

# Ministry of Transportation & Infrastructure

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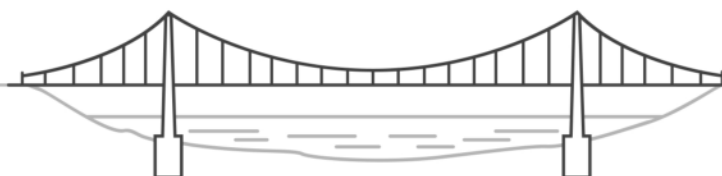
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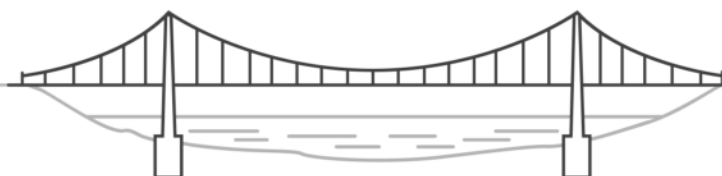
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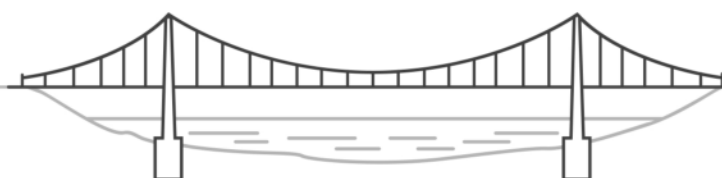
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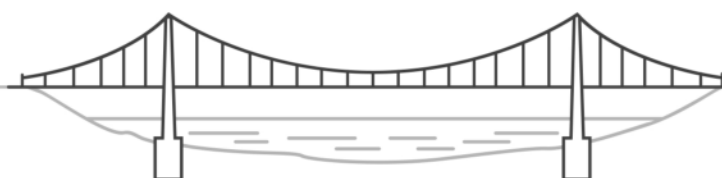
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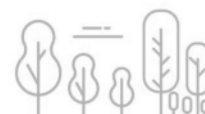
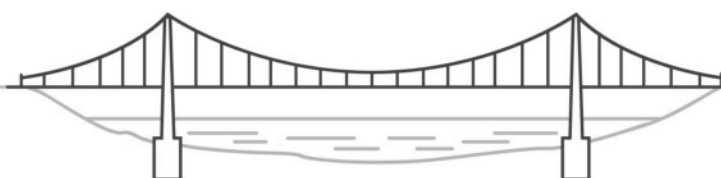
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## ADVICE TO MINISTER

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 cursive script that reads "Rob Fleming".

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 handwritten signature in cursive script that reads "Bowinn".

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)
<a href="#">Highway 1 – Admirals Road/McKenzie Avenue Interchange</a>	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 (<a href="#">Haney Bypass-Maple Ridge</a>); and four-laning from <a href="#">Silverdale Avenue to Nelson Street</a> (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>				



