



Ministry of Transportation and Infrastructure

Estimates 2022



Ministry of
Transportation
and Infrastructure

Ministry of Transportation & Infrastructure

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CONFIDENTIAL ISSUES NOTE

Ministry of Transportation and
Infrastructure

Date: February 22, 2022

Minister: Rob Fleming

Budget 2022 and Service Plan

ADVICE AND RECOMMENDED RESPONSE:

- Over the next year, Government will take steps to ensure British Columbia builds back stronger.
- With Budget 2022, we are building on our strengths to prepare us for the challenges – and opportunities – of tomorrow, while continuing to respond to the effects of the pandemic and last year's storm events, which still impact us today.
- Physical and economic recovery, as well as the impacts of climate change will guide the decisions my ministry makes as we work to provide affordable, efficient, and accessible transportation options for all British Columbians.
- Over the next year, we will make investments in:
 - rebuilding the public infrastructure people depend on;
 - ensuring safe and reliable road infrastructure;
 - enabling more affordable and convenient public transit;
 - supporting the coastal and inland ferry services;
 - expanding active transportation network improvements;
 - supporting climate action by developing a clean transportation action plan; and
 - strengthening the economy through capital projects with a strong focus on the supply chain movement of goods and services.
- This year, the ministry's operating budget increases by \$40 million over last year to a total of \$956 million.
- In Budget 2022, the ministry is investing \$2.4 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 \$6.4 billion in transportation projects across B.C.

- And when you consider federal funding and other partner funding, over \$8 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 2022 highlights:
 - \$590 million for the Surrey-Langley Skytrain
 - \$558 million for the Highway 99 Tunnel Program, which includes \$456 million for the Fraser River Tunnel Project
 - \$921 million for Broadway Subway, which delivers 5.7 km of SkyTrain line and 6 stations, providing frequent and reliable access to one of the most congested corridors in Metro Vancouver (\$2.827 billion)
 - \$697 million for Pattullo Bridge Replacement, which delivers a new 4-lane crossing that meets modern seismic and design standards, providing a safe and reliable crossing for years to come (\$1.377 billion)
 - \$732 million for the Highway 1 to the Alberta Border 4-laning program
 - \$808 million for highway corridor rehabilitation across the province
 - \$424 million for side road improvements across the province
 - \$102 million for Safety Improvements
 - \$1.035 billion for highway improvements throughout the province
 - \$458 million for transit infrastructure
 - \$58 million for Community and other projects
- We continue our commitment to funding 40% of the capital costs of approved projects in the TransLink Mayors' Vision and we've accounted for this in our own 10-year transportation investment plan.
- With Budget 2022, Government continuing its work to ensure that the supports and services that we invest in are working for people, businesses, and communities, today and into the future.

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- This Budget delivers important safety investments and upgrades in all corners of the province to keep people safe on the roads they rely on:
 - \$808 million for highway corridor rehabilitation to support resurfacing, bridge rehabilitation, bridge replacement and seismic upgrades.
 - \$424 million for side road improvements to support gravelling, drainage, road base improvements, brushing, shoulder improvements and culvert replacement.
- \$102 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.
With Budget 2022, government will continue to make investments that are focused on economic recovery, social development, and environmental sustainability.

Reducing Emissions

- We continue to support Clean BC's emissions reductions goals by investing public transit and active transportation.

Active Transportation:

- B.C.'s first-ever Active Transportation Strategy: *Move. Commute. Connect.*, which aims to make walking, cycling, skateboarding and all other modes of active transportation more safe, convenient, and accessible.
- The COVID-19 pandemic has changed the way we move around, and 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 continue moving forward with our commitment 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.
- \$91.2 million over three years 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.

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 2022/23, government has budgeted to provide operating grants of up to \$139.8M to BC Transit and \$75.8M in capital grants.
- Over the next three years, the province is projected to provide \$419.5M in operating contributions and \$316M in capital contributions to BC Transit including funding for the provincial share of project under the 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.

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:

- 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).
- 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 – (\$19.24M in other contributions + Province contribution pending TB approval).
- 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 - Constructing 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

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completion. Construction began 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).

- **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)**

Ride-Hailing:

- **The government has taken a fair approach to bring ride hailing to B.C. alongside taxi in a responsible way, so both passenger transportation options can be part of a strong recovery.**
- **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 2022/23 fiscal year.**

Ferries:

- **People traveling on BC Ferries will continue to have safe, reliable and affordable transportation options, with financial contributions from government.**
- **In the 2022 Budget, we dedicated \$700 million over the next 3 years to support BC Ferries and their operations. This includes \$98 million 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 \$8 billion will be invested.
- The ministry's three-year operating budget is:
 - 2022/23 \$955.980 million
 - 2023/24 \$956.048
 - 2024/25 \$952.837

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	GH/ PM	HH	DC

Ministry of Transportation and Infrastructure

2022/23 – 2024/25 Service Plan

February 2022



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Minister's Accountability Statement



The *Ministry of Transportation and Infrastructure 2022/23 – 2024/25 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
February 8, 2022

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 2022/23:

- a) work with the Minister of Transportation and Infrastructure to advance critical pieces of transportation infrastructure that will benefit communities across B.C. and support B.C.'s economic recovery from the COVID-19 pandemic;
- b) work with the TransLink Mayors' Council through its 10-year planning process to continue work 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) continue to support planning to improve the movement of goods and people in the Fraser Valley, including the widening of Highway 1;
- d) work with the Minister of Transportation and Infrastructure to advance a replacement for the George Massey Crossing to support communities on both sides of the Fraser River;
- e) work with the Minister of Transportation and Infrastructure to advance the successful completion of the Pattullo Bridge Replacement Project;
- f) work with Cabinet colleagues, communities, and regions to 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, which will bring cleaner transit, support economic growth and deliver more construction jobs for B.C. workers;
- g) submit to Cabinet a report on the results referred to in paragraphs (a) to (f) on or before March 31, 2023.

A stylized, handwritten signature in black ink, appearing to read 'Bowinn'.

Honourable Bowinn Ma
Minister of State for Infrastructure
February 10, 2022

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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 Active Transportation Infrastructure Grant Program](#) and the [British Columbia Air Access Program](#). These programs help local communities invest in improvements to active transportation infrastructure and local airports 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 2022/2023, the Government of British Columbia will continue its whole-of-government response to the COVID-19 pandemic with a focus on protecting the health, social and economic well-being of British Columbians. Building on our economic, environmental, and social strengths while looking to seize opportunities to improve outcomes for all British Columbians will be an important aspect of each ministry's work as we respond to COVID-19 and recover from devastating floods and wildfires. The policies, programs and projects developed over the course of this service plan period will align with the five foundational principles established by Government in 2020: putting people first; working toward lasting and meaningful reconciliation; supporting equity and anti-racism; ensuring a better future through fighting climate change and meeting our greenhouse gas reduction targets; and supporting a strong, sustainable economy that works for everyone.

This 2022/23 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](#).

Economic Statement

B.C.'s economy has rebounded from the impacts of the COVID-19 pandemic that began in 2020, despite significant pandemic variant and climate-related events. A strong health response, high vaccination rates, increased infrastructure investments and supports for British Columbians struggling through the pandemic has helped the province rebound. While the recovery has broadened over the past year, it remains uneven with sectors like tourism, hospitality and live recreation events not fully recovered. The path of the ongoing economic recovery in B.C. and its trading partners remains highly uncertain. However, rebuild efforts from the November 2021 floods are expected to provide some support to economic activity in the province. The Economic Forecast Council (EFC) estimates that B.C. real GDP expanded by 5.1 per cent in 2021 and expects growth of 4.2 per cent in 2022 and 2.7 per cent in 2023. Meanwhile for Canada, the EFC projects national real GDP growth of 4.1 per cent in 2022 and 2.8 per cent in 2023, following an estimated gain of 4.7 per cent in 2021. As such, B.C.'s economic growth is expected to be broadly in line with the national average in the coming years. The pandemic has increased risks to B.C.'s economic outlook, such as the emergence of further variants of concern, inflationary supply chain disruptions, extended travel restrictions, and the continued impact of the slower recovery in some sectors of the B.C. economy. Further risks include ongoing uncertainty regarding global trade policies, and lower commodity prices.

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, including flood recovery efforts, 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	2021/22 Forecast	2022/23 Target	2023/24 Target	2024/25 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	2015-19 Baseline ¹	2021/22 Forecast ²	2022/23 Target ²	2023/24 Target ²	2024/25 Target ²
2.1 Serious collision rate on Provincial Highways (Collision per Million Vehicle Kilometre) ¹	0.155	0.139	0.135	0.132	0.129

Data source: The RCMP and ICBC

¹The baseline value represents the serious collision rate for the five-year period of 2015 to 2019.

²The forecast and target are based on historical trends of the 5-year rolling average serious collision rate between 2011 and 2020.

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 projects.

Performance Measure	2021/22 Forecast	2022/23 Target	2023/24 Target	2024/25 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 few 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	2021/22 Forecast	2022/23 Target	2023/24 Target	2024/25 Target
2.3 Survey of stakeholder and citizen satisfaction with Ministry services and processes, rated on a scale of 1 to 5	4.1	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.

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

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	2021/22 Forecast	2022/23 Target	2023/24 Target	2024/25 Target
3.1 Annual public transit ridership in B.C.	165 million	246 million	267 million	270 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) supports growth of local economies and helps to 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 for people getting to work, school and services. Provincial transit ridership levels are gradually recovering from substantial declines in 2020/21 due to impacts of the COVID-19 pandemic. As of December 2021, total ridership for BC Transit and TransLink has recovered to over 60 percent of pre-pandemic levels, reflecting improving economic activity, post-secondary institutions returning to in-person classes, more people returning to their workplaces, and other factors. Ridership levels are forecast to continue rebuilding gradually over the service plan period, supporting reduction of greenhouse gas emissions from the transportation sector - a priority for Government under its [CleanBC: Roadmap 2030](#) strategy.

Objective 3.2: Reduce greenhouse gas emissions from the transportation sector

Key Strategies

- Shift to more efficient and lower-carbon emitting modes of transportation, and cleaner fuels such as hydrogen and electricity, and pursue pilot projects that explore new transportation technologies including electric kick scooters.
- Implement CleanBC transportation initiatives like the electrification of the provincial inland ferry fleet and the implementation of Move, Commute, Connect., the provincial active transportation strategy.
- Support the adoption of zero emission vehicles (ZEVs) by contributing to a provincial network of EV charging stations, so that ZEV drivers can feel confident travelling throughout B.C.
- Continue to work with the 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, and support TransLink's other climate action initiatives for Metro Vancouver captured in the agency's new 30-year Regional Transportation Strategy, Transport 2050.
- To reduce greenhouse gas (GHG) emissions from the commercial transportation sector, continue to invest in the Heavy-duty Vehicle Efficiency Program, reduce permit wait times, increase the use of weigh in motion technology at inspection stations, build rail grade separations, and improve rural road infrastructure.

Performance Measure	2021/22 Forecast	2022/23 Target	2023/24 Target	2024/25 Target
3.2 Number of locations with public EV charging installed or supported by the Ministry	26	30	34	38

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 not always easy to get access to electric power in remote areas of B.C., future targets for this measure can be unpredictable and may change from year-to-year. 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	2021/22 Restated Estimates ¹	2022/23 Estimates ²	2023/24 Plan	2024/25 Plan
Operating Expenses (\$000)³				
Transportation and Infrastructure Improvements	16,497	29,586	29,586	26,986
Public Transportation ⁴	327,986	344,247	344,300	343,689
Highway Operations	550,680	561,180	561,180	561,180
Commercial Transportation Regulation	3,059	3,059	3,059	3,059
Executive and Support Services	17,900	17,908	17,923	17,923
Total	916,122	955,980	956,048	952,837
Ministry Capital Expenditures (Consolidated Revenue Fund) (\$000)				
Highway Operations	3,506	5,005	4,373	4,373
Total	3,506	5,005	4,373	4,373

¹ For comparative purposes, the amounts shown for 2021/22 have been restated to be consistent with the presentation of the 2022/23 Estimates.

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

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

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

BCTFA Statement of Operations:

	2021/22 Forecast	2022/23 Budget	2023/24 Plan	2024/25 Plan
Revenue (\$000)				
Tax revenue ¹	467,000	474,000	477,000	480,000
Amortization of deferred contributions ² ...	172,175	171,026	168,494	170,434
Other operating revenue ³	32,823	37,484	32,492	27,646
Total	671,998	682,510	677,986	678,080
Expenditures (\$000)				
Highway Operations	741,526	782,990	706,341	831,469
Transit Programs	137,470	182,493	228,781	225,612
Ferry Operations	24,752	24,123	24,042	23,985
Other	143,132	152,501	159,383	153,382
Debt Servicing Costs ⁴	413,118	463,403	559,439	668,632
Total	1,459,998	1,605,510	1,677,986	1,903,080
Net Loss (\$000)				
Net operating loss	(788,000)	(923,000)	(1,000,000)	(1,225,000)

¹Tax 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.

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

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

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

Transportation Investments

(\$ millions)	2022/23 Budget	2023/24 Plan	2024/25 Plan	Total
Provincial Investments:				
Highway Corridor Rehabilitation	343	232	233	808
Side Road Improvements	183	119	122	424
Pattullo Bridge Replacement	300	206	191	697
Highway 99 Tunnel Program	91	149	318	558
Highway 1 to Alberta Border	283	277	172	732
Broadway Subway	411	374	136	921
Transit Infrastructure ¹	290	442	316	1,048
Transportation and Trade Network Reliability	420	397	218	1,035
Safety Improvements	42	30	30	102
Community and other programs	13	26	19	58
Total Provincial Transportation Investments	2,376	2,252	1,755	6,383
Investments funded through contributions from Federal Government and Other Partners:				
Contributions from all partners	551	521	590	1,662
Total Investments in Transportation Infrastructure²	2,927	2,773	2,345	8,045

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

²Total investments include operating and capital spending.

Capital Expenditures

Major Capital Projects (over \$50 million)	Targeted Year of Completion	Project Cost to Dec 31, 2021 (\$m)	Estimated Cost to Complete (\$m)	Approved Anticipated Total Cost (\$m)
<u>Highway 91 – Alex Fraser Bridge Capacity Improvements</u>	2019	66	4	70
<p>Objective: Implement a counter-flow system during peak travel times through the addition of a seventh lane, a moveable barrier system and a delay time information system.</p> <p>Costs: The estimated cost 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>Benefits:</p> <ul style="list-style-type: none"> Improve traffic capacity and reduce travel time delays for commuters and goods movement during peak times. Respond to community and local government concerns. <p>Risks:</p> <ul style="list-style-type: none"> This project is substantially complete. No significant risks remain. 				
<u>Highway 1 – Illecillewaet Four-Laning and Brake Check</u>	2021	71	14	85
<p>Objective: This portion of the Highway 1 Kamloops to Alberta program involved expanding the existing brake check area and four-laning a two-kilometre section of Highway 1, 42 kilometres east of Revelstoke. Construction was completed in November, 2021. The project included:</p> <ul style="list-style-type: none"> Expansion of the existing brake check area to accommodate 15 trucks Four-laning of two kilometres to increase vehicle storage during winter closures and to improve passing opportunities year round Acceleration and deceleration lanes for the brake check Improved geometrics to 100 km/h design standard Turn-around to enable trucks and cars to choose an alternative route. <p>Costs: The gross project cost is \$85.22M with a contribution of \$15.5M from the Government of Canada under the Provincial-Territorial Infrastructure Component of the New Building Canada Fund, bringing the provincial net cost to \$69.72M. The estimated total project cost includes engineering, construction, First Nations consultation, environmental and project management.</p> <p>Benefits:</p> <ul style="list-style-type: none"> Improve safety, mobility, reliability and efficiency for users of this highway section, which include commercial transporters, tourists, local residents and general interprovincial and regional travellers. Improve travel speeds and relieved congestion, which will reduce driver frustration and improve safety. Improve capacity and safety for queued vehicles and reduced traveller delay due to highway closures during winter storm and avalanche control events. Improve brake check safety and capacity. Provide an opportunity for vehicles to safely turn around in the event of extended highway closures. Improve rural highway passing capability and safety. <p>Risks:</p> <ul style="list-style-type: none"> This project is substantially complete. No significant risks remain. 				

Major Capital Projects (over \$50 million)	Targeted Year of Completion	Project Cost to Dec 31, 2021 (\$m)	Estimated Cost to Complete (\$m)	Approved Anticipated Total Cost (\$m)
Highway 1 – Lower Lynn Corridor Improvements	2021	173	25	198
<p>Objective: 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>Costs: The estimated cost is \$198 million, inclusive of property acquisition costs and contingencies with contributions from other parties totalling \$121 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improve safety for all road users. • Reduce congestion and improve travel times through a key corridor. • Support community connectivity. <p>Risks:</p> <ul style="list-style-type: none"> • This project is substantially complete. No significant risks remain. 				
Highway 99 – 10 Mile Slide	2021	70	14	84
<p>Objective: 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>Costs: The estimated cost is \$84 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 completed in October 2021.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improve safety and reliability. • Maintain direct connection between Lillooet and Kamloops. • Maintain community connectivity and cohesiveness for the Xaxli'p community. • Limit future costs associated with extraordinary maintenance and stabilization measures. <p>Risks:</p> <ul style="list-style-type: none"> • Managing gravel road surface until paving in 2023. • Construction claims. 				

Major Capital Projects (over \$50 million)	Targeted Year of Completion	Project Cost to Dec 31, 2021 (\$m)	Estimated Cost to Complete (\$m)	Approved Anticipated Total Cost (\$m)
Highway 4 – Kennedy Hill Safety Improvements	2022	41	13	54
<p>Objective: Upgrade the 1.5-kilometre section of Highway 4 located along Kennedy Lake known as Kennedy Hill, to a standard that meets a minimum design speed of 50 km/h with 3.6 m wide lanes and minimum shoulder width of 1.5 m to accommodate cyclists.</p> <p>Costs: The approved project budget is \$54 million.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improve safety and mobility of traffic. • Facilitate economic development and tourist travel. <p>Risks:</p> <ul style="list-style-type: none"> • Geotechnical conditions. • Environmental impacts. • Maintaining traffic flow during construction. • Construction claims. 				
Highway 14 Corridor Improvements	2022	43	34	77
<p>Objective: 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>Costs: \$77 million total Capital cost made up of \$29 million in funding from the Government of Canada, and \$48 million in Provincial funding.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Mobility improvements via the introduction of wider paved shoulders for cyclists and improved sideroad connections and the new Park and Ride transit facility. • Safety improvements via wider paved shoulders, better surface conditions, straighter alignments, intersection upgrades, median barrier division, channelization and lighting. • Reliability improvements as a result of the safety benefits associated with reduced collisions and associated highway closures, as well as new passing opportunities. <p>Risks:</p> <ul style="list-style-type: none"> • Properties. • Construction and Traffic Management. 				

Major Capital Projects (over \$50 million)	Targeted Year of Completion	Project Cost to Dec 31, 2021 (\$m)	Estimated Cost to Complete (\$m)	Approved Anticipated Total Cost (\$m)
Highway 1 – Chase Four-Laning	2023	59	161	220
<p>Objective: Upgrading approximately 4.9 kilometres of the Trans-Canada Highway to increase safety and capacity by expanding narrow two-lane sections, constructing safer access points to local communities and promoting safer pedestrian and cycling inter-community access.</p> <p>Costs: 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"> Phase one, Chase Creek Road to Chase West, will be completed in Fall 2022 Phase two, Chase West to Chase Creek Bridge, will be completed in Fall 2023 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 Neskonlith Indian Band. The Ministry is continuing with the detailed design process, determining the property requirements and working closely with the Neskonlith Indian Band to address any concerns and impacts the design could have on the band. <p>Benefits:</p> <ul style="list-style-type: none"> Improve safety, mobility and reliability of this section of Highway 1 for all road users. Better capacity on a vital transportation link between British Columbia and the rest of Canada, supporting regional, provincial and national economic growth. Improves intersections and accesses for local residents of the Village of Chase and Indigenous communities. Improves pedestrian and cyclist accommodation for the communities. <p>Risks:</p> <ul style="list-style-type: none"> Potential additional costs related to completing property acquisition. Potential cost increase and delays related to evaluation of scope change requests following stakeholder input. Potential for changed conditions during construction. 				

Major Capital Projects (over \$50 million)	Targeted Year of Completion	Project Cost to Dec 31, 2021 (\$m)	Estimated Cost to Complete (\$m)	Approved Anticipated Total Cost (\$m)
Highway 1 – Salmon Arm West	2023	67	88	155
<p>Objective: 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>Costs: The current estimate is \$155 million including a \$31 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>Benefits:</p> <ul style="list-style-type: none"> • Improve the safety, mobility and reliability of the Trans-Canada Highway corridor. • Improve safety for the City of Salmon Arm, local Indigenous community members and the surrounding area with improvements to intersections and accesses. • Improve pedestrian and cyclist accommodation with construction of a multi-use pathway that will integrate with the community trail networks. • Mitigate impacts of projects on Indigenous interests including archaeological, environmental and cultural interests. <p>Risks:</p> <ul style="list-style-type: none"> • Archaeological impacts. • Potential additional costs or delays related to completing property acquisition. 				
Highway 91 – Highway 17 Deltaport Way Corridor	2023	157	103	260
<p>Objective: A combination of improvements to the existing Highway 91, Highway 17, Highway 91 Connector and Deltaport Way to improve travel safety and efficiency. These upgrades will improve local and commercial travel in the area and reduce conflicts between commercial vehicles and other traffic. They also complement the Alex Fraser Bridge improvements and 72nd Avenue Interchange projects.</p> <p>Costs: The estimated cost is \$260 million, with the Government of Canada contributing \$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>Benefits:</p> <ul style="list-style-type: none"> • Reduce congestion to improve travel time and reliability through Delta. • Improve traffic safety for goods movers and the travelling public, with lowered collision risk and better operating hours at the Nordel commercial inspection facility. • 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. <p>Risks:</p> <ul style="list-style-type: none"> • Geotechnical conditions. • Traffic management during construction. • Archeological finds. • Utility relocations. 				

Major Capital Projects (over \$50 million)	Targeted Year of Completion	Project Cost to Dec 31, 2021 (\$m)	Estimated Cost to Complete (\$m)	Approved Anticipated Total Cost (\$m)
<u>Kootenay Lake Ferry Service Improvements</u>	2023	36	49	85
<p>Objective: To replace the aging MV Balfour with a new, larger electric-ready ferry; as well as improve safety and accessibility at both ferry terminals (Balfour and Kootenay Bay).</p> <p>Costs: The approved project budget is \$85 million. The project is cost shared between the provincial and federal governments. Federal funding of \$17 million is being provided through the New Building Canada Fund – Provincial-Territorial Infrastructure Component.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Provide service continuity after the retirement of MV Balfour. • Improve capacity to meet demand during summer peaks. • Reduce GHG emissions. • Improve traffic flow in/out of both ferry terminals (Balfour and Kootenay Bay). • Improve safety and accessibility for motorists and pedestrians using the terminal. <p>Risks:</p> <ul style="list-style-type: none"> • Project delays may impact ferry service. • Vessel assembly in a remote location. • Archaeological and geotechnical conditions. • Market conditions may impact project pricing and vessel delivery. 				
<u>West Fraser Road Realignment</u>	2023	33	70	103
<p>Objective: 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>Costs: The estimated cost is \$103 million, and the Project is eligible for reimbursements from the Government of Canada through the Disaster Financial Assistance Arrangements (DFAA).</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improves travel time and reliability for residents affected by the detour. • Better connects Indigenous communities that are separated by the closure. • Improves the ability for local industries to get their goods and resources to their destinations. • Improves safety of all road users through lower collision risk. • Avoids active slides and rockfall areas. <p>Risks:</p> <ul style="list-style-type: none"> • Geotechnical conditions. • Archeological finds. • Potential for changed conditions during construction. • Potential for flooding in Narcosli Creek drainage area. 				

Major Capital Projects (over \$50 million)	Targeted Year of Completion	Project Cost to Dec 31, 2021 (\$m)	Estimated Cost to Complete (\$m)	Approved Anticipated Total Cost (\$m)
Highway 1 – Quartz Creek Bridge Replacement	2024	26	95	121
<p>Objective: Upgrading approximately 4.4 kilometres of the Trans Canada Highway to four lanes, including a replacement of the existing Quartz Creek bridge, rehabilitation and extension of the existing Wiseman Creek Culvert, a new wildlife underpass structure, and access improvements to forest service roads.</p> <p>Costs: Approved project budget is \$121 million, with the Government of Canada contributing \$50 million under the Provincial-Territorial Infrastructure Component of the new Building Canada Fund.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improve safety, mobility, and reliability for all users on this section of the Trans Canada Highway. • Increase capacity on a vital transportation link between British Columbia and the rest of Canada, supporting regional, provincial, and national economic growth. • Improve safety for accessing forest service roads. <p>Risks:</p> <ul style="list-style-type: none"> • Third party agreements. • Schedule delays. • Geotechnical conditions. 				
Highway 1 – 216th to 264th Street Widening	2024	24	211	235
<p>Objective: Extension of 10 kilometres of High Occupancy Vehicle (HOV) lanes in both directions of the Trans Canada Highway between 216th and 264th streets in Langley. The project will include a new interchange at 232nd Street; the replacement of Glover Road Underpass and the CP Rail Underpass and a parking lot for up to 150 commercial vehicles and 45 passenger vehicles.</p> <p>Costs: The approved project budget is \$235 million, with the Government of Canada contributing up to a maximum of \$109 million under the Provincial-Territorial Infrastructure Component of the new Building Canada Fund.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improve safety for all road users. • Reduce congestion and improve travel times through a key corridor. • Support HOV use. <p>Risks:</p> <ul style="list-style-type: none"> • Geotechnical conditions. • Archeological impacts. • Environmental impacts and contaminated soils. • Replacement of the Canadian Pacific Railway crossing of Highway 1 while keeping rail traffic moving along the Roberts Banks Rail Corridor. • Maintaining adequate traffic flow during construction may require temporary works and development of comprehensive traffic control plans. • Construction cost escalation. • Access to partnership funding. • Schedule delays due to market situation as a result of flood recovery efforts. 				

Major Capital Projects (over \$50 million)	Targeted Year of Completion	Project Cost to Dec 31, 2021 (\$m)	Estimated Cost to Complete (\$m)	Approved Anticipated Total Cost (\$m)
<u>Highway 1 – Ford Road to Tappen Valley Road Four-Laning</u>	2024	5	238	243
<p>Objective: The Trans Canada Highway 1 Ford Road to Tappen Valley Road Four-Laning project will upgrade approximately 4.3 km of the Trans-Canada Highway (TCH) and replace the Tappen Overhead bridge. The western limit of the project begins at Ford Road and extends through to its terminus 400 metres east of Tappen Valley Road.</p> <p>Improvements include:</p> <ul style="list-style-type: none"> • 4.3 kilometre section of the Trans-Canada Highway widened from two to four lanes • New east bound commercial carrier pullout • New frontage road system to provide safer access to the highway • Modified protected T-intersection at Tappen Valley Road • Replacement of the existing Tappen Overhead bridge • Installation of median barrier <p>Costs: The total project cost is estimated at \$243 million. This includes up to \$82 million from the Government of Canada under the Provincial-Territorial Infrastructure Component of the New Building Canada Fund. The estimated total project cost includes engineering, property acquisition, environmental, construction, First Nations consultation, archaeology, and project management.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Improve safety, capacity and movement of goods and services. • Provide safer access to local roads for residents, commercial vehicles, tourists and travellers. • Reduce travel times during peak travel periods. • Wider shoulders and new frontage road system to support cyclists, pedestrians, and people using other modes of active transportation. <p>Risks:</p> <ul style="list-style-type: none"> • High potential archaeology sites. • Extensive Section 35 Process with Little Shuswap Lake Band. • Geotechnical concerns and rock horizon variances. 				

Major Capital Projects (over \$50 million)	Targeted Year of Completion	Project Cost to Dec 31, 2021 (\$m)	Estimated Cost to Complete (\$m)	Approved Anticipated Total Cost (\$m)
<u>Highway 1 – Kicking Horse Canyon</u>	2024	256	345	601
<p>Objective: Upgrade the final 4.8 kilometres of the Kicking Horse Canyon section of the Trans-Canada Highway to a modern, four-lane standard, completing the corridor improvements from the junction of Highway 95 at Golden to the western boundary of Yoho National Park. This portion of the Trans-Canada Highway serves as a gateway between British Columbia and the rest of North America and is a key part of the province's inter-provincial trade, tourism and resource economies. The first three phases of the project have been completed and are now in operation.</p> <p>Costs: The current estimate for Phase 4 is \$601 million. The Government of Canada is contributing \$215 million under the National Infrastructure Component of the new Building Canada Fund.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Increase the safety, reliability and capacity on a critical provincial and national gateway. • Strengthen economic development through increased tourism and efficient movement of goods and services. <p>Risks:</p> <ul style="list-style-type: none"> • Challenging climatic and geographic conditions. • Traffic management during construction. 				
<u>Pattullo Bridge Replacement</u>	2024	419	958	1,377
<p>Objective: A new four-lane bridge that meets current seismic and road design standards and provides a safe and reliable crossing for vehicles, pedestrians and cyclists and network connections in Surrey and New Westminster.</p> <p>Costs: The estimated cost is \$1.377 billion which includes planning, engineering, construction, site supervision, property acquisition, regulatory approvals, removal of the existing Pattullo Bridge, interest during construction 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>Benefits:</p> <ul style="list-style-type: none"> • Improve safety for drivers. • Improve seismic resiliency and emergency response capability. • Improve regional connectivity. • Improve the movement of goods. • Provide safer corridors for pedestrians and cyclists. <p>Risks:</p> <ul style="list-style-type: none"> • Managing traffic during construction. • Managing archeological impacts. • Permitting/regulatory processes. • Utility relocations. • Coordinating rail interface. • Third party agreements. • Geotechnical conditions. 				

Major Capital Projects (over \$50 million)	Targeted Year of Completion	Project Cost to Dec 31, 2021 (\$m)	Estimated Cost to Complete (\$m)	Approved Anticipated Total Cost (\$m)
Highway 1 – RW Bruhn Bridge	2025	28	197	225
<p>Objective: The R.W. Bruhn Bridge and Approaches Project supports the provincial commitment to accelerate Highway 1 upgrades to the Alberta border, and addresses the immediate needs of the aging bridge infrastructure and associated safety, mobility and reliability issues. The project scope includes four-laning approximately 1.98 kilometres of Highway 1 and replacing the R.W. Bruhn Bridge. The Project extends approximately 2.5 kilometres and includes at-grade intersection improvements at Old Sicamous Road, Old Spallumcheen Road, Gill Avenue and Silver Sands Road. The scope includes a new multi-use path to increase safety for pedestrians and cyclists.</p> <p>Costs: The estimated project cost is \$225 million. The project is cost shared between the provincial and federal governments with a federal contribution of \$91 million and a provincial contribution of \$134 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>Benefits:</p> <ul style="list-style-type: none"> • Improve safety and traffic flow along the Trans-Canada Highway corridor. • Replace aging R.W. Bruhn Bridge. • Improve safety of local road connections at the Trans-Canada Highway. • Enhance safety for pedestrians and cyclists along the Trans-Canada Highway corridor. • Continue collaboration with Indigenous people and government on opportunities and accommodation. <p>Risks:</p> <ul style="list-style-type: none"> • Archeological finds. • Geotechnical conditions. • Traffic Management (Vehicle, Marine, Pedestrian/Cyclist) during construction. 				

Major Capital Projects (over \$50 million)	Targeted Year of Completion	Project Cost to Dec 31, 2021 (\$m)	Estimated Cost to Complete (\$m)	Approved Anticipated Total Cost (\$m)
Broadway Subway	2025	633	2,194	2,827
<p>Objective: 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>Costs: 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>Benefits:</p> <ul style="list-style-type: none"> • Provide faster, convenient and more reliable transit service. • Improve transportation options and economic development potential. • Connect communities and regional destinations and fill the gap in the regional transit network. • Help meet future needs by keeping people and goods moving and supporting a growing economy. • Support environmentally friendly transportation options. • Improve regional affordability and access to the Broadway Corridor. <p>Risks:</p> <ul style="list-style-type: none"> • Traffic management during construction. • Geotechnical Conditions. • Third Party Agreements. • Future expandability. • Utility relocations. 				

Major Capital Projects (over \$50 million)	Targeted Year of Completion	Project Cost to Dec 31, 2021 (\$m)	Estimated Cost to Complete (\$m)	Approved Anticipated Total Cost (\$m)
<u>Highway 99/Steveston Interchange Transit and Cycling Improvements</u>	2025	2	135	137
<p>Objectives: Support sustainability of Fraser River communities, facilitate increased share of sustainable modes of transportation, enhance regional goods movement and commerce and support a healthy environment.</p> <p>Costs: The estimated cost of the project is \$137 million including project management, design, construction, property acquisition, interest during construction and contingency. The new transit and cycling improvements are expected to be complete in 2023 and the interchange in 2025.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Relieve congestion at key interchanges within the Highway 99 corridor. • Improve transit reliability and operations within the Highway 99 corridor. • Address significant transit vehicle travel times within the corridor. • Improve travel reliability for priority vehicles such as transit and high-occupancy vehicles/electric vehicles. • Improve long-term mobility and reliability for transit travel within the Highway 99 corridor and support higher capacity transit services. <p>Risks:</p> <ul style="list-style-type: none"> • Higher than anticipated construction material costs. • Environmental and geotechnical conditions. • Protection of proximal infrastructure. • Traffic management during construction. • Third party interfaces (e.g., utilities). • Regulatory and permitting requirements. 				

Major Capital Projects (over \$50 million)	Targeted Year of Completion	Project Cost to Dec 31, 2021 (\$m)	Estimated Cost to Complete (\$m)	Approved Anticipated Total Cost (\$m)
Fraser River Tunnel Project	2030	3	4,145	4,148
<p>Objective: A new eight-lane immersed tube tunnel that will provide more capacity for drivers and transit users in both directions, while providing walking and cycling options at this crossing for the first time.</p> <p>Costs: The estimated cost is \$4.148 billion which includes planning, engineering, construction, site supervision, property acquisition, regulatory approvals, removal of the existing George Massey Tunnel, interest during construction and contingency. The estimated cost includes both capitalized and expensed costs. The new tunnel is expected to open in 2030. The removal of the existing tunnel will occur after the new tunnel is in service.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • More capacity for drivers and transit users in both directions. • Improved transit speed and reliability along the Highway 99 corridor. • More travel options for users with a new connection for pedestrians and cyclists. • Improved seismic resiliency and emergency response capability. • Maintains the current clearances for the Fraser River navigational channel. <p>Risks:</p> <ul style="list-style-type: none"> • Geotechnical conditions. • Permitting/regulatory processes. • Managing highway and river traffic during construction. • Managing archeological impacts. • Utility relocations. • Coordinating rail interface. • Third party agreements. 				

Appendix A: Agencies, Boards, Commissions and Tribunals

As of March 31, 2022, 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 Licensing System and facilitates ongoing policy and regulatory review. More information about the role of the BC Container Trucking Commissioner is available at obccctc.ca.

Passenger Transportation Board

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

Transportation Investment Corporation (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, the Broadway Subway Project, the Fraser River Tunnel Project and the Steveston Interchange Project. TI Corp's Service Plan is available on their [website](#).

Appendix B: 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 2022/23-2024/25

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 (BCRC)

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:

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 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 and the property lease with Squamish Terminals

Key Strategies:

- Manage a positive landlord-tenant relationship with Squamish Terminals, CN Rail and Pembina Pipelines;
- Monitor CN Rail compliance with terms of the Revitalization Agreement and Pembina 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.

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

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	Estimates 2021/22 ¹	Estimates 2022/23
VOTED APPROPRIATION		
Vote 45 — Ministry Operations.....	916,122	955,980
OPERATING EXPENSES	<u>916,122</u>	<u>955,980</u>
CAPITAL EXPENDITURES ²	3,506	5,005
LOANS, INVESTMENTS AND OTHER REQUIREMENTS ³	—	—
REVENUE COLLECTED FOR, AND TRANSFERRED TO, OTHER ENTITIES ⁴	—	—

NOTES

¹ For comparative purposes, figures shown for the 2021/22 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 2022/23 Estimates. A reconciliation of restated operating expenses and capital expenditures is presented in Schedule A.

² A listing of estimated capital expenditures by ministry is presented in Schedule C.

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

⁴ 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)

	2021/22	2022/23 ESTIMATES		
OPERATING EXPENSES	Net	Gross	External Recoveries	Net
Core Business				
Transportation and Infrastructure Improvements.....	16,497	2,050,161	(2,020,575)	29,586
Public Transportation.....	327,986	1,491,272	(1,147,025)	344,247
Highway Operations.....	550,680	677,240	(116,060)	561,180
Commercial Transportation Regulation.....	3,059	4,037	(978)	3,059
Executive and Support Services.....	17,900	27,580	(9,672)	17,908
TOTAL OPERATING EXPENSES	916,122	4,250,290	(3,294,310)	955,980
CAPITAL EXPENDITURES	Capital Expenditures	Capital Expenditures	Receipts and P3 Liabilities	Net
Core Business				
Highway Operations.....	3,506	5,005	—	5,005
TOTAL	3,506	5,005	—	5,005

MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

VOTE DESCRIPTIONS

(\$000)

Estimates
2021/22Estimates
2022/23

VOTE 45 — 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.....	13,295	26,360
Transportation Investments.....	1	1
Partnerships.....	1	1
Port and Airport Development.....	2,334	2,346
Enhancing Economic Development.....	866	878
	<u>16,497</u>	<u>29,586</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.....	129,697	143,600
Coastal Ferry Services.....	198,289	200,647
	<u>327,986</u>	<u>344,247</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.....	511,727	522,227
Commercial Vehicle Safety and Enforcement.....	28,283	28,283
Inland Ferries.....	10,670	10,670
	<u>550,680</u>	<u>561,180</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 2021/22	Estimates 2022/23
COMMERCIAL TRANSPORTATION REGULATION		
Voted Appropriations		
Container Trucking Commissioner.....	1	1
Passenger Transportation Board.....	890	890
Passenger Transportation Branch.....	2,168	2,168
	<u>3,059</u>	<u>3,059</u>
<p>Voted Appropriations Description: 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>		
EXECUTIVE AND SUPPORT SERVICES		
Voted Appropriations		
Ministers' Offices.....	1,003	1,011
Corporate Services.....	16,897	16,897
	<u>17,900</u>	<u>17,908</u>
<p>Voted Appropriations Description: 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>		
VOTE 45.— MINISTRY OPERATIONS	916,122	955,980

MINISTRY GROUP ACCOUNT CLASSIFICATION SUMMARY

GROUP ACCOUNT CLASSIFICATION

Salaries and Benefits	150,305	151,207
Operating Costs	3,233,793	3,710,640
Government Transfers	340,183	400,940
Other Expenses	1,165	1,160
Internal Recoveries	(13,909)	(13,657)
External Recoveries	(2,795,415)	(3,294,310)
TOTAL OPERATING EXPENSES.....	916,122	955,980

MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

(\$000)

VOTE 45 Ministry Operations

Description	Total 2021/22 Operating Expenses	50	51	52	54	Total Salaries and Benefits	55	57	59	60	63	65	67	68	69
Transportation and Infrastructure Improvements	16,497	59,829	101	15,197	—	75,127	—	5,524	4,715	239,128	3,197	2,231	—	11	193,514
Transportation Policy and Programs	13,295	3,633	—	923	—	4,556	—	59	24	341	38	126	—	—	—
Transportation Investments	1	50,237	76	12,760	—	63,073	—	5,250	4,250	233,307	2,995	1,953	—	8	191,153
Partnerships	1	2,219	—	564	—	2,783	—	95	387	5,249	38	44	—	3	2,361
Port and Airport Development	2,334	1,696	25	431	—	2,152	—	45	22	38	20	65	—	—	—
Enhancing Economic Development	866	2,044	—	519	—	2,563	—	75	32	193	106	43	—	—	—
Public Transportation	327,986	3,503	7	890	—	4,400	—	121	539	93,210	174	135	—	—	315,729
Public Transit	129,697	3,503	7	890	—	4,400	—	121	539	93,210	174	135	—	—	70,759
Coastal Ferry Services	198,289	—	—	—	—	—	—	—	—	—	—	—	—	—	244,970
Highway Operations	550,680	35,593	1,631	9,215	—	46,439	—	1,530	4,654	1,924	7,789	1,038	—	248	541,646
Maintenance and Operations	511,727	17,032	1,426	4,501	—	22,959	—	878	4,654	1,830	6,518	696	—	58	511,191
Commercial Vehicle Safety and Enforcement	28,283	17,922	205	4,552	—	22,679	—	632	—	15	1,267	331	—	190	153
Inland Ferries	10,670	639	—	162	—	801	—	20	—	79	4	11	—	—	30,302
Commercial Transportation Regulation	3,059	2,567	7	652	—	3,226	185	66	50	182	39	72	—	1	10
Container Trucking Commissioner	1	610	—	155	—	765	—	25	50	1	12	35	—	—	10
Passenger Transportation Board	890	392	—	100	—	492	185	13	—	181	14	5	—	1	—
Passenger Transportation Branch	2,168	1,565	7	397	—	1,969	—	28	—	—	13	32	—	—	—
Executive and Support Services	17,900	17,402	32	4,486	95	22,015	—	480	4	2,271	3,658	695	—	5	5
Ministers' Offices	1,003	603	—	191	95	889	—	74	—	—	10	38	—	—	—
Corporate Services	16,897	16,799	32	4,295	—	21,126	—	406	4	2,271	3,648	657	—	5	5
Total	916,122	118,894	1,778	30,440	95	151,207	185	7,721	9,962	336,715	14,857	4,171	—	265	1,050,904

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 2022/23 Operating Expenses
52,861	1,439,760	—	778	1,941,719	—	—	33,095	33,095	—	—	421	421	—	(201)	(201)	(1,928,924)	(91,651)	(2,020,575)	29,586
—	—	—	—	588	—	—	22,665	22,665	—	—	15	15	—	—	—	(1,248)	(216)	(1,464)	26,360
52,816	1,425,790	—	10	1,917,532	—	—	7,700	7,700	—	—	285	285	—	(1)	(1)	(1,897,719)	(90,869)	(1,988,588)	1
45	10,689	—	768	19,679	—	—	200	200	—	—	100	100	—	(200)	(200)	(21,995)	(566)	(22,561)	1
—	—	—	—	190	—	—	2,530	2,530	—	—	4	4	—	—	—	(2,530)	—	(2,530)	2,346
—	3,281	—	—	3,730	—	—	—	—	—	—	17	17	—	—	—	(5,432)	—	(5,432)	878
1	720,612	—	—	1,130,521	—	—	367,845	367,845	—	—	4	4	—	(11,498)	(11,498)	(982,458)	(164,567)	(1,147,025)	344,247
1	720,612	—	—	885,551	—	—	367,845	367,845	—	—	4	4	—	(1)	(1)	(982,458)	(131,741)	(1,114,199)	143,600
—	—	—	—	244,970	—	—	—	—	—	—	—	—	—	(11,497)	(11,497)	—	(32,826)	(32,826)	200,647
2,809	62,959	5,077	619	630,293	—	—	—	—	—	—	509	509	—	(1)	(1)	(112,992)	(3,068)	(116,060)	561,180
127	62,959	3,999	271	593,181	—	—	—	—	—	—	292	292	—	(1)	(1)	(92,444)	(1,760)	(94,204)	522,227
2,682	—	1,078	348	6,696	—	—	—	—	—	—	216	216	—	—	—	—	(1,308)	(1,308)	28,283
—	—	—	—	30,416	—	—	—	—	—	—	1	1	—	—	—	(20,548)	—	(20,548)	10,670
13	—	100	80	798	—	—	—	—	—	—	14	14	—	(1)	(1)	—	(978)	(978)	3,059
—	—	—	80	213	—	—	—	—	—	—	—	—	—	—	—	—	(977)	(977)	1
—	—	—	—	399	—	—	—	—	—	—	1	1	—	(1)	(1)	—	(1)	(1)	890
13	—	100	—	186	—	—	—	—	—	—	13	13	—	—	—	—	—	—	2,168
—	—	1	190	7,309	—	—	—	—	—	—	212	212	—	(1,956)	(1,956)	(9,300)	(372)	(9,672)	17,908
—	—	—	—	122	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,011
—	—	1	190	7,187	—	—	—	—	—	—	212	212	—	(1,956)	(1,956)	(9,300)	(372)	(9,672)	16,897
55,684	2,223,331	5,178	1,667	3,710,640	—	—	400,940	400,940	—	—	1,160	1,160	—	(13,657)	(13,657)	(3,033,674)	(260,636)	(3,294,310)	955,980

MINISTRY SUMMARY
(\$000)

	Restated Estimates 2021/22	Estimates 2022/23	Increase (Decrease)	Variance Explanations
VOTED APPROPRIATION				
Vote 43 - Ministry Operations	916,122	955,980	39,858	Cabinet Confidences; Advice/Recommendations; Government Financial Information
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CAPITAL EXPENDITURES	3,506	5,005	1,499	
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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

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OPERATING EXPENSES	Restated Estimates 2021/22	Estimates 2022/23	Increase (Decrease)	Variance Explanations
Core Business				Cabinet Confidences; Advice/Recommendations; Government Financial Information
Transportation and Infrastructure Improvements	16,497	29,586	13,089	
Public Transportation	327,986	344,247	16,261	
Highway Operations	550,680	561,180	10,500	
Commercial Transportation Regulation	3,059	3,059	-	
Executive and Support Services	17,900	17,908	8	
TOTAL OPERATING EXPENSE	<u>916,122</u>	<u>955,980</u>	<u>39,858</u>	
CAPITAL EXPENDITURES				
Core Business				

Highway Operations	3,506	5,005	1,499	Cabinet Confidences; Advice/Recommendations; Government Financial Information
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TOTAL CAPITAL EXPENDITURES	<u>3,506</u>	<u>5,005</u>	<u>1,499</u>	
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MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

OPERATING EXPENSE BY CORE BUSINESS

(\$000)

Voted Appropriations	Restated Estimates 2021/22	Estimates 2022/23	Increase (Decrease)	Variance Explanations
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TRANSPORTATION AND INFRASTRUCTURE IMPROVEMENTS

Transportation Policy and Programs 13,295 **26,360** 13,065 Cabinet Confidences; Advice/Recommendations; Government Financial Information

Transportation Investments	1	1	-
Partnerships	1	1	-
Port and Airport Development	2,334	2,346	12
Enhancing Economic Development	866	878	12
	<u>16,497</u>	<u>29,586</u>	<u>13,089</u>

PUBLIC TRANSPORTATION

Public Transit 129,697 **143,600** 13,903

Coastal Ferry Services	198,289	200,647	2,358
	<u>327,986</u>	<u>344,247</u>	<u>16,261</u>

HIGHWAY OPERATIONS

Maintenance and Operations	511,727	522,227	10,500	Cabinet Confidences; Advice/Recommendations; Government Financial Information
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Commercial Vehicle Safety and Enforcement	28,283	28,283	-
Inland Ferries	10,670	10,670	-
	<u>550,680</u>	<u>561,180</u>	<u>10,500</u>

MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

OPERATING EXPENSE BY CORE BUSINESS

(\$000)

Voted Appropriations	Restated Estimates 2021/22	Estimates 2022/23	Increase (Decrease)	Variance Explanations
COMMERCIAL TRANSPORTATION REGULATION				
Container Trucking Commissioner	1	1	-	
Passenger Transportation Board	890	890	-	
Passenger Transportation Branch	2,168	2,168	-	
	<u>3,059</u>	<u>3,059</u>	<u>-</u>	
EXECUTIVE AND SUPPORT SERVICES				
Minister's Office	1,003	1,011	8	Cabinet Confidences; Advice/Recommendations; Government Financial Information
Corporate Services	16,897	16,897	-	
	<u>17,900</u>	<u>17,908</u>	<u>8</u>	
Vote 43 - Ministry Operations	916,122	955,980	39,858	

MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
MINISTRY GROUP ACCOUNT CLASSIFICATION SUMMARY

GROUP ACCOUNT CLASSIFICATION	Restated Estimates 2021/22	Estimates 2022/23	Increase (Decrease)	Variance Explanations
Salaries and Benefits	150,305	151,207	902	Cabinet Confidences; Advice/Recommendations; Government Financial Information
<hr/>				
Operating Costs	3,233,793	3,710,640	476,847	
STOB 60 Consulting				
STOB 69 Maintenance & Operating contracts				
STOB 70 Operating Equipment				
STOB 72 Capital Projects				
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Government Transfers	340,183	400,940	60,757	
Grants: BCTFA, BC Transit, Translink, Local Govts,				

Other Expenses	1,165	1,160	(5)	Cabinet Confidences; Advice/Recommendations; Government Financial Information
Internal Recoveries				
Recoveries between ministries	(13,909)	(13,657)	252	
External Recoveries	(2,795,415)	(3,294,310)	(498,895)	
BCTFA, Federal Govt, BC Hydro, Tl.Corp, ICBC, BC Railway Company, and others				
TOTAL OPERATING	<u>916,122</u>	<u>955,980</u>	<u>39,858</u>	

Leveraging Federal Funds Estimates Note

Ministry of Transportation and Infrastructure

Date: April 21, 2022

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 (\$215 million) 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 billion was allocated to BC through the Investing in Canada Infrastructure Program (ICIP), including \$2.691 billion under the Public Transit Infrastructure Stream (PTIS).
- \$2.365 billion of the \$2.691 billion available under PTIS or 88%, has been committed.
- The Government of Canada's recent Budget 2022 advanced the commitment deadline to March 31, 2023, for the remaining ICIP funds. The Ministry has a plan to ensure the remaining \$326 million is committed in advance of that date.
- The Ministry continues to pursue funding available through national merit-based Investing in Canada Plan (ICP) infrastructure programs
 - \$4.65 billion National Trade Corridor Fund including \$450 million recently announced as part of the Government of Canada's Budget 2022.
 - \$3.4 billion Disaster Mitigation and Adaptation Fund.
 - \$280 million 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:
 - Fraser River Tunnel Program.

- Advice/Recommendations 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 million allocated to the Small Communities Fund is committed.
 - All the \$981 million 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 million for Kicking Horse Canyon Phase 4 (\$601 million total project); and,
 - \$81.7 million for Hwy 91-Hwy 17-Deltaport Way Corridor Improvements (\$260 million total project).

Public Transit Infrastructure Fund (PTIF)

- \$460 million was allocated to BC under the Public Transit Infrastructure Fund
 - All the \$370 million allocated for TransLink projects has been committed.
 - All the \$90 million 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 million for program administration (for all infrastructure streams under IBA)
 - \$2.222 million in federal funding has been secured for TransLink projects
 - \$888.4 million for \$2.827 billion Broadway Subway project (\$896.9 million inclusive of \$8.5 million for Early Works funded under PTIF)
 - \$493.3 million for the Expo-Millennium Line (EMUP)
 - \$577.0 million for the Surrey Langley Skytrain Project (the remaining \$729 million will be funded from the new Federal Public Transit Fund).
 - \$263.3 million for non-major projects (Millennium Line Brentwood Station North/South, West Coast Express Locomotive Refit, Onboard Technology Assets Program, OMC4, Burrard Station Upgrades, Phibbs Exchange)
 - \$144 million in federal funding has been secured for various BC Transit projects

- \$13.4 million for Smart Bus Technology Phase 2
- \$63.3 million 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 million for Vehicle Refits & Major Components
- \$12.6 million for Victoria HandyDART O&M Facility
- \$2.0 million for Standby Generators
- \$3.1 million for Bus Shelters (Phase 1 and Phase 2)
- \$4.9 million for Highway 1 Douglas Street Southbound Bus Lanes
- \$1.8 million for UVIC Exchange Rehabilitation
- \$28.2 million for various other projects
- Ministry of Municipal Affairs and Housing is the lead for the remaining ICIP infrastructure streams under the Integrated Bilateral Agreement.
- \$9.5 billion in federal funding is available through a series of national merit-based national Investing in Canada Plan programs including:

\$4.65 billion National Trade Corridor Fund (NTCF)

- Budget 2017 allocated 1.9 billion over 11 years with subsequent increases in Budget 2019 (\$400M over 8 years) and Budget 2021 (\$1.9 billion over 4 years). Budget 2022 provides an additional \$450 million over 5 years for a total of \$4.65B,
- The program is administered by Transport Canada
- Of the initial \$2.3 billion, \$800 million was dedicated to Territorial projects
- The remaining \$1.5 billion available nationally was committed through application calls with the residual to committed under open call for applications
- \$626.9 million in federal funding was committed to 27 projects in BC, including:
 - \$15.1 million for the proposed Highway 16 Terrace Commercial Vehicle Inspection Station (CVIS) Relocation for which the ministry 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.
- Of the Budget 2021 \$1.9 billion allocation, 15% (\$285 million) is dedicated to Territorial projects.
- The remaining \$1.6 billion available nationally will be committed through application calls with the residual to committed under open call for applications.
- The current application call for projects that increase fluidity in the supply chain is open for expressions of interest until March 31, 2022, and project

proposals for successful submissions by June 30, 2022.

- The Government of Canada has notionally allocated a further \$450 million as part of Budget 2022.

\$3.4 B Disaster Mitigation and Adaption Fund (DMAF)

- Administered by Infrastructure Canada
- All of the initial \$2.0 billion available nationally has been committed through application calls.
- Budget 2021 provided a further \$1.4 billion over 12 years
- \$217.0 million in federal funding was committed to 7 projects in BC, including:
 - Skwah First Nation & City of Chilliwack flood protection (\$45.0 million)
 - Victoria Climate & Seismic Resilient Underground Infrastructure (\$15.4 million)
 - Kelowna Mill Creek Flood Protection (\$22.0 million)
 - Surrey, Delta & Semiahmoo FN Coastal Flood protection (\$76.6 million)
 - Richmond Flood Protection Program (\$13.8 million)
 - Grand Forks and KBRD Flood Mitigation (\$20.0 million)
 - Cowichan Tribes FN Watershed Resiliency Program (\$24.2 million)
- Applications opened on July 20, 2021, and closed for a first assessment period on Oct 15, 2021 (Large-scale projects) and Nov 15, 2021 (Small-scale projects).
- A second assessment of projects is scheduled to occur on July 20, 2022.

\$280 M Electric Vehicles and Alternative Fuels Program

- Administered by Natural Resources Canada
- \$0.9 million secured by the ministry 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 billion).
 - to help systems plan for electrification, support the purchase of zero-emission buses, and build associated infrastructure across Canada. The program is a partnership between Infrastructure Canada (1.25 billion) and the Canadian Infrastructure Bank (\$1.5 billion) and is now accepting applications until fully committed.
 - Cabinet Confidences
- Active Transportation Fund (\$400 million).

- 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. The program accepted applications up to March 31, 2022, and is currently assessing submissions.
- Major Public Transit projects (\$2.500 billion)
 - Expansion of large urban transit systems and dedicated planning funding to accelerate future major projects. Infrastructure Canada will be provided additional program information in 2022.
- Rural Transit Solutions Fund (250 million)
 - 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. The program was accepting applications up to April 7, 2022.
- A second phase will deliver on the Government's commitment to ongoing transit through a \$3 billion 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

James Postans, Executive Director Planning & Programing, Integrated Transportation & Infrastructure Services, 778-698-9751

New Build Canada Fund Estimates Note

Ministry of Transportation and Infrastructure

Date: February 16, 2022

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 1 project 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);
- Canada announced its contribution to 2 Highway 1 projects that MoTI is still advancing through the project development and approval process:
 - 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	45.8	18.7	5.2	34.1	21.9	✓	17-Apr-15	Substantially complete
Hwy 1 Illecillewaet Four Laning	85.2	69.7		15.5	15.5	✓	01-Aug-15	Substantially complete
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	32.1	23.4		12.8	8.9	✓	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	35.9	22.8		14.0	13.2	✓	27-Jul-16	Complete
Mt Lehman Road (Abbotsford Airport)	26.1	15.7	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	144.2	112.8		48.5	31.4	✓	22-Sep-16	Section 1 IR 3 to 1st Avenue removed
Hwy 37 Nass River Bridge replacement	30.7	20.0		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	65.4	34.7		34.0	30.7	✓	19-Jan-17	Substantially complete
Hwy 1 West Chase Access to Jade Mountain	114.3	102.2		36.8	12.1	✓	31-Mar-17	Reduced scope
Hwy 1 Donald to Forde Station Road	19.0	11.9		7.3	7.1	✓	17-Feb-17	Complete
Hwy 1 Lynn Creek Connectivity	67.2	25.1	21.5	20.6	20.6	✓	27-Jan-17	Substantially complete
Hwy 4 Kennedy Lake Realignment	53.0	39.5		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	49.9	✓	28-Mar-19	Under construction
Hwy 1 RW Bruhn Bridge & Old Spall Rd I/S	224.5	133.4		91.1	91.1	✓	16-Nov-18	Under construction (early works)
Hwy 14 Corridor Enhancements	74.0	43.8		30.2	30.2	✓	23-Apr-19	Substantially complete
Kootenay Lake Ferry Service Enhancements	84.7	67.5		17.2	17.2	✓	29-Apr-19	Under construction
Hwy 1 Leigh Rd to Westshore Pkwy	15.5	10.8		4.8	4.8	✓	23-Apr-19	Complete
Hwy 1 216-264th HOV Lanes and NSTPF	235.5	99.4	27.1	109.0	109.0	✓	25-Apr-19	Engineering (NSTPF Phase 1 complete)
Hwy 3 Jaffray Passing Lane	6.4	3.4		3.0	3.0	✓	3-Jul-19	Substantially complete
Hwy 97 Swanson Lumber Rd Intersection	9.9	5.2		4.7	4.7	✓	3-Jul-19	Substantially complete
Hwy 93/95 Corridor Improvements	45.6	27.7		18.0	18.0	✓	3-Jul-19	5 of 7 components complete
Hwy 97 Racing Road Intersection (Quesnel)	19.0	11.3		7.7	7.7	✓	3-Jul-19	Under construction
Hwy 1 Ford Road to Tappen	235.0	152.8		82.1	82.1	✓	3-Jul-19	Engineering
Hwy 7 266th to 287th Street 4 Laning	106.4	77.2		29.2	29.2	✓	19-Jul-20	Project Recently Approved by TB
Cabinet Confidences								
Cabinet Confidences								
Federal cost-sharing savings from completed projects that can be allocated to other Projects								
Available to allocated to other projects					2.4			
						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

James Postans, Executive Director Planning & Programing, Integrated Transportation & Infrastructure Services, 778-698-9751

Investing in Canada Plan – Phase 2

Estimates Note

Ministry of Transportation and Infrastructure

Date: February 16, 2022

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:
 - \$2.335 B of the \$2.691 B available under PTIS, over 87%, has been committed and the Ministry is working to secure additional project approvals.
- MUNI is the lead for the Green, Rural and Northern Community and Community, Culture and Recreation and COVID Response infrastructure streams.
- \$9.5 B is available nationally through-merit based programs such as the:
 - \$4.2 B National Trade Corridor Fund;
 - \$3.4 B Disaster Mitigation and Adaptation Fund; and,
 - \$280 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**.
 - \$ 9.5 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 \$86.3 B (above) exceeds the referenced \$81.2 B in new federal funding as some of the funds (\$1.7 B) were previously included in fiscal framework/revenues and \$3.4B in additional funding announced as part of Budget 2021.

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

- \$2,691M for Public Transit Infrastructure
 - \$2,222 M for TransLink (82.6%) based on ridership)
 - \$469 M for BC Transit (17.4%) based on ridership)

Green Infrastructure Stream

- \$903 M for Green Infrastructure
- \$45 M reallocated to CVRIS (net of \$858 M)
- \$4 M allocated to provincial administration

- \$83.6 M for BC Hydro's Peace Region Electricity Supply (PRES) project
- \$96.950 M for BC Hydro's Prince George-Terrace Capacitors (PGTC) project
- Clean BC Facilities Electrification (CBCFEF) \$84.4 M
- Environmental Quality Fund (Water/Wastewater)
 - \$132 M allocated under 1st application call
 - \$91 M allocated under 2nd application call
 - \$179 M to be allocated under 3rd application call (closes Feb 23, 2022)
- CleanBC Communities Fund
 - \$42.5 M allocated under 1st application call
 - \$26.2 M allocated under 2nd application call
 - \$34 M to be allocated under 3rd application call (closes May 25, 2022).

Rural and Northern Community Infrastructure Stream

- \$166 M allocated for Rural and Northern Community Infrastructure
- \$64.2 M reallocated to CVRIS (net of \$101.8 M)
- \$0.75 M allocated to provincial administration
- \$67.2 M allocated under 1st application call
- \$33.9M allocated under 2nd application call

Community, Culture and Recreation Infrastructure Stream

- \$157 M for Community, Culture and Recreation Infrastructure
- \$0.707 M allocated to provincial administration.
- \$99.4 M allocated under 1st application call
- \$56.9M to be allocated under 2nd application call

COVID Infrastructure Stream

- \$64.2 M under COVID-19 Resilience application call
- \$45 M under Adaptation, Resilience & Disaster Mitigation application call
- 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:

- \$9.5 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):

\$4.2 B – National Trade Corridor Fund (NTCF)	\$220 M – Diesel Reliance South of 60 th Parallel
\$3.4 B – Disaster Mitigation & Adaption Fund (DMAF)	\$200 M – Emerging Renewable Energy Technologies
\$400 M – Arctic Energy Fund (Territories)	\$100 M – Smart Grid and Clean Electricity
\$300 M – Smart Cities Challenge	\$280 M – Electric Vehicles and Alternative Fuels
\$300 M – Superclusters Challenge	\$80 M – Community Educational Infrastructure

- The \$9.5 billion includes \$5.9 Billion announced in previous Budgets plus an additional \$400M for Arctic and northern regions and \$1.9 billion for the NTCF (\$2.3B total) and \$1.4B for the DMAF as part of Budget 2021.

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

James Postans, Executive Director, Planning & Programming, Integrated Transportation & Infrastructure Services 778-698-9751

TI Corp Status Update

Estimates Note

TI Corp / Ministry of Transportation and Infrastructure

Date: May 20, 2022

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 organization is responsible and accountable to the Ministry of Transportation and Infrastructure (MOTI) for the delivery of major transportation infrastructure projects, including the Pattullo Bridge Replacement Project (PBR), the Broadway Subway Project (BSP), Kicking Horse Canyon Project – Phase 4 (KHCP4), and the Steveston Interchange Project (SIP) and the Fraser River Tunnel Project (FRTP) as part of the Highway 99 Tunnel Program. TI Corp is also developing the Surrey Langley Skytrain (SLS) business case for Government consideration.
- Order in Council 538, approved in September 20, 2020, authorized TI Corp to engage and conduct business relating to the delivery of the Royal BC Museum Modernization Project.
- TI Corp is accountable to the Ministry of Tourism, Arts and Culture, and Sport (TACS) for the delivery of the Royal BC Museum Modernization Project, which includes the delivery of the Collections and Research Building Project (CRB) and the Museum Project.

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 Royal BC Museum Modernization Project.
- TI Corp's annual budget for 2022/23 is \$29.6 million, which includes costs of management and oversight for the three major projects currently in the delivery phase, two projects in procurement (CRB & Hwy 99 Tunnel Program), as well as two projects (RBCM & SLS) which will move into the procurement phase, after Treasury Board approval.
 - Expenses totalling \$27.1 million for transportation sector projects are fully recovered from the Project budgets within the BCTFA
 - Expenses totalling \$2.5 million for the CRB and Museum Projects are fully recovered from the Project budgets within TACS/RBCM.
- 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.
- TI Corp currently has a staff of 150 employees, as at May 2022.

PROGRAM CONTACT

Dave Stewart, COO, TI Corp - Cell: 250 480-8793

Jennifer Ng, CFO, TI Corp - Cell: 604-329-2825

Capital Plan Transportation Investment Plan (TIP) Table Estimates Note

Ministry of Transportation and Infrastructure

Date: March 9, 2022

ISSUE

- Transportation investments proposed under the ministry's 2022/23 Service Plan.

ADVICE AND RECOMMENDED RESPONSE

- Ministry will invest \$6.383 billion in transportation improvements under its 2022/23 Service Plan over the 3-year period 2022/23 through 2024/25, \$8.045 billion inclusive of \$1.662 billion in investments funded through partner contributions.
- Transportation Investment Plan (TIP) supports preservation of highway and side road assets, Pattullo Bridge Replacement, Broadway Subway, Highway 99 Tunnel Program, 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 \$6.383 billion in transportation improvements under its 2022/23 Service Plan over the three-year period 2022/23 through 2024/25.
- Total investment under the 2022/23 Service Plan is \$8.045 billion as provincial expenditures are net of \$1.662 billion in contributions from 3rd 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 2022/23 Service Plan are based on forecasted expenditures for fiscal 2021/22 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 3rd 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 ^{Cabinet Confidences} ~~Cabinet Confidences~~ 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);
 - **Highway 99 Tunnel Program:** A new, toll-free eight-lane immersed tunnel that will replace the existing George Massey Tunnel. The program also includes the Steveston Interchange project and Highway 99 corridor transit and cycling improvements.
 - **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, Cabinet Confidences Cabinet Confidences);
 - **Transit Infrastructure:** Continued investment throughout the province, including BC Transit's Capital Plan, 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 project and Cabinet Confidences 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 216th to 264th, Hwy 17 Keating Cross Road, Hwy 7 from 266th to 287th, 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 264th to Whatcom;
 - **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 3rd party infrastructure grants, environmental programs, capital works associated with aboriginal land settlements, etc.

Investment Programs (\$ millions)	2021/22	2022/23 Service Plan			
		2022/23	2023/24	2024/25	Total
Provincial Investment					
Highway Corridor Rehabilitation	305	343	232	233	808
Side Road Improvements	153	183	119	122	424
Pattullo Bridge Replacement	267	300	206	191	698
Highway 1 to the Alberta Border 4-laning	177	283	277	172	732
Broadway Subway to Arbutus	260	411	374	136	921
Hihgway 99 Tunnel Program ❶	34	91	149	318	558
Transit Infrastructure ❷	119	290	442	316	1,048
Transportation & Trade Network Reliability	230	420	397	218	1,035
Safety Improvements	45	42	30	30	102
Community and other programs	22	13	26	19	58
Total Provincial Investment	1,612	2,376	2,252	1,755	6,383
Investments funded through contributions from Federal Government and Other Partners					
Contributions from all partners	335	551	521	590	1,662
Total Investment in Transportation Infrastructure ❸	1,947	2,927	2,773	2,345	8,045

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

❷ Includes notional funding for Surrey-Langley SkyTrain that remains subject to TB approval.

❸ Total investments include operating and capital spending.

PROGRAM CONTACT

James Postans, Executive Director Planning & Programing, Major Projects, Infrastructure and Properties
778 698 9751

Transportation Investments Budget 2022 Versus 2021 Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: January 31, 2022

ISSUE

- Comparison of transportation investments under the Transportation Investment Plan reported in the 2022 Service Plan against those reported in the 2021 Service Plan.

ADVICE AND RECOMMENDED RESPONSE

- Ministry will invest \$6.383 billion over the next three years under the 2022 Service Plan; \$420 million more than the \$5.963 billion under the 2021 Service Plan.
- Funding partners will invest \$1.662 billion over the next three years under the 2022 Service Plan, \$15 million more than the \$1.647 billion under the 2021 Service Plan
- Total investment over the next three years under the 2022 Service Plan is \$8.045 billion; \$435 million more than the \$7.610 billion under the 2021 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 \$6.383 billion over the next three years under the 2022 Service Plan; \$420 million more than the \$5.963 billion under the 2021 Service Plan.
- Funding partners will invest \$1.662 billion over the next three years under the 2022 Service Plan, \$15 million more than the \$1.647 billion under the 2021 Service Plan.
- Total investment over the next three years under the 2022 Service Plan is \$8.045 billion; \$435 million more than the \$7.610 billion under the 2021 Service Plan.
- The 2022 Service Plan covers the three-year period 2022/23 through 2024/25, while the 2021 Service Plan covers the three-year period 2021/22 through 2023/24; so, under the new Service Plan fiscal 2020/21 is dropped and fiscal 2023/24 is added.
- The 2021 Service Plan was based on the 2020/21 expenditure forecast as of Quarter 3 while the 2022 Service Plan is based actual expenditures for 2020/21 and the 2021/22 expenditure forecast as of Quarter 3.
- Provincial expenditures over the three-year Service Plan period (SP 2022 vs 2021) increased by \$420 million due to:
 - Adjustments in timing of cash flows for ongoing projects resulted in \$525 million in increased expenditures over the carry over and equivalent period. This includes increased allocations for preservation and project in the Transportation and Trade Network Reliability (Hwy 99 Tunnel was included in Transportation and Trade Network Reliability program in SP 2021 and moved into a separate program in SP 2022).
 - Cabinet Confidences; Advice/Recommendations

- Partner Expenditures over the three-year Service Plan period increased by \$15 million due to:
 - \$226 million in funding carried over from 2020/21 and 2021/22.
 - \$267 million in lower recoveries over that reported under the 2021 Service Plan for the equivalent period 2020/21 through 2023/24 based on updated timelines for the flow of funds for various projects including: Broadway Subway, Surrey-Langley Skytrain, Kicking Horse Canyon and others under federal infrastructure programs.
 - \$56 million increase between the recoveries reported for 2021/22 under the 2021 Service Plan (year dropped) and the recoveries reported for 2024/25 under the 2022 Service Plan (year added) associated with timing of eligible expenditures for cost shared projects including: Broadway Subway, Surrey-Langley Skytrain, Kicking Horse Canyon and others advanced under various federal infrastructure programs.

Transportation Investment Plan \$ millions	Budget 2022 - Q3 Update				B 2021	Variance	Note
	22/23	23/24	24/25	3-Year	3-Year	3-Year	
	Budget	Plan	Plan	Total	Total	Δ	
Highway Corridor Rehabilitation	343	232	233	808	819	-11	①
Side Road Improvement Program	183	119	122	424	395	29	②
Pattullo Bridge Replacement	300	206	191	697	823	-126	③
Highway 1 to Alberta Border	283	277	172	732	837	-105	④
Broadway Subway	411	374	136	921	1,081	-160	⑤
Highway 99 Tunnel Program	91	149	318	558	0	558	⑥
Transit Infrastructure	290	442	316	1,048	749	299	⑦
Transportation/Trade Network Reliability	420	397	218	1,035	1,101	-66	⑧
Safety Improvements	42	30	30	102	101	1	⑨
Community and other programs	13	26	19	58	57	1	⑩
Total Provincial Investment	2,376	2,252	1,755	6,383	5,963	420	⑪
Partner Contributions	551	521	590	1,662	1,647	15	⑫
Total Investment	2,927	2,773	2,345	8,045	7,610	435	⑬

- ① Carry forward (\$24m) + incremental funds (\$46M) - higher exp for GMT/LGB/Hwy Rehab in 2021 SP (\$81M)
- ② Carry forward (\$11m) + incremental funds (\$58) - higher exp in SP 2021 (\$40M)
- ③ Expenditure profile updated based on current project schedule
- ④ Expenditure slippage due to engagement/approvals/FN accommodation
- ⑤ Expenditure slippage and contingency reprofiling
- ⑥ New program B2022 to reflect Hwy 99 tunnel program approval
- ⑦ SLS project reprofile for main project and strategic land acquisition
- ⑧ Reallocation of Hwy 99 tunnel (GMC) to separate program and expenditure slippage
- ⑨ \$12M incremental funds in Service Plan 2022.
- ⑩ \$1M high expenditure in SP 2022 (rounding)
- ⑪ Provincial investment over 3-year period \$420 million higher than that under 2021 Service Plan.
- ⑫ Revised forecast for expected contributions under federal infrastructure programs and 3rd Party cost-sharing
- ⑬ Total Investment over 3-year period \$435 million higher than under 2021 Service Plan

- **Table 1** compares the Transportation Investment Plan (TIP) table between the 2022 and 2021 Service Plans

[illegible]

James Postans, Executive Director, Planning & Programming, Integrated Transportation & Infrastructure Services
778-698-9751

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

Ministry of Transportation and Infrastructure

Date: May 18, 2022

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 \$511 million committed over the next three years.
- In 2021 we completed the Illecillewaet project, more than \$10 million under budget.
- In 2022, there are five projects in construction including, the Kicking Horse Canyon Phase 4, Chase Creek Road to Chase West, Chase West to Chase Creek Bridge, Salmon Arm West, and Quartz Creek Bridges projects are under construction.
- In 2022, we are planning to tender the Ford Road to Tappen Valley Road and Bruhn Bridge projects.
- Continued investment in the TCH is a priority and that is why we are assessing how the corridor is performing following the completion of recent projects and prioritizing the remaining highest need segments for potential future investment.
- This work is underway now and will continue for 2022.

BACKGROUND

- There are currently 123km (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 2026, 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%).
- The Program has completed a prioritization of future four-laning projects resulting in a suite of projects to advance if investment continues in the corridor, recognizing November 2021 Atmospheric River events have highlighted needs on other corridors.
- All projects on the corridor are being delivered under the CBA.
- Undertaking a four-laning program of this magnitude requires traffic coordination at the corridor level and, in 2021, the ministry implemented a corridor-wide traffic coordination plan. The plan details how coordination happens between projects (including KHCP4 and Parks Canada), road maintenance activities and during incidents. This plan worked well to inform travellers of the overall estimated additional travel time.

- 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 Phase 4 (\$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 to Chase West (\$20.928M) in Q3 slippage and (\$38.098M) slippage in SP period
 - Salmon Arm 1st Ave to 10th Ave (\$14.341M) in Q3 slippage and (\$28.226M) slippage in SP period

Advice/Recommendations; Government Financial Information

PROJECTS

Advice/Recommendations

Advice/Recommendations

Cabinet Confidences						
Cabinet Confidences						
Advice/Recommendations						

Projects in Planning	Budget	On Budget	Tender Date	Year Complete	On Schedule	KM
Hoffman's Bluff to Chase Creek Road	TBD	N/A	TBD	TBD	N/A	5.5
Salmon Arm West – IR3 to 1st Ave	TBD	N/A	TBD	TBD	N/A	2.8
Craigellachie	TBD	N/A	TBD	TBD	N/A	<u>4.0</u>
Total Projects in Planning***						12.3

*Project announced by the Federal Government, awaiting provincial decision (Stage 2) from Treasury Board

**Total does not include projects awaiting provincial decision

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

****Project schedule dependent on Section 35 process to acquire reserve lands

PROGRAM CONTACT

Jennifer Fraser, Director Trans-Canada Highway Program, Highways & Regional Services Division, Cell: 250-318-7195.

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

Highway 99 Corridor Improvement Projects

Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: February 4, 2022

ISSUE

- Highway 99 Corridor Improvement Projects
- The Corridor Improvement Projects are part of the Highway 99 Tunnel Program

ADVICE AND RECOMMENDED RESPONSE

- The Highway 99 Tunnel Program consists of the Fraser River Tunnel Project as well as four Corridor Improvements projects along Highway 99 that will be delivered ahead of construction of the new tunnel.
- This includes the replacement of the Steveston Interchange; transit and cycling improvements at Bridgeport and Highway 99/17A interchange; and bus-on-shoulder transit lanes south of the Fraser River.
- Construction of transit and cycling improvements began in December 2021 and construction of the new Steveston Interchange will begin in 2022.
- The new tunnel is estimated to cost \$4.15 billion and will be completed in 2030.
- The Corridor Improvements are budgeted at \$137 million and will be completed in stages. The transit and cycling projects will be completed by 2023 and the new Steveston Interchange by late 2025.

BACKGROUND

- In December 2020, a business case was submitted to government for its review, which included two potential crossing options: an eight-lane immersed tunnel or an eight-lane bridge.
- The business case also identified Corridor Improvements to be completed as advance 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.
- In June 2021 the Province announced that it was proceeding with \$137 million in Corridor Improvements along Highway 99, including a new Steveston Interchange and Transit and Cycling Improvements (Bridgeport Bus Connection, Highway 99-17A Off-Ramp Widening and Bus-on-Shoulder Transit Lanes south of the Fraser River).
- The Steveston Interchange Project is being delivered by the Transportation Investment Corporation.
 - Scope involves replacing the existing two-lane overpass structure at Steveston Highway and Highway 99 with a new structure(s) that includes two eastbound lanes and three westbound lanes (including a left turn lane).
 - It also includes improved transit connections to and from the overpass and new, dedicated pedestrian and cycling paths in both directions.

- Following a request for qualifications process, three teams were invited to participate in the Request for Proposals (RFP) phase including (alphabetical order):
 - Aecon | NorLand General Partnership
 - Cascade Coast Infrastructure Group
 - Flatiron Constructors Canada Limited
- The Request for Proposals phase for the Steveston Interchange Project will close in early 2022 and the contract is expected to be awarded in spring 2022.
- Transit and Cycling Improvements are being delivered by the Ministry of Transportation and Infrastructure.
 - Bridgeport Bus Connection.
 - Lafarge Canada Inc. was awarded the contract to build the Bridgeport Bus Connection project.
 - The work here involves the redirection of southbound bus services from Sea Island Way to Bridgeport Road, provision of a transit-only connection southbound to the on-ramp at Highway 99 and improved cycling and pedestrian connections.
 - Construction at Bridgeport is anticipated to start in February 2022, with project completion in September 2022.
 - Highway 99/17A Interchange
 - Lafarge Canada Inc. was awarded the contract for the work at Highway 99/17A.
 - Work here involves extension and widening the northbound Highway 99 off-ramp approach to the Highway 17A intersection, upgrading the tunnel bike shuttle stop and improvements to cycling facilities in and around the interchange.
 - Construction is anticipated to start in March 2022, with project completion in September 2022
 - Bus-on-Shoulder
 - M2K Construction Ltd. was awarded the contract for the Bus-on-Shoulder Lanes.
 - Work here involved constructing bus-on-shoulder lanes between Highway 17A and Ladner Trunk Road in the southbound direction and between Ladner Trunk Road and the existing HOV lane in the northbound direction.
 - Construction on this project began in December 2021, with project completion scheduled for May 2023.

PROGRAM CONTACT

Trevor Paul, Senior Project Mgr, Integrated Transportation Infrastructure Services
250-361-7956

Highway 99 Tunnel Program

Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: May 12, 2022

ISSUE

- Highway 99 Tunnel Program.

ADVICE AND RECOMMENDED RESPONSE

- We are moving ahead with a new toll-free, eight-lane tunnel to replace the George Massey Tunnel (the Existing Tunnel).
- This is the right project for the region and has been endorsed by the Metro Vancouver Board.
- It will result in better travel for all modes, particularly those who choose transit, as well as providing new opportunities for those who cycle or walk.
- The project is being designed to improve safety, reliability and connectivity while aligning with regional interests.
- The Province entered the Environmental Assessment (EA) process for the Fraser River Tunnel Project (FRTTP) on April 11, 2022 and the first step is the Early Engagement phase.
- The Early Engagement phase includes a 45-day public comment, led by the BC Environmental Assessment Office (EAO), which will run from April 25 to June 9, 2022 and includes two in-person open houses and two virtual information sessions, with the Project team available to provide information on the scope and activities associated with the Project.
- Feedback received on the Initial Project Description and Engagement Plan will be considered in the development of the Detailed Project Description, which is required for the EAO's Readiness Decision, which is anticipated to be completed summer 2022.
- As well, improvements to transit and cycling infrastructure along Highway 99 are underway.
- Construction of the new Steveston Interchange Project will begin this year as well.
- The total Highway 99 Tunnel Program budget is \$4.3 billion, which includes a \$4.15 for the new tunnel that is scheduled to be complete in 2030 and \$137 million for the Corridor Improvements that are scheduled to be complete in 2024.

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. Based on the ITR, the Province committed to a three-phase program to improve and replace the George Massey Crossing, which included:

- \$40 million in immediate safety improvements which were completed in spring 2021.
- Corridor Improvements – identify measures to reduce congestion, as well as improve safety and reliability for transit and active transportation 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 guide the Highway 99 Tunnel Program. Metro Vancouver established a Task Force to support this initiative.
- In July 2019, the Metro Vancouver Task Force endorsed a shortlist 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 tunnel option, which was endorsed by the Metro Vancouver Board in November 2019.
- Throughout 2020, the Highway 99 Tunnel Program 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 tunnel depth), need for rapid transit, active transportation requirements, lane configurations, traffic modelling, and EA requirements.
- The program 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 its review, which included two potential crossing options: an eight-lane immersed tunnel or an eight-lane bridge.
- The business case also identified Corridor Improvements to be completed as advance 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 Corridor Improvements have a total budget of \$137 million and include the Steveston Interchange Project, bus-on-shoulder transit lanes south of the Fraser River, a transit on-ramp at Bridgeport, and improvements to traffic operations at Highway 17A Interchange.
- In June 2021 the Province announced that it was proceeding with Corridor Improvements along Highway 99 to help alleviate congestion and improve transit and cycling options.
- In August 2021, the Province announced that a new, eight-lane immersed tunnel would replace the existing George Massey Tunnel on Highway 99, providing people a toll-free crossing that aligns with regional interests and an active transportation connection across the Fraser River.
- In January 2022, work on Corridor Improvements projects along Highway 99 began for bus-on-shoulder, with improvements at Bridgeport initiating early February 2022.

- The Corridor Improvements will be completed in advance of the tunnel construction, with the transit and cycling works being built by the end of 2023 and the Steveston Interchange Project completing in the third quarter of 2025.
- The Steveston Interchange Project was awarded to Flatiron Constructors Canada Limited earlier this year.
- Construction for Steveston Interchange Project begins in mid-2022 with completion in 2025, including removal of the existing structure

PROGRAM CONTACT

Donald Trapp, Executive Project Director, 778-572-3328

Highway 99 Tunnel Program - Environmental Assessment Certificate (EAC) Extension Withdrawal Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: February 10, 2022

ISSUE

- Environmental Assessment Certificate (EAC) Extension Withdrawal

ADVICE AND RECOMMENDED RESPONSE

- On February 8, 2022, the Environmental Assessment Certificate (EAC) for the previous George Massey Tunnel Replacement (GMTR) project expired.
- Since the project is now a tunnel, and not a bridge, the Ministry will now complete a new environmental assessment for an EAC specific to a tunnel project.
- While the corridor improvements were originally part of the GMTR project, they are now moving forward as part of the new Highway 99 Tunnel Program.
- The corridor improvements do not require an EAC but the Province is committed to adhering to rigorous environmental standards and applicable approvals.
- The Province is committed to working closely with Indigenous groups and stakeholders during the construction of the corridor improvements.

BACKGROUND

- The EAC for the previous GMTR Project (EAC) #T17-01) applied to the construction of a bridge to replace the existing tunnel and is no longer required for the construction of an immersed tube tunnel.
- Although the EAC is no longer required, the Province intends to deliver the Highway 99 Corridor Improvements in accordance with applicable regulatory approvals (e.g., Water Sustainability Act change in or about a stream approval) and the Construction Environmental Management Plan that has been developed with Indigenous and stakeholder feedback.

PROGRAM CONTACT

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

Highway 99 Corridor Transit Study

Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: May 11, 2022

ISSUE

- Highway 99 Corridor Transit Study

ADVICE AND RECOMMENDED RESPONSE

- We know the Highway 99 corridor is an important north-south connection for people, businesses, and the region. As part of Highway 99 Tunnel Program, transit and cycling improvements are being implemented on both sides of the Fraser River and there will be dedicated transit lanes as part of the new immersed tunnel crossing.
- The province sees a significant opportunity for bus rapid transit and active transportation connections to create safer, faster, and easier travel options for people. That is why we are excited to see the Highway 99 Corridor Transit Study kick-off in collaboration with TransLink this Spring.
- Exploring opportunities for short to long term rapid transit improvements, as well as gaining a better understanding of how the Corridor functions, will provide valuable input for future decision-making and projects.
- The Highway 99 Corridor Transit Study will explore opportunities to implement bus rapid transit along the Highway 99 corridor and identify improvements related to infrastructure, service level, and bus stop locations.
- Urban Systems was awarded the contract in March 2022 and the Study will conclude in late 2022. The ministry and TransLink will work closely together on the Study and provide updates and opportunities for input to local stakeholders as needed.
- Recommendations and a final report are expected by the end of 2022.

BACKGROUND

- As part of the Highway 99 Tunnel Program, corridor improvements will be implemented to help address system congestion, safety, and reliability challenges as well as to improve transit and cycling connections on Highway 99 in Delta and Richmond prior to construction of a new immersed tube tunnel.
- During project development for the Highway 99 Tunnel Program, TransLink, the ministry, and local stakeholders identified a need to develop a shared vision for the corridor to inform future transit investments.
- Advice/Recommendations

PROGRAM CONTACT

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

Pattullo Bridge Replacement Project

Estimates Note

TI Corp / Ministry of Transportation and Infrastructure

Date: May 12, 2022

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 PBRP.
- PBRP's total project budget is \$1.377 billion.
- In February 2020 a design-build-finance (DBF) 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 well underway. Pile driving on the main bridge tower foundation is complete, and construction is underway on the bridge tower. Further pile installation work will take place at the second in-water pier this summer. Work is progressing on the bridge foundations in Surrey and New Westminster.
- 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 new bridge open as early as possible in 2024.
- PBRP is being 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

- 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.
- Advice/Recommendations
- The Mayors' Council has called for replacement of the Pattullo Bridge with modern lane widths and better connections for vehicles, cyclists and pedestrians.

- 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 is continuing through Project implementation and the Project has finalized agreements with 14 Indigenous groups, with one anticipated to be finalized in the coming months. Agreements include benefits such as funding for community initiatives, capacity funding and sub-contracting and employment opportunities.
- The decision to fund and replace the bridge will allow the Mayors' Council to focus on other important priorities in their 10-Year Plan.
- Completion of the project is scheduled in 2024.

Budget Variance Explanation

Table 1.7 Provincial Transportation Investments

(\$ thousands)	Updated Forecast 2021/22 Q3	Budget Estimate 2021/22	Change from Budget 2021
Provincial investments:			
– Pattullo Bridge replacement	266,735	224,921	41,814

Advice/Recommendations; Government Financial Information

Table 1.7 Provincial Transportation Investments

Budget 2022 Budget 2021

(\$ thousands)	Fiscal Plan Total	Fiscal Plan Total	Change from Budget 2021
Provincial investments:			
– Pattullo Bridge replacement	697,652	823,356	(125,704)

PROGRAM CONTACT

Wendy Itagawa, Executive Director, Pattullo Bridge Replacement Project, Cell: (778) 874-0225

Highway 1 – 264th Street to Whatcom Road

Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: February 8, 2022

ISSUE

- Fraser Valley Highway 1 Corridor Improvement Program – 264th 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.
- The project is being developed through an integrated planning approach collaboration with First Nations, local governments, and key stakeholders.
- The impact and implications of atmospheric river is still being evaluated as the team continues to develop the project.
- We will have more information about this project later in the year, as engineering and project development work is advanced.

BACKGROUND

- It is a platform and mandate commitment to widen Highway 1 from 264th Street (Township of Langley) to Whatcom Road (Abbotsford).
- Cabinet Confidences
- Cabinet Confidences
- Approximately 4km of the project area, was impacted by flood waters during the November 2021 Atmospheric River.
- Advice/Recommendations
- In addition, collaboration with other ministries, and local government is underway, and will be critical to ensure proposed highway improvements are compatible with the overall flood mitigation strategy for the area.
- Initial public consultation took place between June 1 – July 6, 2021.

PROGRAM CONTACT

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

FINAL DRAFT
Community Benefits Agreement (CBA) - Key Messages

- Project budgets, including an estimate for the application of the CBA, are developed and approved in the business case based on a number of assumptions. For some early adopter projects, such as the Broadway Subway, this business case estimate of CBA costs was developed before there was experience in implementing CBAs.
- We have more experience now delivering projects under the CBA, and we are adapting using what we have learned. Advice/Recommendations; Government Financial Information
Advice/Recommendations; Government Financial Information
- The direct costs of the CBA include the BCIB administrative costs as well as:
Advice/Recommendations
- We are continuing to monitor the direct CBA costs for projects in construction, they are
Advice/Recommendations; Government Financial Information
- We will have more certainty on the direct CBA costs as construction completes on a project and final costs are known.
Advice/Recommendations; Government Financial Information
- Here are some of the outcomes achieved on the Illecillewaet project:
 - 13% of the hours were worked by women.
 - In BC, the average percentage of women in trades is just 6%.
 - 16% of the hours were worked by Indigenous tradespeople.
 - In BC, the average percentage of Indigenous workers is just 6%.
 - 95% of the hours were worked by British Columbians.
 - 13% of the hours were worked by apprentices or trainees.
- For this investment, British Columbians are getting local benefits for the communities in which these projects are built. The CBA provides good paying jobs with benefits, including pensions; work experience for people typically underrepresented in the trades (e.g. women and Indigenous People), and cultural safety training to foster an inclusive work environment.
Advice/Recommendations

• Advice/Recommendations

- BC Infrastructure Benefits is working to grow and diversify the skilled labour force – for the benefit of BC's construction sector.

Highway 1 – 216th Street to 264th Street Widening & Highway 17 - North Surrey Truck Parking Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: January 31, 2022

ISSUE

- Highway 1 216th to 264th Project
- Highway 17 North Surrey Truck Parking Project

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 216th to 264th 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 summer 2022.
- Cabinet Confidences

- Advanced works started March 2021 including tree clearing, preload of soft soils and installation of test pile.
- Construction on the first of three major works contracts is expected to begin in summer 2022.
- Project completion is planned for ^{Advice/Recomm}entations

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 was tendered January 2022
- Project completion is planned for fall 2023.

BACKGROUND

Highway 1 216th to 264th Project

- The scope includes construction of HOV lanes between 216th and 264th Street as well as replacement structures at Glover Road, CP Rail overhead and 232nd Street.
- Original approved budget of \$205.5M (\$82.5M provincial, \$96M federal and up to Advice/Recommendations; Intergovernmental Communications)
- Advice/Recommendations; Intergovernmental Communications
- 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.
- Advice/Recommendations
- 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.

Highway 17 North Surrey Truck Parking Project

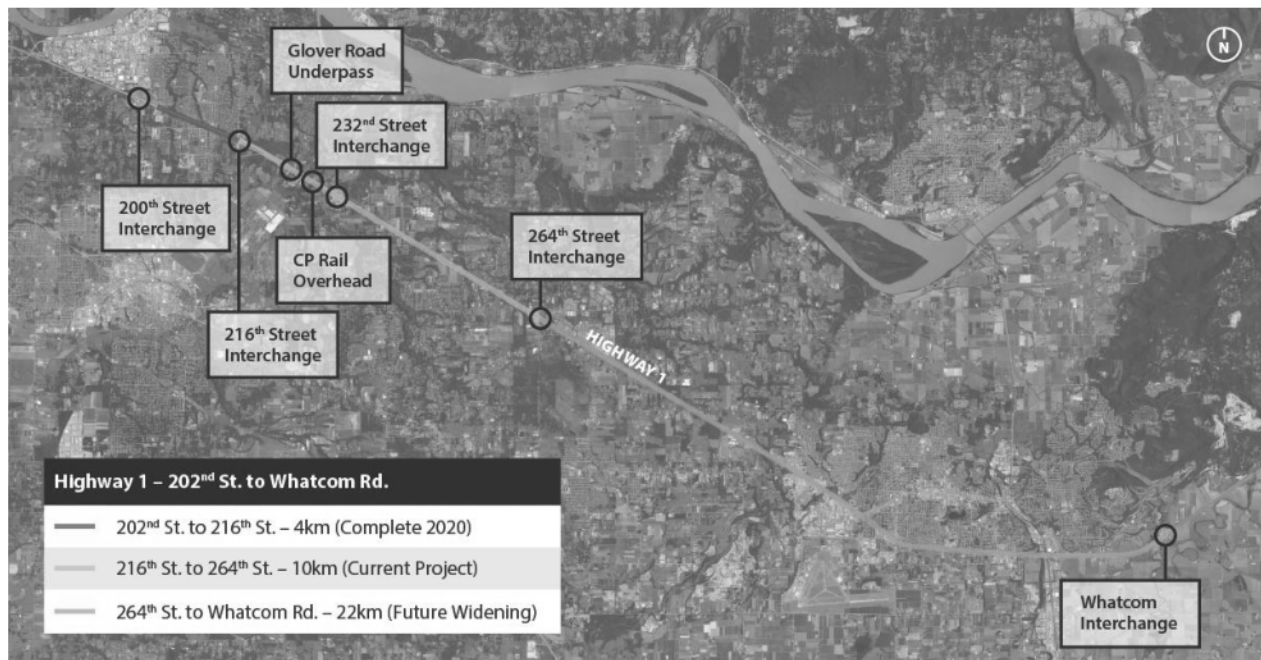
- The scope includes a new parking facility for approximately 100 trucks along with a protected T intersection on Highway 17.
- Increased growth in the truck industry and residential development has created a shortage of about 2000 truck parking stalls south of the Fraser River.
- The project will improve safety, reduce congestion, and help eliminate environmental contamination as a result of trucks parking illegally in agricultural and residential areas.
- The project site is impacted by the Trans Mountain Pipeline (TMLP) – as the pipeline runs east to west through the project site, parallel to Highway 17.
- The project has been coordinating with TMLP regarding planning and schedule. Kiewit-Ledcor TMLP Partnership (KLTP) is the current contractor for TMLP 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.

PROGRAM CONTACT

Jay Porter, Regional Manager, Project Delivery – Cell: Government Financial Information

Attachment: Highway 1 216th to 264th Project Map



Highway 17 – Keating Cross Rd. Flyover Estimates Note

Ministry of Transportation and Infrastructure

Date: February 10, 2022

ISSUE

- Highway 17 – Keating Cross Road Flyover Project update.

ADVICE AND RECOMMENDED RESPONSE

- In August 2019, the Federal Government announced \$16.7M in funding for the Keating Crossroad Flyover Project. The District of Central Saanich is contributing \$2.5M.
- Cabinet Confidences
- Online public engagement took place from February 24 to March 24, 2021.
- The ministry continues to work closely with Tsawout First Nation who are in support of the project.
- Cabinet Confidences

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 new NB to WB highway off-ramp and flyover from Highway 17 to Keating Cross Rd. with a realigned SB on-ramp.
- In terms of active transportation and transit, the scope includes:
 - 250 meters of new sidewalk Keating Cross Road
 - 1.4km of widened shoulders from 1.5m to 2.5m
 - Accommodation for future bus on shoulder for 1km
 - Sidewalk improvements along Central Saanich Road near the Keating Elementary School \$500k
- Project aligns with CleanBC; includes 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.
- 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: Government Financial Information

Highway 7 Widening – 266th to 287th

Estimates Note

Ministry of Transportation and Infrastructure

Date: February 10, 2022

ISSUE

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

ADVICE AND RECOMMENDED RESPONSE

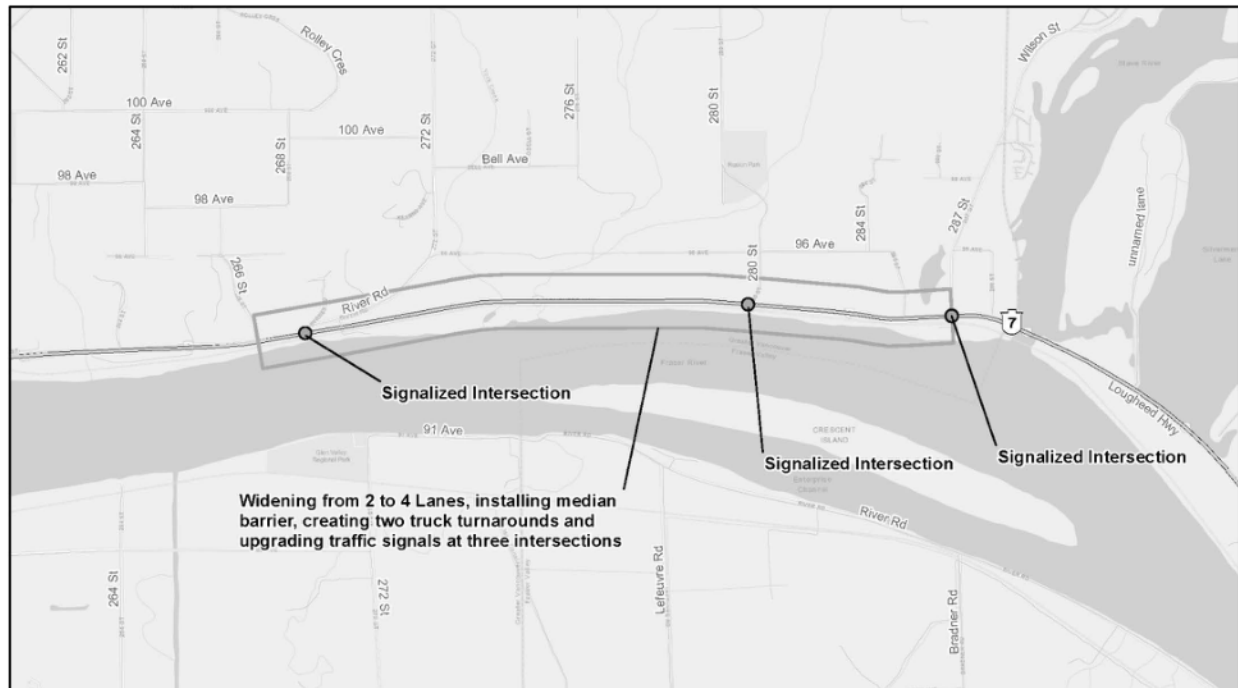
- The Hwy 7 upgrades between 266th to 287th St. were announced in July 2019, prior to provincial funding approval which was subject to further technical analysis.
- Budget: \$29.2M Federal (announced),
Cabinet Confidences
- Project scope: widening 4km of Hwy 7 between 266th St. and 287th St. from two to four lanes, installing median barrier, creating two truck turnarounds, upgrading traffic signals at three intersections and constructing a new intersection at the Whonnock IR 1 (Kwantlen Reserve Land).
- The active transportation improvements include:
 - 3.9 km of shoulder widening (increased from 1.5m to 2.0m)
 - 138 meters of new sidewalk
- The project runs through Kwantlen Reserve lands. The ministry continues to have meaningful consultation with First Nations.
- Online public engagement took place from January 25 to February 19, 2021.
Cabinet Confidences
-

BACKGROUND

- Hwy 7 between 266th St. to 287th St. is currently a 4km 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.
- Upgrades will make travel along this busy corridor safer and reduce congestion by increasing capacity and flow for commercial and private vehicles.
- 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.

PROGRAM CONTACT

Jay Porter, Regional Manager, Project Delivery – Cell: Government Financial Information



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Date: 2020/07/13 | Creator: SLB

South Island Transportation Strategy

Estimates Note

Ministry of Transportation and Infrastructure

Date: February 11, 2022

ISSUE

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

ADVICE AND RECOMMENDED RESPONSE

- SITS was completed and released in September 2020.
- Projects underway include: Keating Cross Road Flyover, Mt. Newton Transit Improvements and Malahat Goldstream Park Safety Improvements.
Cabinet Confidences
-
- Mt. Newton Transit Improvements was recently awarded and construction will get underway in February and complete in fall 2022. (Project Budget: \$7.6M)
- Engineering is ongoing for the Goldstream Park Safety Improvements incorporating input from public engagement that took place in fall 2020. Cabinet Confidences
Cabinet Confidences
- 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. This priority has also been endorsed by the CRD Transportation Committee.
- The Island Corridor Foundation is preparing a Business Plan to bring forward to the Province for further discussion.
- Other projects in planning are Burnside Bridge bus shoulder, bus on shoulder Mckenzie to Six Mile, Uptown mobility hub.

BACKGROUND

- SITS 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.
- 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.
- 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. The cost of this assessment was \$750,000.

PROGRAM CONTACT

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

Brunette Avenue Interchange

Estimates Note

Ministry of Transportation and Infrastructure

Date: February 11, 2022

ISSUE

- Improvements are needed to improve safety and reliability, improve access for transit and active transportation, and improve access to Royal Columbian Hospital.

ADVICE AND RECOMMENDED RESPONSE

- Improving it is vital to addressing the growing needs for goods movement, transit and active transportation and to ensuring that there is reliable access to and from Royal Columbian Hospital, especially for emergency vehicles.
- The ministry continues to work collaboratively with Coquitlam, New Westminster and TransLink to determine the best option for upgrading this interchange to support local and regional interests and needs.
- The ministry has developed a new option with a focus on transit, active transportation, and community connectivity.
- The project team intends to share the new options with Coquitlam, City of New Westminster, for further discussion, this spring.

BACKGROUND

- Improvements to the Hwy 1/Brunette interchange are vital to ensuring that Hwy 1 continues to serve its mandate. It is a vital link to TransLink's Braid and Sapperton Stations and to Royal Columbian Hospital. It also serves a growing population, with significant past and planned growth in the adjacent Sapperton area of New Westminster.
- The Brunette Interchange accommodates approximately 10,000 vehicle per hour during peak periods. It serves as one of the busiest and most congested interchanges in the Lower Mainland.
- This interchange has been identified as one of ICBC's top ten locations in the Lower Mainland for intersection collisions. In 2020, ICBC reported 145 collisions.
- Planning for improvements to this interchange has been underway since 1990. Significant efforts began in 2016 to identify an acceptable solution.
- The ministry continues to introduce improvements to help reduce rear-end intersection collisions, such as installing high friction surface treatments on the eastbound and westbound off ramps, as well as expanding the eastbound off-ramps to mitigate traffic queuing on the highway.
- In May 2015, as part of the \$258.9M Royal Columbian Hospital upgrade, the Ministry of Health, the Ministry of Transportation & Infrastructure and the City of New Westminster signed a Memorandum of Understanding (MOU) to provide efficient and effective regional movement of people and goods.
- The MOU commits the three agencies to working together to improve regional transportation to/from the hospital and through the city, including improvements at Hwy 1/Brunette Avenue.

- In fall 2016, the ministry consulted with public on three potential Brunette Avenue interchange options; no consensus could be reached on a preferred option.
- In 2017, a municipal Joint Task Force was established and recommended a new "Option D". This option proved to be infeasible due to the grades that would be produced - challenging movements through the interchange.
- From September 2018 to December 2019, a Ministry-led Joint agency working group that included New Westminster, Coquitlam and TransLink to agree on an identified problem statement, objectives and guiding principles. These were used to jointly develop new options to co-align with municipal interests and official community plans.
- In January 2020, New Westminster rejected the jointly developed options stating that they do not support any improvements to capacity on the corridor, as they did not align with their climate response plan citing no new net traffic.
- From March to September 2020, the ministry's technical team developed and assessed a list of new options that avoids impact to New Westminster jurisdictions. And focus on improving transit and active transportation.
- Following a site visit with Ministers Ma, Robinson and Whiteside in July 2021, ministry staff began refining a new concept.
- This refined design builds off previous options while prioritizing transit reliability, access to the SkyTrain station and Royal Columbia Hospital, building Park and Ride facility, and multi-modal connections between Coquitlam and New Westminster. Estimated project costs are in excess of \$1 billion. The option was confidentially shared and supported by the TransLink staff only.
- Given Indigenous land claims and environmentally sensitive areas within the vicinity of the interchange, Indigenous engagement and environmental permitting will be essential prior to any further work exploring options for this interchange.

PROGRAM CONTACT

Ashok Bhatti, Executive Director, South Coast Region – Tel: 236-468-1911

Upgrades to the Agassiz Rosedale Bridge

Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: February 14, 2022

ISSUE

- Seismic and safety retrofits to the Agassiz-Rosedale Bridge (Highway 9)

ADVICE AND RECOMMENDED RESPONSE

- The ministry is planning to tender a rehabilitation project this spring to address the most critical and urgent repairs.
- The scope includes replacement of all deck joint compression seals, repair of deteriorated steel truss members, installation of drain troughs below expansion joints and modifications to the deck drains and recoating of repaired steel elements.
- The total cost of this project is estimated at \$30M and projected to be completed by 2025. The project will be working within tight environmental windows and need to be staged over several fiscals to complete.
- The project will extend the service life of the bridge an estimated 40 – 50 years.

BACKGROUND

- The Agassiz-Rosedale bridge, crossing the Fraser River, is a critical structure on Highway 9 serving as a connection to the Highway 1 and Highway 7 corridors. The two-lane structure spans close to 750 meters and is over 70 years old.
- Assessments of the structure have shown that investments are needed to support the safety, stability, and longevity of this structure.
- Local stakeholders and MLA have advocated for active transportation amenities on the bridge. The existing bridge has narrow shoulder facilities and a narrow-raised walkway.
- The ministry has explored the feasibility of adding two 2.5m sidewalks on the Agassiz- Rosedale Bridge. The estimated construction cost is \$90M (\$2021).
- On January 26 2022, a head on collision occurred on the Agassiz-Rosedale Bridge resulting in a fatality.
- In March 2017, the Province announced retrofits to the Agassiz-Rosedale Bridge and the adjacent Rosedale overhead to ensure the Highway 9 corridor is kept safe and reliable.
- Since the announcement the following rehabilitation work has been completed.
 - 2018 Rosedale Overhead – widen deck and seismic retrofit \$10M
 - 2019 Agassiz-Rosedale Bridge – Pier 7 Rehabilitation \$2.2M
 - 2020 Agassiz-Rosedale Bridge – Rip Rap South Shore \$1.8M
- The ministry has been consulting with the Cheam First Nation since 2016. They have expressed strong interest in contract and work opportunities related to the upcoming upgrades to the Agassiz-Rosedale Bridge which has delayed the tender timeline.

PROGRAM CONTACT

Elena Farmer, District Manager, SCR, Government Financial Information

Southern Gulf Islands Side Road Improvements

Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: February 11, 2022

ISSUE

- Gulf Islands – Side Road Improvements

ADVICE AND RECOMMENDED RESPONSE

Fulford Ganges Road

- The ministry is currently completing detailed design for a paving project on Fulford Ganges Road between Seaview Rd. and Cranberry Rd. (1.5km).
- This project scope includes widening to accommodate 1.2m paved shoulders on both sides of the road.
- Cabinet Conferences; Intergovernmental Communications
- The project team has consulted with the CRD Transportation Commission and the Salish Sea Trail working group in the development of the design. These groups include both MLA Adam Olsen and CRD Director Gary Holman.
- Some local stakeholders still have concerns about the sufficiency of the shoulder width. Anything wider requires some full residential property acquisitions rendering it unfeasible from a cost and impact perspective.

Atmospheric River Event

- The Atmospheric River events in November 2021 had a significant impact on the southern gulf islands.
- Over 60 sites have been identified for repairs. The cost for repairs is still being determined as we undertake further engineering and design.

BACKGROUND

- In January 2022, the ministry engaged with the CRD Transportation Commission and the Salish Sea Trails group to get feedback on the shoulder widening options given the right of way constraints on this corridor.
- The project schedule is currently as follows:
Cabinet Conferences; Intergovernmental Communications
- The November 2021 Atmospheric River events caused significant damages on the southern gulf islands. There has been over 60 identified that include full road washouts, culvert replacements, landslide areas and souring around culverts/bridges.
- The costs of the flooding repairs are still being determined as engineering is currently underway. Some locations, for example Fulford Ganges Road at Blackburn Lake,

may require the installation of a new bridge to replace a failed culvert when climate change is taken into consideration.

- Most of the flooding repairs will be completed in 2022 however full recovery is expected to not be completed until at least 2024.
- Between 2018 and 2021, the ministry will have completed \$4.75M in emergency repairs and improvements on Salt Spring Island including:
 - \$0.65M in debris clean up from the 2018 major windstorm event
 - \$3.1M on road failure repairs on Walker's Hook Road and Steward Rd. (2020)
 - \$1M repair a small embankment washout on Walkers Hook Rd (Jan 2021)
- The ministry annually spends approximately \$1.1M in routine road and bridge maintenance activities on the Southern Gulf Islands.
- In 2021, under the economic stimulus funding, the ministry invested \$25,000 on rock scaling on Spalding Road on Pender Island.
- The road infrastructure pavement conditions on Salt Spring Island (and the other gulf islands) is in adequate condition but is nearing a point that the surface conditions are deteriorating beyond what can be repaired through regular maintenance and will need a significant rehabilitation investment within the next 5 years.
- The ministry is committed to working closely with BC Ferries as they advance and undergo major ferry terminal construction plans for Vesuvius and Fulford ferry terminals within the next 5 years

PROGRAM CONTACT

Mike Pearson, District Manager, Vancouver Island, SCR, (250) 713-2815

West Fraser Road Realignment Estimates Note

Ministry of Transportation and Infrastructure

Date: February 8, 2022

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.
- A \$37.7M construction contract was awarded to Enviro-Ex Contracting Ltd. (Prince George) on March 1, 2021.
- Construction commenced on March 26, 2021 and is scheduled for completion by Fall 2023.
- Construction is approximately 50% complete as of January 2022.
- 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 Road system) 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 community members (clearing, production of riprap and bank armoring).
- In addition to the construction contract, the remaining project budget includes costs for:
 - Engineering and construction supervision of the contract,

- The demolition, decommissioning, environment remediation of the old Narcosli Creek bridge and old West Fraser Road under separate contracts,
- Site alteration of identified arch sites
- Compensation for environmental agencies to off-set environmental impacts
- Continued annual enhanced maintenance of the detour, and
- Contingency for the remaining project risks.

PROGRAM CONTACT

Nicole Folk, Regional Manager of Project Delivery & Planning Services, Highways Department,
Cell: 250.318-5059

Highway 97 Taylor Bridge Estimates Note

Ministry of Transportation and Infrastructure

Date: February 11, 2022

ISSUE

- Taylor Bridge.

ADVICE AND RECOMMENDED RESPONSE

- The ministry has made significant progress on work that will inform the preferred long-term option for the Taylor Bridge.
- Extensive geotechnical, structural, hydrotechnical, and traffic engineering and field investigations are well underway.
- Due to the geological make up of the area a comprehensive geotechnical investigation is required, with over 30 boreholes drilled up to 110m deep already completed, and additional onshore and in-river drilling planned for this summer.
- Public engagement is ongoing and has included facilitated stakeholder group engagement sessions, an online questionnaire, and virtual open houses to date. Phase 2 of public engagement is scheduled for later this year.
- Ministry staff are actively consulting with affected First Nations.
- Cabinet Confidences

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.
- Cabinet Confidences

- Cabinet Confidences

- Cabinet Confidences

PROGRAM CONTACT

Darrell Gunn, Executive Director, Highways and Regional Services Division, Northern Region –
Cell: Personal Information

Maintenance Contract Price Adjustment Estimates Note

Ministry of Transportation and Infrastructure

Date: May 18, 2022

ISSUE

- Impact of inflation on Highway Maintenance Agreements.

ADVICE AND RECOMMENDED RESPONSE

- Highway Maintenance services are delivered through fixed price contracts
- These contracts include an annual price adjustment to account for positive and negative changes to the cost of labour, fuel, and materials.
- The annual price adjustment reduces the overall price paid for these services by the ministry by reducing cost inflation risk. This allows for more competitive bidding and eliminates the need for contractors to bid contingencies for this risk.
- This adjustment also ensures that the services provided by maintenance contractors are not reduced over the term of the agreement (see Table 1 for Historical increases to the Annual Price).
- The adjustment is calculated through predetermined formulas to compensate contractors for inflation related costs over the term of the contract rather than requiring the contractor to estimate future costs.
- Cost increases are paid to the contractor. Cost decreases result in a decrease in maintenance contract payments.
- The 2022 Price Adjustment Factor of 5.3% compensated contractors for price increases experienced in 2021 (see Table 2 for calculation).
- Price increases experienced in 2022 will be included in the calculation of the 2023 Price Adjustment Factor.
- Over the last year Fuel experienced a significant increase of 27.37% due to global supply issues and the increased demand following the impacts of COVID-19. Labour experienced an increase of 3.26% and Materials increased by 4.17% for the Highway Maintenance Agreement.
- Contractor performance is based on four components: a local assessment by district staff; a Provincial assessment by Ministry auditors from another service area; a stakeholder assessment consisting of Ministry interviews with local stakeholders; and a submission by Contractors outlining their accomplishments.
- Contractor performance over the last 10 years has been good and generally above 93% and demonstrates continued high level of performance among maintenance contractors with the recently tendered Round 6 maintenance contracts and increased standards.

- Some of the changes in the Round 6 renewal process include increased maintenance standards:
 - Quicker response times to return pavement to bare after a weather event when the road temperature is -9 degrees or warmer
 - Requirements to maintain compact snow for safe driving when the road temperature is below -9 degrees
 - Requirement for the contractor to be more proactive and apply anti-icing chemicals or winter abrasives prior to a weather event
 - Increased sweeping on cycling routes
 - Increased use of social media to communicate with public

BACKGROUND

Table 1: Historical Price Adjustment Factors and Maintenance Services Annual Price

	Annual Price	Price Adjustment Factor (%)	Performance Measure (%)
2022	454.0	5.3	NA
2021	434.4	1.2	93.8
2020	428.6	2.3	93.2
2019	415.9	5.0	93.3
2018	410.6	4.5	93.5
2017	400.5	1.7	93.6
2016	393.7	-0.8	94.0
2015	395.1	1.7	94.0
2014	388.4	2.5	94.0
2013	376.5	1.3	94.0
2012	371.5	3.1	94.0

*Maintenance contracts were retendered between 2018 and 2019, PAF did not apply to Year 1 of the contract

Table 2: 2022 Price Adjustment Calculation

Index	Average Annual	Average Annual	Change	Weighting	Inflation
Labour Index	160.09	165.31	3.26%	47%	1.53%
Fuel Index	114.49	145.83	27.37%	8%	2.18%
Residual Index-(Non-Res Const.)	110.43	115.03	4.17%	38%	1.58%
					5.3%

PROGRAM CONTACT

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

Pavement and Bridge Condition Estimates Note

Ministry of Transportation and Infrastructure

Date: May 18, 2022

ISSUE

- Impact of construction cost escalation on pavement and bridge condition

ADVICE AND RECOMMENDED RESPONSE

- Pavement and Bridge condition has remained relatively stable over the past five years (see Table 1).
 - More than 90% of highways are in Good or Fair condition
 - More than 83% of side roads are in Good or Fair condition
 - More than 99% of bridges are in Good or Fair condition
- Although construction cost escalation over the last five years has eroded the purchasing power of the Preservation Program, additional investment in asset preservation has allowed MoTI to maintain roads and bridges in good condition.
- The ministry is planning to invest \$568M in asset preservation in 2022/23. This is the largest investment in asset preservation and \$257M higher than asset preservation expenditures in 2016/17 (see Table 2 for historical budgets).
- Asset preservation investment in 2022/23 includes an additional \$77M for the bridge projects, \$76M for side road and highway upgrades, and \$15M for climate adaptation projects.
- The ministry is assessing the long-term impact of construction cost escalation on the condition of the road network to ensure road and bridges remain in good condition
Cabinet Confidences
- In 2022/23, MoTI is tendering 33 contracts resurface approximately 2,400 lane kms at an estimated cost of \$250M (see Table 3 for Historical resurfacing quantities).
- More than 500 construction projects are delivery through the Preservation Program every year.

BACKGROUND

- The ministry is responsible for maintaining 14,000km of paved highways, 12,000km of paved sideroads, and more than 3,000 bridges.

Table 1: Asset Condition Summary

	Percent of Assets in Good or Fair Condition			Preservation Program expenditures (\$M)
	Pavement Condition Highways	Pavement Condition Side Roads	Bridge Condition	
20/21	91.9	83.3	99.4	\$402
19/20	94.1	83.4	99.2	\$350
18/19	93.8	85.7	99.4	\$380
17/18	92.0	84.4	99.5	\$333
16/17	92.0	83.6	99.5	\$311
15/16	92.8	77.7	99.5	\$328
14/15	95.4	79.4	99.4	\$304
13/14	95.3	78.0	99.5	\$298
12/13	94.9	NA	99.5	\$321

*21/22 data not available yet

Table 2: Historical Preservation Program Expenditures

Program	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23 (Budget)
Rehab – Highways	141	129	133	129	130	119	155	136	135	164	177
Rehab - Bridge	27	41	46	53	50	59	68	71	105	126	140
Rehab - Seismic	4	4	8	5	4	3	9	1	3	2	11
Sideroads	129	105	105	105	105	121	109	104	127	148	183
Safety	21	19	13	36	23	31	39	38	32	35	42
Climate Adaptation Program											15
Grand Total	321	298	304	328	311	333	380	350	402	475	568

Safety: regional projects, guardrail program, community safety enhancement program, wildlife and livestock fencing, avalanche control, and durable pavement markings

Seismic: notional budget is \$5M/ year, spending variability due project bundling and project activities planned for the fiscal (planning, engineering, and construction)

Sideroads: includes investments in Side Roads, Oil and Gas, and Mountain Pine Beetle Programs

Table 3: Historical Paving Quantities (million)

	Asphalt (tonnes)	HIPR (m2)	Seal Coat (m2)
2022/23	1.10	2.07	2.25
2021/22	1.13	1.76	2.03
2020/21	0.98	1.71	2.12
2019/20	0.91	1.56	2.05
2018/19	0.97	1.57	2.65
2017/18	1.12	2.08	2.17
2016/17	1.09	1.84	2.41
2015/16	1.01	1.72	2.36
2014/15	1.01	1.74	1.8
2013/14	1.02	1.84	1.73
2012/13	1.01	1.84	3.01

PROGRAM CONTACT

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Highway Rehabilitation

Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: February 8, 2022

ISSUE

- Changes in the Highway Rehabilitation Program budget compared to the 2021/22 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, \$808M 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 (\$11M) the program allocations include additional funding to address Bridge rehabilitation and replacement, highway resurfacing and upgrades as well as investment in climate adaptation.

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:
- The \$11M decrease reflects:
 - conclusion of bridge funding lift in 2022/23:
 - 3 year funding for Bridge replacement and rehabilitation concludes in 2022/23. Cabinet Confidences
Cabinet Confidences
 - incremental funding received from the 2022 capital plan budget submission:
 - climate adaptation, \$295M over 9 years including \$15M in 22/23, \$20M in 23/24, and \$30M in 24/25
 - In 2022/23, the ministry received an additional \$76M to support rehabilitation of its assets of which \$15M will be invested in additional Highway preservation projects
 - offset by reductions due to the completion of the George Massey Tunnel and Lions Gate Bridge safety upgrades and the completion of the second 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.

Table 1.7. Provincial Transportation Investments

Table 1.7. Provincial Transportation Investments				Budget 2021				Budget 2022							
(\$ thousands)	Budget Estimate		Fiscal Plan Total	Updated Forecast		Change from Budget 2021	Budget Estimate	Change from Q3 2021/22		Plan		Change from 2022/23		Fiscal Plan	Change from Budget 2021
	2021/22	2022/23		2022/23	2023/24			2023/24	2024/25	2023/24					
– Highway corridor rehabilitation	314,220	818,602		305,449	(8,771)		342,597	37,148	232,364	(110,233)	233,057	693	808,018	(10,584)	

PROGRAM CONTACT

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

Side Road Improvements

Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: February 3, 2022

ISSUE

- Investment in side roads.

ADVICE AND RECOMMENDED RESPONSE

- Side roads are a key component of the transportation network:
 - Providing access to remote communities, schools, hospitals, etc.
 - Supporting tourism
 - Supporting resource industry
- Over the next three years (22/23 to 24/25), the ministry plans to invest \$424M on side roads.
- This amount of funding has increased by \$29M relative to the funding levels included in last year's Service Plan (\$395M). The ministry received an increase in funding for this program which will allow the ministry to deliver additional projects on side roads including resurfacing, gravelling, culvert replacements, etc.
- In the past three years we have invested \$407M through two programs that are targeted to side roads, the Side Road Improvement Program (\$387M) and the Rural and Remote Community Access Program (\$20M) through the Stronger BC Recovery Plan.
- Over the past three years 2,520 lane kms of side roads have been resurfaced or graveled providing safe and reliable roads for rural communities.
- In addition, more than \$700M has been spent in the last three years on improvements along the transportation network supporting rural communities.

BACKGROUND

- The Side Road Improvement Program is responsible for resurfacing and minor upgrades of the side road system, including gravelling, ditching, culvert replacement, brushing and danger tree removal.
- The ministry is responsible for 47,000 kilometers of roads and 2,970 bridges
 - Numbered highways represent 30 percent of inventory (14,100km)
 - Side roads represent 70 percent of inventory (32,900km)

Table 1.7 Provincial Transportation Investments

Table 1.7 Provincial Transportation Investments		Budget 2021				Budget 2022														
(\$ thousands)	Budget Estimate		Updated Forecast		Change from Budget 2021	Budget Estimate		Change from Q3 2021/22		Plan		Change from 2022/23		Plan		Change from 2023/24		Fiscal Plan		Change from Budget 2021
	2021/22	Fiscal Plan Total	2021/22	Q3 2021/22		2022/23	Q3 2021/22	2023/24	2022/23	2024/25	2023/24	Total								
-Side road improvements		162,000	394,590	153,382	(8,618)	182,500	29,118	119,090	(63,410)	121,500	2,410	423,090	28,500							

PROGRAM CONTACT

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Safety Improvements Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: February 8, 2022

ISSUE

- Changes in the Safety Program budget compared to the 2021/22 Service Plan.

ADVICE AND RECOMMENDED RESPONSE

- Over the next three years (22/23 to 24/25) \$102M 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 by \$1M due to cashflow variances within the three year plan.
- In the past three years, more than \$100M was spent on safety improvements across the Province.

BACKGROUND

- The Safety Improvement Program is responsible for new and replacement guardrail installation, intersection improvements, wildlife and livestock fencing, changeable message signs and community safety enhancement.
- The table below shows the changes to the ministry's Safety Program funding between last year's Service Plan and this year's:
- 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.
- For 2022/23, the ministry received an additional \$76M to support rehabilitation of its assets of which \$9M will be invested in additional safety projects including advancing tunnel lighting improvements on Hwy 1.

Budget Variance Explanation

- Budget 2021 to Updated 2021/22 Q3 Forecast
 - 2021/22 Q3 forecast includes advancement of key priority projects; some work may not complete this year due to wildfire and flooding impacts; 2022/23 budget will be adjusted accordingly based on variances at year end.
- Budget 2021 to Budget 2022 (Year over year service plan changes have been provided for reference.)

Table 1.7. Provincial Transportation Investments.

(\$ thousands)	Budget 2021		Updated Forecast		Budget 2022							Change from Budget 2021	
	Budget Estimate 2021/22	Fiscal Plan Total	2021/22 Q3	Change from Budget 2021	Budget Estimate 2022/23	Change from Q3 2021/22	Plan 2023/24	Change from 2022/23	Plan 2024/25	Change from 2023/24	Fiscal Plan Total		
- Safety improvements	40,737	100,737	44,478	3,741	42,000	(2,478)	30,000	(12,000)	30,000	-	102,000	1,263	

PROGRAM CONTACT

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

Road and Bridge Maintenance Estimates Note

Ministry of Transportation and Infrastructure

Date: February 3, 2022

ISSUE

- Annual adjustments for Highway Maintenance, Pavement Marking and Electrical Maintenance contracts.

ADVICE AND RECOMMENDED RESPONSE

- Road and Bridge Maintenance, Pavement Marking, and Electrical Maintenance services are delivered through fixed price contracts
- These contracts include an annual price adjustment to account for positive and negative changes to the cost of labour, fuel, and materials.
- The annual price adjustment reduces the overall price paid for these services by the ministry by reducing cost inflation risk. This allows for more competitive bidding and eliminates the need for contractors to bid contingencies for this risk.
- The adjustment is calculated through predetermined formulas to compensate contractors for inflation related costs over the term of the contract rather than requiring the contractor to estimate future costs.
- Cost increases are paid to the contractor. Cost decreases result in a decrease in maintenance contract payments.

BACKGROUND

- In 2022/23 the ministry anticipates requiring an additional \$20.4M to support inflation and the rising cost of services.
 - Forecasted cost increases will be funded through a budget increase of \$10M to the base allocation of the Maintenance Program.
 - Costs exceeding the \$10M budget allocation will be risk managed by the program
- Cabinet Confidences

Table 1 – Anticipated Expenditures (\$M)

Includes value of agreements, contract management costs and is net of capitalized maintenance

Contract	2021/22	2022/23
Road and Bridge	\$431.1	\$439.7
Pavement Marking	\$19.4	\$20.0
Electrical	\$14.1	\$14.9
Total	\$464.6	\$474.6
Approved Budget	\$464.6	\$474.6
Total Pressure	-	\$10.4

PROGRAM CONTACT

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

Winter Maintenance Facts Estimates Note

Ministry of Transportation and Infrastructure

Date: February 8, 2022

ISSUE

Winter Maintenance:

- Changes to winter maintenance standards.
- Weather comparison from previous winter seasons.
- Contractor performance for 21/22.
- 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:

Winter Maintenance Improvements		
Class A Highway Performance Criteria	2018-2019 Round 6 Highway Maintenance Agreement	2003-2004 Round 5 Highway Maintenance Agreement
Remove compact snow and ice following a weather event providing bare travel lanes	24 hrs, when pavement temperatures are - 9°C or warmer	48 hrs, when de-icing is effective
During a weather event patrol frequency	90 min	4 hrs
Pre weather event patrol frequency	4 hrs	24 hrs
Restore traction at black ice prone locations during a weather event	60 min	2 hrs
Use of social media platforms to communicate with the public	Included	NA
Winter abrasive maximum particle size	9.5 mm	12 mm

Weather comparison from previous winter seasons

- Winter 21/22 has provided intermittent periods of heavy snowfall and/or precipitation creating challenging conditions at times for maintenance contractors to proactively plan and respond to weather events.
- Provincially, precipitation totals exceeded the 10-year average for the month of November with 164% of the average and select areas receiving up to 400% of the 10-year average.
- Based on RWIS data, Winter 21/22 has resulted in 116% of the 10-year average snowfall as of December 31, 2021, select areas experienced snowfalls greater than 300% of the 10-year average..
- Provincially, snowfall in December exceeded the 10-year average with an average of 180%.
- The South Coast Region experienced considerably high precipitation levels in November and December with RWIS stations reporting snowfall totals up to 233% of 10-year average and precipitation totals up to 323% of 10-year average.

Snowfall Quick Facts:

Vancouver Island	December snowfall: 190 to 1500% of average. North Island recorded 190%, Mid Island recorded 1500%, and South Island (Malahat) recorded 373%.
Lower Mainland / Sea to Sky / Fraser Valley	December snowfall: up to 667% of average. Lower Mainland recorded 667%, Fraser Valley recorded 334% and Howe Sound recorded 112%
Thompson	December snowfall: 119 to 169% of average; 135 to 169% on Coquihalla Highway.
Okanagan – Shuswap	December snowfall: 96 to 195 % of average.
West Kootenay	December snowfall: 111 to 222% of average.
East Kootenay	December snowfall: 96 to 197% of average.
Revelstoke Area	November snowfall: 96 to 129% of average.
Cariboo	December snowfall: 131 to 321% of average.
Robson – Yellowhead	December snowfall: 110% of average.
Prince George Area	December snowfall 59 to 136% of average.
Peace District	December snowfall: 56 to 61% of average.
Bulkley Stikine District	December snowfall: 61 to 135% of average.
Skeena District	December snowfall: 91 to 346% of average.

Contractor's Performance for Winter 21/22:

- Ministry staff have been assessing maintenance contractor performance and have completed over 12,300 monitoring records and 275 audits as of mid-January 2022.
- Winter 21/22 mid season CAP assessments support contractors are meeting requirements with a overall performance of approximately 90% and providing proactive services.

- Generally, contractors are continuing to take positive approaches to adjust their methods and meet the 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.
- In the event a contractor is found to be not meeting basic requirements of the Highway Maintenance Agreement, the ministry has the ability to not issue the annual CAP payment.
- Beyond the CAP process, the ministry has an intervention protocol which may result in either holdback or retention of further contract payments until contractor performance meets contractual obligations.

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 21/22 abrasive use is forecasted to be more than 700,000 cubic meters, equal to one and half times the volume of B.C. Place Stadium..
- Winter 21/22 salt use is forecasted to be 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 Parksville.
- Winter 21/22 liquid anti-icing and deicer use is forecasted to be more than 27 million litres, which would fill 5,600 trucks and when placed bumper to bumper would stretch from Duncan to Nanaimo.

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

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Kootenay Lake Ferry Service Improvements Project

Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: January 31, 2022

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.
- When the new vessel enters service in 2024, it 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 was awarded in April 2021, and the work was largely carried out in summer/ fall 2021. Final construction will complete in spring 2022. 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.
 - 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. Cabinet Confidences
- Cabinet Confidences

PROGRAM CONTACT

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Green Ferries (Coastal and Inland)

Estimates Note

Ministry of Transportation and Infrastructure

Date: February 16, 2022

ISSUE

- Coastal and Inland ferry services in BC 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 the first of its two new Island Class ferries, capable of operating on diesel fuel or battery power. Four more Island Class ferries have since been delivered. Once electric charging technology can be installed at BC Ferries' terminals, BC Ferries plans to operate the ferries as fully-electric ferries, using clean renewable energy eliminating an anticipated 15,000 to 17,000 tonnes of CO₂e every year.
- The Inland Ferry Electrification Plan addresses the CleanBC commitment of transitioning inland ferry services to be all-electric by 2040. The plan involves starting with the smallest ferries and ending with the largest. The first inland cable ferry, CF *Arrow Park III*, will be fully electrified later this year. This will be the first fully-electric vehicle ferry in BC. Electrification of this cable ferry is expected to form the basis of future work on electrification of other inland ferries.
- Construction is currently underway for a new electric-ready ferry to replace the aging MV *Balfour* on Kootenay Lake, and is expected to be delivered in 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. Following the successful electrification of several smaller cable ferries, the new vessel is planned to be fully converted to electric operation by 2030.

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.
- In July 2021, a first stage of work for BC Ferries' Island Class electrification plans was approved by the BC Ferry Commission, provided that external funding can be found that renders the project cost neutral to BC Ferries. BC Ferries is seeking provincial support with a federal government request to fund approximately 75% of this first stage currently estimated at Advice/R. In this stage, four routes would be converted to all-electric operations through:
 - Electrical upgrades at up to nine terminals to accommodate a rapid shore charging system; and
 - Modification of six existing diesel-hybrid vessels to enable quick recharging from shore and an expansion of the vessels' existing battery banks.

- The province is currently working with BC Ferries to evaluate the merits of this opportunity relative to other climate initiatives.
- A second stage of BC Ferries electrification plans involve fully electrifying all the remaining Island Class vessel routes and is expected to cost over \$1 billion, including the construction of the vessels and electrification of the terminals. This stage has not yet been advanced to the BC Ferry Commission.
- The Inland Ferry Electrification Plan takes an incremental approach to electrifying the fleet in order to determine what processes work best before applying those lessons to increasingly larger projects. Work began in 2020 with the capital funding approval of \$1M in 2020/21 and \$0.5M in 2021/22 (this is over and above the Inland ferry budget in bluebook). While the project has seen some delays due to supply chain disruptions, this work is now on track to complete by summer 2022.
- 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.

PROGRAM CONTACT

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Bill 7 – Amendments to Coastal Ferry Act

Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: April 21, 2022

ISSUE

- Cabinet Confidences

ADVICE AND RECOMMENDED RESPONSE

- The purpose of Bill 7 is to help clarify roles and responsibilities between the BC Ferry Authority (Authority) – the shareholder – and BC Ferries Services Inc. (BC Ferries) – the owned service provider.

- Cabinet Confidences; Advice/Recommendations

- Cabinet Confidences

- The amendments do not assert control by the provincial government– both the Authority and BC Ferries continue to remain independent of government.
- The amendments do not change the fundamental relationships in the current model. Rather, the amendments help to further clarify the roles and responsibilities between the Authority and BC Ferries.

- Cabinet Confidences

- Cabinet Confidences

- Cabinet Confidences

- Cabinet Confidences

- The amendments are not intended to change the role of the Ferry Commissioner, though the Commission will be required to consider relevant resolutions of the BC Ferry Authority when performing its regulatory role. It is important to note that the Commission just needs to consider the Authority's resolution but is not bound by them.
- The amendments are not intended in any way to affect the ability of BC Ferries to meet its obligations to its creditors. Rather they are intended to provide assurance to BC Ferries' creditors that roles and responsibilities between BC Ferries and its shareholder are further publicly clarified.

BACKGROUND

Bill 7 was tabled in the legislature on February 23, 2022.

A summary of the amendments is outlined below:

1. Clarifies that the Act prevails in event of perceived conflict with the Business Corporations Act.
 - Ensures that the BC Ferries Board of Directors can act in the public interest when directed to by their shareholder, the BC Ferry Authority.
 - The Act already indicates that where there is a perceived conflict with any other statute, that the Act prevails. The amendment now explicitly mentions the Business Corporation Act to provide greater certainty should there be a perceived conflict between the public interest and the fiduciary responsibilities of the Authority and the BC Ferries Services Board.
2. Clarifies Authority can not only appoint but also remove BC Ferries' Board members.
 - As the shareholder that appoints BC Ferry Services Board, the Authority can already remove directors of the BC Ferry Service Board.
 - Amendments explicitly acknowledge the ability of the Authority to exercise this existing power.
3. Ensures Authority has access to information in order to fulfill its responsibilities.
 - BC Ferries is already required by the Act to provide information to the Authority necessary to fulfill the Authority's strategic oversight function.
 - This amendment ensures that the information will be provided to the Authority in a timely manner as determined by the Authority.
4. Requires the Authority to develop Executive Compensation Plans.
 - The Act currently requires that the Authority approve all Executive Compensation Plans.
 - The amendment will ensure greater public interest oversight by enabling the Authority to not only approve but also develop the Executive Compensation Plans.

5. Requires Authority to consult with Public Sector Employers Council when developing compensation plans for directors and executives.
 - The Act already limits Executive Compensation Plans to provide for compensation no greater than that provided in the BC public sector.
 - As the Public Sector Employers Council is responsible for determining executive compensation in the BC public sector, they are in the best position to provide information to the Authority on the compensation trends in the BC public sector.
 - This is purely a consultative role that is not binding on the Authority.
6. Empowers the Authority to issue binding resolutions on matters of public interest and publicly report on resolutions.
 - While the Authority is responsible for strategic oversight of BC Ferries to support the public interest, the Authority currently lacks an explicit mechanism in the legislation to convey its perspectives to BC Ferries.
 - This amendment enables the shareholder to effectively convey its perspective to the operating company in a public transparent manner.
 - While the Province cannot speak for the Authority, which is independent from government, the Province would expect the use of binding resolutions to be infrequent. Rather, the Authority and the BC Ferry Services Board would discuss the public interest perspectives of the Authority and the ability to take actions to further the public interest, balancing the fiscal realities of the company.
7. Requires BC Ferries to act on direction provided by Authority, to incorporate within strategic and business plans where appropriate and to report out annually on actions taken in response to resolutions.
 - Should direction be given by the Authority, this amendment provides for a public transparent process to show how that direction was implemented.
8. Requires the BC Ferries Commissioner to consider Authority's public interest resolutions.
 - Requires the BC Ferries Commissioner to consider public interest resolutions from the Authority when undertaking relevant regulatory actions.
 - The Commissioner is independent from the Authority and government. The Commissioner is not bound by any resolution put forward by the Authority, though it would have to consider the resolution and indicate how its decision is either consistent or inconsistent with the resolution.
9. Housekeeping – repeals an outdated provision – 7(4).

PROGRAM CONTACT

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250-882-0246

Surrey Langley SkyTrain Project

Budget/Estimate Note

Ministry of Transportation and Infrastructure

Date: January 31, 2022

ISSUE

- Surrey Langley SkyTrain (SLS) Project Update

ADVICE AND RECOMMENDED RESPONSE

- We are committed to investing in transit and transportation projects that meet the needs of people in Metro Vancouver.
- This includes extending SLS all the way to Langley City.
- In July 2021, the federal government committed to fund up to \$1.3 billion for SLS, which was one more step for this important project.
- Advance work is already underway to widen Fraser Highway and relocate utilities.
- This project will provide sustainable transportation choices for people around the region, especially those south of the Fraser, as well as provide opportunities for future development, active transportation and more housing options.
- We are working to confirm the technical work and environmental studies, as well as engaging with Indigenous groups and stakeholders.
- We will be working closely with the local governments and TransLink throughout this project.
- Building the Surrey Langley SkyTrain in one stage all the way to Langley will speed up completion (from 2030 to 2028) and cost less than building it in two stages.

BACKGROUND

- In 2019, further to the request of the City of Surrey, the Mayors' Council suspended the LRT project to proceed with planning and project development for a Surrey Langley SkyTrain (SLS).
- In January 2020, TransLink submitted a business case to the Province which assumed TransLink ownership and delivery of the project.

Cabinet Confidences

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- In fall 2020, the Province publicly committed to delivering a full 16-kilometre line from King George SkyTrain Station to Langley City Centre on an elevated guideway along

Fraser Highway, and later included this commitment in the mandate letters of Ministers Heyman and Ma.

- \$128.2 million is being invested in early works such as hydro line relocations and property acquisition.
- The Province is engaging with Indigenous groups and stakeholders and intends to launch a round of public engagement in spring 2022 to present a reference concept design of the entire 16km alignment.
- Cabinet Confidences

PROGRAM CONTACT

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



Broadway Subway Project

Estimates Note

Ministry of Transportation and Infrastructure

Date: May 12, 2022

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.
- Advice/Recommendations
 - 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.
 - 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 is being 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 VCC–Clark Station 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 were completed in 2021.

Construction activities are currently focused on preparing for the start of tunnel boring machine assembly this spring, completing traffic decks along Broadway in the station blocks, constructing piers for the elevated guideway and excavation of the headhouses and station boxes.

Community and Business communication and engagement is ongoing, including stakeholder meetings, in person drop-ins on businesses, construction notifications, enquiry response management. Business outreach is more frequent given the amount of activity and adapting mitigations as construction moves into new phases.

Advice/Recommendations

Budget Variance Explanation

Cabinet Confidences; Advice/Recommendations

- The project is on schedule and on budget and will be complete by end of 2025.

Advice/Recommendations

Advice/Recommendations

Advice/Recommendations

PROGRAM CONTACT

Lisa Gow, Executive Project Director, Broadway Subway Project, Cell: (250) 514-6826

Sky Train Extension Arbutus to UBC

Estimates Note

Ministry of Transportation and Infrastructure

Date: February 18, 2022

ISSUE

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

ADVICE AND RECOMMENDED RESPONSE

- 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.
- However - 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 Development Corp, (MST-DC) 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.
- The Musqueam, Squamish and Tsleil-Waututh (MST) have an interest in the UBC extension as it related to the future development of the Jericho lands which are owned by MST-DC.
- City of Vancouver announced on March 21, 2022 that they support a UBC extension station at the Jericho Lands.
- The ministry has not yet engaged MST specifically regarding the UBC extension.
- 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.

PROGRAM CONTACT

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

Ministry of Transportation and Infrastructure

ISSUE

- ### ADVICE AND RECOMMENDED RESPONSE

* The provincial contributions to BC Transit for Free Transit for Children 12 and under program costs are included in the "Provincial operating" amounts shown in BC Transit's 2022/23-2024/25 Service Plan.

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• Providing stable and reliable funding that addresses inflationary service cost increases and decreased ridership will contribute to the economic recovery of communities across the province.

Linkages to BC Transit Service Plan

- Page 1 of 3

contributions for BC Transit's program costs for the Free Transit for Children 12 and

Under program: forecast at \$0.651M in 2021/22

- **Operating cost per passenger trip:** Forecast to decrease in 2022/23 compared to 2021/22 due to the expected continuing recovery of ridership levels following significant declines in ridership in 2020/21 due to the COVID-19 pandemic.
- **Overall operating cost increases:** Overall operating, maintenance and administration costs are forecast to increase by 7.7 percent in 2022/23 compared to 2021/22 due to increased service hours, labour cost increases, inflationary pressures related to maintenance, competitive contract negotiations with operating companies, operating costs associated with new customer focused fleet technology (NextRide automatic vehicle location and implementation of new electronic fare technology), infrastructure projects to promote enhanced customer service, COVID-19 pandemic related expenses and increased diesel fuel prices.
- **Increases in operating cost per service hour:** Increasing operating cost per service hour forecasts reflect forecast operating cost increases and the assumption that service hours may decrease in 2023/24 and 2024/25. BC Transit will be working with the Ministry in 2022/23 to closely monitor ridership recovery, costs and service hours to inform future decisions on service expansion and operating funding.

Service Expansion in 2021/22

- BC Transit introduced transit service expansions in the following 16 communities in 2021/22, and Budget 2022 allows these services to continue:

System	2021/22 Hours (Estimated)	Annual Hours	Expansion Buses
Comox Valley Conventional	3,000	3,000	2
Comox Valley Paratransit	50	600	
Fraser Valley Express	500	6,000	4
Kamloops	1,125	4,500	2
Kitimat Custom	83	990	
Nanaimo Regional/Cowichan Valley Connector	208	2,500	1
North Okanagan Connector	475	700	1
Okanagan-Similkameen	600	2,400	
Prince George	1,000	4,000	3
qathet (Powell River)	75	300	
Salt Spring Island	425	850	
Shuswap	200	1,200	
Squamish Conventional	375	1,500	1
Squamish Custom	213	850	
Summerland	225	900	
Victoria Region	5,000	20,000	8
Total	13,554	50,290	22

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 – Provincial Operating Contributions

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

2021/22	2022/23	2023/24	Total
125.926	125.926	Advice/Recommendations; Government Financial Information	

2022/23 – 2024/25 Service Plan (\$ millions)

2022/23	2023/24	2024/25	Total
140.874	Advice/Recommendations; Government Financial Information		

- The provincial operating grant has increased by \$13.903 million in 2022/23 and 2023/24 since *Budget 2021* to address inflationary cost increases for providing base service levels, including annualization of service expansion introduced in 2021/22.
- The provincial contributions to BC Transit for Free Transit for Children 12 and under program costs are included in the "Provincial operating" amounts shown in BC Transit's 2022/23-2024/25 Service Plan. This is forecast at \$1.045 million in 2022/23.
- \$125.083 million operating grant allocation in 2021/22 shown in 2022/23 Service Plan varies from budgeted operating grant of \$125.926 million, reflecting actual operating costs in 2021/22 forecast to be slightly lower than budget.

PROGRAM CONTACT

Bart Walman, Director Transit Investments and Operations, Transit Branch; Transportation Policy, Programs and Partnerships Division
(250) 896-5609

BC Transit Capital Program Budget Note

Ministry of Transportation and Infrastructure

Date: April 8, 2022

ISSUE

- In 2022/23, BC Transit has budgeted \$178.0M for capital project expenditures. Over the next three years BC Transit is projected to spend \$762.6M on capital projects in communities across the province.

ADVICE AND RECOMMENDED RESPONSE

- In 2022/23, the Province has budgeted \$75.8M in capital grants for BC Transit projects. Over the next three years, the Province is projected to provide \$316.1M 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.

BACKGROUND

- The primary driver of slippage in 2021/22 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.
- Decreases in years 2021/22 (and onwards) vs 2020/21 budget are due to major revisions in BC Transit's 10 year Capital Plan which:
 - Defers or removes projects in order to adjust for local government affordability due to COVID;
 - Adjusts for significant delays across all BC Transit systems in service hour expansion and therefore reduces vehicle acquisitions; and,
 - Prioritizing and pausing non-critical infrastructure expansion plans such as transit exchanges to reallocate resources to meet the goals of the Low Carbon Fleet Program through 2024/25. This directly results in few projects entering pre-implementation or design phases in 2021/22.

BC Transit Capital Expenditures (\$000's)						
		2021/22	2022/23	2023/24	2024/25	Three Year Total
		Budget/ Forecast	Projection	Projection	Projection	
Budget 2021		113,029	198,925	Advice/Recommendations; Government Financial Information		
Budget 2022		82,279	178,018			
Difference		(30,750)	(20,907)			

Investing in Canada Infrastructure Program

- 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 through 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 \$142.4M to 20 BC Transit projects through the Public Transit Infrastructure Stream (PTIS) of the Investing in Canada Infrastructure Program, leveraging an additional \$143.6M from the Province.
- See Appendix A for a summary of current ICIP Projects.

PROGRAM CONTACT

Jodi Dong, Executive Director, Transit Branch, Transportation Policy, Programs and Partnerships Division, (778) 698-3399

APPENDIX A – BC TRANSIT ICIP PROJECTS

Most ICIP projects are funded at cost share ratios of 40% federal, 40% Provincial, and 20% local governments. Vehicle Refits and Components, SmartBus and UVic Exchange projects are considered rehabilitation which has a 50% federal, 40% provincial and 10% local cost share.

Project Name	Total Costs	Eligible	Federal	Provincial	Local
Vehicle Acquisition Phase 1 Acquisition of approximately 118 replacement and expansion transit vehicles	72.875	72.875	29.150	29.150	14.575
Vehicle Acquisition Phase 2 – Electric Vehicles Acquisition of approximately 10 electric buses and associated depot infrastructure	19.995	19.352	7.741	7.923	4.331
Vehicle Refits and Components Major refurbishment of fleet to ensure vehicles meet planned economic life	29.457	29.457	14.728	11.783	2.946
Bus Shelter Program Phase 1 Installation of approximately 100 BC Transit designed and branded bus shelters in communities across British Columbia	2.750	2.750	1.100	1.100	0.550
SmartBus Real Time and Fare Technology On-board bus technology components including advanced fare collection technology (790 buses in 22 communities) and real-time location technology (270 buses in 22 communities)	26.800	26.800	13.400	10.720	2.680
Backup Generators 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	5.000	2.000	2.000	1.000
Highway 1 / Douglas Street Southbound Bus Lane 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	12.300	4.920	11.080	0.000
Vehicle Acquisition Phase 3 Acquisition of approximately 11 high capacity replacement transit vehicles	15.760	15.540	6.216	6.276	3.268

Vehicle Acquisition Phase 4 Acquisition of approximately 62 light duty replacement transit vehicles	13.530	13.268	5.307	5.406	2.817
Vehicle Acquisition Phase 5 Acquisition of approximately 28 expansion transit vehicles	29.941	29.393	11.757	11.953	6.231
Victoria handyDART Operations and Maintenance Facility New Operations and Maintenance Facility for custom transit operations serving the Victoria Regional Transit System	32.500	31.513	12.605	12.956	6.939
Bus Shelter Program Phase 2 Installation of approximately 150 BC Transit designed and branded bus shelters in communities across British Columbia	4.930	4.930	1.972	1.972	0.986
UVic Transit Exchange Rehabilitation and safety improvements in major regional transit hub	3.566	3.566	1.783	1.426	0.357
Vehicle Acquisition Phase 6 Acquisition of approximately 15 medium duty transit vehicles	7.920	7.920	3.168	3.168	1.584
Kelowna RapidBus Stations Installation of two station shelters to complete Highway 97 RapidBus line	0.283	0.283	0.113	0.170	0.000
Vehicle Acquisition Phase 7 Acquisition of approximately 21 heavy duty transit vehicles	15.014	15.014	6.006	6.006	3.002
Island Highway Priority Transit Intersection and right-of-way transit improvements on Old Island Highway in Colwood and View Royal	7.341	7.341	2.936	2.936	1.469
Vehicle Acquisition Phase 8 Approximately 82 light duty buses	21.650	21.650	8.660	8.660	4.330
Nelson Exchange Downtown transit hub in Nelson	2.397	2.397	0.959	0.959	0.479
Provincial Distribution Centre Distribution facility for maintenance support province-wide in Colwood	19.805	19.805	7.922	7.922	3.961
Total	347.514	341.154	142.443	143.566	61.505

HandyDART (BC Transit)

Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: January 28, 2022

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 2022/23.
- The Provincial share of handyDART funding across B.C. outside Victoria is 67%, and 63% in Victoria.
- Provincial and federal Safe Restart funding (\$88.3M in total) and an increase in the provincial operating grant will enable BC Transit and local government partners to maintain handyDART service levels in 2022/23, ensuring this essential service continues to be provided to British Columbians who rely on it.
- handyDART ridership is forecast to increase by 17 percent in 2022/23, as it continues to recover 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.
- handyDART service expansions have been implemented in 2021/22 in two communities:
 - Kitimat – 990 annual service hours
 - Squamish – 850 annual service hours

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 14 communities, including 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 2021/22, handyDART ridership is forecast to increase to 0.6 million from 0.4 million in 2020/21, as customer demand for trips continues to grow following declines due to the COVID-19 pandemic. Ridership is forecast to further recover to 0.7 million passenger trips in 2022/23.
- handyDART accounts for 2% of transit trips in BC Transit communities, and less than 1% of all transit trips across the province.

PROGRAM CONTACT

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250 896-5609

Free Transit for Youth Aged 12 and Under

Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: April 6, 2022

ISSUE

- In September 2021, the Province launched free transit for children 12 and under, using funding approvals from Budget 2021 and 2020/21 federal/provincial Safe Restart funding.

ADVICE AND RECOMMENDED RESPONSE

- When the Province launched free transit for children 12 and under in September 2021, approximately 370,000 children aged 5 to 12 across B.C. became eligible to ride TransLink and BC Transit systems for free.
- Launching the program made transit more affordable for families while helping to rebuild transit ridership following the onset of the COVID-19 pandemic.
- The program also aims to build a culture of transit ridership and support environmental objectives under CleanBC.

BACKGROUND

- *Budget 2021* approved up to \$10.8M for BC Transit in funding (for 3 fiscal years) for the launch of a Cabinet province-wide free transit program for youth aged 12 and under. \$14.849M in funding required for TransLink implementation was funded from Federal/Provincial Safe Restart Funding in 2020/21.
 - **Phase 1 (Fall 2021):** All BC Transit and TransLink modes including buses, SkyTrain, Canada Line, SeaBus, West Coast Express and HandyDART are free for youth 12 and under. No fare product is required. On BC Transit, children between the ages of 6 and 12 do not need to be accompanied by an adult; however, children aged 5 and under must be accompanied by someone aged 12 or older.
 - Cabinet Confidences
- Program funding provided to TransLink (\$14.8M) and BC Transit (up to \$10.8M) in 2021 will help offset forgone revenue, program development and administration costs arising from this new program through 2023/24.
- Cabinet Confidences; Advice/Recommendations
- Cabinet Confidences
- Note the estimated approved costs in Table 1 for TransLink are funded by Federal/Provincial Safe Restart Funding in 2020/21, **not** from Budget 2021.

- The forecast funding for BC Transit has not been included in the Ministry or BC Transit service plans but is held in Contingency by Ministry of Finance.

Table 1: Approved TransLink and BC Transit Costs (\$M)	2021/22	2022/23	2023/24	Total
TransLink program costs	1.800	0.265	0.320	2.385
TransLink forgone revenue costs	1.511	3.914	4.094	9.519
TransLink fare product costs	0.000	0.055	0.890	0.945
Web development costs	2.000	0.000	0.000	2.000
Total Costs TransLink	5.311	4.234	5.304	14.849
BC Transit program costs (including capital costs)	1.255	1.045	1.045	3.345
BC Transit forgone revenue costs	1.250	2.135	2.070	5.455
BC Transit fare product costs	0.000	0.000	0.000	0.000
Web development costs	2.000	0.000	0.000	2.000
Total Cost BC Transit	4.505	3.180	3.115	10.800
Total Costs	9.816	7.414	8.419	25.649

- TransLink has scaled back its Phase 1 program costs budget in 2021/22, from \$1.800M to \$0.258M. Allocated funding will be held for future program costs.
- However, using new projections, TransLink now estimates \$17.650M in forgone revenue over the first three years of the program, up from \$9.519M.

Table 2: Updated Estimated TransLink and BC Transit Costs (\$M)	2021/22	2022/23	2023/24	2024/25	Total 2021/22 - 2023/24
TransLink program costs	0.258	0.000	0.310	TBD	0.568
TransLink forgone revenue costs	3.269	6.951	7.430	TBD	17.650
TransLink fare product costs	0.025	0.055	0.890	TBD	0.970
Web development costs	2.000	0.000	0.000	TBD	2.000
Additional program costs (does not include fare evasion)	0.010	0.000	0.000	TBD	0.010
Total Costs TransLink	5.562	7.006	8.630		21.198
BC Transit program costs (including capital costs)	0.651	1.045	1.045	TBD	2.741
BC Transit forgone revenue costs	1.164	1.996	2.070	TBD	5.230
BC Transit fare product costs	0.000	0.000	0.000	TBD	0.000

Web development costs	0.000	0.000	0.000	TBD	0.000
Total Cost BC Transit	1.815	3.041	3.115	TBD	7.971
Total Costs	7.377	10.047	11.745	TBD	29.169

PROGRAM CONTACT

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Policy, Programs & Partnerships Division
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Transit Commissions & First Nations

Estimates Note

Ministry of Transportation and Infrastructure

Date: April 8, 2022

ISSUE

- On March 3, 2022, MLA Sturdy (Vancouver-Sea to Sky), introduced a bill for the second time proposing a legislative amendment to the *British Columbia Transit Act* to include First Nations representatives on a proposed Sea to Sky transit commission.

ADVICE AND RECOMMENDED RESPONSE

- Consultation with First Nations must take place before any changes to legislation are considered.
- First Nations communities participate in transit decision-making across the province through Regional Transit Committees and legal agreements with local governments. Legislative amendments are not required to participate in these processes.
- In the Sea to Sky Region, Lil'wat Nation is a partner in cost-sharing and decision-making for the local BC Transit service, via an agreement with the Village of Pemberton and the Squamish Lillooet Regional District.
- One of the primary purposes of a transit commission is to levy taxes to fund the commission's share of transit services. Most First Nations, including Lil'wat Nation, do not assess property taxes.
- A travel demand study is currently underway to better understand the transportation needs on the Sea to Sky corridor.

BACKGROUND

Cabinet Confidences

Cabinet Confidences

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PROGRAM CONTACT

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May 16, 2022

PREPARED FOR: Minister of Transportation and Infrastructure Rob Fleming

ISSUE

To provide an update on the Kelowna Facility Master Plan Strategy for **INFORMATION**.

BACKGROUND

The Kelowna Regional Transit System consists of six local government partners: The City of Kelowna, the City of West Kelowna, the District of Lake Country, Westbank First Nation, the District of Peachland and the Regional District of Central Okanagan.

The local government share of transit costs is split between the six local government partners in accordance with the number of service hours delivered in each jurisdiction. The City of Kelowna funds approximately 80% of the local government's share of the costs, with the remaining 20% costs are shared between the other five local governments. The transit system is operated by First Canada, under contract to BC Transit.

The existing Kelowna Regional Transit System (KRTS) Operations and Maintenance (O&M) Centre located at 1494 Hardy Street ("Hardy") was built by BC Transit in 1998 and was designed to support 70 conventional vehicles. With modifications to accommodate more buses, the O&M facility now supports a fleet of 116 buses (85 heavy/medium duty and 31 light duty), operating above its original design capacity.

The land for the O&M facility is owned by the City of Kelowna and is located near the downtown core of the City. The property is under a long-term lease arrangement with an initial 20 year term and two, ten year renewals options. The first ten year renewal started in 2018 and expires in 2028. At the end of the term of the lease BC Transit has a second ten year renewal option that expires in 2038.

The 2015 Central Okanagan Transit Future Plan and subsequent 2018 Transit Future Action Plan have identified the need for an investment in O&M facility capacity to support a projected fleet of 230 buses as well as the need for 20 additional buses and 50,000 service hours over the next seven years. Future growth is currently limited to 900 transit service hours with no additional buses until a facility solution is provided.

Since 2016 BC Transit and the City of Kelowna have actively been exploring land acquisition options for a new O&M centre which would support expansion identified in the Transit Future Plan.

In 2021 BC Transit and the City of Kelowna completed a 25-year facility master plan which provides several investment scenarios to facilitate anticipated expansion and the introduction of battery electric buses into the system.

The current Long Term Capital Plan allocates \$124.6 million in O&M facility related investments including:

- O&M Hardy facility modernization and capacity upgrades - \$7 million - 2024/25 completion
- Battery electric infrastructure and charger installations for Hardy- \$16.6 million – 2024/25 completion

- O&M Serwa facility \$83.5 million (note: battery electric infrastructure and chargers not funded) and land - \$17.5 million – 2029/30 completion

DISCUSSION

Advice/Recommendations; Government Financial Information

CONSULTATIONS

City of Kelowna staff have been engaged on the technical study options. The advancement of the Kelowna Facility Master Plan will require additional engagement with the City of Kelowna to agree on a preferred option to move forward with.

The five other local governments that fund the Kelowna Regional Transit System are aware that a new transit facility is needed to support continued development of the transit system and that options are being developed. To date staff from the five other local governments have received a high level briefing through the Regional District of Central Okanagan Transportation Technical Committee. Further engagement on the preferred facility option will also need to occur with the other five local government partners at the staff and council level. All local governments will need to indicate some form of approval in principle to further advance planning, develop project agreements and secure local funding for these facility projects.

NEXT STEPS

Next steps include discussions between BC Transit and the City of Kelowna, with the intention of agreeing to a strategic O&M facility path forward with consideration being given to both short and long term needs for the transit system and local government partners.

Subject to securing agreement BC Transit and the City of Kelowna intend to further refine scope and costs while simultaneously engaging the other local government partners and obtain local

approvals to proceed with land agreements between the parties for agreed upon projects at both the existing and new facility.

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Reviewed by:	<u>Levi Timmermans</u>		
Position:	<u>Director, Infrastructure Management</u>	Date reviewed:	<u>May 13, 2022</u>
Approved by:	<u>Aaron Lamb</u>		
Position:	<u>Vice President Asset Management & CSO</u>	Date revised:	<u>May 16, 2022</u>

Sea to Sky Regional Transportation Estimates Note

Ministry of Transportation and Infrastructure

Date: February 25, 2022

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"*
- BC Transit, funded from the Ministry of Transportation and Infrastructure, has engaged a consultant to do a travel demand study in the Sea to Sky corridor. This study will provide a better understanding of the impacts of the pandemic on travel patterns and will be completed by June 2022.
- Local partners, including Lil'wat and Squamish Nations, are engaged in the travel demand study. Ministry staff are also meeting with local partners to better understand what they are seeking in service along the corridor.
- In March 2021, the ministry provided seven grants, totalling \$1.34 million, to private bus companies operating on the Sea to Sky corridor to ensure that regional transportation services were maintained.

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 2020-21 were:

2020-21 Local Transit Annual Operating Costs				in millions			
		Total Operating Costs*		Provincial Contribution		Local Contribution*	
	2019-20	2020-21	2019-20	2020-21	2019-20	2020-21	
Pemberton	0.56	0.72	0.30	0.33	0.26	0.39	
Squamish	2.80	2.44	1.18	1.13	1.63	1.31	
Whistler	11.00	10.25	4.37	3.85	6.63	6.4	
Total	\$ 14.36	13.41	\$ 5.85	5.31	\$ 8.51	8.1	
*includes local government lease fees							

- 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 2021, the volume of clear gasoline and diesel sold in Squamish and Whistler increase by 19 percent, compared to 2020, and was 10 percent less than in 2017 which was a peak sales volume year.
- 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

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Taxi Modernization Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: February 15, 2022

ISSUE

- The ministry, together with the independent Passenger Transportation Board (the Board), has implemented recommendations relating to the modernization of B.C.'s 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.
- Due to the Covid-19 pandemic, the taxi industry has seen a significant decrease in ridership that was most noticeable in the Lower Mainland, due to regional competition from ride-hail companies. This finding was included in the Board commissioned report by Hara Associates, titled 'Economic Effects of Covid-19 on the B.C. Passenger Transportation Industry', released September 22, 2021.
- In recognition of the report's findings, the Board has refused outstanding ride hail applications, including those of Facedrive and Uber, in part to avoid unduly harming existing transportation options (i.e. taxi services), in regions that were unable to absorb new alternatives at the time.
- The Board has also directed the Registrar of Passenger Transportation to report on the status of those taxi companies that were part of the COVID-19 deferral program, to provide them with an understanding of the activity status of those companies that suspended operations due to the COVID-19 pandemic.
- Another upcoming review will be conducted by a special committee, to be appointed by the Legislative Assembly by July 1, 2023 (postponed from January 1, 2022, due to the unavailability of data reflecting normal operating conditions due to Covid-19).
- The special committee will review changes made to the Passenger Transportation Act (the Act) in 2019 to modernize passenger directed vehicle services (e.g., taxis, limousines, small shuttle buses) and introduce transportation network services (ride hail) under the Act, as well as their impacts on the passenger transportation industry. It will consider:
 - Whether the provision of licences under the Act promotes an adequate supply of passenger directed vehicles, including accessible vehicles, and promotes passenger and driver safety;
 - The effectiveness of the test the Board applies when making determinations on applications for passenger directed vehicle and transportation network services authorizations;
 - Whether the Act promotes employment in the passenger directed vehicle and transportation network services industries;
 - Impacts on public transportation and traffic congestion; and
 - Whether the Act promotes passenger directed vehicle services and transportation network services in small, rural, or remote communities.
- Within one year of being appointed, the committee must submit a report on the results of the review, which will be published on the Legislative Assembly web site.

- The Branch has been in consultation with the taxi industry and the accessibility community, among other stakeholders, to receive their input on potential programs to support accessibility in B.C.

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, a Board-commissioned report by Hara Associates titled 'Modernizing Taxi Regulation' 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.
- In September 2018, 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.
- As of October 2018, the Branch began receiving applications to increase fleet sizes and the Board issued decisions over the three months following. 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. On May 26, 2021, in light of the impact of the COVID-19 pandemic, the Board once again extended the deadline to February 12, 2022, noting they would review further at that time. On December 15, 2021, the deadline was again extended, this time until May 12, 2022.
- 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 70% of provincial taxi vehicles (30% of all taxi fleets) have since moved to distance-based insurance policies (2,000 out of 2,825 taxis). These distance-based policies provide greater flexibility and can also provide savings for taxi fleet operators by having them pay only for their actual use.
- Also 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 February 10, 2022, 10 taxi companies have activated 130 vehicles for pairing.
- 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.
- Ride-hailing drivers are also required to operate under the same, minimum, Class 4 licence requirements as taxi drivers.
- Annual renewal fees were also reduced for licensees with a Passenger Directed Vehicle Authorization from \$100 per vehicle with no cap to the lesser of either \$50 per vehicle, or, \$5,000 for an annual renewal fee.

- Regulations were also modified to make it easier to obtain and equip wheelchair accessible vehicles by allowing both side and rear entry designs.
- A per-trip fee of \$0.30 is currently charged for each ride in a non-wheelchair accessible ride-hailing vehicle. These fees are intended to go toward administrative costs and allow for expanded transportation options for the accessibility community.

PROGRAM CONTACT

Steven Haywood, Executive Director and Registrar, CVSE & Passenger Transportation Branch
Highways & Regional Services Division – Cell: 604 220-7176

Illegal Ride-Hailing Estimates Note

Ministry of Transportation and Infrastructure

Date: February 15, 2022

ISSUE

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

ADVICE AND RECOMMENDED RESPONSE

- The *Passenger Transportation Act* (PTA) requires companies that collect compensation for transporting passengers in B.C. to have a passenger transportation licence and meet all safety requirements.
- Passenger Transportation Enforcement Officers (PTEOs) work with Commercial Vehicle Safety and Enforcement and the police to enforce the Act and target illegal ride-hailing.
- By riding with an unlicensed company, passengers are putting themselves at risk by riding 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.:

- PTEOs have increased their enforcement activities to address illegal ride-hail in the Lower Mainland as follows:

Date Range	Violation Tickets
May 25, 2017, to September 16, 2019 (pre-Bill 55)	88
2020	80
2021	106

- The fine for operating without a licence or advertising an unlicensed service is \$1,150 at roadside, with subsequent violations potentially resulting in fines of up to \$5,000 through the courts. Illegally operating companies can be fined up to \$100,000 per day by the Registrar of Passenger Transportation. Prosecution has not yet occurred due to the companies' offshore operations.
- In 2020, the Branch developed educational materials targeted at illegal ride-hailing drivers. The purpose of the brochure, printed in English, Chinese (simplified and traditional) and Punjabi, is for drivers to educate themselves on potential fines and ensuring the company is operating legally, as some drivers are not aware they are driving for an illegal company. Distribution of the brochure is ongoing at roadside.

If asked about public safety:

- The list of approved ride-hail operators is posted to the provincial government website and the ministry recommends all ride-hail passengers follow these tips when using ride-hail services:
 - Always book your trips through the company website or app;

- Before entering the vehicle, verify that the vehicle and driver identity match the information provided to you when you booked your trip, including licence plate information;
- Look for the company logo on the front or rear windshield of the vehicle; and
- Never hail a ride-share from the street.

If asked: Some of these companies claim to be car-pooling apps – where they split the cost of maintenance and gas – so therefore they don't need a licence to operate. Isn't that legal?

- There are several carpool apps that are operating legally – but these ride-hailing companies are not carpools.
- These are for-profit, commercial services and are therefore required to be licenced under the PTA.
- If any company or driver wants clarity on whether they are operating a carpool or a commercial passenger service, they should contact the Branch for more information.

BACKGROUND

- The Branch is aware of three illegally operating ride-hail companies in the Lower Mainland currently (down from 7 previously), including:

Legal Information

2. RaccoonGo

3. Udi (Udrop)

- Advice/Recommendations
- Between July and October 2019, the Branch focused on stakeholder engagement, offering 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 planning to launch an informational campaign to educate passengers of the dangers of using these ride-hailing services.

PROGRAM CONTACT

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Ride-Hail Status Estimates Note

Ministry of Transportation and Infrastructure

Date: May 18, 2022

ISSUE

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

ADVICE AND RECOMMENDED RESPONSE

- We developed a framework that puts passenger safety first, remaining steadfast against pressures to abandon the safety measures we put in place.
- As a result, B.C. now has the highest safety standards in North America for ride-hailing services.
- 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.
- Under the Passenger Transportation Act Section 28 (1), the Board is required to consider a 3-part test with each application (see Appendix A: Regulatory Overview), as follows:
 - Is there a public need for the service?
 - Is the applicant a fit and proper person to provide the service and are they capable of providing the service?
 - Would approval of the application promote sound economic conditions in the passenger transportation business in B.C.?
 - The PT Board must answer “yes” to all three questions to approve an application.
- The Passenger Transportation Branch (the Branch) processes the intake of ride-hail applications and forwards them to the Board for consideration. Branch staff also issue licences, conduct audits/investigations/roadside enforcement and apply penalties to licenced and unlicensed ride-hail operators.
- The Branch has received 52 ride-hail applications to date and sent them to the Board for review (see Appendix B: Status of Applications).
 - 25 applications have been approved; and
 - 27 applications have been refused by the board or withdrawn by applicants
- Nine of the approved companies are currently operating in at least one of their approved TNS Regions:

TNS:	Approved Region(s):	Actual Operating Areas:
Coastal Rides	3,5	Gibsons, Sechelt

Kabu	1,2,3,4,5	Burnaby, New Westminister, Richmond, Tri-Cities, Vancouver, Victoria
Lucky to Go	1,2,3,4,5	Kelowna, Victoria
Lyft	1	Burnaby, Delta, Langley, Maple Ridge, New Westminister, Richmond, Surrey, Tri-Cities, Vancouver
Metro Rides	1	Burnaby
Uber	1	Burnaby, Delta, Langley, Maple Ridge, New Westminister, Richmond, Surrey, Tri-Cities, Vancouver
Uride	2,3,4,5	Kelowna
Whistle!	1,3	Tofino, Whistler
Yellow Cab	1	Vancouver

- In April 2021 the Board announced the hiring of Hara Associates to undertake an investigation into the impacts of the COVID-19 pandemic on the B.C. passenger transportation industry.
- During the investigation, applications before the board for Uber Canada Inc. and Facedrive Inc. were adjourned, while proceedings were stayed for Black Top Cabs Ltd., North Shore Taxi Ltd., Swiftsure TaxiCo. Ltd., Duncan Taxi Ltd., Comox Taxi Ltd. and Oceanside Taxi Ltd.
- On September 22, 2021, the report from Hara Associates, 'Economic Effects of Covid-19 on the B.C. Passenger Transportation Industry,' was released to the public, and all applicants were given an opportunity to respond.
- On December 15, 2021, applications for Uber Canada Inc. and Facedrive Inc. were refused, in part to avoid unduly harming existing transportation options in regions unable to absorb new alternatives at this time.
- On January 5, 2022, the application for Swiftsure TaxiCo. Ltd., Duncan Taxi Ltd., Comox Taxi Ltd., and Oceanside Taxi Ltd. was refused for the same reason
- On January 25, 2022, the application for Black Top and Checker Cabs was approved, followed by an approval for North Shore Taxi on February 9.
- On January 19, 2022, the Board directed the Registrar of Passenger Transportation to report on the status of approved ride-hail licensees' commencement, or plans for commencement, of their operations, to provide the Board with an understanding of the existing landscape for ride-hail. A similar request for taxi companies was also made.

Legal Information

Legal Information

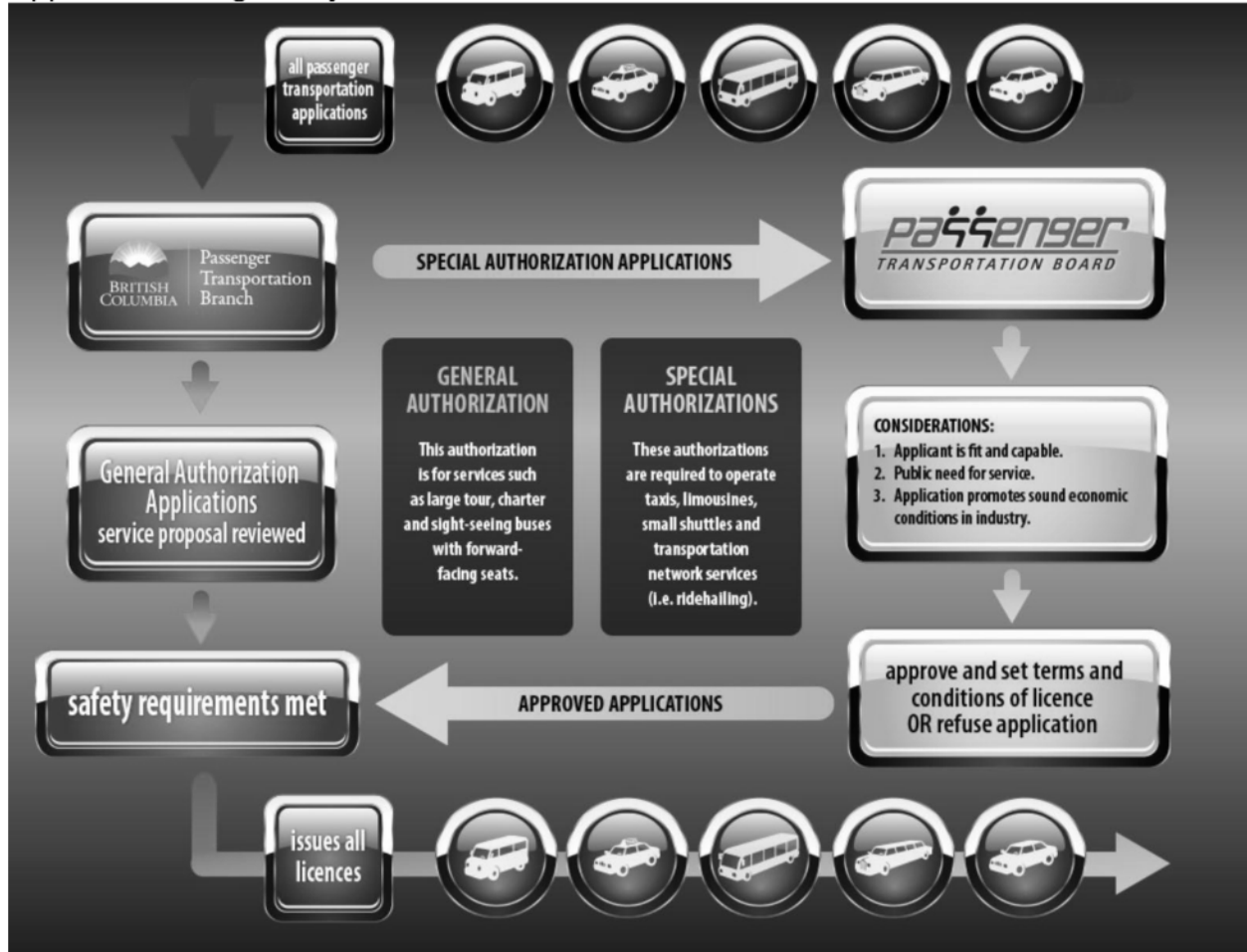
BACKGROUND

- In August 2019, the Board published its operational policy on ride-hail supply, boundaries and rates. Five regions for the province were established:
 - 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.)
- On September 3, 2019, the Board began receiving ride-hail applications.
- On September 16, 2019, changes to the Passenger Transportation Regulation came into force, allowing operators to apply for a TNS Authorization (TNSA), 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 its modified ride-hail application process, 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.
- On December 16, 2019, B.C.'s first ride-hailing company, Whistle!, was approved by the Board and began operation in early February 2020 in Tofino and Whistler.
- On January 23, 2020, Uber and Lyft were approved by the Board to operate in Region 1 and began operating the following day.
- In January 2021, the Supreme Court of Canada dismissed a Judicial Review pursued by the Vancouver Taxi Association since September 2019 regarding a level playing field.
- In March of 2021, the COVID-19 Pandemic arrived in B.C., decreasing ride-hail trip volumes, although the ride-hailing industry has since shown steady growth in the Lower Mainland.

PROGRAM CONTACT

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Appendix A: Regulatory Overview



Appendix B: Status of applications

Applications Approved by the PT Board

Company Name (DBA)	Region 1	Region 2	Region 3	Region 4	Region 5	Company Type
Apt Rides	✓					B.C.-based
Black Top and Checker Cabs	✓					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
MetroRides	✓					B.C.-based
North Shore Taxi	✓					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 nd application)		✓	✓	✓	✓	National
Vancouver Taxi	✓					B.C.-based
Whistle!	✓		✓			B.C.-based
Yellow Cab	✓					B.C.-based
25	19	7	10	8	8	

Applications Refused by the PT Board or Withdrawn by Applicants

Company Name (DBA)	Region 1	Region 2	Region 3	Region 4	Region 5	Company Type
1st Choice Cabs Ltd.					x	B.C.-based
Cloudamart	x					B.C.-based
Dad's, Dial a Driver, Dad's DD	x	x	x	x	x	B.C.-based
Destiny Limousine; My Limo Ride	x					B.C.-based
Facedrive (1 st application)	x					National
Facedrive (2 nd application)	x					National
Getride	x					B.C.-based
Inorbis (1 st application)	x	x	x	x	x	National
Interior Rideshare (withdrawn)				x		B.C.-based
Kater	x	x	x	x	x	B.C.-based
Khaled Abdulqader Omar Baowee	x					B.C.-based
Lucky To Go (1 st application)		x	x	x		B.C.-based
My Limo Ride (1 st application)	x	x	x	x	x	B.C.-based
My Limo Ride (2 nd application)	x	x	x	x	x	B.C.-based
ReRyde (1 st application)		x	x	x		B.C.-based
RideON Canada	x	x	x	x		National
Ride Sharing Travellers Company	x					B.C.-based
Ryde Today	x					B.C.-based
Tappcar (1 st application)	x	x	x	x		National
Transroad Airport Service (1 st application)	x					B.C.-based
Uber Canada (amendment)		x	x	x	x	Multinational
Uride (1 st application)		x	x	x	x	National
VI Ride Hailing (1 st application)			x			B.C.-based
VI Ride Hailing (2 nd application)			x			B.C.-based
Wine Lovers Tours	x	x	x	x		B.C.-based
Yallah	x	x	x	x	x	National
Your Driver				x		B.C.-based
27	18	13	15	15	9	

Passenger Transportation Board

Estimates Note

Ministry of Transportation and Infrastructure

Date: May 18, 2022

ISSUE

- The Passenger Transportation Board (the Board) is an independent tribunal established pursuant to the Passenger Transportation Act.

ADVICE AND RECOMMENDED RESPONSE

- The Board's role is to make decisions on Special Authorization licences and hear appeals regarding administrative penalties imposed by the Registrar of Passenger Transportation.
- Under the Passenger Transportation Act Section 28 (1), the Board is required to consider a 3-part test with each application (see Appendix 1: Regulatory Overview), as follows:
 1. Is there a public need for the service?
 2. Is the applicant a fit and proper person to provide the service and are they capable of providing the service?
 3. Would approval of the application promote sound economic conditions in the passenger transportation business in B.C.?
 - The PT Board must answer "yes" to all three questions to approve an application.
- There are currently seven 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 eleven full-time employees who manage administrative functions and day-to-day communication with applicants.
- The 2022/23 budget for the Board is \$890,000, which is the same as the 2021/22 budget. The budget is allocated as follows:
 - Salaries and Benefits: \$492,000
 - Board Expenditures: \$185,000
 - Operating Costs: \$215,000

Government Financial Information

BACKGROUND

- 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 '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.
- Currently, the seven part-time board members (including the chair) and their appointment dates are as follows:

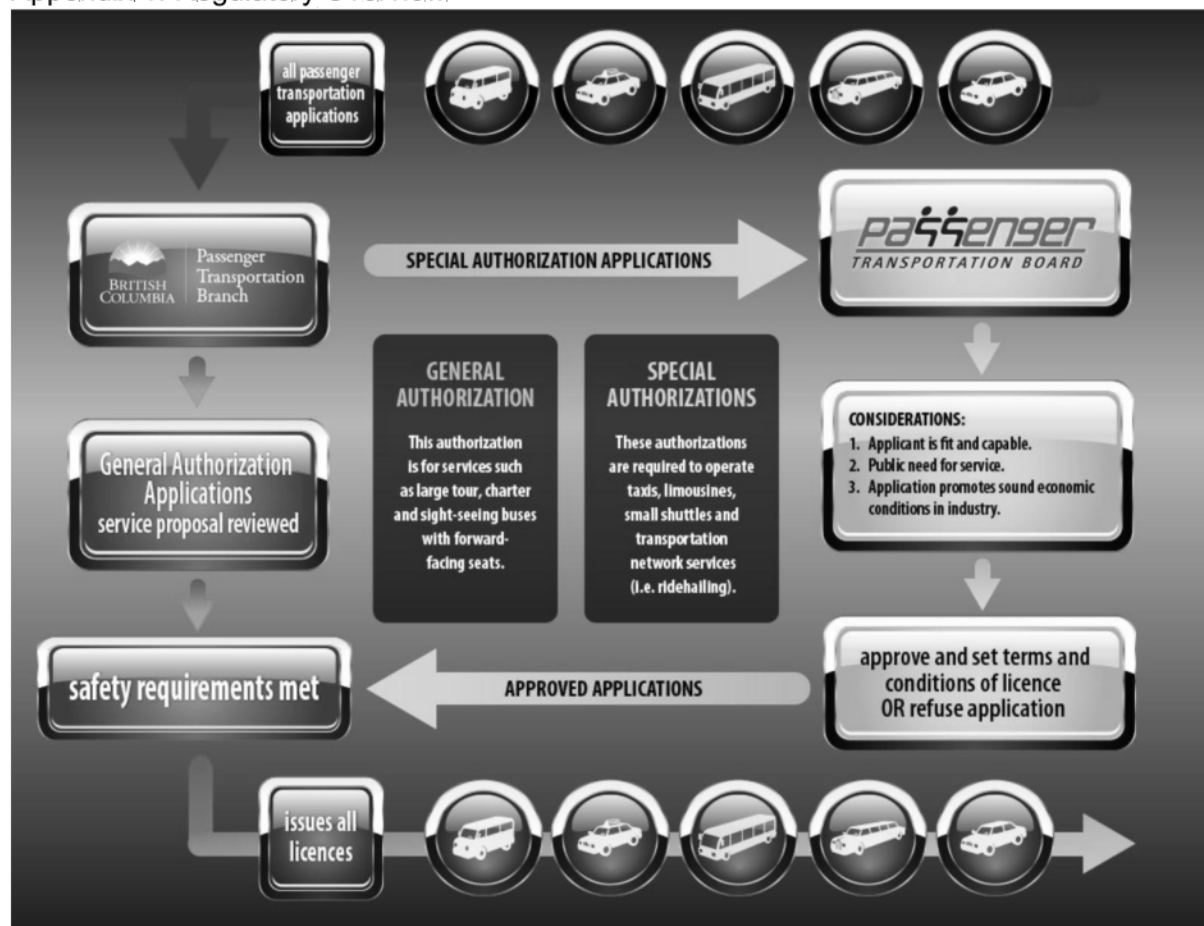
Board Member Name	Original Appointment	Expiry of Appointment
Carmela Allevato, Chair	October 1, 2020*	October 1, 2023
Garland Chow	April 27, 2020	November 5, 2022
Baljinder Narang	March 11, 2019	November 5, 2023
James Savage	August 7, 2020	November 5, 2022
Karlan Modeste	November 19, 2021	November 19, 2023
Mary Childs	November 19, 2021	November 19, 2023
Kyong-ae Kim	November 19, 2021	November 19, 2023

* Note: Carmela Allevato was appointed as a Member of the Board on November 5, 2018.

PROGRAM CONTACT

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Appendix 1: Regulatory Overview



Passenger Transportation Board Taxi Rate Increase Estimates Note

Ministry of Transportation and Infrastructure

Date: May 18, 2022

ISSUE

- With inflation and rising fuel costs driving up the cost of living in B.C., the Taxi industry wanted their rates reviewed and increased.

ADVICE AND RECOMMENDED RESPONSE

- As outlined in the Passenger Transportation Amendment Act, the independent Passenger Transportation Board (the Board) has the sole authority to set fleet sizes, rates and operating areas for taxis and ride-hail.
- The Board conducts a Taxi & Limousine Cost Index (TLCI) review annually to identify potential rate increases when operating costs rise for taxis and limousines in British Columbia.
- On March 17, 2022, the Board announced that taxi licensees can request a 2022 TLCI taxi rate increase of up to 5.3% until the request deadline of July 31, 2022.
- Advice/Recommendations
 - Ride-hail companies have the authority to raise their own rates to compensate for needs.
 - The Board sets the minimum rates for ride-hail based on average taxi meter flag rates for each region.
 - The Board may decide to review the minimum rates at some point, separate from the TLCI review process.
 - Similar to ride-hail, Limousine companies have the flexibility to change their rates in response to changing market conditions. Limos are also able to charge a fuel surcharge that increases when fuel prices rise.

BACKGROUND

- The TLCI is an objective tool that the Board uses to identify rate increases for taxis and limousines in B.C.
- The TLCI provides an efficient and fair way for transportation companies to obtain periodic rate increases when operating costs rise.
- TLCI rate increases are based on the Consumer Price Index (CPI) for B.C. They strike a balance between the interests of transportation operators and the consumers.
- If, in a given year, the CPI is less than the 2.0% threshold that must be met to implement a TLCI rate increase, that percentage will be carried over to the following year's review when next-year CPI data is added.
- To obtain a TLCI rate increase after the Board has completed the annual review, taxi licensees must:

- Complete and send a “TLCI Request for Taxis” form to the Board by a specific date/year;
 - Send notice of the TLCI request to the administrator or manager of each local government or First Nations council where the licensee is authorized to pick up passengers;
 - Attach to the request form a copy of each notice sent to local governments or First Nations councils; and
 - Receive written confirmation from the Board before implementing a TLCI rate increase
- In Prince George, Nanaimo, Penticton, Port Alberni or the Capital Regional District, at least 51% of licensees must submit TLCI request forms before the Board will authorize a rate increase.
 - In the Metro Vancouver or Fraser Valley regional districts, licensees that, in total are authorized to operate at least 51% of the taxis in the common rate area, must submit TLCI request forms before the Board will authorize a rate increase.
 - Licensees may not change their rates before the effective date set by the Board.
 - Any change to metered taxi rates must include a change to the flag rate.
 - Taxi companies can make a Change of Rates application at any time whether or not a TLCI rate increase is available. Applicants must provide objective evidence that justifies the increase requested.
 - Previous-year TLCIs are as follows:

Year	TLCI Increase	Rationale
2021	0 %	2020 CPI increased less than 2% required to implement increase
2020	2.3%	Based on 2019 CPI of 2.3%
2019	2.7%	Based on 2018 CPI of 2.7%
2018	2.1%	Based on 2017 CPI of 2.1%
2017	0 %	2020 CPI increased less than 2% required to implement increase

- If fuel prices continue to rise, industry may request the Board consider a temporary fuel surcharge.
- The Board’s website currently states that fuel surcharges are not available for taxis, shuttles and other passenger-directed vehicles.

PROGRAM CONTACT

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Inter-City Bus Status Estimates Note

Ministry of Transportation and Infrastructure

Date: May 18, 2022

ISSUE

- Inter-city Bus (ICB) services during COVID-19.

ADVICE AND RECOMMENDED RESPONSE

- Our government has taken several steps to mitigate the impact of COVID-19 on ICB operators.
- The independent Passenger Transportation Board (the Board) allowed ICBs to temporarily reduce or suspend operations until further notice, while the Passenger Transportation Branch (the Branch) allowed licensees including ICB operators with licences expiring between April 1 and June 1, 2020, to defer their licence renewal by up to 1 year, or by June 30, 2021 (whichever came first).
- ICBC has also made policy changes that allowed ICB operators to suspend insurance without financial implications.
- In March 2021, the provincial government provided a one-time grant of \$6.2M to support ICB operators that experienced a 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.
 - Since receiving these grants, ICB operators continue to be impacted by travel restrictions, weather events and resulting highway closures. While we have seen the industry continue to provide services and even re-establish routes where they had previously ceased operations, low ridership has continued, forcing some ICB operators to further reduce services or temporarily stop operations.
 - This grant program concluded in March 2022. Advice/Recommendations
Advice/Recommendations

If asked about BC Bus North:

- BC Bus North (BCBN) continues to offer service on four distinct routes: Prince George - Prince Rupert (Route 100); Valemount - Prince George (Route 200), Prince George - Fort St. John (Route 300); and Dawson Creek - Fort Nelson (Route 400).
 - There have been no service reductions, although ridership on each of these routes declined to varying degrees between 2019 and 2020.
 - Between 2020 and 2021, BCBN saw some recoveries, although not to pre-pandemic levels. Ridership generally continues to recover.
 - BCBN initially enhanced cleaning measures, installed plexi-glass shields between seats and restricted capacity on their buses to promote safe physical distancing. Currently, seats immediately behind the driver on all four coaches are blocked. All other seats are available for booking.
 - BCBN, operated by Diversified Transportation Ltd., was previously funded through a cost-sharing agreement between the province and Canada. On

April 1, 2022, through a provincial government grant, Northern Development Initiative Trust (NDIT) became responsible for northern transportation, including intercity bus service.

- Another partnership recently announced between the ministry and NDIT is the Northern Community Shuttle Program, which provides funding for the provision of passenger transportation services that help northerners access services and amenities, visit friends and family, and connect to long-haul transportation options along major highway corridors. Eighteen communities received grants, including 11 that previously had grants under the Highway 16 Community Transportation Grant program.

If asked about the Health Authorities:

- B.C.'s Health Authorities have continued to provide important service to communities throughout the pandemic.
- Prior to COVID-19, Northern Health Connections (NHC) had expanded its passenger eligibility to people 60 years of age and older and to people with mobility challenges. Due to COVID-19, travel was restricted for a time to those with medical appointments, however NHC has begun lifting restrictions again, starting with seniors.
- 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

- In 2018, due to declining ridership, Greyhound Canada announced it was ending its passenger and freight services in Western Canada, with the exception of its Vancouver to Seattle route.
- On June 4, 2018, BCBN began providing long-haul coach services to Northern B.C. communities.
- On July 11, 2018, the Board initiated a simplified ICB application process, and both the Board and the Branch continue to prioritize applications to service vacated routes.
- That same year, Transport Canada made an offer to interested provinces to cost-share operating expenses for ICB 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 BCBN in the fall of 2019 and continued the cost-sharing arrangement through to March 31, 2022, after which NDIT, through a provincial government grant, entered into a one-year agreement to continue the service with the current operator.
- The ministry also issued a Request for Expression of Interest to engage the private sector in restoring service to unserved areas.
- Numerous private ICB operators have stepped up since Greyhound's announcement, and now service most of the province.

On private ICBs:

- Currently, there are more than 30 private ICB operators in the province.
- Prior to COVID-19, several companies applied to the Board for additional route points or an increase in service frequency.
- Once the pandemic hit, travel restrictions and other related measures resulted in a significant decline in ICB ridership, up to 95% in some cases.
- In early 2021, many ICB operators formed the BC Motor Coach Coalition to advocate for increased financial support to minimize COVID-19 impacts.
- On March 9, 2021, government announced an ICB industry-specific grant of \$10.7M to cushion the effects of COVID-19 on ICB operators. This one-time grant was designed to help ICB operators maintain or re-establish routes between April 2021 and March 2022.
- On March 30, twenty ICB operators benefited from the program, collectively receiving \$6.2M.
- While there have been provincial-federal discussions on this matter, no federal funding for ICBs has been provided to date, with the exception of the specific BC Bus North route.
- The Major Anchor Attractions Program, announced May 18, 2021, provided financial relief to eligible tour bus companies that travel to rural and urban tourist attractions. Grants of up to \$1M were provided to 27 tour bus operators in July 2021.

PROGRAM CONTACT

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BC Bus North/Intercity Bus Service Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: February 2, 2022

ISSUE

- BC Bus North will continue service through March 31, 2022 with support from the Government of Canada.
- From April 2022 to March 2025, North Development Initiative Trust (NDIT) will provide grants to deliver northern transportation services.

ADVICE AND RECOMMENDED RESPONSE

- Northern British Columbians can continue to have reliable inter-city bus service. During the COVID-19 pandemic regular schedules were maintained with additional safety measures implemented, such as enhanced cleaning and plexi-glass shields installed on seats.
- 2021 ridership, 3,889 passengers, was close to the 4,015 passengers in 2020. In 2019, ridership peaked at 5,622. These figures are for all four routes.
- 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, 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
 - Fiscal 2021/22 – forecast of \$1.3 million
- Western Economic Diversification, now PacifiCan, required a competitive process to choose an operator. The successful proponent, and only respondent, was the current operator.
- In March 2020, ticket prices were changed to the industry practice of distance-based fares.
- 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.
- 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

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BC Air Access Estimates Note

Ministry of Transportation and Infrastructure

Date: February 3, 2022

ISSUE

- In 2022/23 there is a \$2.53M budget for new projects under the BC Air Access Program (BCAAP).

ADVICE AND RECOMMENDED RESPONSE

BCAAP	3 Year Plan (\$ million)			
	2022/23	2023/24	2024/25	Total
Previously Approved Project Cash Flow	\$1.730	-	-	\$1.730
Funding Available for New Projects	\$2.530	Cabinet Confidences		
TOTALS	\$4.260			

Prior BCAAP funding:

- The \$2.53M BCAAP budget for 2021/22 was allocated along with \$6.75M in one-time funding from Economic Recovery in October 2020; the resulting 28 projects were ongoing through 2021/22 with many continuing in to 2022/23.
- The last BCAAP application intake was for the 2020/21 fiscal year and saw 46 applications totalling \$24.6M received from 34 different airports.
- Due to the significant impact the COVID-19 pandemic has had on regional and local airports, additional one-time operational funding was provided in March 2021 totalling \$16.5M to 55 airports that host medevac services.

Aviation Supports	Prior to FY23 (\$ million)			
	2019/20	2020/21	2021/22	Total
BCAAP New Budget	\$8.000	\$2.530	-	\$10.530
Economic Stimulus	-	\$6.750	-	\$6.750
Covid Operations Support	-	\$16.500	-	\$16.500
TOTALS	\$8.000	\$25.780	-	\$33.780

BACKGROUND

- BCAAP is a funding 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 scheduled passengers or less are cost-shared, with BCAAP covering 50%, 60% or 75% of eligible costs 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 seven years, BCAAP (including Economic Recovery funds allocated to BCAAP applicants) has invested or committed over \$45M to 113 projects at 65 aviation facilities across the province. Along with funding leveraged from other parties, this totals over \$95M invested in provincial airports.
- The regional breakdown for these projects is approximately:
 - North = \$18M
 - South Coast = \$7M
 - Vancouver Island = \$6M
 - Interior = \$13M
- A subset of airport communities can access and has accessed funding through the federal government's Airports Capital Assistance Program (ACAP).
 - ACAP is available only to certified airports that have scheduled passenger services and then only for projects that directly serve the needs of scheduled passenger traffic.
 - ACAP has a national annual budget of \$38M – this funding has been supplemented with \$186M over two fiscal years 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.

PROGRAM CONTACT

Reg Faubert, Manager, Policy, Programs and Partnerships Division – Cell: 250 818-2843

Supports to the Aviation Sector Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: February 3, 2022

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 \$29.924M in financial supports, specific to the aviation sector, through a variety of programs and initiatives.
- There are no supports specific to the aviation sector budgeted for 2022/23, other than the Ministry's \$2.53M budget for the BC Air Access Program.

BACKGROUND

- The aviation sector was 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 and to remain open to host emergency medevac and forest fire suppression activities.

Provincial Funding

- 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

- The Ministry has worked with the BC Aviation Council to direct \$4.144M in federal funding through three phases to small B.C. based air carriers serving remote communities.
 - The final \$372,000 (Phase 3 funding) of this Remote Air Services Program funding is being dispersed in the first quarter of 2022, to support operations in the latter half of 2021.
- On February 22, 2022, the federal government through Pacific Economic Development Canada announced \$18,811,536 in Covid related operational aid to two B.C.-based regional airlines (approximately \$5M to each of Pacific Coastal Airlines and Central Mountain Air) and 11 B.C. airports (ranging from \$54,720 for Anahim

Lake to \$3.26M for Kelowna – other airports sharing in this funding were Abbotsford, Castlegar, Cranbrook, Dease Lake, Fort Nelson, Quesnel, Smithers, Tofino and Williams Lake).

PROGRAM CONTACT

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Active Transportation Infrastructure Grants Program

Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: March 3, 2022

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 support for active transportation infrastructure to a maximum cost-share of \$500,000 per project
 - a sliding scale % of funding for projects 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
 - alignment with British Columbia Active Transportation Design Guide
 - funding for active transportation amenities and end/mid-trip facilities
 - Network Planning grants of up to \$50,000 are available to 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:
 - safety of vulnerable road users
 - mode shift to active modes
 - climate change mitigation efforts
 - accessibility for people of all ages and abilities
 - economic opportunities, including tourism
 - community connectivity

BACKGROUND

- The ministry committed **\$45M over the past five fiscal years (2017/18, 2018/19, 2019/20, 2020/21, 2021/22) for active transportation grants**. The total investment inclusive of community contributions is \$163M.
- In 2021/22, the Active Transportation Infrastructure Grants Program received 123 applications with a total request of \$30M for a \$100M total value of projects. Indigenous communities' applications totaled \$6.4M in requested funding.
- **In 2021/22, the Active Transportation Infrastructure Grants Program funded 63 projects for a total of approximately \$14M from annual funding of \$12M and 18% overallocation based on historical decommitment.** When combined with cost sharing investments from municipalities, the total project value is approximately \$38M.
- The 2022/23 intake for the Active Transportation Infrastructure Grants Program will be announced later this year.
- **In 2022/23, MOTI's Base Budget for the Active Transportation Infrastructure Grants Program has been increased to \$20M.** The program is funded with \$6M from base funding and \$14M from CleanBC.
- The Government of Canada recently opened the first intake of their Active Transportation Fund. There is a continuous intake for Indigenous governments. The intake for other applicants closes March 31, 2022. The Fund provides \$400 million over five years to help build new and expanded networks of pathways, bike lanes, trails and pedestrian bridges.

Program Budget

2022/23 -2024/25 (\$ millions)			
2022/23	2023/24	2024/25	Total
\$20.00	Cabinet Confidences		

- BCTFA funding is \$6 million annually.
- The increase from Budget 22 of \$8 million reflects funding provided to the ministry operating budget through CleanBC.
- This is in addition to a \$6 million increase from Budget 21 also through CleanBC for the **total budget of \$20 million**.

PROGRAM CONTACT

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DUPLICATE

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DUPLICATE

Pilot Projects under Part 13 of the *Motor Vehicle Act*

Estimates Note

Ministry of Transportation and Infrastructure

Date: March 3, 2022

ISSUE

- Status of Active Transportation pilot projects under Part 13 of the *Motor Vehicle Act* (MVA) – **electric kick scooter**.

ADVICE AND RECOMMENDED RESPONSE

- Working with communities to expand active transportation networks is critical to achieving our CleanBC commitments.
- **The electric kick scooter pilot project**, as well as the announced enhanced funding of the Active Transportation Grant Program, are two examples of our government's commitment to support local communities.
- People are changing the way they travel, and it's important that regulations address e-mobility as an emerging mode of personal transportation.
- In acknowledgement of this shift, and to support the provincial Active Transportation Strategy and CleanBC, the three-year electric kick scooter pilot project regulation came into force on April 5, 2021.
- The Ministry will continue to work with pilot communities over the pilot's 3-year lifecycle of the pilot to assess key aspects such as safety, mode shift, first/last mile connections to public transit, and the degree of alignment with government's Active Transportation and CleanBC goals.
- With respect to potential future pilot projects, **Ministry staff will continue to engage local communities who bring forward suggestions for pilot projects** to find the best approach for the province to support expanded active transportation networks and CleanBC at the local level.

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.
- Currently, the municipal councils of the following eight communities are authorized under the provincial pilot project regulation, 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;
- 6) District of West Vancouver;
- 7) City of Richmond; and,
- 8) City of Nanaimo

- Authorized communities **must update their bylaws before electric kick scooters may be used**. Of the communities listed above, the City of Nanaimo and the City of West Vancouver have not yet updated their bylaws.
- 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.

Lowered Speed Limits:

- **Several local communities have indicated interest in a provincial pilot project to lower the default speed limit currently set at 50km/hr under the MVA.**
- However, **as local governments have authority to lower speeds by posting signs and enacting bylaws, the need for a provincial pilot project remains unclear**. Any initiative to lower speed limits—whether under provincial regulations or under existing municipal authority—raises significant issues requiring careful analysis to prevent unintended consequences with respect to compliance and enforcement.
- Some municipalities, such as the District of Saanich, have requested the authority to set their own blanket/area speed limits—via amendments to the MVA or by way of an MVA pilot project—to save the cost of sign installation.
- Other communities have initiated their own pilot projects. Municipal pilots such as Vancouver's 30km/hr 'slow zone' pilot in the Grandview-Woodland neighbourhood provide an opportunity for an evidence-based assessment of lower speed limits on specific types of municipal roads.
- Ministry staff look forward to learning more about local community pilot initiatives with respect to speed limits on their local roads.

PROGRAM CONTACT

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Jesse Skulmoski, Director of Strategic Initiatives and Active Transportation Grants,
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Climate Adaptation Funding Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: May 18, 2022

ISSUE

- Climate Adaptation Funding

ADVICE AND RECOMMENDED RESPONSE

- TRAN is investing \$295M over the next 9 years through a newly funded Climate Adaptation Program
- Throughout the next 3 years TRAN plans to invest \$65M of the Climate Adaptation Program Funding to deliver culvert and drainage improvements, highway and bridge erosion protection, creek channel stabilization and innovative solutions such as monitoring systems for ground saturation and weather event impacts.
- Climate Adaptation Funding comes in addition to the overall Rehabilitation and Maintenance Programs that deliver over \$560M in Rehabilitation works and \$450M in Contract Values annually.
- TRAN anticipates investing ^{Advice/Recommendations} through the Highway Reinstalment Program to reconstruct the highways impacted by the November 2021 atmospheric river event (H1, H5, and H8) further increasing the resilience of the transportation network.

BACKGROUND

- The ongoing COVID-19 pandemic and recent atmospheric river event have highlighted the need for the transportation network to be reliable, ensuring people can access essential services and goods can flow to communities in a timely manner.
- The Ministry is investing more than \$8B in Transportation Investment projects through our Capital Expansion, Preservation, and Transit programs all of which include Build Back Better design requirement and will contribute to increasing the resiliency of the transportation network.
- One of the key threats to the reliability of the highway network is climate related events, such as high intensity rainfall events, extreme freshet seasons and flooding. These events have been increasing in intensity due to climate change.
- MOTI developed a policy in 2015 requiring all engineering design undertaken on MOTI projects (new projects as well as rehabilitation) to consider the effects of climate change.

PROGRAM CONTACT

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Transportation Climate Initiatives

Estimates Note

Ministry of Transportation and Infrastructure

Date: February 2, 2022

ISSUE

- Ministry of Transportation and Infrastructure (MOTI) 2022/23 activities to reduce greenhouse gas (GHG) emissions from the transportation sector and support the CleanBC climate plan.

ADVICE AND RECOMMENDED RESPONSE

- The Ministry has an important role in CleanBC, 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.
- The recently released Roadmap to 2030 targets include 25% reduction in kilometres driven by personal vehicles and a 30% increase in trips taken by walking, cycling or on public transit since 2020.
- For the fiscal year 2022/23, MOTI has dedicated \$31.3M in funding from the BCTFA and CleanBC towards the delivery of transportation related actions to reduce greenhouse gas emissions.
- MOTI is also undertaking a number of transportation-related activities to support the CleanBC plan including the installation of more Electric Vehicle charging stations around the province, funding to retrofit heavy-duty vehicles to reduce GHG emissions and increasing investment in active transportation infrastructure

Transportation Climate Initiatives	3 Year Plan (\$M)			
	2022/23	2023/24	2024/25	Total
Active Transportation	\$24.500	Cabinet Confidences		
CleanBC Heavy-Duty Vehicle Efficiencies	\$3.500			
Electric Vehicle Charging Stations	\$1.600			
Minor climate studies and pilot projects	\$1.700			
TOTAL	\$31.300			

BACKGROUND

The Ministry's climate-related initiatives include:

Active Transportation (\$24.5M/year CleanBC/BCTFA)

- 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 budget for active transportation includes 3 components:
 - Infrastructure (B.C. Active Transportation Infrastructure Grant program) - \$20M/year
 - Programs (Education and encouragement) - \$4M/year

- Policy (Clean Transportation Action Plan) - .5M/year
- The Active Transportation Infrastructure Grant program provides cost-sharing grants to Indigenous and local government to plan and build high-quality active transportation facilities. In 2022/23, an additional \$8M per year is being provided to meet the high demand of this program.
- Education and encouragement programs include:
 - School programs including Active School Travel pilot program and the EveryoneRides Grade 4/5 bike education pilot
 - Funding GoByBike (Bike to Work) Week Spring and Fall 2022 events
 - Motor Vehicle Act pilot projects to support electric kick scooters
- Active transportation facilities are also included in ministry highway and major projects whenever possible.

Heavy-Duty Vehicle Efficiency Program (\$3.5M/year for 22/23 and 23/24 and \$0.9M for 24/25 CleanBC)

- The ministry is continuing the 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 2022/23, for a total of 30 ministry-installed sites since 2018.

Minor climate studies and pilot projects (\$1.7M/year BCTFA)

- Electric Vehicle Charging Stations 5-year plan to further develop the EV charging network into the future. The plan will identify gaps in the network, source off-grid charging option and determine cost estimates for future work.
- Electrification of Inland Ferry fleet to meet the CleanBC commitment to electrify B.C.'s entire fleet of inland ferries by 2040. The first electric ferry in B.C., CF Arrow Park III cable ferry, will be completed by summer 2022.
- Urban Air Mobility applies advances in clean technologies, miniaturization and vertical take-off and landing to local transportation needs. The ministry is a member of the Canadian Advanced Air Mobility Consortium.

PROGRAM CONTACT

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Clean Transportation Action Plan

Estimates Note

Ministry of Transportation and Infrastructure

Date: February 11, 2022

ISSUE

- CleanBC Roadmap 2030 released in October 2021 includes a commitment to release a Clean Transportation Action Plan (CTAP, or Action Plan) in 2023.
- MOTI and EMLI will work collaboratively to engage with internal and external partners to develop the CTAP – a comprehensive action plan to achieve GHG emissions reduction across the transportation sector by 2030.

ADVICE AND RECOMMENDED RESPONSE

- While the transportation sector plays a major role in all our lives, connecting us to each other and the world, it is also the largest single source of GHG emissions, accounting for approximately 40% of our annual total in British Columbia.
- Reducing transportation emissions will require aggressive action in addition to our government's world leading light duty zero emission vehicle sales and fuel standard requirements.
- The commitment to release a Clean Transportation Action Plan in 2023 is part of our government's efforts—as outlined in CleanBC's Roadmap to 2030—to accelerate measures and new ideas to support B.C. in achieving emission reduction targets in the transportation sector for 2030 (i.e., 27-32% below 2007 levels) and beyond.
- Advice/Recommendations

BACKGROUND

- CleanBC Roadmap 2030 was released in October 2021 to outline accelerated measures and new ideas to support B.C. in achieving emission reduction targets for 2030 (i.e., 27-32% below 2007 levels) and reach net-zero by 2050.
- Transportation remains the largest single source of GHG emissions, accounting for approximately 40% of the annual emissions total in British Columbia. Reducing transportation emissions will require aggressive action in addition to the province's leading zero emission vehicle and fuel standards.
- To further support government's efforts the Roadmap includes a key commitment to release a Clean Transportation Action Plan in 2023 that outlines specific initiatives to meet transportation sector GHG emission reductions of 27-32% (from 2007) by 2030.
- The Action Plan will serve as a public facing, action-oriented policy document that is a single point of reference linking new and existing short-term actions across the transportation sector to achieve the legislated reduction targets by 2030. It will also include a longer -term outlook and actions to achieve net zero GHG emissions by 2050.
- MOTI and EMLI are the lead ministries, working with the Climate Action Secretariat, on development of the CTAP. The technical details of the Action Plan will be developed

in partnership with key government agencies and informed through engagement with stakeholders over the next year.

- As highlighted in the Roadmap to 2030, it is expected the Action plan will approach GHG reductions across the sector according to five foundational action areas: 1. Reduce distance travelled; 2. Increase mode shifting to more energy efficient forms of transport; 3. Improve vehicle efficiency; 4. Accelerating the switch to zero-emission vehicles; and. 4. Increase use of cleaner fuels.
- Key Roadmap commitments to be further addressed through CTAP include:
 - Reducing VKT by light-duty vehicles by 25%;
 - Increasing share of trips by walking, cycling and transit by 30% by supporting mode shift to active transportation and public transit; and,
 - Reducing carbon intensity of goods movement by 10% by supporting commercial tracking innovation and shift to cleaner technologies or transportation modes.

PROGRAM CONTACT

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BC Transit Low Carbon Fleet Program

Estimates Note

Ministry of Transportation and Infrastructure

Date: February 17, 2022

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 late 2022.
- In the meantime, BC Transit continues to add to its compressed natural gas (CNG) fleet of over 200 medium and heavy duty buses.
 - In 2021/22 BC Transit added 35 medium duty and 20 heavy duty CNG buses.
 - In 2022/23, BC Transit forecasts to add 15 medium duty and 21 heavy duty CNG buses to its fleet.

BACKGROUND

Phase 1

- Phase 1 of the LCFP includes \$125.7M in approved Provincial funding for approximately 140 buses and associated charging infrastructure.
- No additional provincial funding is required to deploy Phase 1.

Phase 2

Cabinet Confidences; Government Financial Information

- This costing is under revision as BC Transit improves its facilities planning process and continues the acquisition of its first ten battery electric buses scheduled for delivery in 2022/23.

Compressed Natural Gas

- 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.

Hydrogen

- The Ministry and BC Transit continue to monitor developments in hydrogen fuel cell and hybrid hydrogen/battery technologies.

PROGRAM CONTACT

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Department 250 896-5609

Integrated Transportation and Development Strategy

Mandate Commitment

Estimates Note

Ministry of Transportation and Infrastructure

Date: February 16, 2022

ISSUE

- Development of an Integrated Transportation and Development Strategy.

ADVICE AND RECOMMENDED RESPONSE

- Through the Integrated Transportation and Development Strategy (ITDS), the province is introducing an integrated planning approach to ensure greater alignment between transportation and land-use.
- ITDS is intended to support the development of compact, complete connected communities, enable safe and integrated transportation systems, enhance economic competitiveness and prosperity and include resilience and climate action.
- It will position the Province as a planner and partner in the management of growth across British Columbia.
- This province-wide initiative will enhance current planning processes to help focus government policy, coordinate with municipal and regional economic development and land-use planning initiatives and seek to work with local governments and other partners in a collaborative way.
- We are already applying these ITDS principles to projects like the Surrey Langley SkyTrain and the Central Okanagan Integrated Transportation Strategy.
- We will be engaging with partners to better understand opportunities and challenges in advancing integrated planning.

BACKGROUND

- The Minister's November 2020 mandate letter states that the Minister, "with support from the Minister of Municipal Affairs, lead work on the Integrated Transportation and Development Strategy to ensure greater alignment between transportation and land-use planning."
- An integrated systems approach to planning is required to focus government policy, coordinate with economic development and land use planning initiatives, and prioritize transportation investments that contribute to an efficient and accessible multi-modal transportation network that moves people and goods while connecting communities, regions and global markets.
- This Province-wide initiative will align transportation/land use decisions and investments with broader government objectives such as affordable housing, climate action targets, resiliency, equity and reconciliation.
- In fall 2021, the initial phase of ITDS was completed, which set the context of the initiative and established a framework (vision, goals and objectives, see Attachment 1). This work also included a global jurisdictional scan of similar jurisdictions that

embraces an integrated planning approach. Jurisdictions included Greater Golden Horseshoe (ON), South Australia, Washington, Auckland and Portland.

- Currently, planning policies, legislation, resources, and other tools are being reviewed to identify opportunities to enable the ITDS vision and goals. This includes assessing processes to enhance coordination between provincial transportation and local land-use planning to achieve greater leverage and co-benefits.
 - ITDS is leveraging current provincial initiatives (CleanBC, Economic Plans, etc.) and provincial projects (Surrey-Langley Skytrain, etc.) to socialize ITDS.
 - Advice/Recommendations
-
- While the work on the province-wide initiative progresses, the ministry is already applying these goals and objectives in partnership with local governments and others on region specific projects.
 - Central Okanagan Integrated Transportation Strategy is an example of a ministry initiative that is developing a multi-modal strategy that connects and aligns with plans of the region and local governments. Findings and recommendations will enable all parties to coordinate transportation, land use and housing decisions, and investments that would best serve the communities and Central Okanagan region.

PROGRAM CONTACT

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Fraser Valley Integrated Planning Estimates Note

Ministry of Transportation and Infrastructure

Date: February 16, 2022

ISSUE

- Integrated Transportation Planning in Fraser Valley

ADVICE AND RECOMMENDED RESPONSE

- A Fraser Valley Integrated Transportation Development Plan (FVITDP) was initiated in spring 2020 in response to rapid growth and rising congestion in the region.
- The initial works associated with FVITDP has included a comprehensive data collection initiative, engagement with stakeholders (fall of 2020) to identify key issues of concern in the Fraser Valley and a Regional Rail Pre-Feasibility Study.
- The ministry recognizes that the various levels of government have initiated simultaneous planning processes (i.e., Fraser Valley Regional Growth Strategy and Mission Waterfront Revitalization Master Plan).
- Recent extreme flood events have highlighted for the Ministry and the Province the need to ensure various levels of government not only align long-term planning efforts related to future growth, but also appropriately account for climate change and resiliency.
- We look forward to continuing to work with Fraser Valley communities on an integrated approach to flood recovery and growth.

BACKGROUND

- The FVITDP was included in Budget 2020 and announced in August 2020.
- Advice/Recommendations
-
- Advice/Recommendations
- There is an opportunity for the province to undertake broader engagement involving elected officials from all levels of government to discuss priorities and strategies for working together on rebuilding from the storm event, designing a resilient infrastructure system and planning for growth.
- For the Province, the Fraser Valley Hwy 1 Corridor Improvement Program (264th to Whatcom) and Surrey-Langley SkyTrain are significant provincial infrastructure investments that could serve as a basis for collaborative planning and could integrate with the various initiatives of other ministries and local governments.

- From a long-term planning perspective, the regional passenger rail concept, BC Transit's future service expansion plans, Fraser Valley Regional Growth Strategy update and Fraser Valley Housing Needs Report are other key collaboration and partnership opportunities.

PROGRAM CONTACT

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Surplus Properties (Disposal) Program

Estimates Note

Ministry of Transportation and Infrastructure

Date: February 16, 2022

ISSUE

- Surplus Properties (Disposal) Program 2022/23 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.
- Cabinet Confidences

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

- Specific to Ministry of Transportation and Infrastructure surplus properties, the sale proceeds contribute to BCTFA revenue.

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 childcare facilities by another provincial government organization 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: \$19.4 M
- 2020/2021: \$14.1 M

Advice/Recommendations: Government Financial Information

*While Budget 2022 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 surplus BCTFA property mitigates the related transportation and infrastructure project costs, and contributes modestly to covering annual costs of the BCTFA.
- 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

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Commercial Vehicle Chain-up Enforcement

Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: February 15, 2022

ISSUE

- Commercial vehicle chain-up violations on B.C. highways.

ADVICE AND RECOMMENDED RESPONSE

- CVSE staff work closely with the trucking industry and commercial vehicle operators to promote chain-up.
- In 2018, B.C. introduced several enhancements to improve the safety and reliability of our highways during winter. These included enhanced commercial vehicle chain-up regulations, usage of winter tires and chains, and restricting commercial vehicles from the left lane on key sections of the Coquihalla.
- In addition, the chain-up area at Box Canyon was expanded to handle 75 commercial vehicles, so drivers can safely put on chains.
- The Coquihalla has a special protocol which is implemented during forecasts of heavy snowfall on the Snowshed Hill, requiring designated plows, tow trucks on standby, CVSE officers on site, and increased communication.
- B.C. also announced Mandatory Entry Level Training for Class 1 drivers, effective October 18, 2021, which will include a focus on the installation of chains for commercial vehicles.

BACKGROUND

- Ministry staff are exploring ways to increase compliance and awareness when chain-up is required on mountain passes, including making educational materials multilingual and reviewing autosock technology.
- CVSE officers issue violation tickets for chain regulation violations, bypassing the brake checks, and trucks travelling in the left lane.
 - Winter 2021/22 - 105 violation tickets issued to commercial vehicle drivers, worth more than \$41,825. Note: the low number is reflective of the closures due to the atmospheric river event.
 - Winter 2020/21 - 328 violation tickets issued to commercial vehicle drivers, worth more than \$98,000.
 - Winter 2019/20 - 372 violation tickets issued to commercial vehicle drivers, worth more than \$152,000.
- The pilot restricting commercial vehicles from the left lane started on the Snowshed Hill. Based on positive results, feedback from key stakeholders, CVSE Officers, and Operations staff, the pilot has been expanded to other key locations on the Coquihalla:
 - Larson Hill (between Hope and Merritt)
 - Inks Lake Hill (south of Kamloops)

- The enhanced regulations apply to all commercial vehicles over 5,000kg as follows:
 - Vehicles 11,794 kilograms or more must use steel chains, and the number of tires needing chains ranges from a minimum of two tires for vehicles without a trailer, to six tires on some larger and more-demanding configurations.
 - Vehicles less than 11,794 kilograms (i.e. buses or five-ton trucks), must use chains on a minimum of two tires and can use steel chains, cable chains, automatic chains, socks or wheel sanders, if not equipped with winter tires.
- Previous regulations only required vehicles over 27,000 kilograms to carry and use traction devices during winter conditions and mandatory chain-ups.
- In 2018 the ministry consulted with other snowy, mountainous jurisdictions in North America regarding chain-up regulations. This discussion helped B.C. develop our requirements and fine amounts, which currently fall midway on the spectrum of our jurisdictional scan.

PROGRAM CONTACT

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Highways & Regional Services Division – Cell: 604 220-7176

Permitting and Provincial Permit Centre Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: February 15, 2022

ISSUE

• Advice/Recommendations

ADVICE AND RECOMMENDED RESPONSE

- The Provincial Permit Centre issues on average 146,000 permits annually. In 2021, more than 163,000 were issued.
- Almost all provincial oversize / overweight permits are issued in a timely manner, through the Provincial Permit Centre.
- The biggest and heaviest loads need custom approvals before they can get permits, as overload approval requests of more than 64,000 kg require careful analysis of bridge load-carrying capacities by the ministry's structural engineers. Demand for those approvals has soared, causing delays.
- Since 2012, extraordinary load approvals have increased over 600%, from 1,400 to 12,000 annually.
- Ministry staff are exploring options to support this increase in applications.

BACKGROUND

- Structural Engineering continues to expand the network of routes that are pre-approved for more than usual weight, so more permits can be issued on those routes without needing extraordinary load approvals.
- There are currently four staff working on oversize/overweight permits. This has doubled since 2017. Many approvals also require input from structural engineers (and sometimes vehicle engineers).
- Many approvals do not result in issued permits. That is partly because multiple carriers bid on the same work and only one company does the work. Additionally, carriers are requesting permit approvals for work they have no intention of completing in hopes that the approval will cover a future request from clients.
- Advice/Recommendations
-

	Permits Overall	Extraordinary Load Approvals		
Year	Total #	Size Only	Weight or Weight and Size	Total #
2021	163,367	533	11,476	12,009
2020	145,733	610	8,706	9,316
2019	148,158	486	7,200	7,686
2018	142,727	539	4839	5,378
2017	134,239	497	3,473	3,970

PROGRAM CONTACT

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CVSE – Mandatory Entry Level Training (MELT) Estimates Note

Ministry of Transportation and Infrastructure

Date: May 18, 2022

ISSUE

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

ADVICE AND RECOMMENDED RESPONSE

- The Government of British Columbia is committed to making B.C. 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 became a pre-requisite October 18, 2021.
- Consultation with trucking and driver training industries in 2019 provided valuable input to support the development of B.C.'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 which, through the Canadian Council of Motor Transport Administrators, has 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, developed B.C.'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

- While program development continued during COVID-19 response, there was a delay as staffing resources were shifted to state of emergency measures. In addition, due to physical distancing measures, engaging commercial driver training schools and instructors was delayed as many schools were closed.

Cost & Funding

- Advice/Recommendations
- Advice/Recommendations there are several B.C. funding and grant programs available, including:
 - Community Workforce Response Grant (CWRG) program through the Ministry of Advanced Education and Skills Training. Grants are a maximum of \$300K per program (up to \$15K per participant).
 - Employer Training Grant through Ministry of Advanced Education and Skills Training has a C19 Impacted Worker Training Stream Grant. Grants are a maximum of \$300 per fiscal year, employers may receive 100% of eligible costs, up to \$10,000 per participant.
- In 2021/22 the above training programs approved \$835,000 in funding for 86 students to participate in MELT programs, as follows:
 - CWRG - \$313,000 for 27 students to participate; and
 - Employer Training Grant - \$522,000 for 59 students to participate.
- WorkBC also approves funding of up to \$7,500 to eligible EI clients to acquire training to meet their employment goals.
- Advice/Recommendations; Intergovernmental Communications

Statistics

- 101,000 B.C. drivers hold a Class 1 Drivers Licence (DL); on average 3,000 new Class 1 licenses are issued annually.
- In 2019, the year MELT consultations were announced, B.C. had an increase to 5,000 new Class 1 licenses, which returned to 3,000 in 2020.
- In 2021, the year MELT was implemented, approximately 4,000 new Class 1 licenses were issued.
- In the first quarter of 2022, 700 MELT completion certificates have been provided to ICBC; if this trend continues through the remainder of the year B.C. will be close to the average Class 1 licenses as pre-MELT.
- Since the implementation of MELT on October 18, 2021, the road pass rate has increased to 73%, before MELT was 55%.
- Advice/Recommendations

- Jurisdictions that have implemented Class 1 MELT had experienced reduced new Class 1 DL issuance; however, have since returned to pre-MELT levels.

PROGRAM CONTACT

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Deltaport/Roberts Bank Expansion T2

Estimates Note

Ministry of Transportation and Infrastructure

Date: February 16, 2022

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.
- If the federal government is satisfied with the assessment process, a final decision from Canada could occur in Fall 2022. This project is also subject to a provincial environmental assessment review.
- The province supports a process whereby all affected stakeholders have their say in how potential terminal development can be balanced with mitigating environmental impacts and community sustainability.
- 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, safeguard community livability and mitigate environmental concerns to deliver broad public benefits in the Roberts Bank area.

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.
- The federal environmental review process ends on March 15, 2022. Provincial agencies are providing their comments on the draft potential federal conditions. The comments will be posted publicly on the RBT2 registry.
- The federal government will take as much time as required to undertake a thorough review of the comments and to determine if VFPA has responded appropriately to the federal government's request for additional information on the project.
- If the federal government is satisfied, a further review period will begin under the legislated timelines set in the *Canadian Environmental Assessment Act*.
- If a federal decision to proceed is made, the provincial Environmental Assessment Office has 30 days to provide the provincial Environmental Assessment referral

package to provincial decision makers (Ministers of Transportation and Infrastructure and Environment). The decision makers then have an additional 45 days to make a final decision.

- Government Financial Information

PROGRAM CONTACT

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Industrial Land Estimates Note

Ministry of Transportation and Infrastructure

Date: February 15, 2022

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, including through the upcoming Goods Movement Strategy.

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.
- According to the CBRE Canada Research Centre, Metro Vancouver's overall availability of industrial land dipped to a record low of 0.9 percent in 2021. Demand for industrial land is largely driven by strong growth in e-commerce, warehousing, distribution, and logistics.
- 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 expand 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. Recommendations from the VFPA include:

- Implement a temporary freeze on the rezoning of industrial land to protect from further losses
- Conduct a regional land assessment of the Metro Vancouver land base to protect and grow the trade enabling industrial lands in the region
- Give special consideration to trade enabling industrial land with additional protection to limit type of use and preserve parcel size

- Advice/Recommendations

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 June 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

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Inter Provincial Coordination of Goods Movement Estimates Note

Ministry of Transportation and Infrastructure

Date: May 18, 2022

ISSUE

- Inter Provincial coordination on goods movement.

ADVICE AND RECOMMENDED RESPONSE

- Despite unprecedented challenges brought on by the COVID 19 pandemic and the catastrophic flooding that damaged highways in November 2021, our trade networks continue to show strength and resiliency.
- However, there is still unpredictability in global trade patterns.
- Based on volumes from June 2021, the Port of Vancouver saw total cargo increase by 6.5% over the same time last year. Significant increases were seen for consumer goods, vehicles, and forest products.
- The Port of Prince Rupert moved 25 million tonnes (MMT) of cargo in 2021, a decrease of just over 20% from 2020. This decline was mostly attributed to a significant reduction in coal exports, and a particularly bad season for the Canadian grain sector.
- 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.
- MOTI is in the process of developing a Goods Movement Strategy. As B.C.'s ability to export and drive economic growth throughout B.C. relies on the competitiveness and reliability of our transportation networks, B.C. is taking action to respond to emerging opportunities.
- 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 which includes ensuring there is sufficient network capacity.
- These ongoing discussions are focused on promoting greater regional collaboration and enhancing the competitiveness of the region in both domestic and international markets.

BACKGROUND

- The development of BC's Goods Movement Strategy will help B.C. to effectively navigate this rapidly changing global economic and transportation landscape and support continued, sustainable growth. The strategy will aim to increase the competitiveness of B.C.'s transportation networks, help protect existing economic activity, enable the attraction of new business while supporting the growth of BC exporters while advancing sustainability objectives.

- 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):
 - The Task Force recently completed its phase 2 report in December 2021. The report includes a vision, goals and 27 actions that governments can collaborate on to help address challenges and improve the trade-supporting transportation systems in Canada.
 - The context for the Phase 2 report illustrates that:
 - Transportation plays a crucial role in supporting Canada's trade flows and overall competitiveness within each region.
 - In recent years, Canada's overall global competitiveness ratings have dropped in comparison to the US, in part because of lagging road transportation investments and marine shipping connectivity.
 - Recent studies by the Canadian Automobile Association, Canadian Chamber of Commerce and WESTAC highlight the importance of investing in transportation infrastructure, addressing congestion, and improving regulatory alignment to further support Canada's economic competitiveness.
 - The COVID-19 pandemic exposed the structural fragility of supply chains and the need for coordinated action to improve the resiliency of supply chains, both in terms of human resources and infrastructure.
 - The pandemic has also highlighted the significance of labour challenges and shortages across all sectors.
- The Federal Provincial Territorial Task Force for Multimodal Transportation Data and Performance and Forecasting Working Group:
 - The objective is to develop a fact-based understanding of the 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 objective 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)
 - Additional priorities are to determine long term cargo forecasts and to conduct corresponding rail operations simulations to inform infrastructure priorities; completion of the short sea shipping feasibility assessment; and completing a profile of industrial land that supports trade that can inform long term planning, particularly for logistics and warehousing essential to the port's growth.
- WESTAC
 - A not-for-profit organization which works to advance the western Canadian economy through improvements in the region's transportation trade system. The province joins a membership of approximately 40 organizations including carriers and logistics providers, ports and terminals, shippers, labour unions and three levels of government.
- The Greater Vancouver Gateway Council
 - The Greater Vancouver Gateway Council's mandate is to pursue a vision for

the Greater Vancouver as the Gateway of Choice for North America, able to capitalize on opportunities from expanding world trade and tourism. The Gateway Council comprises senior executives from industry, government and academia

- Greater Vancouver Urban Freight Council
 - The Greater Vancouver Urban Freight Council's mandate is to advance the implementation of TransLink's Regional Goods Movement Strategy including:
 - championing and helping facilitate priorities identified in the Regional Goods Movement Strategy,
 - coordinating related initiatives among partners, and
 - exchanging knowledge and information on urban freight issues.

PROGRAM CONTACT

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Regional Port Enhancement Program

Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: February 16, 2022

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 Prince Rupert Port Authority's project is expected to be completed by March 31, 2024. The province will monitor progress through annual reports submitted by the port. A final report will 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 will have 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 eliminate the need for double handling of cargo through already crowded mainland terminals.
- The Nanaimo Port Authority's expansion is expected to be completed by March 31, 2025. The Province will monitor progress through annual reports submitted by the port. A final report will summarize and quantify how the project objectives were achieved.

PROGRAM CONTACT

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Goods Movement Strategy Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: May 16, 2022

ISSUE

- The Province is advancing a Goods Movement Strategy.

ADVICE AND RECOMMENDED RESPONSE

- The Goods Movement Strategy is a key action identified within B.C.'s Economic Strategy, *StrongerBC* under the theme of Clean Growth.
- The Goods Movement Strategy will help ensure B.C.'s goods movement ecosystem evolves and responds to a shifting landscape by becoming smarter, cleaner and more competitive.
- *StrongerBC* clearly describes how the Goods Movement Strategy will contribute to our economy including by:
 - Providing leadership and coordination among transportation industries;
 - Supporting greater coordination between roads, railways, and ports;
 - Ensuring inputs and final goods move as efficiently as possible; and,
 - Helping ensure businesses can scale-up.

Advice/Recommendations

- Ultimately the result of the strategy will be sustainable economic growth throughout the province, including partnerships with Indigenous Peoples.
- The November flood events demonstrated the critical importance and value of effective collaboration amongst members of our transportation and trade networks.
- The Goods Movement Strategy will focus on identifying opportunities for supporting this kind of enhanced collaboration and coordination, as well as looking at ways we can ensure sufficient capacity within our networks, such as through network optimization initiatives that may include support for digital visibility initiatives, and that our networks are sufficiently resilient to mitigate against unforeseen disruptions.

BACKGROUND

- Transportation and goods movement services are a critical enabler of economic activity and a significant contributor to the provincial economy and revenue base.
- B.C. is a gateway of choice, providing North American shippers with transportation that is known for speed, reliability, and cost. But as supply chains and logistics operations become more complex and the demands of shippers more intense, B.C.'s trade and transportation network may not be adequately configured to accommodate the shifting needs of supply chains.
- Additionally, in recent years B.C. and Canada's supply chains have faced a series of challenges including global economic forces, wildfires, the pandemic, and, most recently, infrastructure damage triggered by the November storm event. B.C. has experienced firsthand how these challenges have strained our transportation and logistics networks, and the corresponding impact it has had on our provincial and national economy
- The Ministry of Transportation and Infrastructure is embarking on the development of a provincial Goods Movement Strategy (GMS). Advice/Recommendations
Advice/Recommendation
- It is anticipated that the Province will undertake broad engagement with the sector and other levels of government to inform the development of the GMS, and that the strategy will consider a range of initiatives, including infrastructure, transportation and land use planning processes, technology and innovation to ensure that B.C.'s goods movement ecosystem is smarter, cleaner and more competitive.
Advice/Recommendations
-
-
- Cabinet Confidences

- MOTI will work closely with partners such as Transport Canada and Port Authorities to ensure the plan is grounded in trusted foundational data and analysis, and that challenges or opportunities where there are overlapping interests are addressed in a collaborative manner.
- The Ministry also intends to consult with a broad range of stakeholders including but not limited to large marine and airports and terminals such as the Vancouver Fraser Port Authority, the Prince Rupert Port Authority, YVR, GCT, DP World, Transport

Canada, BC Marine Terminal Operators Association; the Vancouver Board of Trade (including World Trade Centre); small ports such as Nanaimo, Port Alberni, Kitimat; Regional airports such as Kelowna, Prince George; Labour including BC Maritime Employers Association (BCMEA), ILWU, Unifor, Teamsters; Shippers like Canadian Tire, Teck Resources; Other levels of government including Transport Canada, First Nations, Local Governments and more.

- Cabinet Confidences; Advice/Recommendations

- Cabinet Confidences

- MOTI previously completed the *Pacific Gateway Transportation Strategy, 2012-2020*. The vision of this strategy was to ensure B.C. is the preferred North American gateway for Asia Pacific Trade. The strategy focused primarily on actions to attract over \$25 billion in new investments, from public and private sector, towards trade transportation infrastructure.

PROGRAM CONTACT

Kathryn Weicker, A/Executive Director, Integrated Transportation Planning Branch
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Container Trucking Off-Dock Estimates Note

Ministry of Transportation and Infrastructure

Date: February 16, 2022

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 and the Commissioner consulted with stakeholders including labour groups and trucking companies. The Commissioner made recommendations and then extensively consulted on the implementation of those recommendations.
- Based on all of the feedback received, the Commissioner has decided to move forward with the following measures.
 - Licensees will be prohibited from using unlicensed affiliate companies for container trucking services, and from contracting with unrelated, unlicensed companies for the provision of container trucking services.
 - The per truck tag amount charged to licensees will increase to support increased OBCCTC enforcement activity.
 - Licensees will be required to use electronic record keeping and payroll systems as a condition of licence.
- Enhanced enforcement of existing regulations is a cornerstone of the measures.
- Hourly rates will not be introduced at this time.

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 actively sought feedback from stakeholders including labour groups who provided written responses.
- 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 developed and released recommendations regarding off -dock container trucking based on an off-dock report commissioned by the Commissioner and TRAN, and subsequent consultation with industry.
- The recommendations report was meant to improve fairness, stability, efficiency and competitiveness in the Vancouver Gateway, specifically related to off-dock container movement.
- In November of 2021, B.C.'s container trucking commissioner released a consultation report on licence reform for B.C.'s off-dock drayage (container trucking) industry, outlining the feedback received from written submissions and face-to-face meetings with key industry stakeholders in August and September 2021.
- The meetings in August and September allowed stakeholders to provide detailed feedback on a series of six recommendations the commissioner made in a report on off-dock drayage that was released on May 12, 2021. The overall approach going forward will be to "pursue enforcement of the existing regulatory structure, with enhancements, over wholesale change," the report notes.
- Based on the feedback received, the commissioner has decided to move forward with the following measures.
 - Licensees will be prohibited from using unlicensed affiliate companies for container trucking services and from contracting with unrelated, unlicensed companies for the provision of container trucking services.
 - The per truck tag amount charged to licensees will increase to support increased OBCCTC enforcement activity.
 - Licensees will be required to use electronic record keeping and payroll systems as a condition of licence.
 - Hourly rates will not be introduced at this time.
- Draft licence amendments will be released and consulted on in early 2022. New licence application packages will be released in Spring 2022 and new licenses will be issued in Fall 2022.
- Advice/Recommendations

Advice/Recommendations

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○ Advice/Recommendations

○ Advice/Recommendations

- The budget for the Commissioners Office is on a cost-recovery basis collected from license fees. Overages have been covered by the Ministry. Any form of regulation and enforcement of the off-dock sector will likely increase costs above and beyond license fee collection.

PROGRAM CONTACT

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

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

Ministry of Transportation and Infrastructure

Date: February 14, 2022

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.
- Advice/Recommendations
- Legal Information
- Advice/Recommendations; Legal Information
-

ADVICE AND RECOMMENDED RESPONSE

Cabinet Confidences; Advice/Recommendations; Legal Information

BACKGROUND

- During the 2021/2022 Fiscal Year there were over 110 MoTI construction contract projects underway.
 - 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
 - Following self-isolation requirements 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
 - Complying with Provincial vaccination requirements where required
 - Use of PPE and special procedures when social distancing is not possible
 - Encouraging vaccination. A few major contractors have mandatory vaccination requirements for all employees.
 - Advice/Recommendations
-
- 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 through 2020 and 2021. However, looking forward with the continued semiconductor shortages and other supply disruptions in late January into February 2022 construction vehicle and equipment supply issues are being reported.
 - BC Construction Safety Alliance has issued numerous COVID-19 construction safety bulletins addressing procedures and practices to be undertaken.
 - 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 has established 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 21 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.
- Since March 2020 almost all of the contracts ongoing at the time have been completed with contractor sign off without the contractor pursuing further COVID-19 cost compensation.
Legal Information
- For 2022/2023 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: February 17, 2022

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.
- COVID-19 positive and presumptive cases had minimal impact in service delivery.
- No financial compensation has been provided to contractors as COVID-19/pandemics are not considered a reimbursable item.

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

PROGRAM CONTACT

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

COVID-19 Impact & Response/Recovery

Passenger Transportation Branch

Estimates Note

Ministry of Transportation and Infrastructure

Date: February 15, 2022

ISSUE

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

ADVICE AND RECOMMENDED RESPONSE

- On March 30, 2020, the ministry made a regulatory change allowing commercial passenger transportation companies with licences expiring between April 1 to June 1, 2020, to defer their license renewal by up to 1 year or Jun 30, 2021 (whichever came first), delaying the payment of renewal fees and associated fees.
 - In total, more than 360 licensees applied for this deferral
- The independent Passenger Transportation Board (the Board) also allowed ICBs to temporarily reduce or suspend operations until further notice.
- 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.
- On April 16th, 2020, ICBC announced temporary measures to help ease the financial hardship of customers during the pandemic, including the suspension of insurance cancellation and re-plating fees.
- As of May 1, 2020, ICBC offers a new optional distance-based insurance product to fleet and non-fleet taxis. It is expected that this new product will help keep costs down for part-time taxi drivers and those seeing fewer than normal fare trips.
- In Spring 2021, ICBC issued customers COVID-19 Rebates, with most receiving approximately 19% of their premiums paid between April 1 and September 30, 2020. ICBC also reduced premiums by 20% on average.
- Financial aid was also offered to drivers and others in the transportation industry whose livelihoods have been affected by the pandemic, through provincial and federal action plans including:
 - Federal government wage subsidy programs, an emergency response benefit, payment deferral options, and access to credit, to support individuals and businesses impacted by the pandemic
 - A \$1K tax-free benefit offered by the province for people unable to work for reasons related to COVID-19
 - Provincial supports for small businesses, such as payment deferral programs and bill relief
 - B.C.'s Small and Medium Sized Business Recovery Grant, which ran until July 2, 2021

- 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
- The Major Anchor Attractions Program provided financial relief to eligible tour bus companies that travel to rural and urban tourist attractions. Grants of up to \$1 million were provided to 27 tour bus operators in July 2021

Impact on Taxis and Ride Hail:

- On September 22, 2021, the Board released a report by Hara Associates, titled 'Economic Effects of Covid-19 on the B.C. Passenger Transportation Industry', that showed a significant decline in taxi ridership, most noticeably in the Lower Mainland, due to regional competition from ride-hail.
- In recognition of these findings, the Board has refused outstanding ride hail applications, including those of Facedrive and Uber, in part to avoid unduly harming existing transportation options (i.e. taxi services), in regions that were unable to absorb new alternatives at the time.
- On January 19, 2022, the Board directed the Registrar of Passenger Transportation to report on the status of taxi companies that were part of the COVID-19 deferral program (to provide the Board with an understanding of the activity status of those taxi companies that suspended operations due to the COVID-19 pandemic), as well as the status of approved TNS licensees' commencement, or plans for commencement, of their operations (to provide the Board with an understanding of the existing landscape for TNS).

Impact on Party Buses and Limos:

- The Provincial Health Officer's order on Gatherings and Events limited operations for party buses between specific hours from November 19, 2020, to July 1, 2021, impacting peak season operations and resulting in losses of business/service for graduations, weddings, etc.,
- We want to recognize these operators for following Provincial Health Officer (PHO) orders on gatherings and events to help fight the spread of the pandemic.

Impact on Inter-city Buses

- In March 2021, the ministry provided \$6.2 million in one-time grants to 20 ICB operators. While there are other federal and provincial relief funding options available, we recognized that some ICB companies were not eligible, revealing a funding gap.
- Since receiving these grants, ICB operators continue to be impacted by travel restrictions, weather events and resulting highway closures. While we have seen the industry continue to provide services and even re-establish routes where they had previously ceased operations, low ridership has continued, forcing ICB operators to further reduce services or temporarily stop operations.
- The ministry continues to monitor ICB grant utilization and service delivery and to engage with this industry.

- BC Bus North continues to operate its regular schedule while taking additional precautions to ensure passenger and driver safety.
- Provincial Health Authorities also continue to provide important services to communities throughout the pandemic, with some restrictions.

BACKGROUND

On March 26, 2020, the province, in consultation with the PHO, 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, and sectors defined as essential were encouraged to remain open and to follow the orders and guidance provided by the PHO, to ensure safe operations and reduce the risk of transmission of COVID-19.

Taxis and Ride Hail:

- Significant pandemic-related declines in ridership resulted in many companies suspending or significantly reducing operations. Companies also reported drivers deciding to stay home to protect themselves, and their loved ones.
- 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.
- Some of the issues caused by the pandemic that affected the commercial passenger vehicle sector have included:
 - Difficulty sourcing personal protective equipment and plastic shields
 - The suspension of commercial road tests, which affected driver recruitment efforts, as the Class 4 licence requires this test
 - The suspension of criminal record check services required under the new provincial requirements for drivers of passenger directed vehicles (although record check services became increasingly available in June 2020 and commercial road tests are now available by appointment)

Inter-city Buses

- Many inter-city bus companies (ICBs) suspended or significantly reduced service due to falling ridership numbers and physical distancing concerns during the COVID-19 pandemic.
- In early 2021, ICB operators formed the BC Motor Coach Coalition to advocate for increased financial support to minimize COVID-19 impacts.
- While there have been provincial-federal discussions on this matter, no federal funding for ICBs has been provided to date, with the exception of the specific BC Bus North route.

PROGRAM CONTACT

Steven Haywood, Executive Director and Registrar, CVSE & Passenger Transportation Branch
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BC Ferries COVID-19 Impact & Safe Restart Funding Estimates Note

Ministry of Transportation and Infrastructure

Date: February 18, 2022

ISSUE

- The pandemic continues to have an impact on the coastal ferry system.

ADVICE AND RECOMMENDED RESPONSE

- Ferry travel dropped significantly in the first year of the pandemic, which resulted in revenue losses for BC Ferries.
- To support this critical service, the Province and Government of Canada provided BC Ferries with a one-time payment of \$308 million in December 2020.
- The funding is providing BC Ferries with financial relief from the impacts of COVID-19. It's also protecting fare affordability and ensuring the continuation of discretionary sailings over the period of the agreement which expires in March 2024.
- Vehicle traffic was back to normal volumes last summer and we're optimistic that BC Ferries will continue to see strong traffic levels this summer.
- This Safe Restart funding demonstrates our commitment to the coastal ferry services that people rely on, and we'll continue to work with BC Ferries to ensure safe, reliable and affordable ferry travel.
- BC Ferries acknowledges that some temporary service disruptions have occurred due to issues like absenteeism from the Omicron variant and other seasonal illnesses, along with severe winter storms and a global shortage of professional mariners making recruitment a challenge.
- Before you travel, it's best to check BC Ferries' website for up-to-date sailing information

BACKGROUND

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 for:
 - \$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.

BC Ferries' Financial Impact:

- Highlights of the company's latest financial reporting for the 3rd quarter of 2021/22 (April 1, 2021, to December 31, 2021):

- In the three months ended December 31, 2021, BC Ferries carried 2.0 million vehicles and 4.1 million passengers, an increase of 26% and 43% compared to the same period in the prior year. Vehicle and passenger traffic in the three months ended December 31st was lower by just 2 percent and 14 percent respectively compared to the same time frame in 2019, a pre-COVID period.
- Year-to-date, BC Ferries carried 6.7 million vehicles and 14.2 million passengers, an increase of 26% and 34% compared to the same period in the prior year. While traffic levels are rebounding, they are still not at pre-COVID levels.
- Year-to-date since April 1, 2021, net earnings were \$83 million, compared to \$74.3 million the prior year due to higher traffic levels and retail sales.
- YTD capital expenditures totaled \$131.2 million and included investment in new Island and Salish class vessels, life extension of the Queen of Alberni, major overhauls and inspections to existing ships, hardware upgrades, marine structure upgrades and various other projects.

Service Levels:

- On January 10, 2022, BC Ferries issued a news release to advise its customers that a combination of issues may result in unplanned service disruptions. Several routes have been impacted on a temporary basis.

PROGRAM CONTACT

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Safe Restart Funding for Priority Transportation Services (BCF/BCT/TL/NDIT)

Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: April 6, 2022

ISSUE

- In September 2020, \$1.08 billion in one-time funding was announced under the Federal/Provincial Safe Restart Agreement, allocated to TransLink, BC Transit, and BC Ferries.
- In April 2022, \$204 million in extended Federal/Provincial pandemic relief funding was announced with \$176 million going to TransLink and \$28 million to BC Transit.

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, and another \$204 million just announced in April 2022.
- 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 until the end of 2024, and supports the roll out of free transit for children 12 and under.
- Additionally, the funding supported transportation services in Northern BC through the pandemic recovery period.

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.
- **TransLink – Total contribution \$675.8M in 2020/21 and \$176 million in 2021/22**
 - \$600M for relief for TransLink's 2020 and 2021 calendar years' operating budgets;
 - \$44M 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);
 - \$16.9M in additional relief based on updated motor fuel tax revenue shortfall forecasts for 2020 and 2021; and
 - \$14.9M to offset costs of developing and implementing the province-wide Free Transit for Youth 12 & Under Program over 3 years.
 - \$176M in additional relief funding in 2021/22 to help protect service levels while ridership continues to recover, until 2025.

- **BC Ferries** – Total contribution **\$308M**:
 - \$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 **\$88.3M** in 2020/21 and **\$28M** in 2021/22:
 - \$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
 - \$2.3M for additional motor fuel tax revenue shortfalls in the VRTC.
 - \$28M in additional relief funding in 2021/22 to help protect services levels while ridership continues to recover. Funding to be applied through Q2 2024/25.
- **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)
- On September 18, 2020, British Columbia and Canada announced that TransLink, BC Ferries and BC Transit would share in \$1.08 Billion of one-time funding under the Federal/Provincial Safe Restart Agreement in 2020/21.
- 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.
- On Feb. 17, 2022, the federal government announced an additional \$750 million of one-time funding to be made available for assisting public transit systems across Canada with recovery from the lingering impacts of the pandemic. The federal funding opportunity is conditional on provinces and territories providing matching funding.
- The federal government determined B.C.'s portion of the \$750 million federal fund at \$102.04 million. With a matching contribution from the Province, this provides for a total of \$204.08 million in additional funding for TransLink and BC Transit.
- Of this total funding, TransLink will receive \$176 million and \$28.04 million will go to BC Transit to help manage the impacts of the pandemic as ridership levels continue to recover and also benefit local governments outside Metro Vancouver who rely on fares to fund their share of transit costs.
- On April 4th, 2022, the Province announce the provincial matching of the new pandemic funding and agency allocation.

PROGRAM CONTACT

Reg Bawa, Assistant Deputy Minister, Policy, Programs and Partnerships

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NDIT Agreement Estimates Note

Ministry of Transportation and Infrastructure

Date: March 4, 2022

ISSUE

- March 2021, the Province of BC (MOTI) entered into a four year agreement (Safe Restart Funding Agreement) with Northern Development Trust Initiative (NDIT) to administer \$7.9M to establish safe and affordable passenger transportation services for northern, rural communities.

ADVICE AND RECOMMENDED RESPONSE

- Ensuring safe, reliable and affordable passenger transportation that connects people in northern communities to the resources they need is important to this government.
- That is why, the Province provided \$7.9M in Safe Restart funding to the Northern Development Initiative Trust to administer a fund that will provide safe, reliable and affordable passenger transportation services for remote, northern communities.
- The three-year agreement with NDIT includes community engagement and transportation assessment to identify ways to better meet the needs of the remote communities in the north.
- As part of that, NDIT engaged with over 30 rural and Indigenous communities across the north and launched a new grant program called Northern Community Shuttle Program.
- As well, they are continuing BC Bus North intercity service to March 2023 while NDIT explores the role of intercity bus service in the North.
- NDIT is well suited to understand the needs of these communities and will continue to administer these services over the next three years.

BACKGROUND

- The ministry's Community Transportation Grant Program began in 2017 with \$2M in funding over three years. The program was renewed with an added \$600,000 in operational support through to March 2022. 12 communities have received grants under this program. This program ends on March 31, 2022.
- BC Bus North, an intercity bus service between Prince Rupert, Prince George, Dawson Creek, Fort St. John, Fort Nelson, Valemount and communities in between, was launched by the Province in June 2018 through a contract BC Transit put in place with Diversified Transportation, the same company that provides the Northern Health Connections service.
- In March 2021, the Province (MOTI) and NDIT entered into an agreement (\$7.9M in Safe Restart Funding) for NDIT to administer a fund to provide safe, reliable, and affordable passenger transportation services for northern, rural communities. This agreement Had a four-year term, with the last year dedicated to reporting on the use of the grant funds. All northern transportation grants provided by NDIT are for period of three years or less.

- As part of the administration of the funding, NDIT has convened a 13-member advisory committee with representatives from Indigenous communities, BC Transit, NDIT and provincial representatives. The Provincial representatives do not have voting duties but do provide guidance and suggestions as needed.
- On Nov. 15, 2021, NDIT launched the intake of their Community Shuttle Program which will provide important, community-lead transportation support for communities and will replace the Provincially administered Community Transportation Grant Program which ends on March 31, 2022.
- The Community Shuttle Program intake closed on Jan. 21, 2022 and, while the successful applicants have not been announced they are represented in the Prince George region, the Northwest region, the Cariboo-Chilcotin region and the Northeast region.
- NDIT has entered into a contract with Pacific Western Group (Diversified) to continue to operate the current BC Bus North service through March 31, 2023. Over the next year, NDIT will engage stakeholders to better understand the role of intercity bus service in B.C.'s North.

PROGRAM CONTACT

Trish Rorison, Executive Director, Policy, Programs and Partnerships, 250-880-2163

Response and Recovery on BC Transit - Ridership Estimates Note

Ministry of Transportation and Infrastructure

Date: February 11, 2022

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 approximately 65 percent of BC Transit's pre-pandemic level.
 - BC Transit forecasts ridership to increase to 76 percent by 2023/24.
- The province is increasing its budgeted operating grant to BC Transit in 2022/23 by \$13.9M (to \$139.829M), 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 in 2020/21 and \$28.08 million announced in March 2022 that was provided to local government partners in to help ensure that transit service levels could be maintained through the pandemic recovery period.
- BC Transit has launched a ridership recovery marketing campaign, "Together We Ride," to better serve post-secondary schools and employment centres to respond to changing demand patterns, as well as increased customer engagement.

BACKGROUND

- BC Transit implemented measures to protect the health and safety of customers and operators including reduced vehicle capacity to allow physical distancing, installation of driver doors, mandatory face coverings, and intensified cleanliness measures.
- Following the removal of several restrictions, in September 2021 BC Transit increased service to support the return to in-person learning at post-secondary institutions.
- 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 2022/23.
- A second funding allocation of \$28.08M was announced in March 2022 to support transit service and ridership recovery through 2024/25.
- Since the start of the pandemic, ridership has gradually recovered, reaching approximately 65 percent of pre-pandemic levels as of February 2022.
- Ridership is expected to continue to recover in line with economic recovery in BC Transit communities, completion of vaccinations, the return to in-person classes at post-secondary schools, more workers returning to workplaces as restrictions ease, and other factors.

- Note: BC Transit has not identified ridership forecasts beyond 2024-25 (77 percent of pre-pandemic level); and a 100 percent ridership recovery is not yet forecast.
- With the widespread occurrence of the Omicron variant in early 2022, BC Transit has experienced some service disruptions caused by operator absences.

Service Plan Variance – BC Transit Ridership Targets

2020/21 -2022/23 Service Plan (Millions of Passenger Trips) (prepared pre-pandemic)

2020/21	2021/22	2022/23	Total
60.8	58.1	Advice/Recommendations	

2021/22 – 2023/24 Service Plan (Millions of Passenger Trips)

2021/22	2022/23	2023/24	Total
32.3	33.7	Advice/Recommendations	

2022/23 – 2024/25 Service Plan (Millions of Passenger Trips)

2022/23	2023/24	2024/25	Total
42.9	Advice/Recommendations		

PROGRAM CONTACT

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Transit Service Impacts from Pandemic Estimates Note

Ministry of Transportation and Infrastructure

Date: April 6, 2022

ISSUE

- Impacts of COVID-19 pandemic and labour shortages on transit services.

ADVICE AND RECOMMENDED RESPONSE

BC Transit

- In response to current bus driver shortages, BC Transit has temporarily reduced service schedules in Kelowna and Victoria.
- BC Transit and its operating companies are actively working to recruit and train new drivers to restore full service as soon as possible.
- BC Transit's driver shortage is unrelated to its vaccine mandate introduced last November, which had a very minimal effect on staff numbers.

TransLink

- TransLink has not experienced noticeable service impacts as a result of the pandemic or the organization's employee and contractor vaccination policies.
- TransLink reports its ridership has recovered to approximately 67% of pre-pandemic levels. To better match service levels with customer demand, TransLink made modest bus frequency adjustments in January 2022 on frequent routes with lower ridership. All changes will maintain frequent service and avoid reducing service below 15-minutes.
- These small adjustments will not be noticed by most customers and will leave 98% of bus service untouched. Skytrain, SeaBus or West Coast Express will continue to provide 100% of pre-pandemic service.

2022 Pandemic funding

- We continue to work with TransLink and BC Transit through recovery from the financial impacts of COVID-19 including work with our federal partners.
- We recently announced \$204 million in combined federal-provincial funding for BC Transit and TransLink to help protect service levels while ridership recovers and to make sure B.C.'s public transit system remains safe and reliable.
- Of the \$204 million, BC Transit will receive \$28 million and TransLink will receive \$176 million to help cover ongoing pandemic-related operating impacts as the agencies work through recovery.
- This funding builds on the federal-provincial Safe Restart funding of more than \$1 billion announced in September 2020, which helped TransLink, BC Transit and BC Ferries.

BACKGROUND

BC Transit

- Like many other transit systems across Canada, BC Transit systems are currently experiencing driver and staffing shortages.
- To help mitigate these challenges and ensure service stability, temporary reduced service schedules have been implemented in Kelowna and Victoria (as of January).
- To address shortages, BC Transit and its operating companies have recruitment campaigns underway, as well as increased use of part time staff and overtime.
- BC Transit is posting customer alerts on its websites as soon as trip cancellations are confirmed and encouraging customers to regularly check websites and sign up to receive notifications.
- BC Transit will return to a full service schedule as soon as there is confidence it can provide continuous reliable service at that level.
- The recent increase in Omicron variant COVID-19 illnesses among staff has resulted in additional unanticipated trip cancellations.
- In November 2021, BC Transit introduced a mandatory proof of COVID-19 vaccination policy for its employees and operating companies.

TransLink

- TransLink is not experiencing a driver shortage in the Metro Vancouver region. In fall 2021, Coast Mountain Bus Company had a 1.3% increase in conventional transit operators compared to September 2020.
- TransLink's mandatory COVID-19 vaccination policy for employees came into effect in December 2021. Its contractor and visitor vaccination policy came into effect in November 2021 and applies to contractors who enter TransLink and operating company facilities. Compliance rates across the organization were extremely high (over 98%).

PROGRAM CONTACT

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Cruise Industry Restart Estimates Note

Ministry of Transportation and Infrastructure

Date: April 26, 2022

ISSUE

- Resumption of 2022 Cruise Season.

ADVICE AND RECOMMENDED RESPONSE

- The province is approaching the safe resumption of cruise in accordance with Transport Canada (TC) and Public Health Agency of Canada (PHAC) guidelines. We continue to work in close collaboration with industry and government.
- All cruise lines and ports have developed and implemented detailed safety plans that were created based on Transport Canada and Public Health Agency of Canada (PHAC) requirements. In addition, Regional Health Authorities and public health have reviewed these plans and have been actively engaged in TC guidelines.
- Cruise ship bookings for this year are already promising, with 600 ports of call or vessel calls, in Vancouver and Victoria – about a 10 per cent increase from 2019.
- We know that cruise ship passengers want to experience British Columbia, and British Columbians look forward to welcoming them to our cities under safe COVID travel protocols.

BACKGROUND

Cruise Industry Restart:

- Since August 2021, MOTI and TACS have been co-hosting monthly industry engagement meetings to discuss the safe resumption of cruise operations. In addition, the Cruise Lines International Association, Transport Canada, and the Public Health Agency of Canada have been meeting regularly in preparation for safe cruise ship resumption in the spring of 2022.
- As of November 1, 2021, cruise ships are permitted to operate in Canadian waters and operators must fully comply with public health requirements.
- Transport Canada (TC), in consultation with PHAC, has developed a comprehensive framework focussing on the COVID-19 related health requirements that the cruise industry must abide by, supporting safe cruise activities in Canada.
- Cruise operators are required to implement and put in place measures including a COVID-19 management plan, ship to shore checklist and reporting requirements. Regional Health Authorities may request a copy of the plans and ship-to-shore checklists for review, as required. In addition, all ports will have management plans.
- All persons boarding a cruise ship must be 100% vaccinated and must have a test (PCR within 72 hours of boarding/RAT within 48 hours prior to boarding). Observation and testing continues throughout the cruise. If a guest or crew member demonstrates symptoms at any time, they would receive an antigen test. If this was inconclusive, they would be required to isolate and take a PCR test. If they were confirmed, they would not be allowed to disembark for a shore tour. If they were

returning to a home port, they would be the last to leave the ship and quarantine procedures would be pre-arranged, as would travel to the quarantine location.

- On April 6, 2022, the first cruise ship, Caribbean Princess, was scheduled to arrive in Victoria; however, passengers and crew had tested positive for COVID-19 and subsequently cancelled the stop in Victoria and Vancouver. The implemented COVID-19 Management Plan allowed safe handling of this situation with no reports of serious illness.
- Prior to the COVID-19 pandemic, cruise was a significant contributor to B.C.'s tourism sector and port communities, generating \$2.7B in economic activity in 2019.
- Vancouver is the only homeport with one-way and round-trip itineraries to Alaska. Cruises also include Hawaii, the Panama Canal, Asia, the South Pacific, and California via Canada Place cruise terminal. Alaska itineraries make up the largest share of itineraries.
- As of April 1, 2022, Vancouver will have 319 vessel calls from 22 cruise lines in place for the 2022 season. If booked at 100% capacity, this could mean a total of 1.2 million passengers over the season (a higher volume than in 2019).
 - Vancouver to Alaska Cruise passenger profile:
 - Majority of passengers are American (62%), Other International (23%), Canadian (15%).
 - 74% of passengers spend time in B.C., either before or after their cruise, staying in: Vancouver (71%), Victoria (11%) Whistler (9%) and other parts of B.C. (23%).
- Victoria, Nanaimo, and Prince Rupert are ports of call for the Alaska cruise route.
- There are currently 350 ship calls scheduled to arrive at the Victoria Cruise Terminal over the 2022 season. The Greater Victoria Harbour Authority estimates there will be 759,000 passengers, or close to the equivalent number from the 2019 season.

PVSA Legislation:

- With the lifting of the Canadian ban on cruise ships and the U.S. CDC no sail order, the Alaska Tourism Restoration Act (ATRA) is no longer operative, and the Passenger Vessel Services Act (PVSA) applies again.
- Advice/Recommendations; Intergovernmental Communications
- The province continues to monitor the ATRA and PVSA legislation closely for impacts to cruise travel in B.C. and will continue to work closely with federal partners on the border policy.

PROGRAM CONTACT

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Cariboo Road Recovery Projects

Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: May 9, 2022

ISSUE

- The Cariboo Road Recovery Projects was formed in Spring 2021 to deliver solutions for road impacts which occurred in 2020 and 2021 at 10 major slide and washout sites in the north Cariboo, between Williams Lake and Quesnel

ADVICE AND RECOMMENDED RESPONSE

- Since 2017, the ministry has invested \$230M in the Cariboo including 90,000m³ of road base repairs, over \$2M invested in rip rap erosion protection, 190 culverts replaced and/or installed and 325km of ditching.
- The ministry has increased provincial climate adaptation funding to \$295M over the next 9 years.
- The ministry has committed \$37M over 2 years for side roads and climate and adaptation projects in the Cariboo.
- The ministry invested \$29.2M in paving in the Cariboo in 2021 and is programmed to invest a further \$30.2M this coming construction season.
- The \$103M West Fraser Road Realignment project is 50% complete with substantial completion scheduled for fall 2023.
- The estimated cost of road repair or replacement at all 10 sites is in the order of.
- ^{Intergovernmental} ^{Communications} the Federal government has committed to a funding partnership for the program.
- Approximately \$17M has been expended in 2021/22 restoring or improving accesses and designing options for all ten projects.
- Budget 2022 includes \$146M in direct investment for the Cariboo Road Recovery Projects.
- Advice/Recommendations; Government Financial Information
- The ministry formally shared Cariboo Road Recovery program progress including options and received feedback from residents during the March 17th virtual public information session and the public engagement session March 14th to March 31st.
- Advice/Recommendations
- Project teams continue to connect with affected residents directly and are committed to ongoing communication with the affected communities.

BACKGROUND

- Options for decision for each site include stabilization and rehabilitation of existing alignment, relocation, and permanent alternate access.

- Planning is considering cost, land, risk, and social impacts to determine the best long-term solution at each site.
- Options are assessed against each other, looking at reliability, resilience, travel time, access, and user concerns, among others.
- Teams continue to engage with communities, local governments, First Nations, and stakeholders
- The public can find the latest info by checking out the Project's website at www.gov.bc.ca/cariboo-road-recovery-projects

Project Status:

The estimated cost of road repair or replacement at all 10 sites is in the order of the Federal government has committed to a funding partnership for the program. Intergovernmental Communications

1. Highway 97 at Cottonwood Hill

- An 8.8-hectare historic slide impacted the highway in 2020 and again in 2021.
- Road remains open while monitoring and temporary works are underway.
- Material removal was completed in spring 2021 temporarily stabilizing the slide, along with the installation of a ground movement monitoring system.
- Paving was completed in fall 2021 to restore highway width and improve rideability for road users throughout the winter months.
- Site options being considered work to either stabilize the existing site or re-align the highway.
- Approximately \$4M has been expended to date on interim maintenance, option development, engineering, and site investigation.

2. Quesnel-Hixon Road

- A 10.3-hectare historic landslide accelerated during the 2021 freshet and caused a complete loss of the road.
- The road remains closed, with alternative access to Highway 97.
- Maintenance vehicle turnarounds were constructed in fall 2021.
- Site options being considered are to stabilize the existing site, relocate the Cottonwood River crossing, or remove the river crossing and improve remaining access reliability.
- Approximately \$0.46M has been expended to date on access maintenance, option development, engineering and site investigation.

3. Blackwater Road at Knickerbocker Slide near Quesnel

- The two 14 hectare and 3.4 hectare slides impacted the road in 2020 and again in 2021.
- The road remains open to two-way traffic.
- Paving was completed in fall 2021 to improve rideability for road users throughout the winter months.
- Advice/Recommendations

- Approximately \$1.6M has been expended to date on access maintenance, option development, engineering, and site investigation.

4. Quesnel Hydraulic Road

- A historic 13-hectare slide resulted in destabilization of the road and a slump into the Quesnel River during the 2020 freshet.
- The road is currently closed.
- Alternative access is available on French Road which was reconstructed to manage increased public traffic initially utilizing provincial slides and washouts funding. An additional \$3 million was invested in French Rd in 2021, bringing the total investment to reconstruction of this route to \$5 million.
- Site options being considered are to stabilize the road, provide an alternate route through the river valley, or close the road and continue to upgrade French Rd as the primary community access.
- Approximately \$4M has been expended to date on access maintenance, option development, engineering, and site investigation.

5. Kersley-Dale Landing Road

- Nine slides, encompassing 1.3 hectares, impacted the road in 2020 making it unsafe for public use.
- The road closed in November 2020
- A temporary access was constructed and opened in fall 2021, providing light vehicle access to allow residents to return home.

Advice/Recommendations

- Approximately \$3M has been expended to date on establishing temporary access, option development, engineering, and site investigation.

6. Bastin Road at Bastin Hill

- A 3.5-hectare landslide during the 2021 freshet resulted in the road being temporarily closed.
- The road received interim repairs and is currently open.
- Construction work, including drainage improvements, slope repair and stabilization, and debris removal was completed in January 2022. These works address safety, accessibility, and reliability for road users through spring 2022 while permanent, long-term solutions are being developed.
- Site options being considered are to stabilize the slide or construct alternative access.
- Approximately \$1.1M has been expended to date on improving and maintaining access, option development, engineering, and site investigation.

7. Durrell Road

- A 5-hectare landslide during 2021 resulted in the road being closed.

- The road is currently closed, with alternative access available to Highway 97.
- Maintenance vehicle turnarounds were constructed in fall 2021.
- Site options being considered are to stabilize the slide or provide alternative access using existing or new routes.
- Approximately \$0.3M has been expended to date on maintaining access, option development, engineering, and site investigation.

8. Highway 97 at Cuisson Creek

- Multiple landslides encompassing an area of 12.5 hectares along the Fraser River pose a risk of erosion to the highway.
- The road is currently open.
- Site options being considered are to stabilize the slide or move the road away from the slide area.
- Approximately \$0.3M has been expended to date on option development engineering and site investigation.

9. Soda Creek – Macalister Road

- A 1.3-hectare historic landslide that reactivated in 2020 resulted in the road being closed.
- The road is currently closed; however, residents have alternate access.
- Maintenance vehicle turnarounds were constructed in fall 2021.
- Site options being considered are to stabilize the slide, construct a new road alignment, or provide alternative access using existing routes.
- Approximately \$0.3M has been expended to date on option development, engineering and site investigation.

10. Highway 20 at Hodgson and Dog Creek Road

- Lengths of Highway 20, Dog Creek Road, and adjacent side roads are being affected by a historic landslide that saw significant movement in 2021 freshet.
- A long-term solution will require multi-jurisdictional involvement and will require participation between the municipality, regional district, and the ministry.
- All affected roads remain open.
- Surface distortions on Highway 20 were reconstructed and paved in fall 2021 to improve rideability for road users through the winter months.
- Geotechnical investigation is continuing including drainage and subsurface water movement, on-site monitoring, lidar data collection and change analysis.
- Technical discussions with all local governments are continuing to collectively determine a shared solution.
- Approximately \$2M has been expended to date on interim maintenance, option development, engineering, and site investigation.

PROGRAM CONTACT

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Atmospheric River Event Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: May 18, 2022

ISSUE

- The November atmospheric river event severely impacted several highways, displaced people, and severed supply chains and work will continue beyond 2021/2022.

ADVICE AND RECOMMENDED RESPONSE

- The Atmospheric River event in November 2021, resulted in the largest ever impact to BC's Highways following a storm. The highways impacted included:
 - Highway 1 through Abbotsford, the Fraser Canyon and the Malahat
 - Highway 3 between Hope and Princeton
 - Highway 5 (Coquihalla) between Hope and Merritt
 - Highway 8 between Merritt and Spences Bridge
 - Highway 7
 - Highway 11
 - Highway 19
 - Highway 99
- The ministry is currently working with the federal government to seek DFAA funding to cover the costs damage caused from the Atmospheric River.
- The majority of the main highways are now open to vehicle traffic but, with speed reductions, less active lanes, and temporary structures.
- Highway 8 is the exception. Highway was the most significantly damaged highway and work continues to reconnect this important numbered route.
- Expenditures to the end of fiscal are \$90.2 M.
- This includes enhanced highway maintenance on the Highway 3/5A and 99 corridors while repairs were underway on Highways 1 and 5. Enhanced maintenance costs per month are \$800,000 for Highway 3/5A and \$350,000 for Highway 99.
- Approximately 300 sites were identified following the event.
 - South Coast Region: more than 230 sites
 - Southern Interior Region: more than 137 sites
- Over 600 people from the ministry and our contractors were devoted to working on the Atmospheric River response.
- Over 400 pieces of heavy equipment (167 SCR, 200 Coquihalla, 50 H8 and 50 H1) and were initially deployed through the region to repair damaged sites.

- The ministry, together with Infrastructure BC and TI Corp initiated a procurement process to pre-qualify engineering and construction firms for the permanent repairs. The ministry is bringing forward a Treasury Board Submission to advance projects.

BACKGROUND

- The storm event began on November 13th and continued until November 15th. The heavy precipitation associated with this 'atmospheric river' began as heavy snowfall in the mountain ranges and rain in the valleys. As the temperatures increased and the precipitation changed to rain at the higher elevations, river and stream flows increased. While variable, up to 230mm of precipitation fell over the duration of the storm event.
- With Provincial highways within the lower mainland and routes to the interior closed and rail lines washed away, there were significant supply chain issues around the province. The severity of the damage varied by corridor with the most extensive damage on the Highways 1 (Fraser Canyon), 5 (Coquihalla) and 8 (Nicola Valley).
- Damage assessment and response work began as soon as it was safe for crews to enter the flood impacted areas. Field teams completed a Structural Rapid Assessment of critical infrastructure including bridges, walls, and road surfaces.
- Highway 8 remains closed as temporary repairs are completed.
 - There are approximately 90 properties that are inaccessible including Cooks Ferry IR 7 (4 homes)
- All other major highway corridors have re-opened to traffic, however, additional investigation and investments are needed to address temporary repairs.
- The highways reopened on the following dates:
 - Highway 1 Fraser Canyon – reopened on January 24, 2022
 - Highway 1 Jones Creek – reopened December 2, 2021
 - Highway 1 Abbotsford – reopened December 2, 2021
 - Highway 1 Malahat – reopened December 16, 2021
 - Highway 3 – reopened November 22, 2021
 - Highway 5 – reopened December 20, 2021
 - Highway 7 – reopened November 18, 2021
 - Highway 19 – reopened Nov 20, 2021

PROGRAM CONTACT

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Supply Chain Disruptions

Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: May 16, 2022

ISSUE

- Impact of global supply chain issues and disruption events on B.C. supply chains and exporters.

ADVICE AND RECOMMENDED RESPONSE

- The Province recognizes that some B.C. and Canadian exporters have experienced supply chain challenges since the start of the pandemic resulting from a variety of factors including carrier management of empty containers, escalating costs and challenges booking space on marine carriers
- The ports of Vancouver and Prince Rupert have not encountered the same level of supply chain disruptions that are occurring on the West Coast of the United States.
- B.C. ports, shippers and carriers experienced temporary disruptions in 2021 due to the wildfire season and the atmospheric river event.
- The Province will continue working to assess options to enhance the resiliency of the B.C. goods movement network and its supply chains.
- We remain in close contact with transportation stakeholders, and provincial and federal government partners to monitor supply chain network performance and recovery during and following disruption events.

BACKGROUND

- The pandemic triggered a change in consumer demand for imported products, which impacted the supply chain and caused disruptions to global trade.
- B.C. and Canadian firms that normally use container vessels for exports have struggled to get their products to the Asian market because marine carriers are choosing the more profitable option of returning empty containers to Asia as quickly as possible, rather than taking the time to fill and then ship B.C. and Canadian exports. Carriers have also dramatically increased the cost of accessing empty containers.
- As the global economy restarts from COVID-19 restrictions, we are starting to witness a rise in service purchases, which will help to resolve the situation. However, industry supply chain experts believe the current situation will continue well into 2022.
- The ports of Vancouver (PoV) and Prince Rupert (PRP) have remained relatively fluid and have not had to deal with same level of congestion that the ports south of border are experiencing.
- The B.C supply chain experienced two significant weather events in 2021 that impacted regional supply chains:
 - During the wildfire season, anchorages climbed outside PoV, but soon dissipated once the wildfires were under control and the terminals could resume normal operations.

- The atmospheric river events in November damaged road and rail infrastructure, cutting off access between the Lower Mainland to the rest of the province for several weeks. Terminal dwell at PoV increased substantially following the event, from 3 days in November to 8.1 days in December. A dwell of 5.0 days in April 2022 indicates that performance continues to recover.

Advice/Recommendations

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- Improving resiliency and robustness of goods movement supply chains remains an important consideration for policymakers to aid in contributing to resolve disruptions.
- Supporting the competitiveness of BC's trade transportation networks, including ensuring redundancy in the supply chain and transportation network, and improving capacity through optimization and infrastructure investments will also increase resiliency to future disruptions, is a key objective of the Provincial Goods Movement Strategy.
- B.C. Government has limited ability to influence global supply chain factors, such as the rates set by marine carriers. However, the Province is involved in several activities and partnerships to monitor, enhance, and respond to challenges impacting B.C.'s supply chain, including stakeholder engagement, infrastructure investment and strategy development.

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Ministry of
Transportation
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