ridership recovery to inform future decisions on an appropriate level of service hours.

### Funding Model

- Funding for transit is cost-shared between the province and local governments according to a funding formula.

Provincial share of costs			
Regional Transit Systems		Victoria Regional Transit System	
Conventional transit	46.69%	Conventional transit	31.70%
Custom transit	66.69%	Custom transit	63.00%

- Overall, the Province funds just under half of BC Transit's operating and capital costs.
- Local governments cover their share of costs through property taxes, passenger fares and advertising revenue. The Victoria Regional Transit system has access to a regional motor fuel tax (which is currently 5.5 cents per litre).

### Service Plan Variance

#### 2020/21 – 2022/23 Service Plan (\$ millions)

2020/21	2021/22	2022/23	Total
115.816	122.953	Advice/Recommendations; Government Financial Information	

#### 2021/22 – 2023/24 Service Plan (\$ millions)

2021/22	2022/23	2023/24	Total
125.926	Advice/Recommendations; Government Financial Information		

- The provincial grant has increased by \$2.973M in 2021/22 and 2022/23 since *Budget 2020* due to collectively bargained BC Transit labour wage increases.
- \$115.816M allocation in 2020/21 in Service Plan varies from forecast grant of \$113.114M as the Province is paying for actual costs for transit expansion (which was postponed), and actual costs for VRTC operating, so the forecast has been adjusted to \$113.144M.

### PROGRAM CONTACT

Bart Walman, Director; Transit Branch, Transportation Policy and Programs Department  
(250) 896-5609

# BC Transit Capital Program Budget Note

Ministry of Transportation and Infrastructure

Date: March 15, 2021

## ISSUE

- In 2021/22, BC Transit has budgeted \$113.0M for capital projects. Over the next three years BC Transit projected to spend \$568.8M on capital projects in communities across the province.

## ADVICE AND RECOMMENDED RESPONSE

- In 2021/22, the Province has budgeted \$48.3M in capital grants for BC Transit projects. Over the next three years, the Province is projected to provide \$231.4M in capital contributions.
- BC Transit's capital budget includes renewal and expansion of the bus fleet, acquisition of land, construction of operations and maintenance facilities, information technology initiatives, major bus refit programs, park and rides and exchanges, and other capital projects.
- Under the Investing in Canada Infrastructure Program (ICIP), the federal government has allocated a total of \$468.7M in federal funds to BC Transit infrastructure projects over the ten-year period from 2018/19 through 2027/28.
- The primary driver of slippage in 2020/21 is vehicle acquisition adjustments due to COVID-19. This includes significant delays across all BC Transit systems in service hour expansion and its impacts on vehicle acquisition. BC Transit is also pausing its infrastructure expansion plans to reallocate resources to meet the goals of the Low Carbon Fleet Program.
- While BC Transit's capital program attempts to budget stable funding year over year, there are swings in total budgets as projects are in various stages of development, procurement and construction.
- The Province has not reduced BC Transit's budget over a ten-year period, and while the Service Plan Period capital budget is lower than in Budget 2020; this is augmented by equal increases in outer years.

## BACKGROUND

### Investing in Canada Infrastructure Program (Phase 2)

- As part of Budget 2017, Canada committed \$4.1 billion in funding to four main funding streams as part of an Integrated Bilateral Agreement. In March 2018, the Government of British Columbia and Canada signed the Integrated Bilateral Agreement which committed federal funds across the four funding streams from 2018 – 2028.
- The funding streams included \$2.691 billion in the public transit stream, of which \$468.7M was allocated to BC Transit Projects.
- The Province will contribute up to approximately \$470M, with the balance coming from municipal partners.

- To date, the Government of Canada has approved funding contributions of up to \$115.8M to BC Transit projects through the Public Transit Infrastructure Stream (PTIS) of the Investing in Canada Infrastructure Program, leveraging an additional \$116.9M from the Province.
- See Appendix A for a summary of current ICIP Projects.

## PTIF

- Under PTIF, the federal government allocated up to \$90.0M in federal funds (to leverage up to \$180M in projects) from 2016/17 through 2020/21. The Province contributed up to \$61.7M, with the balance coming from municipal partners. As of the end of fiscal 2020/21 the program has concluded.

### Service Plan Variance: Total Planned Capital Expenditures, BC Transit

#### 2020/21 – 2022/23 Service Plan (\$ millions)

2020/21	2021/22	2022/23	Total
183.8	166.2	Advice/Recommendations; Government Financial Information	

#### 2021/22 – 2023/24 Service Plan (\$ millions)

2021/22	2022/23	2023/24	Total
113.0	Advice/Recommendations; Government Financial Information		

- Decreases in years 2021/22 (and onwards) vs 2020/21 are due to major revisions in BC Transit's 10 year Capital Plan which:
  - Defers and removes projects in order to adjust for local government affordability due to COVID-19;
  - Adjusts for significant delays across all BC Transit systems in service hour expansion and therefor reduces vehicle acquisition; and,
  - Pauses non-critical infrastructure expansion plans such as transit exchanges to reallocate resources to meet the goals of the Low Carbon Fleet Program in years 2023/24 onwards. This directly results in few projects entering pre-implementation of design phases in 2021/22.
- The Province has not reduced BC Transit's budget over a ten-year period, and while the Service Plan Period capital budget is lower than in Budget 2020; this is augmented by equal increases in outer years.

## PROGRAM CONTACT

Andrea Mercer, Executive Director, Transit Branch, Transportation Policy and Programs Department, (250) 812-5486

## APPENDIX A – BC TRANSIT ICIP PROJECTS

ICIP projects are funded at an overall program ratio of approximately 40% federal, 40% Provincial, and 20% municipal.

\* Vehicle Refits and Components AND UVIC Exchange are considered rehabilitation which has a 50% federal, 40% provincial and 10% local cost share.

Project Name	Total Costs	Eligible	Federal	Provincial	Local
<b>Vehicle Acquisition Phase 1</b> Acquisition of approximately 118 replacement and expansion transit vehicles.	\$72,874,970	\$72,874,970	\$29,149,988	\$29,149,988	\$14,574,994
<b>Vehicle Acquisition Phase 2 – Electric Vehicles</b> Acquisition of approximately 10 electric buses and infrastructure.	\$19,994,785	\$19,352,393	\$7,740,957	\$7,922,687	\$4,331,141
<b>Vehicle Refits and Components</b> Major refurbishment of fleet to ensure vehicles meet planned economic life.	\$29,456,819	\$29,456,819	\$14,728,410	\$11,782,728	\$2,945,682
<b>Bus Shelter Program</b> Provides for the installation of approximately 100 BC Transit designed and branded bus shelters in communities across British Columbia.	\$2,750,000	\$2,750,000	\$1,100,000	\$1,100,000	\$550,000
<b>Smart Bus and Fare Technology</b> Comprised of two key on-board bus technology components: advanced fare technology (790 buses in 22 communities) and real-time technology (270 buses in 22 communities).	\$26,800,000	\$26,800,000	\$13,400,000	\$10,720,000	\$2,680,000
<b>Backup Generators</b> Installation of standby generators and related support infrastructure in BC Transit facilities to ensure business continuity and support local and provincial emergency management systems in the event of a power outage.	\$5,000,000	\$5,000,000	\$2,000,000	\$2,000,000	\$1,000,000
<b>Highway 1 / Douglas Street Southbound Bus Lane</b> Construction of a southbound bus only lane along Highway 1 / Douglas Street in the Victoria region from the Burnside Bridges to Tolmie Avenue.	\$16,000,000	\$12,300,000	\$4,920,000	\$11,080,000	\$ -

<b>Vehicle Acquisition Phase 3 (11 HC)</b> Acquisition of approximately 11 high capacity replacement transit vehicles.	\$15,759,945	\$15,539,713	\$ 6,215,885	\$ 6,275,615	\$3,268,445
<b>Vehicle Acquisition Phase 4 (62 LD)</b> Acquisition of approximately 62 light duty replacement transit vehicles.	\$13,530,414	\$13,267,861	\$5,307,144	\$5,405,677	\$2,817,593
<b>Vehicle Acquisition Phase 5 (35 EXP)</b> Acquisition of approximately 35 expansion transit vehicles.	\$29,940,808	\$29,393,481	\$11,757,392	\$11,953,096	\$6,230,319
<b>Victoria handyDART Operations and Maintenance Facility</b> New Operations and Maintenance Facility for custom transit operations serving the Victoria Regional Transit System.	\$32,500,000	\$31,513,078	\$12,605,231	\$12,956,469	\$6,938,300
<b>Bus Shelter Program Phase 2</b> Provides for the installation of approximately 150 BC Transit designed and branded bus shelters in communities across British Columbia.	\$ 4,930,000	\$ 4,930,000	\$ 1,972,000	\$ 1,972,000	\$986,000
<b>UVic Transit Exchange</b> Rehabilitation and safety improvements in major regional transit hub	\$ 3,566,236	\$ 3,566,236	\$ 1,783,118	\$ 1,426,494	\$356,624
<b>Vehicle Acquisition Phase 6</b> Acquisition of approximately 15 medium duty transit vehicles	\$ 7,920,419	\$ 7,920,419	\$ 3,168,168	\$ 3,168,168	\$1,584,083
<b>Total</b>	\$281,024,396	\$274,664,970	\$115,848,293	\$116,912,922	\$48,263,181

# BC Bus North/Intercity Bus Service

## Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: June 9, 2021

### ISSUE

- BC Bus North will continue service through March 31, 2022 with support from the Government of Canada.
- Through March 2025, North Development Initiative Trust will provide grants to deliver northern transportation services.

### ADVICE AND RECOMMENDED RESPONSE

- Northern British Columbians can continue to rely on BC Bus North for inter-city bus. During COVID-19 pandemic regular schedules have been maintained with additional safety measures implemented, such as enhanced cleaning and plexi-glass shields installed on seats.
- 2020 ridership compared to 2019 (calendar year) declined from 24 to 47 percent depending upon the route.
- BC Bus North service operates, at a net cost of approximately \$110,000 per month (net of fare revenue). Since the fall of 2019, the federal government has made contributions to fund 50% of the net costs. The remaining cost is managed through BC Transit's existing budget allocation — without impacts to local or regional transit service.
- The government has established a \$7.9 million Northern Transportation Services Fund with Northern Development Initiative Trust, using federal/provincial Safe Restart funds.
- The Fund will be used to ensure that northern residents have access to transportation services that meet their needs, whether it is community vehicles or intercity bus service, through March 2025.
- This is an opportunity to learn from the experience of BC Bus North and the Community Transportation Grant Program and improve transportation services for northern residents.

### BACKGROUND

- In February 2018, the Passenger Transportation Board approved Greyhound's request to reduce and discontinue service on a number of its routes.
- On June 4, 2018, in response to Greyhound's departure, the Province introduced BC Bus North as an interim solution, providing two-round trips per week between Prince George, Prince Rupert, Valemount, Fort St. John, and one-round trip per week between Dawson Creek and Fort Nelson.
- In October 2018, Transport Canada offered to cost-share operating costs of the remaining vacated inter-city bus routes with interested provinces.
- In response, B.C. submitted a funding application to Western Economic Diversification which was successful.



- Operating costs for BC Bus North, net of fare revenue, are:
    - Fiscal 2020/21 - \$1.3 million (12 months shared with Canada, BC Transit contributing \$650,000).
    - Fiscal 2021/22 – forecast of \$1.3 million (12 months shared with Canada, BC Transit contributing \$650,000).
  - Western Economic Diversification required a competitive process to choose an operator. The successful proponent, and only respondent, was the current operator.
- Business Information; Government Financial Information

- In April 2020, a decision was taken to operate the Valemount – Prince George service only when seats were reserved, rather than running the bus empty.

### **Service Plan Variance**

The provincial contribution to BC Bus North is through BC Transit's existing budget allocation. There has been no increased provincial allocation for BC Bus North.

In March 2021, the government provided Northern Development Initiative Trust with a \$7.9 million grant from the Safe Restart funds with the objective of establishing a grant program to provide northern transportation services through March 2025.

### **PROGRAM CONTACT**

Jodi Dong, Executive Director, Transit Branch, Cell: 250 216 7407

# RESERVATIONS REQUIRED

# Schedules and Fares

EFFECTIVE MARCH 1, 2020



PG to PR ROUTE 100   Thu & Sat	\$65	Time	Fare
Prince George: Downtown 7th at Dominion		08:00	
Prince George: Pine Centre		08:10	
Prince George: Westgate Mall		08:20	
Vanderhoof CO-OP: Arrive		09:10	
Vanderhoof CO-OP: Depart		09:40	
Fort Fraser: Petro Canada		10:10	
Fraser Lake: Fraser Lake Mall		10:20	
Burns Lake: Arrive		11:25	
Burns Lake: Depart		11:40	
Brown/Duncan Hwy 16 at Duncan L.L. Rd.		12:30	
Tyler: Best Area		12:45	
Houston: A&W		13:05	
Tyler: Tyler Market		13:40	
Smithers Mall: Arrive		13:55	
Smithers Mall: Depart		14:25	
Marktown: Esso Gas Station		15:05	
New Hazelton (by Post Office)		15:35	
Gilgavilla		15:55	
Kilwassa Junction: Petro Canada		16:10	
Terrace Shamba Mall: Arrive		17:15	
Terrace Shamba Mall: Depart		17:35	
Fort Edward: General Store		18:05	
Prince Rupert: Downtown 7th at 1st Ave.		18:25	

PG to Valemount ROUTE 200   Mon & Fri	\$35	Time	Fare
Prince George: Downtown 7th at Dominion		14:30	
McBride Train Station 1st Ave: Arrive		16:10	
McBride Train Station 1st Ave: Depart		17:00	
Tete Jaune: Lodge Campground		17:40	
Valemount: Petro Canada		18:00	
McBride Train Station 1st Ave		19:00	

Valemount to PG ROUTE 200   Mon & Fri	\$35	Time	Fare
McBride Train Station 1st Ave		08:00	
Valemount: Petro Canada		07:00	
Tete Jaune: Lodge Campground		07:15	
McBride Train Station 1st Ave: Arrive		08:00	
McBride Train Station 1st Ave: Depart		08:10	
Prince George: Downtown 7th at Dominion		10:30	

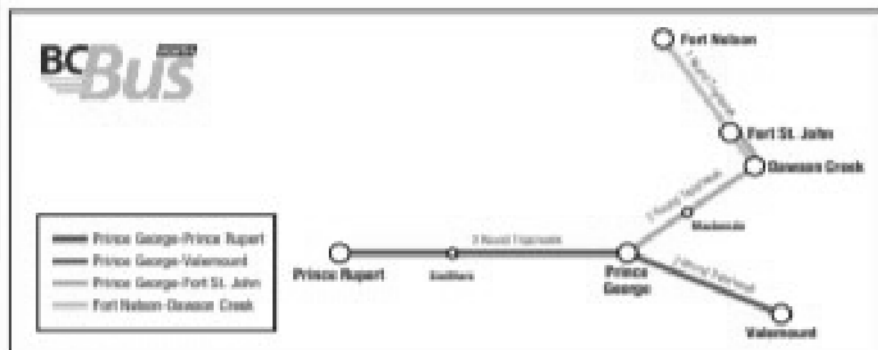
PG to Ft. St. John ROUTE 200   Mon & Tue	\$48	Time	Fare	Fare	Fare
Prince George: Downtown 7th at Dominion		08:00			
Bear Lake: BP Gas Station		09:05			
Milled Lake: General Store		09:50			
Mackenzie Junction		10:05			
Mackenzie Recreation Centre: Arrive		10:25			
Mackenzie Recreation Centre: Depart		10:30			
Arsenault Lake Lodge and Cabins: Arrive		11:10			
Arsenault Lake Lodge and Cabins: Depart		12:00			
Chetwynd: Petro Canada: Arrive		13:20*			
Chetwynd: Petro Canada: Depart		13:25*			
Groundbirch: Race Trac Gas Station/Store		14:10*			
Dawson Creek CO-OP Mall: Arrive		14:45*			
Dawson Creek CO-OP Mall: Depart		14:55*			
Taylor: Esso		15:45*			
Fort St. John (99 Ave. at 100 St.)		16:00*			

Ft. St. John to PG ROUTE 200   Wed & Thu	\$48	Time	Fare	Fare	Fare
Fort St. John (99 Ave. at 100 St.)		08:00*			
Taylor: Esso		08:15*			
Dawson Creek CO-OP Mall: Arrive		09:05*			
Dawson Creek CO-OP Mall: Depart		09:15*			
Groundbirch: Race Trac Gas Station/Store		09:50*			
Chetwynd: Petro Canada: Arrive		10:25*			
Chetwynd: Petro Canada: Depart		10:40*			
Arsenault Lake Lodge and Cabins: Arrive		12:00			
Arsenault Lake Lodge and Cabins: Depart		12:30			
Mackenzie Recreation Centre: Arrive		13:30			
Mackenzie Recreation Centre: Depart		13:35			
Mackenzie Junction		13:55			
Milled Lake: General Store		14:10			
Bear Lake: BP Gas Station		14:55			
Prince George: Downtown 7th at Dominion		16:00			

PR to PG ROUTE 100   Fri & Sun	\$65	Time	Fare
Prince Rupert: Downtown 7th at 1st Ave.		08:00	
Fort Edward: General Store		08:30	
Terrace Shamba Mall: Arrive		09:50	
Terrace Shamba Mall: Depart		10:10	
Kilwassa Junction: Petro Canada		11:15	
Gilgavilla		11:30	
New Hazelton (by Post Office)		11:50	
Marktown: Esso Gas Station		12:30	
Smithers Mall: Arrive		12:50	
Smithers Mall: Depart		13:30	
Tyler: Tyler Market		13:45	
Houston: A&W		14:20	
Tyler: Best Area		14:40	
Brown/Duncan Hwy 16 at Duncan L.L. Rd.		14:55	
Burns Lake: Arrive		15:45	
Burns Lake: Depart		16:00	
Fraser Lake: Fraser Lake Mall		16:55	
Fort Fraser: Petro Canada		17:15	
Vanderhoof CO-OP: Arrive		17:45	
Vanderhoof CO-OP: Depart		17:55	
Prince George: Westgate Mall		18:05	
Prince George: Pine Centre		18:15	
Prince George: Downtown 7th at Dominion		18:25	

Dawson Creek to Ft. Nelson ROUTE 400   Tue	\$49	Time	Fare
Dawson Creek CO-OP Mall		08:00*	
Taylor: Esso		08:50*	
Fort St. John (99 Ave. at 100 St.): Arrive		09:05*	
Fort St. John (99 Ave. at 100 St.): Depart		09:15*	
Wenman: Esso: Arrive		10:30*	
Wenman: Esso: Depart		10:45*	
Pink Mountain: Campsite and General Store		11:00*	
Buckingham River Lodge: Arrive		12:10*	
Buckingham River Lodge: Depart		12:30*	
Prophet River: Post Office		13:25*	
Fort Nelson: Recreation Centre		14:30*	

Ft. Nelson to Dawson Creek ROUTE 400   Wed	\$49	Time	Fare
Fort Nelson: Recreation Centre		08:00*	
Prophet River: Post Office		09:05*	
Buckingham River Lodge: Arrive		10:10*	
Buckingham River Lodge: Depart		10:20*	
Pink Mountain: Campsite and General Store		11:00*	
Wenman: Esso: Arrive		11:45*	
Wenman: Esso: Depart		12:00*	
Fort St. John (99 Ave. at 100 St.): Arrive		13:15*	
Fort St. John (99 Ave. at 100 St.): Depart		13:25*	
Taylor: Esso		13:40*	
Dawson Creek CO-OP Mall		14:30*	



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Canada



# handyDART

## Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: March 21, 2021

### ISSUE

- BC Transit (and TransLink) use small buses and taxis to deliver door-to-door custom transit service (handyDART) for passengers who are not able to use conventional transit.

### ADVICE AND RECOMMENDED RESPONSE

- handyDART provides an essential and affordable service to individuals for whom conventional transit is not an option. The Province remains committed to funding and supporting improvements for this important service.
- BC Transit forecasts that approximately 11% of funding for operating costs will be attributed to BC Transit custom transit systems in 2021/22.
- The Provincial share of handyDART funding across B.C. outside Victoria is 67%, and 63% in Victoria.
- Provincial and federal Safe Restart funding (\$86M in total) will enable BC Transit and local government partners to maintain handyDART service levels in 2021/22, ensuring this essential service continues to be provided to British Columbians who rely on it.
- handyDART ridership is forecast to recover in 2021/22 from lower levels experienced during the COVID-19 pandemic.
- While service decisions are a local government responsibility, BC Transit provides technical expertise and analysis to local governments in order to identify and prioritize transit service changes or improvements on an on-going basis.
- Planned service expansions in 2021/22 will take place in:
  - Kitimat: 990 annual hours to increase operating hours to align with conventional transit hours of service.
  - Squamish: 850 annual hours to increase services available nights and weekends.

### BACKGROUND

- The Province and BC Transit are continuing to work to improve the efficiency and effectiveness of handyDART services.
- In response to the Minister's 2018 Mandate letter to BC Transit, in fall of 2018 BC Transit completed a Custom Transit report, which identified opportunities to improve the availability and effectiveness of handyDART service. BC Transit is continuing to implement the recommendations from this report, including expanding customer travel training and flexible service options.
- BC Transit is continuing to make improvements to its custom transit registration process to ensure applicants are matched to the most appropriate transit service to

meet their needs. These changes have been successfully implemented in 12 communities, and BC Transit plans to implement them in Victoria in 2021/22.

- BC Transit has implemented measures to safeguard the health and safety of handyDART customers and employees during the pandemic, including daily vehicle sanitization, limiting numbers of passengers per vehicle, mandatory face coverings for passengers able to use them, and additional personal protective equipment for operators.

#### **General handyDART Information:**

- In BC Transit communities, handyDART trips are provided by 24 dedicated handyDART systems.
- BC Transit's handyDART transit systems carried over 1.1 million passenger trips and had over 18,000 registered users in 2019/20. This is indicative of pre-pandemic ridership levels.
- In 2020/21, BC Transit's handyDART ridership declined by 60 percent to 0.4 million passenger trips, reflecting lower customer demand for trips due to the COVID-19 pandemic. Ridership is forecast to partly recover to 0.6 million passenger trips in 2021/22.
- handyDART accounts for 2% of transit trips in BC Transit communities, and less than 1% of all transit trips across the province.

#### **Service Plan Variance**

##### **2020/21 -2022/23 Service Plan (\$ millions)**

<b>2020/21</b>	<b>2021/22</b>	<b>2022/23</b>	<b>Total</b>
40.8	41.5	Advice/Recommendations; Government Financial Information	

##### **2021/22 – 2023/24 Service Plan (\$ millions)**

<b>2021/22</b>	<b>2022/23</b>	<b>2023/24</b>	<b>Total</b>
42.0	Advice/Recommendations; Government Financial Information		

- Based on an estimation of 11% of BC Transit forecast Total Expenses identified in the financial summary tables of the 2020/21-2022/23 and 2021/22-2023/24 BC Transit Service Plans.

#### **PROGRAM CONTACT**

Bart Walman, Director, Transit Branch, Transportation Policy and Programs Department  
250 896-5609

# Free Transit for Youth Aged 12 and Under

## Budget/Estimates Note

Ministry of Transportation and Infrastructure

**Date:** June 9, 2021

### ISSUE

- Budget 2021, and Minister Fleming and Minister Heyman's mandate letters commit the Province to working with BC Transit and TransLink to make transit free for children 12 and under.

### ADVICE AND RECOMMENDED RESPONSE

- Implementing free transit for children aged 12 and under would make over 340,000 children from age 5 to and including 12 years across B.C. (TransLink and BC Transit systems), eligible to ride for free.
- Launching the program in September 2021 will make transit more affordable for families and help rebuild transit ridership in time for the new school year.
- The program will also aim to build a culture of transit ridership and support our environmental objectives under Clean BC.
- The Ministry will continue to work with TransLink and BC Transit to refine costing based on ridership and understand estimates of foregone revenue amounts over the course of the initiative.

### BACKGROUND

- Budget 2021 approved up to \$10.8M for BC Transit in funding (over the next 3 fiscal years) for the launch of a two-phased province-wide free transit program for youth aged 12 and under. Intergovernmental Communications; Government Financial Information

- New program funding provided to TransLink<sup>Intergovernmental</sup> and BC Transit (up to \$10.8M) will help offset foregone revenue, program development and administration costs arising from this new program over the next three years.
- Fares made up approximately 44% of local governments' contributions for transit costs, which translates to about 24% of BC Transit's total revenue in 2019-20. Fares made up about 33% of TransLink's total revenue in 2019. Compensation for foregone revenue will help offset the revenue losses associated with implementing this program.
- Cabinet Confidences; Advice/Recommendations; Intergovernmental Communications; Government Financial Information

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- Note that the estimated costs below for TransLink are funded by Federal/Provincial Safe Restart Funding in 2020/21, not from Budget 2021.

Cabinet Confidences; Advice/Recommendations; Intergovernmental Communications; Government Financial Information

Table 1: Estimated TransLink and BC Transit Costs (\$M)		2021/22	Cabinet Confidences; Advice/Recommendations; Intergovernmental Communications; Government Financial Information
TransLink program costs		1.800	
TransLink foregone revenue costs		1.511	
TransLink fare product costs		0.000	
Web development costs		2.000	
Total Costs TransLink‡		5.311	
BC Transit program costs (including capital costs)		1.255	
BC Transit foregone revenue costs		1.250	
BC Transit fare product costs		0.000	
Web development costs		2.000	
Total Cost BC Transit		4.505	
Total Costs		9.816	

## Service Plan Variance

### 2020/21 -2022/23 Service Plan (\$ millions)

2020/21	2021/22	2022/23	Total
0	0	0	0

### 2021/22 – 2023/24 Service Plan (\$ millions)

2021/22	2022/23	2023/24	Total

- BC Transit estimated costs as noted above do not appear as part of MoTI's voted appropriation in Budget 2021. Actual costs as determined at the end of Fiscal 2021/22 will be funded through access to contingencies.
- TransLink's estimated costs will be funded through previously unallocated Federal/Provincial Safe Restart Funding in Fiscal 2020/21, not from *Budget 2021*.

## PROGRAM CONTACT

Jodi Dong, Executive  
Director Transit Branch  
(TransLink)  
Transportation Policy and Programs  
Department Cell: (250) 216-7407

Bart Walman, Director  
Transit Branch (BC  
Transit) Cell: (250) 896-  
5609

# BC Transit Financial Overview

## Estimates Note

Ministry of Transportation and Infrastructure

Date: March 25, 2021

### ISSUE

- BC Transit receives an annual operating grant and capital funding from the Province.

### ADVICE AND RECOMMENDED RESPONSE

- In fiscal year 2020/21, BC Transit's total expenses are forecast to be \$344.5M with the Province providing \$157.3M\* in operating funding and \$48.1M in capital funding.
- Provincial operating funding of \$157.3 M in 2020/21 includes \$44.15M in Safe Restart funding (provincial share).
- In fiscal year 2021/22, BC Transit's total expenses are forecast at \$381.9M, with the Province budgeting an operating grant of \$125.926M and \$48.3M in capital grants.
- Funding for transit is cost-shared between the Province and local governments according to a funding formula. Overall, the Province funds just under half of BC Transit's operating and capital costs.
- Over the next three years, the Province is projected to provide \$377.8M in operating contributions and \$231.7M in capital contributions, including funding for the provincial share of capital projects under the Investing in Canada Infrastructure Program (ICIP) in BC Transit communities.
- The Provincial government has made a commitment to provide a provincial contribution of 40% for ICIP projects. This amount matches federal capital funding commitments of 40%, and when supported by municipal contributions of 20%, leverages approximately \$1.2B for BC Transit capital projects over the next ten years.

\* BC Transit was granted an additional \$2.3M of federal/provincial safe restart funding (\$1.15M of this was the provincial share) that was not included in their 2021 forecast in the service plan.

### BACKGROUND

#### Funding Model

- Funding for transit is cost-shared between the Province and local governments as follows:

Provincial share of costs					
Regional Transit Systems		Victoria Regional Transit System		Northern Transit / Intercity	
Conventional transit	46.69%	Conventional transit	31.70%	Hwy 16 Inter Community BC Bus North Inter-city	66.7% Operating + 100% Capital
Custom transit	66.69%	Custom transit	63.00%		100% (cost shared with feds)



- Local governments cover their share of costs through property taxes, passenger fares and advertising revenue. The Victoria Regional Transit system has access to a regional motor fuel tax (which is currently 5.5 cents per litre).

### Expenditures and Revenue

- BC Transit's total expenses are forecast to be \$344.5M in 2020/21.
- Local governments are forecast to contribute \$53.1M for operating and capital (mostly from property tax), and passenger and advertising revenues are forecast for the year at \$46.3M.
- BC Transit is forecasting \$156.1M in total provincial operating funding in 2020/21, including \$43M in Safe Restart funding to assist local governments in funding their cost contributions. BC Transit was granted an additional \$2.3M of federal/provincial Safe Restart funding at the end of March, that was not included in their 2021 forecast in the service plan. BC Transit was advised to not amend their service plan.
- Provincial operating contributions are projected to total \$377.8M over the next three years.
- Provincial capital contributions in 2020/21 are forecast to total \$48.1M.
- Provincial capital contributions are projected to total \$231.7M over the next three years, including funding for the provincial share of annual capital and ICIP projects in BC Transit communities throughout the province.

### Service Plan Variance: Total Expenses, BC Transit

#### 2020/21 – 2022/23 Service Plan (\$ millions)

2020/21	2021/22	2022/23	Total
371.0	377.5	Advice/Recommendations; Government Financial Information	

#### 2021/22 – 2023/24 Service Plan (\$ millions)

2021/22	2022/23	2023/24	Total
381.9	Advice/Recommendations; Government Financial Information		

### PROGRAM CONTACT

Andrea Mercer, Executive Director, Transit Branch - Transportation Policy and Programs  
Department, Cell: 250 812-5486

# BC Transit 2021/22-2023/24 Service Plan Highlights

## Estimates Note

Ministry of Transportation and Infrastructure

Date: March 25, 2021

### ISSUE

- BC Transit posted its 2021/22-2023/24 Service Plan on Budget Day 2021.

### ADVICE AND RECOMMENDED RESPONSE

- BC Transit's 2021/22-2023/24 service plan is focused on building back ridership and supporting economic recovery from the COVID-19 pandemic in communities across B.C.
- Service levels will be maintained in 2021/22 to ensure British Columbians continue to have reliable and affordable public transit services they can rely on.
- Ridership levels have dropped by more than 50 percent due to COVID 19, impacting 2020/21 results and future year forecasts for performance measures related to ridership.
- BC Transit, in partnership with the Province and local governments, had planned to increase services in 2020/21, and was forecasting a 3% increase in passenger trips; however, given the significant decline in ridership across the province from COVID-19, service expansion was deferred in 2020/21 and will restart modestly in 2021/22.
- BC Transit is working closely with the Ministry and local governments to monitor ridership patterns and will review its expansion plans as conditions evolve.

### BACKGROUND

#### Financial

- The Provincial operating grant is projected to increase <sup>Advice/Recommendations; Government Financial Information</sup> forecast in 2020/21 to \$125.9M in 2021/22.

Provincial Operating Grants 2020/21 - 2022/23 (\$'000s)					
	2020/21 Forecast	2021/22 Budget	2022/23 Budget	2023/24 Budget	3-Year Total
Provincial Operating Grant	113.144	125.926	Advice/Recommendations; Government Financial Information		
Provincial Safe Restart*	43.000	0.000			
Total Provincial Operating	156.144	125.926			

\* The \$43M represents the provincial share of the \$86M federal / provincial safe restart allocation to BC Transit in 2020/21 for the benefit of Local Governments. The forecast Provincial operating grant for 2020/21 is shown as \$156.114 in BC Transit's Service Plan (this includes \$43M in provincial restart funding). Note that an additional \$2.3M in federal / provincial safe restart funding was provided in 2020/21, but after the production of the BC Transit Service Plan. The additional funding will be reflected in BC Transit's annual Service Plan Report for 2020/21.

- <sup>Advice/Recommendations; Government Financial Information</sup> reflects annualization of expansion budget from prior years, restoration of funding related to 2020/21 one-time cost savings, and additional funding in this Budget to cover negotiated wage settlements.

- In 2022/23 and <sup>Advice/Recommendations</sup> the Provincial operating grant is projected to be \$125.9M. BC Transit will be working closely with the ministry to monitor costs, ridership and service levels during the pandemic recovery, which will help inform future decisions with respect to operating funding.

### **Operating Costs per Service Hour (Performance Measure)**

- Operating cost per service hour for conventional transit is forecast to increase by 28 percent over the next three years. This increase is driven by forecast inflation in input costs, including labour, maintenance, diesel fuel prices, renewal of contracts negotiated with operating companies, operating costs associated with new customer focused fleet technology, and COVID-related expenses and a current assumption of decreased service hours in 2022/23 & 2023/24.
- Operating Cost per Service Hour (Conventional transit)
  - 2020/21: \$122.20
  - 2021/22: \$127.67
  - Advice/Recommendations; Government Financial Information

### **Ridership (Performance Measure)**

- 2020/21 ridership of 26.6M at 45% of pre-pandemic (2019/20) level
- Ridership is forecast to recover steadily in next 3 years but is constrained by a current assumption of decreased service hours in both 2022/23 and 2023/24:
  - 2021/22: 32.3 M (55% of pre-pandemic level)
  - Advice/Recommendations; Government Financial Information
  -
- In 2021/22, BC Transit will undertake a ridership recovery marketing campaign, implement targeted services that adapt to changing demand patterns, increase customer reach and implement a customer experience program with improved engagement to inform future service decisions.
- Ministry staff will work closely with BC Transit to monitor ridership and service levels during the pandemic recovery, which will help inform future decisions with respect to operating funding/service levels.

### **Safety (Performance Measure)**

- Operator assaults are forecast to decline in 2020/21 and each of next 3 years, in part due to new driver doors that have been installed on 700 buses
- Passenger injury claims rate forecast to improve in next 3 years

### **Service Hours Per Capita (Performance Measure)**

- "Service hours per capita" targets for 2022/23 are lower than in the previous service plan for conventional service, reflecting the assumption that population will increase at a faster rate than service hours in 2022/23.

### Service Delivery (Performance Measure)

- Percentage of scheduled service trips delivered was slightly lower in 2020/21 due to impacts of the pandemic on transit operations (moving to Spring and Summer lower service levels earlier than normal); forecast to return to normal very high pre-pandemic levels in 2021/22.

### Proximity to Transit (Performance Measure)

- Conventional transit service hours per capita forecast to increase slightly in 2021/22, then decline in 2022/23 and 2023/24 in line with assumed service reductions.
- Paratransit and custom transit service hours per capita forecast to remain stable.

### GHG Emissions (Performance Measure)

- Advice/Recommendations

## Financial Summary

(\$000)	2020/21 Forecast	2021/22 Projection	2022/23 Projection	2023/24 Projection
Total Revenue				
Operations	46,330	51,619	Advice/Recommendations; Government Financial Information	
Provincial operating	156,144 <sup>1</sup>	125,926 <sup>6</sup>		
Local government operating & capital	53,067	153,676		
Federal government operating	44,047 <sup>2</sup>	-		
Deferred capital contributions <sup>3</sup>	37,877	44,834		
Investment and other income	6,828	5,817		
Total Revenue	344,293	381,872		
Total Expenses				
Operations	174,367	194,741		
Maintenance	68,787	72,860		
Administration	34,214	38,733		
Use of asset	67,092	75,538		
Total Expenses	344,460	381,872		
Annual Operating Surplus (Deficit)	(167)	-		
Other non-operational gain (loss)	587	-		
Total Annual Surplus (Deficit) <sup>4</sup>	420	-		
Total Liabilities <sup>5</sup>	543,795	557,087		
Accumulated Surplus	29,720	29,720		
Capital Expenditures	113,528	113,029		

<sup>1</sup> Provincial operating revenues for 2020/21 includes a one-time contribution of \$43 million Safe Restart Funding.

<sup>2</sup> Federal government operating revenues for 2020/21 include a one-time contribution of \$43M Safe Restart Funding.

<sup>3</sup> BC Transit receives capital funding for the construction or acquisition of assets and their use in program/service delivery. Capital contributions are deferred and recognized in revenue over the useful life of the asset, as program/services are delivered, as directed by the Province.

<sup>4</sup> Gains largely due to grant recognition in year of purchase of land for future transit facilities.

<sup>5</sup> Net of sinking funds, consistent with prior years' Service Plans.

<sup>6</sup> The Provincial operating grant is projected to increase (forecast is \$113.144M prior to addition of \$43M in Safe Restart funding in 2020/21) to \$125.926M in 2021/22. Advice/Recommendations; Government Financial Information Advice/Recommendations; BC Transit will be working closely with the ministry to monitor ridership and service levels during the pandemic recovery, which will help inform future decisions with respect to operating funding.

## **PROGRAM CONTACT**

Bart Walman, Director, Transit Branch, Transportation Policy and Programs Department, Cell:  
250 896-5609

# BC Transit Board and Executive Remuneration Estimates Note

Ministry of Transportation & Infrastructure

Date: March 25, 2021

## ISSUE

- Remuneration for BC Transit Board of Directors and Executive

## ADVICE AND RECOMMENDED RESPONSE

### Board

- The remuneration framework for Crown Boards is established in Treasury Board Directive 2/17. BC Transit is classified as a level 4 organization and its profile aligns with the other Crowns in level 4.
- Total board remuneration over the last three years is as follows:

	2017/2018	2018/2019	2019/2020
Year Ending March 31	\$73,000	\$78,031	\$97,973

- Please note that 20-21 actuals will not be available until release of Public Accounts (summer 2021).

### Executive

- BC Transit strives to provide a competitive, fair and equitable compensation program for its executives.
- Total remuneration including salary, benefits, pension contributions, and other compensation for the last three years is as follows (includes all executives on payroll during the three-year period):

Name and Position	2017/2018	2018/2019	2019/2020	Notes
Erinn Pinkerton, President and CEO	\$188,319	\$271,793	\$311,183	Appointed at President & CEO on April 25, 2018
Manuel Achadinha, President & CEO (including holdback)	\$355,471	\$340,578	\$272,585	Personal Information
Brian Anderson, VP, Operations and COO	\$218,723	\$227,756	\$96,527	Resigned September 6, 2019
Timothy Croyle, VP, Operations and COO			\$44,860	Joined the organization on February 10, 2020
Greg Conner, VP, Human Resources and Corporate Secretary	\$190,574	\$204,992	\$218,019	
Aaron Lamb, VP, Asset Management and CSO	\$188,245	\$201,773	\$221,647	
Laura-Lea Berna, VP, IT and CIO			\$176,321	The Director Information Services and Technology and CIO was reclassified to VP, IT and CIO. Personal Information

Christy Ridout, VP, Business Development		\$170,454	\$210,664	Moved into the role as a temporary assignment on May 7, 2018. Transitioned into the position permanently on December 10, 2018.
Alan Thomas, VP, Finance and CFO	\$195,161	\$213,093	\$199,300	Personal Information
Roland Gehrke, VP, Finance and CFO			\$144,965	Joined the organization on September 3, 2019
<b>TOTAL</b>	<b>\$1,148,174</b>	<b>\$1,630,439</b>	<b>\$1,896,071</b>	

## BACKGROUND

- Board composition is specified in the *British Columbia Transit Act*. The Board is appointed by the Province and consists of seven members that include two members of the Victoria Regional Transit Commission, two Mayors or Regional District Chairs and three other individuals.
- There are no positions that are eligible for performance remuneration through a holdback.
- Rationale for board remuneration increase from 2018/19 to 2019/20: In 2018/19 only six of seven available board positions appointed vs seven appointment in 2019/20; increase in total meeting days from 42.5 to 64 due to reintroduction of separate Finance and Audit Committee meetings. Current board chair more active.
- In August 2020, Finance Minister Carol James provided all crown corporations with direction “for a policy to freeze executive compensation for the 2020/21 performance year ... [requiring] public sector employers currently subject to compensation plans under the Public Sector Employers Act will be required to amend their plans to indicate there will be no increases or adjustments paid to executive-level employees for the 2020/21 performance year.” This policy is not reflected in 2019/20 compensation.

## PROGRAM CONTACT

### Greg Conner

Vice President, People and Culture

BC Transit

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Information

### Bart Walman

Director, Transit Branch (BC Transit), Transportation Policy & Programs Department

Ministry of Transportation and Infrastructure

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# Sea to Sky Regional Transportation Estimates Note

Ministry of Transportation and Infrastructure

Date: April 9, 2021

## ISSUE

- Local governments and First Nations in the Sea to Sky corridor (the 'local partners') are eager to have regional transportation connecting Pemberton/Mount Currie, Whistler, Squamish and Vancouver.

## ADVICE AND RECOMMENDED RESPONSE

- The Province recognizes that regional transportation provides benefits, such as connecting people to employment and reducing congestion on the Sea to Sky corridor.
- One of the commitments in Minister Heyman's mandate letter is to *"Reduce congestion and make transit an option for more people by working with TransLink to improve and expand the network for people living in the Fraser Valley and Sea-to-Sky regions, including by expanding West Coast Express service"*
- Over the last five years, BC Transit has worked closely with the local partners. In 2017 and 2018 BC Transit conducted extensive public engagement to develop options for a regional transit service. This work will help inform the mandate commitment to expand the network for people living in the Sea-to-Sky region.

## BACKGROUND

- Squamish and Whistler have existing local BC Transit systems. Pemberton has a BC Transit commuter service to Whistler. Each local partner's contribution for their local transit service is funded through property taxes, fare revenue and advertising / sponsorship revenue.
- In 2020/21, COVID-19 disrupted transit use resulting in a significant decline in ridership. Canada and the Province responded with "Safe Restart" funding to acknowledge the local government's lost fare revenue and ensure that essential transit service levels were maintained. BC Transit also waived local government vehicle lease fees for 6 months. Provincial contributions to local transit service are provided through BC Transit's annual operating grant and a separate BC Transit Safe Restart agreement. Safe Restart funding allocations were:
  - Whistler - \$3.65M
  - Squamish - \$0.36M
  - Pemberton - \$0.21M
- Annual operating costs for the BC Transit local services in 2019/20 were:



2019-20 Local Transit Annual Operating Costs			in millions
	Total Operating Costs*	Provincial Contribution	Local Contribution*
<b>Pemberton</b>	0.56	0.30	0.26
<b>Squamish</b>	2.80	1.18	1.63
<b>Whistler</b>	11.00	4.37	6.63
<b>Total</b>	\$ 14.36	\$ 5.85	\$ 8.51
*includes local government lease fees			

- There are also six private bus companies operating along the Sea to Sky corridor between Vancouver and Whistler (none go to Pemberton). As part of the economic recovery initiative, all six companies received operating funding to ensure that they maintain service over the next year. The Squamish Connector provides daily service between Squamish and Vancouver.

Private Sector Bus Company	Economic Recovery One-Time Funding
Blue Cactus Coach (SnowBus)	\$130,172
Epic Rides	224,400
Squamish Connector	128,174
Universal Coach	232,870
Whistler Rides	70,200
Owl Bus (Lillooet Car Pool)	38,016
<b>TOTAL</b>	<b>\$823,832</b>

- In November 2018, the BC Transit Board created a Sea to Sky Transit Service Area and a Regional Transit Commission. Local governments put forward names for the Province to appoint to the Commission. No appointments were made. The Province advised local governments that agreement on funding of the regional transit service was required prior to appointments to the Commission.
- The local governments have had changes in leadership over the last couple of years; however, there is still an interest in a regional motor fuel tax to pay a portion of the local government contribution to a regional transit service. Local governments state that their property tax base cannot support local and regional transit service. In 2018, BC Transit estimated the total annual cost of the service at \$3.6 million.
- In 2020, the volume of clear gasoline and diesel sold in Squamish and Whistler declined by 23 percent, compared to 2019 volumes.
- The Province is committed to working with all stakeholders to better integrate public transportation, including along the Sea to Sky corridor, with TransLink, BC Ferries and other modes of transportation.

## PROGRAM CONTACT

Jodi Dong, Executive Director, Transit Branch, Transportation Policy and Programs Branch  
Cell: 250 216-7407

# BC Transit Low Carbon Fleet Program

## Estimates Note

Ministry of Transportation and Infrastructure

Date: March 29, 2021

### ISSUE

- In July 2019, BC Transit announced its Low Carbon Fleet Program, which aligns with the Province of BC's Clean BC Plan, supports provincial targets for greenhouse gas (GHG) emissions, and supports local government climate action goals.

### ADVICE AND RECOMMENDED RESPONSE

- The Low Carbon Fleet Program lays out a 10-year strategy to transition BC Transit's current diesel-based fleet to low carbon alternatives; primarily battery electric and compressed natural gas.
- The Program establishes a practical approach to meeting, or exceeding, the CleanBC commitments via implementation of the Low Carbon Fleet Program. A phased approach to electrification allows BC Transit to prepare a measured, accurate approach to electrify select systems.
- The 10-year fleet replacement strategy supports the provincial GHG reduction targets of 40% by 2030, 60% by 2040, and 80% by 2050 (compared to 2007 levels).
- On July 18, 2019 the Government of Canada, Province of BC and BC Transit announced the purchase of the first 10 heavy duty battery electric buses (BEB) for deployment in 2021 in Victoria. Introduction of new technology, coordination with BC Hydro, development of appropriate vehicle technical standards, and disruptions in global supply chains due to COVID-19 have delayed this date to 2022.
- BC Transit has also introduced compressed natural gas buses and fueling infrastructure to Victoria and the Central Fraser Valley, including the addition of 34 medium duty and 68 heavy duty vehicles to the current fleet of 128 CNG buses.

### BACKGROUND

- A preliminary, high-level estimate of incremental capital costs to electrify the BC Transit fleet is approximately \$635M (including 1,150 buses, plus charging infrastructure) through 2030/31. Funding is yet to be allocated within the Ministry's capital plan for the full program given Phase 2 cost uncertainties (2025/26 onwards).
- The total cost of Phase 1 of BC Transit's Battery Electric Bus (BEB) Deployment Strategy, supplying approximately 150 buses and associated charging infrastructure, is \$193.3M in total funding from 2021/22 – 2024/25.
- Phase 1 funding has been redirected from currently planned projects in BC Transit's capital plan to cover incremental costs. No additional provincial funding is required, as
  - Incremental bus purchase costs are estimated at just over \$75M over and above the normal cost of replacing existing diesel buses with new

compressed natural gas (CNG) buses – and the remainder are charging infrastructure costs.

- Funding has been redirected from currently planned projects in BC Transit's capital plan to cover incremental costs including the removal of \$119M in project costs (Provincial share of \$48M) to accommodate Phase 1. The majority of the adjustments relate to the removal of lower priority projects; however, BC Transit may still implement these projects based on available budget.
- Phase 1 is composed of class 5 cost estimates (+50 percent/-20 percent) and aligned to anticipated project deployment timelines and approaches, to create both cash flow requirements and total program costing. COVID-19 and ridership recovery rates will impact the need for expansion buses and may delay deployment. Phase 2 of the BEB Deployment Strategy has not been incorporated in the LTCP because the timing and costs associated with implementation cannot be reasonably estimated at this time.
- Hydrogen: While the Low Carbon Fleet Program is a preliminary pathway for BC Transit's transition to a zero-emission fleet, business plans will continue to be required for determining which technologies will best support achieving BC Transit's objectives and the provincial government's GHG reduction targets.
- The Ministry and BC Transit continue to monitor developments in hydrogen fuel cell and hybrid hydrogen/battery technologies. The Low Carbon Fleet Program features a plan to achieve full electrification with a transitional deployment strategy based on bus classification. This includes interim acquisition of Compressed Natural Gas (CNG)-fueled vehicles, which can be fueled by renewable natural gas (RNG). RNG is a renewable fuel sourced from biogas derived from decomposing organic waste. Its use as a transitional fuel provides significant environmental benefits prior to the electrification of the entire fleet.

## **PROGRAM CONTACT**

Bart Walman, Director, Transit Branch (BC Transit), Transportation Policy and Programs  
Department 250 896-5609

# BC Transit Progress on 2020/21 Mandate Letter Estimates Note

Ministry of Transportation and Infrastructure

Date: March 29, 2021

## ISSUE

- BC Transit 2020/21 Mandate Letter included five priority actions.

## ADVICE AND RECOMMENDED RESPONSE

- BC Transit has either completed or is on track to complete each of the priority action items included in its 2020/21 Mandate Letter.

## BACKGROUND

Mandate Letter Commitment	Status
Continue to work with local governments to increase transit ridership through developing, delivering and continuously improving transit service across British Columbia.	<p><b>In Progress:</b> BC Transit ridership dropped to 20 percent of the pre-pandemic level in the initial phase of the pandemic. Ridership has since recovered to 45 percent of BC Transit's pre-pandemic level. BC Transit forecasts ridership to increase to 55 percent of pre-pandemic level in 2021/22 and to 61 percent by 2023/24.</p> <p>Throughout the pandemic, BC Transit worked to maintain service levels despite reductions in demand, ensuring passenger and operator safety with rear-door entry, provision of PPE to operators, acceleration of the driver door installation program, enhanced cleaning procedures, and other safety protocols.</p> <p>Provincial and federal Safe Restart funding (\$88.3M in total) will enable local government partners to maintain conventional and custom service levels during the recovery period.</p>
Continue to identify and implement cost efficiency measures while ensuring transit service levels are not impacted.	<p><b>In Progress:</b> BC Transit has undertaken efforts to improve cost efficiency. In total, BC Transit has advised that it has reduced total operating expenses by \$7.5M (provincial share = \$3.3M) in order to ensure that transit service levels are maintained to support ridership.</p> <p>These improvements include changes in scheduling to reduce overtime, reduced use of taxis for handyDART, reduced travel budgets associated with fleet safety and environmental inspections, reduced consulting, cancellation of the annual workshop and converted to virtual webinars and reduced training, and purchasing the Victoria and Central Fraser Valley CNG fueling stations through capital to avoid (\$0.8M) in annual operating lease costs.</p> <p>In addition, BC Transit will reduce fuel costs by converting the fleet to CNG (75 vehicles in FY2021 and 20 in FY2022), improve fleet maintenance practices resulting in lower overall cost to maintain the fleet, saving in excess of \$1M annually, work with TransLink on a joint fuel procurement process which will generate economies of scale on fuel purchases; and utilize data to support service optimization opportunities across the province.</p>

Work with Indigenous communities to identify transit service needs and opportunities.	<b>In Progress:</b> COVID-19 and the pandemic response delayed in-person engagement. BC Transit identified partnership and collaboration with Indigenous communities as a key strategy in several action areas of its 2020-2025 Strategic Plan, including the First Nations Employment Program, integrated land-use planning, and Community Partnership Transit Agreements.
Continue to implement measures that support BC Transit's Low Carbon Fleet Program (which has a target to transition to a 100% zero emission transit fleet by 2040).	<b>Completed:</b> BC Transit is implementing its Low Carbon Fleet Plan, with the first ten battery electric buses to be in service in Victoria in 2022. BC Transit has developed a plan to fund incremental costs of the first phase through its existing 10-year capital plan allocation (approximately 150 vehicles at an estimated cost of \$193M) by 2024/25.
Work with local governments on improving equity between custom transit (handyDART) and conventional transit service.	<p><b>Completed:</b> BC Transit continues to implement the recommendations from the 2018 Custom Transit report, including expanding customer travel training, registration, and flexible service options.</p> <p>BC Transit's improved Registration Process includes a personalized consultation and is now active in 13 systems (Vernon, Comox Valley, Kelowna, Shuswap, Kamloops, Penticton, Sunshine Coast, Prince George, Abbotsford/Mission, Chilliwack, Cowichan Valley, Campbell River, and Nanaimo). BC Transit plans to introduce in-person consultations in Victoria in September 2021.</p> <p>Service expansion of handyDART service in 2021/22 will take place in Kitimat and Squamish.</p>

## PROGRAM CONTACT

Bart Walman, Director, Transit Branch (BC Transit Unit), Transportation Policy and Programs  
Cell: 250 896-5609

# Response and Recovery on BC Transit - Ridership Estimates Note

Ministry of Transportation and Infrastructure

Date: April 8, 2021

## ISSUE

- BC Transit ridership recovery from COVID-19 impacts.

## ADVICE AND RECOMMENDED RESPONSE

- BC Transit ridership dropped to 20 percent of the pre-pandemic level in the initial phase of the pandemic.
  - Ridership has since recovered to 45 percent of BC Transit's pre-pandemic level.
  - BC Transit forecasts ridership to increase to 55 percent of pre-pandemic level in 2021/22 and to 61 percent by 2023/24.
- The province is increasing its operating contribution in 2021/22 (to \$125.926M), which in partnership with local governments will enable BC Transit to maintain service levels to accommodate more people returning to transit.
- This is in addition to the \$88.3 million in Safe Restart funding that was provided to local government partners in 2020/21 to help ensure that transit service levels could be maintained through the pandemic recovery period while keeping fares affordable.
- BC Transit will undertake a ridership recovery marketing campaign, implement targeted services to respond to changing demand patterns, and increase customer engagement to support ridership recovery.

## BACKGROUND

- Ridership declines reflected lower economic activity, many post-secondary institutions transitioning from in-person to online classes, businesses temporarily closing, changing business practices supporting working from home, and other factors.
- BC Transit has supported ridership retention by implementing measures to safeguard the health and safety of customers and operators, including reduced vehicle capacity to allow physical distancing, installation of driver doors, requiring face coverings while onboard or at bus stops, and intensified cleanliness measures.
- Provincial and federal Safe Restart funding of \$88.3M provided in 2020/21 enables BC Transit and its local government partners to maintain transit service levels in communities across B.C., supporting ridership recovery through 2023/24.
- Since the start of the pandemic, ridership has gradually recovered, reaching 45 percent of pre-pandemic levels as of February 2021.
- 2020/21 ridership forecast is 26.6M passenger trips, at 45% of 2019/20 level.
- Ridership is expected to recover in line with economic recovery in BC Transit communities, completion of vaccinations, a return to in-person classes at post-secondary schools expected in fall 2021, more workers returning to workplaces, and other factors.

## Service Plan Variance – BC Transit Ridership Forecasts

### 2020/21 -2022/23 Service Plan (Millions of Passenger Trips)

2020/21	2021/22	2022/23	Total
60.8	58.1	Advice/Recommendations; Government Financial Information	

### 2021/22 – 2023/24 Service Plan (Millions of Passenger Trips)

2021/22	2022/23	2023/24	Total
32.3	Advice/Recommendations; Government Financial Information		

- 2021/22 BC Transit Service Plan ridership forecasts are lower than the previous plan, prepared prior to the COVID-19 pandemic, due to the impacts of the pandemic in reducing ridership demand.

## PROGRAM CONTACT

Jodi Dong, Executive Director, Transit Branch - Transportation Policy and Programs Department, Cell: 250 216-7407

# TransLink and BC Transit Vaccination Rollout

## Estimates Note

Ministry of Transportation and Infrastructure

Date: May 13, 2021

### ISSUE

- As part of B.C.'s Phase 3 Immunization Plan, additional people in priority groups identified by public health and the COVID-19 Workplace Task Group are eligible to receive their first dose of a COVID-19 vaccine.

- Intergovernmental Communications

- As vaccination efforts continue, Health Authorities have begun reaching out directly to employers in geographic locations where COVID-19 cases, outbreaks and hospitalizations are high. The results have enabled many transit employees and worksites to become prioritized and to have received their vaccine already.

### ADVICE AND RECOMMENDED RESPONSE

- While the Province's initial, expedited vaccine roll-out for front-line workers did not include transit operators, we understand the importance of prioritizing transit operators in the vaccine roll-out and are now seeing expansion of the groups eligible for vaccination to include transit frontline workers in key geographic areas.
- The Province's immunization plan is based on scientific evidence, expert advice and guidelines from the National Advisory Committee on Immunization (NACI). The plan is designed to prevent severe illness and death and to protect the health-care system by managing outbreaks.
- The phased approach is based on expert advice and guidance from the NACI, B.C.'s Immunization Committee and the public health leadership committee. NACI recommends certain populations receive prioritization for early COVID-19 vaccination.
- As more sectors have been vaccinated, prioritization continues and evolves based on geographic location of COVID-19 cases, outbreaks and hospitalizations.
- People born between 1991 and earlier can now get the AstraZeneca/SII COVISHIELD (AZ/SII) vaccine at eligible pharmacies with vaccine supply in the Lower Mainland, Vancouver Island, the Interior and Northern B.C. This option should enable the majority of TransLink and BC Transit's frontline workers to be vaccinated if they choose to.
- As of May 5, the Ministry of Transportation and Infrastructure has begun coordinating directly with TransLink and BC Transit to identify how many frontline employees are working at various worksites, which will inform Provincial vaccine prioritization efforts planned by the Provincial Health Office.

### BACKGROUND

- On March 18, 2021, Premier John Horgan announced that beginning in April, additional people in priority groups identified by public health and the COVID-19 Workplace Task Group will start to receive their first dose of AZ/SII vaccine.



- This group was referred to as front-line workers and included groups such as: first responders (police, firefighters, emergency transport), K-12 educational staff, child care staff, grocery store workers, postal workers, bylaw officers, manufacturing workers, wholesale/warehousing employees, staff living in congregate housing, correctional facilities staff and cross-border transport staff.
- TransLink's CEO wrote to Minister Fleming requesting prioritization of TransLink's frontline workers to become eligible for a COVID-19 vaccine.
- Intergovernmental Communications
- Transit Police were included in the front-line workers group identified above and <sup>Intergov</sup> Intergovernmental Communications
- Intergovernmental Communications
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- Intergovernmental Communications
- Intergovernmental Communications

- Intergovernmental Communications

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## **PROGRAM CONTACT**

Jodi Dong, Executive Director, TransLink, Transit Branch, Transportation Policy and Programs Department, 250 216-7407

# Government Support of Transit (BC Transit)

## Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: April 6, 2021

### ISSUE

- In addition to funding approximately half of BC Transit's operating and capital costs the Province has also provided significant funding relief to help local government partners offset unprecedented revenue losses due to significant declines in ridership.

### ADVICE AND RECOMMENDED RESPONSE

- The level of provincial support for public transit in British Columbia is unmatched in the rest of Canada.
- Continuing to provide stable and reliable funding in light of significantly decreased ridership will contribute to the economic recovery of communities across the province.
- In 2021/22 the Province is forecast to provide:
  - \$125.9 million in operating funding (an increase of \$12.8M from 2020/21); and
  - \$48.3 million for capital projects
- In addition, the Province negotiated \$88.3 million under the federal/provincial Safe Restart Program for BC Transit communities. This funding has been allocated across 86 BC Transit systems and will help ensure that local government partners are able to maintain transit service levels while keeping fares affordable through 2023/24.
- The annual provincial operating grant provided to BC Transit has increased by \$16.9 million over the last five years, or 15.5% (from \$109.0 million in 2017/18 to \$125.9 million forecast in 2021/22).
- The increased level of provincial operating funding has helped to increase transit service levels across the province by 8.7% (increasing from 2.3 million service hours in 2017/18 to 2.5 million service hours forecast in 2021/22).
- The Province has also committed to fully leveraging federal funding under both the Public Transit Infrastructure Fund (PTIF) and the Public Transit Infrastructure Stream (PTIS) of the Federal Investing in Canada Infrastructure Program for BC Transit:
  - PTIF - \$61.7M in Provincial funding has leveraged \$180M in projects
  - ICIP - \$116M in Provincial funding (to date) has leveraged \$281M in projects

### BACKGROUND

- The Province provides an annual operating grant to BC Transit each year under an Operating Contribution Agreement. The grant covers the provincial share of operating costs. The Province has increased its operating grant to BC Transit by 15.5% over the past five years (from \$109.0 in 2011/12 to \$125.9M (forecast) in 2021/22). This increase has covered inflationary increases and expansion of transit service.

**Table 1: Provincial Operating Grant**

2017/18 (actual)	2018/19 (actual)	2019/20 (actual)	2020/21 (forecast)	2021/22 (projected)
\$109.0M	\$114.9M	\$108.1M <sup>1</sup>	\$113.1M	\$125.9M

<sup>1</sup> The decrease to the operating grant from \$114.9M to \$108.1M in 2019/20 and \$113.1M in 2020/21 reflects the fact that BC Transit utilized surpluses that had accumulated in a number of transit operating reserves over time (operating reserves had been increasing over time, mainly due to lower than budgeted cost of fuel, maintenance and salaries). This reduction to the operating grant did not impact service levels.

- From 2015/16- 2020/21 the operating grant was based on the provincial share of BC Transit's budgeted costs. Annual expense savings during that time resulted in an accumulation of operating reserves that were drawn on since 2019/20. In 2021/22 the operating grant will be based on the provincial share of BC Transit's actual costs, and funding in excess of costs will not be held by BC Transit.
- Advice/Recommendations; Government Financial Information BC  
Transit will be working closely with the ministry to monitor costs, ridership and service levels during the pandemic recovery, which will help inform future decisions with respect to operating funding. Depending on inflationary impacts, maintaining the current service hours (2.5 million hours) if required, may require an increase to the provincial operating grant.
- In addition to the provincial operating grant, \$88.3 million in federal / provincial safe restart funding has been provided to local government partners to ensure that they are able to maintain essential transit service levels and keep fares affordable while moving into the pandemic recovery period. (See Appendix A for Safe Restart Funding allocation).
- A number of local government partners have also approved modest expansion plans in late 2021/22. BC Transit is planning transit expansion in the following 18+ communities in 2021/22:

Advice/Recommendations; Intergovernmental Communications

## PROGRAM CONTACT

Jodi Dong, Executive Director, Transit Branch, Transportation Policy and Programs Department  
Mobile: 250 216-7407

# TransLink Executive Compensation Estimates Note

Ministry of Transportation and Infrastructure

Date: March 26, 2021

## ISSUE

- TransLink announced a series of cost-saving measures in response to financial pressure from the COVID-19 pandemic, including reducing senior executive salaries by 10%; Intergovernmental Communications

## ADVICE AND RECOMMENDED RESPONSE

- TransLink is currently facing fiscal and operational challenges due to the impacts of COVID-19 and we have worked closely with them to assess this impact and to focus on recovery.
- The federal and provincial governments have provided significant funding to TransLink through the Safe Restart Agreement to make sure essential transit services are there when people need them.
- The agreement requires TransLink to verify expenditures over the term of the agreement, and proposed savings will be reviewed to ensure TransLink continues to fulfill their commitments.
- Our government is working with TransLink to help it manage the COVID-19 response, meet the organization's 10-Year Investment Plan and support B.C.'s economic recovery.
- Maintaining adequate service levels in Metro Vancouver is key to ensuring that British Columbians can safely return to work and help restart the economy.

## BACKGROUND

- In April 2020, in response to increasing financial pressure as a result of the impacts of the COVID-19 pandemic, TransLink announced a series of cost saving measures along with a commitment from the Province to provide support that would reverse layoffs and return to near-regular operations in time for back-to-school in September.
- Two of these cost-saving measures included:
  - Issuing temporary layoff notices to 1,492 employees working in various positions at TransLink, Coast Mountain Bus Company, and British Columbia Rapid Transit Company; and
  - Reducing senior executive salaries and board remuneration by 10%.
- On May 8, 2020 TransLink announced that it would rescind layoff notices that were issued to the approximately 1,500 employees and cancel planned service cuts.
- Following TransLink's agreement to rescind layoff notices and keep service levels at 100%, the Province signed on to the MOU with TransLink and the Mayors' Council and worked with the federal government to secure one-time emergency operating funding for B.C.'s transit agencies, including TransLink.
- As part of this process, TransLink was required to implement a series of cost-saving measures.

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## PROGRAM CONTACT

Jodi Dong, Executive Director, TransLink,  
Transit Branch, Transportation Policy and Programs Department,  
250 216-7407

# TransLink Funding Model

## Estimates Note

Ministry of Transportation and Infrastructure

Date: April 7, 2021

### ISSUE

- TransLink's primary funding comes from a variety of sources outlined in the *South Coast British Columbia Transportation Authority Act* including specific taxes, user revenue and levies.

### ADVICE AND RECOMMENDED RESPONSE

- We are committed to making life more affordable and delivering the services that people count on, including a sustainable transit system.
- We remain committed to funding 40% of the capital costs of every phase of the Mayors' Council Ten-Year Vision and working with all levels of government to deliver on the transportation infrastructure people need.
- Our focus right now is the delivery of projects in Phase Two of the Vision (Phase Two) and working with TransLink as they develop their next Investment Plan. We understand TransLink will focus its next Investment Plan on economic recovery and we continue our discussions with the federal government on support for B.C.'s recovery.
- As part of Phase Two, in 2018, the Province enabled new revenue tools for the region to fund its share of the plan, including: a regional development cost charge; a 3 per cent increase in the parking rights tax; and a 1.5 cent per litre increase in the regional fuel tax.

### BACKGROUND

- TransLink's funding model differs from communities served by BC Transit.
- TransLink is responsible for all operational costs and a portion of capital costs for all transit in the Metro Vancouver region.
- TransLink's revenue model is based on three taxes (fuel, parking, and property) as well as transit fares. In 2019, transit revenue made up almost 33% of TransLink's total revenue, and the taxes combined made up 43%. The table below lists revenue sources for 2019 (2020 to be confirmed).

TransLink Revenue Sources	2019 \$M Actual	2019 % Actual
Transit Fares	533.3	25.4%
Transit Fare Programs	123.7	5.9%
Other Transit (Advertising)	28.4	1.4%
Motor Fuel Tax	403.1	19.2%
Property Tax	382.7	18.3%
Parking Rights Tax	81.9	3.9%
Development Cost Charge	-	-
Hydro Levy	21.5	1.0%
Senior Government Funding	338.5	16.1%

Golden Ears Bridge Tolling Replacement	60.1	2.9%
Investment Income	58	2.8%
Replacement Tax	17.8	0.8%
Amortization of Deferred Concessionaire Credit	23.3	1.1%
Miscellaneous	24.3	1.2%
Total Revenue (\$M)	<b>2,097</b>	<b>100.0%</b>

- Due to COVID-19, TransLink projected significantly lower revenue from its 2020 budget projection in a number of sources in its 2021 budget, including transit fares (down \$280M), parking rights tax (down \$43.2M) transit fare programs (down \$18.9M) and development cost charges (down \$7.7M).
- Without legislative amendments, TransLink has limited means to raise new revenues, including raising fares and property taxes or increasing its development cost charges.
- The *South Coast British Columbia Transportation Authority Act (SCBCTAA)* requires TransLink to develop an Investment Plan that identifies planned transportation services, initiatives, and capital investments for the next ten years.
- In 2014, the Mayors' Council on Regional Transportation approved a 10-Year Vision for transportation and transit investments and service increases in Metro Vancouver. The Vision was structured to be delivered in three phases and through three separate, overlapping 10-Year Investment Plans. The Province has committed to funding 40% of the capital costs of every phase of the Mayors' Council Ten-Year Vision and the federal government also makes significant investments in cost-sharing infrastructure projects.

The *SCBCTAA* requires that TransLink update its Investment Plan at least every three years. The next scheduled investment plan update was originally set for June 2021.

- However, on April 19, 2021, the Province approved a regulation under the authority of the Emergency Program Act and the COVID-Related Measures Act to extend the legislated deadline for approval of TransLink's next 10-year investment plan. A new deadline will be determined by Ministerial Order through discussions between the Mayors' Council and the Province. A new deadline will need to be confirmed before July 10th, 2021.
- The regulation also permits the Mayors' Council to modify its 2018 Investment Plan to facilitate preparation of TransLink's 2022 operating and capital budget.
- While senior government does not typically provide operating funding to TransLink, in response to the impacts of the pandemic, \$675.8 million in federal/provincial Restart Funding was provided to TransLink in 2020/21 to help close the agency's projected COVID-19-related operating funding gap in 2020 and 2021 and to keep annual fare increases at 2.3% through 2024. This funding is cost-shared on a 50-50 basis through the Canada – B.C. Safe Restart Agreement and has allowed TransLink to set their budget and service levels for 2021.
- Government is moving ahead on its commitment to funding a Free Transit for Youth 12 and Under program with a launch expected in September 2021. Funding to support this program would be considered operating funding as it will support administrative costs of the program as well as foregone fare revenue.



- In addition to the Safe Restart Agreement one-time funding and the Free Transit for Youth 12 and Under program, TransLink also receives a monthly payment to TransLink to replace forgone revenue from tolls on the Golden Ears Bridge and an annual Canada Line operating performance payment from the Province, as well as contributions to assist with U-Pass BC administration and offset foregone revenue.

#### **PROGRAM CONTACT**

Jodi Dong, Executive Director, TransLink, Transit Branch, Transportation Policy and Programs Department, 250 216-7407

# TransLink – Investment Plan Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: April 28, 2021

## ISSUE

- Economic recovery and TransLink's next investment plan.

## ADVICE AND RECOMMENDED RESPONSE

- Investment in public transit is a top priority for our government. That is why we committed to funding 40% of the capital costs for every Phase in the Mayors' Council's 10-Year Vision.
- We recognize the important role transit has in the success of B.C.'s recovery.
- The provincial and federal governments provided \$ 675.8 million in relief for 2020 and 2021 COVID-19 losses to ensure the continued delivery of essential transit services.
- We are also working with TransLink to deliver Phase Two of the Vision (Phase Two), including the Broadway Subway project.
- We understand TransLink will focus its next investment plan on economic recovery and delivering the remainder of Phase Two.
- Any future investment decisions would require cooperation and cost sharing from all levels of government.

## BACKGROUND

- Prior to COVID-19, TransLink was developing a Phase Two Investment Plan Update for June 2020, to include the notionally funded Surrey-Langley SkyTrain (SLS) Stage 1, using \$1.63B in TransLink, Federal, and City of Surrey funding previously committed to Surrey-Newton-Guildford Light Rail Transit as part of Phase Two.
  - Due to COVID-19, the Mayors' Council terminated the Phase Two Update and delayed its next investment plan.
  - The NDP announced in fall 2019 that a new government would own and deliver SLS, all the way to Langley, as a provincial capital project, Cabinet Confidences; Advice/Recommendations; Intergovernmental Communications; Government Financial Information
  -
- TransLink's next investment plan date was originally scheduled for June 2021.
- On April 19, 2021, the Province approved a regulation under the authority of the *Emergency Program Act* and the *COVID-Related Measures Act* to extend the legislated deadline for approval of TransLink's next 10-year investment plan. A new deadline will be determined by Ministerial Order through discussions between the Mayors' Council and the Province. A new deadline will need to be confirmed before July 10<sup>th</sup>, 2021.
- The regulation also permits the Mayors' Council to modify its 2018 Investment Plan to facilitate preparation of TransLink's 2022 operating and capital budget.

- The provincial and federal governments provided TransLink with \$675.8 million in COVID-19 relief funding to cover its projected 2020 and 2021 losses.
  - The agreement included \$44M to reduce TransLink's planned annual fare increases to 2.3% each year, the rate of inflation, until after 2024.
  - Intergovernmental Communications
  -
- Under a Memorandum of Understanding signed by the Province and TransLink, the two bodies are working together to develop potential regional funding tools that may form part of a future investment plan.
  - Intergovernmental Communications
- TransLink's priorities for its next investment plan include:
  - Identifying revenue needed to cover COVID-19 losses;
  - Delivering the remainder of Phase 2;
  - Approving already-funded projects from Phase Two, including SLS Stage 1 and the next stage of the Low Carbon Fleet Strategy (LCFS); and
  - Providing resources to complete project plans and studies to support the Regional Transportation Strategy (RTS) and 10-Year Vision renewal.
- Intergovernmental Communications

## Post-Investment Plan

- Following its next investment plan, TransLink plans to approve *Transport 2050*<sup>Inter</sup>  
Intergovernmental Communications

## PROGRAM CONTACT

Jodi Dong, Executive Director, TransLink, Transit Branch, Transportation Policy and Programs Department, 250 216-7407

# TransLink Mayors' Council's Vision – Phase 2 Funding Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: March 26, 2021

## ISSUE

- TransLink Mayors' Council's Vision – Phase Two Funding.

## ADVICE AND RECOMMENDED RESPONSE

- The Province is committed to funding 40 per cent of the capital costs of the Mayors' Council's 10-Year Vision, including \$2.54 billion for Phase Two of the Vision (Phase Two). The Province is also funding and delivering the replacement of the Pattullo Bridge, estimated at \$1.377B.
- Phase Two includes important projects such as the Broadway Subway, which continues to be delivered on time.
- Our focus right now is also on working with TransLink to deliver on immediate needs in response to COVID-19 to ensure the continued delivery of essential transit services in Metro Vancouver, as well as confirming federal government support for important capital projects such as rapid transit in Surrey.

## BACKGROUND

- In June 2018, the Mayors' Council approved their Phase Two investment plan which included construction of rapid transit in Surrey and Vancouver.
  - Phase Two (focused on capital, operating and financing) is estimated to cost \$7.63 billion over ten years.
  - The Province is funding 40% (estimated at \$2.54 billion) of the capital costs, while the federal government committed \$2.01 billion for Phase Two capital projects as part of the Investing in Canada Infrastructure Program (ICIP).
- As part of Phase Two, the Province enabled new revenue tools for the region to fund its share of the plan, including: a development cost charge; a 3% increase in the parking rights tax; and a 1.5 cent per litre increase in the regional fuel tax.
- TransLink planned to include the first stage of Surrey-Langley-SkyTrain (SLS) to Fleetwood, as well as any service expansion possible with no new revenue, in a Phase Two update in June 2020; however, TransLink's next investment plan has been delayed due to COVID-19.
  - The BC NDP announced that a new government would own and deliver SLS, all the way to Langley, as a provincial capital project.
  - Cabinet Confidences; Advice/Recommendations; Intergovernmental Communications; Government Financial Information
- TransLink's priorities for its next investment plan include delivering the remainder of Phase Two and identifying revenue to cover COVID-19 losses in 2022 and beyond.
- TransLink has yet to include the implementation of its Low Carbon Fleet Strategy (LCFS) in an investment plan.

- The estimated incremental capital cost of TransLink's LCFS is approximately \$484 million through 2030 – \$237 million in electric bus purchases and \$247 million in depot and charging infrastructure.
- Cabinet Confidences; Advice/Recommendations; Intergovernmental Communications; Government Financial Information

### **Service Plan Variance**

- Costs to fund TransLink's projects outlined in the investment plans are associated with specific major capital projects and can be found in Estimates Notes on each specific project.

### **PROGRAM CONTACT**

Jodi Dong, Executive Director, TransLink, Transit Branch, Transportation Policy and Programs Department, 250 216-7407

# Service Integration (TransLink & BC Transit)

## Estimates Note

Ministry of Transportation and Infrastructure

Date: May 13, 2021

### ISSUE

- Mandate letter commitments to integrate BC Transit and TransLink services.

### ADVICE AND RECOMMENDED RESPONSE

- We are committed to working on potential ways to integrate BC Transit and TransLink services.
- Service integration will ease travel between jurisdictions and make transit more attractive, which can contribute to the Province's climate action goals and reduce congestion.
- As an early first step, our government is making travel more affordable for families across B.C. by investing in transit free for children 12 and under on all BC Transit and TransLink systems starting in September 2021.

### BACKGROUND

#### Mandate Letter Commitments

- Both Minister Heyman and Minister Fleming have mandate letter commitments to integrate BC Transit and TransLink services.
- Minister Heyman has a mandate letter commitment to work with TransLink to improve and expand the network for people living in the Sea-to-Sky region.
- Minister of State Ma has a mandate letter commitment to support the planning and development of key transit projects, such as a high-speed transit link for the North Shore.

#### Potential Opportunities

- Service integration can take many forms including: fare payment systems, trip planning and multi-modal hubs for connecting to a variety of transportation options.
- Potential service integration could include cross-jurisdictional connections between the Sea-to-Sky region and TransLink's service area, including connections to a future North Shore rapid transit crossing and better integration between BC Transit service provided in the Fraser Valley and TransLink service into other parts of Metro Vancouver.
- Ministry staff will also be looking for opportunities for better integration of service between transit (both BC Transit and TransLink) and BC Ferries.
- Ministry staff will be exploring options / opportunities for service integration and will engage with the local government partners in the Fraser Valley Regional District, Squamish Lillooet Regional District and other partners as needed.
- Cabinet Confidences; Advice/Recommendations; Intergovernmental Communications

## **PROGRAM CONTACT**

Jodi Dong, Executive Director, TransLink, Transit Branch, Transportation Policy and Programs Department, 250 216-7407

Bart Walman, Director, Transit Branch (BC Transit), Transportation Policy and Programs Department, 250 896-5609

# TransLink Governance Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: March 25, 2021

## ISSUE

- TransLink governance review by the Mayors' Council.

## ADVICE AND RECOMMENDED RESPONSE

- Our government has worked hard to establish a good working relationship between the TransLink Board and the Mayors' Council.
- Our focus right now is on working with TransLink to deliver on immediate needs in response to COVID-19 to ensure the continued delivery of essential transit services in Metro Vancouver.
- I recognize the importance of TransLink governance to the Mayors' Council, and I have committed to work with them to explore improvements to TransLink's governance model.

## BACKGROUND

- Responsibility for TransLink operations, including establishing budgets, currently resides with an appointed board of directors.
- Since at least 2013, the Mayors' Council has asked for governance changes to reinstate local elected official control over TransLink.
- The government's 2017 election platform committed to working with Metro Vancouver municipalities to develop a new TransLink governance model that provides the structure, funding model and certainty to make good transportation decisions.
- Advice/Recommendations; Intergovernmental Communications
- During the October 2020 election, the NDP told the Mayors' Council a new government would be open to discussing governance challenges and ideas for improvement.
- Advice/Recommendations; Intergovernmental Communications
- 

## PROGRAM CONTACT

Jodi Dong, Executive Director, TransLink, Transit Branch, Transportation Policy and Programs Department, 250 216-7407



# TransLink Transport 2050 Planning Estimates Note

Ministry of Transportation and Infrastructure

Date: March 25, 2021

## ISSUE

- TransLink is developing a new Regional Transportation Strategy (RTS), called *Transport 2050*.

## ADVICE AND RECOMMENDED RESPONSE

- Our government remains committed to working constructively and collaboratively with partners to make sure the strategic plans that shape future transportation, land use and development in Metro Vancouver benefit the region and the province.
- I understand that TransLink is working closely with Metro Vancouver Regional District to ensure the RTS and updated next Regional Growth Strategy (RGS), called Metro 2050 are aligned.
- Along with Minister of State for Infrastructure Bowinn Ma, I am pleased to sit on the Policymakers Coordination Forum, an advisory forum for *Transport 2050*.
- Working together, we can continue to ensure the region's priorities reflect our shared values of efficient, cost-effective and sustainable transportation that meets the demands of future growth.

## BACKGROUND

- Required by legislation, Transport 2050 lays the foundation for a broad range of transit and transportation policies and investments 30 years into the future.
- The *Transport 2050* process was launched in May 2019 and had an original completion date of late 2020. However, due to COVID-19, the second phase of public engagement was postponed to April 2021<sup>Intergovernmental Communications</sup>
- TransLink is required to consult the Province to ensure that provincial priorities are captured in the RTS and future 10-year investment plans. The Province provides input on RTS content through participation in multiple working groups, steering committees and advisory committees.
- While developing T2050, TransLink is working closely with Metro Vancouver on *Metro 2050*, to ensure the two strategies are aligned.
- Participating in the development of *T2050* and *Metro 2050* provides a key opportunity for the Province to shape the region's future in support of provincial priorities and initiatives, including transit, climate action, First Nations reconciliation, housing, and economic development.

## PROGRAM CONTACT

Jodi Dong, Executive Director, TransLink  
Transit Branch, Transportation Policy  
and Programs Department  
(250) 216-7407

# Mobility Pricing (or Road Usage/Decongestion Charging)

## Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: March 25, 2021

### ISSUE

- TransLink and the Mayors' Council's work on mobility pricing.

### ADVICE AND RECOMMENDED RESPONSE

- The region has examined mobility pricing as a possible approach to manage congestion and support continued investment in transit and transportation in Metro Vancouver.
- Our government is committed to making life more affordable and getting people moving in the Lower Mainland, and we are working with TransLink to advance the Mayors' Council's Vision, to get people out of traffic and home with their families.
- As the COVID-19 pandemic affects people's travel patterns and mode choice, it is vital that any congestion solution in Metro Vancouver needs to be fair and affordable for everybody, and I know the mayors share that view.
- Our focus right now is working with TransLink to deliver on immediate needs in response to COVID-19 to ensure the continued delivery of essential transit services in Metro Vancouver.

### BACKGROUND

- TransLink launched the Mobility Pricing Independent Commission in 2017 to evaluate tolls and distance-based charges against the objectives of reducing congestion, promoting fairness, and supporting transportation investment.
- Cabinet Confidences; Advice/Recommendations; Intergovernmental Communications; Government Financial Information
- TransLink's Regional Transportation Strategy, Transport 2050, Phase One consultation found that trip duration and reliability are people's top commuting concerns, and housing affordability and congestion are people's top concerns for the region's future.
- Transport 2050 could discuss mobility pricing as a potential tool to address congestion while balancing affordability and equity.
  - Advice/Recommendations; Intergovernmental Communications

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- During the fall 2020 election, the Premier commented that mobility pricing would not be a provincial initiative, but government would review any TransLink proposals.
- In November 2020, Vancouver City Council voted to undertake two years of policy work to design a mobility pricing system for its downtown core by 2025, including consultation to address equity concerns.

Advice/Recommendations: Intergovernmental Communications

### **Service Plan Variance**

- No implications for the Ministry Service Plan.

### **PROGRAM CONTACT**

Jodi Dong, Executive Director, TransLink, Transit Branch, Transportation Policy and Programs Department, 250 216-7407

# Land Value Capture and Development Report (TransLink) Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: March 25, 2021

## ISSUE

- TransLink report on land value capture and land acquisition, disposition and development.

## ADVICE AND RECOMMENDED RESPONSE

- We are aware of the work that TransLink is doing on land value capture as part of its ongoing review of potential and current regional funding sources.
- Our government is committed to ensuring that families can afford to live in the region in connected communities with a thriving economy.
- That is why it is critical that any potential new revenue generating measures are fair and affordable for everyone.
- Our focus right now is working with TransLink through this pandemic and into recovery as services are restored.

## BACKGROUND

- TransLink released a study by Coriolis Consulting on June 5, 2020. The study examined land value capture tools and options for investing any new revenue, including to fund affordable housing.
- Land Value Capture (LVC) broadly refers to policies that acquire public revenue or benefits from growth in the value of urban land. The rationale for land value capture is that public investment in community building and infrastructure is a key driver of land value growth, so it is reasonable to capture some of the growth in value to pay for the infrastructure. Examples of Land Value Capture include:
  - One-time forms of capture that occur at a particular event, such as the sale of a property, development approval, or rezoning; and
  - Recurring forms of capture that are ongoing (usually annually) and are not linked to specific events or transactions such as property taxes.
  - Local jurisdictions can create special assessment districts around public transit infrastructure. They can impose new fees or tax increases on owners within those areas. The taxes can be based on property value, or sales, special business fees, or other measures of value.
- The Coriolis report analyzed LVC tools against TransLink's objectives to generate revenue; support transit-oriented affordable rental; and increase walking, cycling and transit use. The recommended tools included: Development Cost Charges (DCCs); land value tax, Community Amenity Contributions (CACs) and density housing; land acquisition and disposition; property tax and benefit area taxes; and development.
- Intergovernmental Communications

- Intergovernmental Communications

- The Province is committed to increasing transit connections within the TransLink network and supporting planning and development of projects like highspeed transit links for the North Shore. Any new TransLink capital projects may require new regional funding, which could include land value capture.
- Advice/Recommendations; Intergovernmental Communications
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#### **Service Plan Variance**

- No implications for the Ministry Service Plan.

#### **PROGRAM CONTACT**

Jodi Dong, Executive Director, TransLink, Transit Branch, Transportation Policy and Programs Department, 250 216-7407

# TransLink's Low Carbon Fleet Strategy

## Estimates Note

Ministry of Transportation and Infrastructure

Date: March 25, 2021

### ISSUE

- TransLink's Low Carbon Fleet Strategy sets out a pathway for transition towards a zero-emission bus fleet including bus purchases, charging infrastructure design and installation, and necessary operational changes.

### ADVICE AND RECOMMENDED RESPONSE

- To meet our CleanBC targets, we need to accelerate our shift to cleaner, lower-carbon transportation. Public transit can help us get there.
- That's why we continue to make investments in Metro Vancouver's transit system, helping reduce emissions, tackle congestion and create a better future for people.
- The Province is committed to moving toward a net-zero emission bus fleet powered by electrification, hydrogen fuel cell technologies, and other zero-emissions technologies, including supporting TransLink's LCFS.

### BACKGROUND

- In October 2018, TransLink adopted two significant environmental targets aligned with current provincial targets as part of its Low Carbon Fleet Strategy (LCFS):
  - Reduce Greenhouse Gas (GHG) emissions by 80 per cent; and
  - Utilize 100 per cent renewable energy in all operations by 2050.
- TransLink's Low Carbon Fleet Strategy (LCFS) sets out a plan to achieve those targets by electrifying its transit bus fleet with the purchase of 667 battery-electric buses, 16 in-route chargers and two fully electric bus depots by 2030.
- The estimated incremental capital cost of TransLink's LCFS is approximately \$484 million through 2030 – \$237 million in electric bus purchases and \$247 million in depot and charging infrastructure.
- Advice/Recommendations; Intergovernmental Communications; Government Financial Information
- On February 10, 2021 the federal government announced \$14.9 billion in public transit funding over the next eight years including \$5.9 billion available on a project-by-project basis for economic stimulus projects, starting in 2021 and permanent funding of \$3 billion per year beginning in 2026.
- On March 4, 2021 Ottawa announced that \$2.75 billion of the \$5.9 billion in stimulus funding will be allocated for zero-emission public transit and school buses over the next five years, starting in 2021.
- Details on the allocation of funds, maximum federal contribution as a percentage of eligible costs and other program criteria have not yet been provided.

- Advice/Recommendations; Intergovernmental Communications
- The LCFS achieves a 44% reduction in fleet GHG emissions over 2007 levels by 2030 (269,000 tCO<sub>2</sub>e from 2020 to 2030).
- More than half of TransLink's bus fleet currently operates with clean technology.

#### **PROGRAM CONTACT**

Jodi Dong, Executive Director, TransLink  
Transit Branch, Transportation Policy and Programs Department  
(250) 216-7407

# TransLink HandyDART Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: March 19, 2021

## ISSUE

- Door-to-door custom transit service for passengers with physical or cognitive disabilities who are unable to use conventional transit (HandyDART) is delivered by TransLink within the Metro Vancouver region and through BC Transit in the rest of the province.

## ADVICE AND RECOMMENDED RESPONSE

- Due to TransLink's unique transit funding model, the Province does not provide direct operating funding for HandyDART services in the Metro Vancouver region, like it does for BC Transit.
- However, the Province does contribute significant capital funding for transit in Metro Vancouver each year, including \$220 million in 2020/21.
- The Province has committed to funding 40 per cent of the capital costs of the Mayors' Council 2014 Vision, amounting to an estimated \$2.54 billion for Phase Two. This included a 3.5% service increase in 2020.
- The Province and Federal government provided \$675.8 million in Safe Restart emergency operating funding relief in 2020/21, to ensure the continued delivery of essential transit services, including HandyDART, in support of BC's Safe Restart Plan.

## BACKGROUND

- In 2014, the Mayors' Council on Regional Transportation (Mayors' Council)'s 10-Year Vision stated that they intended to pursue a 50/50 cost sharing arrangement with the Province to support HandyDART services, due to the high proportion of HandyDART trips that are focused on health care and social services.
- Advice/Recommendations; Intergovernmental Communications; Government Financial Information

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### General HandyDART Information:

- In TransLink's service area, HandyDART service delivery is contracted to First Transit, who operates the vehicles and manages trip booking, while TransLink owns the HandyDART vehicles and handles registration and customer communications for the service.
- In 2019, TransLink's HandyDART service provided a total of 518,900 service hours, amounting to 1,381,800 trips (about 5,000 trips on an average weekday). The cost per trip was \$39.26.
- In 2020, TransLink's HandyDART ridership declined by 55 percent to 620,100 trips reflecting lower customer demand for trips due to the COVID-19 pandemic.
- In 2019, HandyDART accounted for 0.34% of transit trips in TransLink's service area, and less than 1% of all transit trips across the province.
- In 2019, TransLink worked closely with customers, stakeholders, and caregivers to co-create solutions to the anticipated increase in demand for HandyDART. The resulting HandyDART Modernization Program aims to improve customer experience and the sustainability of service quality. Advice/Recommendations; Intergovernmental Communications

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Advice/Recommendations; Intergovernmental  
2021.

Engagement is open March 29 - April 25,

### PROGRAM CONTACT

Jodi Dong, Executive Director, TransLink  
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# U-Pass BC Program (TransLink/Metro Vancouver)

## Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: March 16, 2021

### ISSUE

- Several agreements govern the U-Pass BC Program. The Province has a Contribution Agreement with TransLink. This Agreement was renewed in July 2019 and covers the period January 1, 2020 to 30 April 2025. TransLink also has U-Pass BC Agreements with ten Metro Vancouver public post-secondary institutions (PSIs) and their student associations.

### ADVICE AND RECOMMENDED RESPONSE

- The Province renewed its commitment to the U-Pass BC Program as a funding partner and entered into a five-year Contribution Agreement with TransLink in 2020.
- U-Pass BC ensures that eligible public post-secondary students in Metro Vancouver will continue to have access to affordable public transit seven-days-a-week.
- In April 2020, TransLink, ten PSIs and their respective student associations collectively agreed to temporarily suspend the U-Pass BC program as of May 1, 2020 due to the closure of campuses in response to COVID-19.
- In addition to the suspension, TransLink agreed to allow additional refunds of U-Pass BC fees for a majority of students not requiring use of their pass for April 2020.
- Student associations and the PSIs collectively agreed to re-start the U-Pass BC program in September 2020, with each student association modifying the opt-in or opt-out criteria for eligible students to best accommodate their students.
- Intergovernmental Communications
- With post-secondary institutions now planning to resume in-person classes in September, it is expected that U-Pass BC ridership will start to recover as students return to public transit to commute to and from school.

### BACKGROUND

- In 2019, 139,000 public post-secondary students were eligible to participate in the Metro Vancouver U-Pass BC Program.
- Students at the following PSIs have access to U-Pass BC: University of British Columbia, Simon Fraser University, Capilano University, Kwantlen Polytechnic University, Langara College, Douglas College, Vancouver Community College (including the Native Education College), Emily Carr University of Art and Design, Nicola Valley Institute of Technology's campus in Burnaby, and British Columbia Institute of Technology.
- In 2019, U-Pass BC accounted for 35 million, or 13%, of TransLink's passenger journeys.
- Students at all ten institutions held referenda during 2019 to vote on the mandatory monthly rates over term of the Agreement. All ten student associations overwhelming supported the U-Pass BC Program.

- As of May 1, 2021, the monthly U-Pass BC rate will increase from \$42.50 to \$43.35. Over the term of the Agreement there will be annual increases of approximately 2%. The final increase on May 1, 2024 to \$46 will be effective until April 30, 2025.
- The Province has an agreement with TransLink to financially support the U-Pass BC Program with a total contribution of up to \$86.1 million over 64 months (January 1<sup>st</sup>, 2020 to March 31<sup>st</sup>, 2025). The provincial contribution has increased from previous agreements due to TransLink's scheduled fare increases. The Province is covering a portion of TransLink's lost fare revenue associated with the low monthly cost of U-Pass BC.
- The Agreement between the Province and TransLink contains a clause that reduces the Provincial contribution to TransLink, on a pro-rated basis, to reflect the withdrawal (including suspension) of any PSI from the program.
- Intergovernmental Communications; Government Financial Information
- Student associations and the PSIs collectively agreed to re-start the U-Pass BC program in September 2020, with each student association modifying the opt-in or opt-out criteria for eligible students to best accommodate their students. In Fall 2021 there were approximately 94,000 eligible students who were assessed the U-Pass BC monthly fee. In September and October 2020, about 40 percent of eligible students used their U-Pass BC Compass Card.
- A student advocacy group has proposed U-Pass BC fees be suspended for the 2021 spring and summer semesters, and that students be permitted to retain and use their U-Pass BC cards with the Province paying the student monthly fee. The terms and conditions of the Province-TransLink Contribution Agreement cannot accommodate such a request.
- At the current monthly rate (\$42.50), a student would need to make 17 or more trips in Zone 1, or 10 or more trips travelling across three Zones in one month to get the full benefit of U-Pass BC. Any student travelling less than this frequency would save money if the U-Pass BC program were suspended.

### Service Plan Variance

#### 2020/21 -2022/23 Service Plan (\$ millions)

2020/21	2021/22	2022/23	Total
8.5	15.8	Advice/Recommendations; Government Financial Information	

#### 2021/22 – 2023/24 Service Plan (\$ millions)

2021/22	2022/23	2023/24	Total
15.8	Advice/Recommendations; Government Financial Information		

- Intergovernmental Communications; Government Financial Information

### PROGRAM CONTACT

Jodi Dong, Executive Director, Transit Branch (TransLink), Transportation Policy and Programs  
Cell: 250-216-7407

# TransLink Safe Restart Funding Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: March 31, 2021

## ISSUE

In fall 2020, the Province approved one-time federal/provincial Safe Restart funding of \$600 million to help close TransLink's projected COVID-19-related operating funding gap in 2020 and 2021 as well as \$44 million to keep annual fare raises capped at 2.3% annually through 2024. An additional amount of \$31.8 was approved in 2020/21 to offset lower than forecast motor fuel tax revenue, and certain costs of implementing the free transit for youth program.

A total of \$675.8M in federal/provincial Safe Restart funding was provided to Translink in 2020/21.

## ADVICE AND RECOMMENDED RESPONSE

- TransLink is an essential service that is critical for the recovery of the Lower Mainland and B.C., the federal and provincial governments have provided significant funding to TransLink to make sure essential transit services are there when people need them.
- We continue to work with TransLink to help it manage the COVID-19 response, meet the organization's 10-Year Investment Plan and support BC's economic recovery.
- We remain committed to funding 40% of the capital costs of every phase of the Mayors' Council Ten-Year Vision and working with all levels of government to deliver on the transportation infrastructure people need. In addition, the Province is also funding and delivering the replacement of the Pattullo Bridge, estimated at \$1.377B.
- Our focus right now is the delivery of projects in Phase Two of the Vision and working with TransLink as they develop their next Investment Plan. We understand TransLink will focus its next Investment Plan on economic recovery and we continue our discussions with the federal government on support for B.C.'s recovery.

## BACKGROUND

- While government does not typically provide operating funding to TransLink, in response to the impacts of the pandemic, \$675.8 million in federal/provincial Restart Funding (on a 50/50 cost share basis) has been distributed to TransLink to help the agency through the pandemic and into recovery. See table below for all federal/provincial Safe Restart Funding breakdown:

Description	Amount	Fiscal Year
Funding to help close the agency's projected COVID-19-related operating funding gap in 2020 and 2021	\$600M	2020/21
Funding to keep TransLink's annual fare increases at 2.3% from 2021 through 2024.	\$44M	2020/21

Intergovernmental Communications; Government Financial Information

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Withheld pursuant to/removed as

Intergovernmental Communications ; Government Financial Information

- Per the Safe Restart Agreement, TransLink will limit its annual fare increases to the rate of inflation (2.3%) beginning in July 2021 through to 2024. For the 2021 increase, this means:
  - Increases of 5 cents for one-zone adult fare, 10 cents on a two-zone adult fare, and 15 cents on a three-zone fare.
  - Concession fares (children and seniors) will go up by 5 cents on one-zone and two-zone, and 10 cents on three-zone.
  - On monthly passes, the adult fares will go up by \$2.25 for one zone, \$3.00 for two-zone, and \$4.05 for three-zone. Concession monthly passes will increase by \$1.30.
- Originally, fare increases of 4.6% in 2020 and 4.1% in 2021 were planned but were since deferred.
- The 2.3% fare increase will generate an estimated \$4 million revenue per year.
- There is no service plan variance as there is no capital funding in this budget note.

#### **PROGRAM CONTACT**

Jodi Dong, Executive Director, TransLink, Transit Branch, Transportation Policy and Programs Department, 250 216-7407