

**ESTIMATES BRIEFING BINDER**  
**MINISTRY OF TRANSPORTATION**  
**AND INFRASTRUCTURE**  
**2020**



**ESTIMATES BRIEFING BINDER**  
**2020**  
**MINISTRY OF**  
**TRANSPORTATION**  
**AND INFRASTRUCTURE**

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## TRAN Estimates Day Contact List – June 26, 2020

Title	Contact	Office Phone	Cell Phone	Key Responsibilities/ Issues
<b>Deputy Minister</b>	Grant Main (Lea Plamondon)	250-387-3280 (778-974-5310)	s.17	
<b>Associate Deputy Minister / Highway Operations</b>	Kevin Richter (Courtney Hayre)	778-698-8551 (236-478-2032)		
Executive Director, South Coast Region	Ashok Bhatti	236-468-1911		
Deputy Director	Janelle Staite	250 751-3282		
A/ Executive Director, Southern Interior Region	Paula Cousins	250-828-4843	250-371-4505	
A/Deputy Director	Steve Sirett	250-712-3666	250-878-1834	
Director, Trans- Canada Highway Program	Jennifer Fraser	250 828-4298	s.17	TCH
Executive Director, Northern Region	Scott Maxwell	250-565-6479		
<b>EFO / ADM, Finance and Management Services</b>	Nancy Bain (Sara Neate)	778-974-5342 (778-974-5446)		
Chief Financial Officer	Patricia Marsh	778-698-2647		Ministry budget, BC Transit
Executive Director, Crown Agencies	Carol Bishop	778-974-5061		BC Rail, TI Corp
Director, Financial Planning and Reporting	Greg Humphrey	778-974-5232		Ministry budget
Director of Finance, BCTFA	Gary So	778-974-5220		BCTFA
Senior Manager, Financial Services	Jennifer Snead	250-974-5269		Financial Services, Transit, Properties and Land Management, Pacific Gateway
<b>ADM, Major Projects, Infrastructure and Properties</b>	Kevin Volk (Victoria Smith)	250-387-6742 (778-974-5463)		
Executive Director, Infrastructure Development	Ryan Spillett	236-478-1780	250-882-3699	Building Canada Fund/Small Communities Fund

## TRAN Estimates Day Contact List – June 26, 2020

Title	Contact	Office Phone	Cell Phone	Key Responsibilities/ Issues
Executive Director, Planning & Programming	David Marr	778-974-5206	s.17 s.22	Transportation Investment Plan, Federal infrastructure programs, project management support services and economic analysis
Executive Director, Major Projects & Alternate Procurement	Lesley Ballman		250-361-6584	Major Projects - Pattullo, - Hwy 91/17 Deltaport Way Upgrade Project - Broadway Subway Project - Kicking Horse Canyon Phase 4
Executive Director, Properties & Land Management	Katie Robb	250-953-4865	s.17	Belleville Terminal; ministry surplus land sales and property holdings; BC Rail properties and surplus land; Fraser River dredging; Hope Station House
Executive Director, Integrated Transportation Planning	Sohee Ahn	778-698-2870		Pacific Gateway Operating, Container Trucking Commissioner, Port Property Tax Grant
Executive Project Director, Pattullo Bridge Project	Wendy Itagawa	778-617-2433		Pattullo Bridge Replacement Project
Executive Project Director, Highway 91/17 & Deltaport Way	Jody Deane	604-398-5183		Hwy 91/17 & Deltaport Way Upgrade Project
Executive Project Director, Broadway Subway Project	Lisa Gow			Broadway Subway Project
Executive Project Director, Kicking Horse Canyon Project - Phase 4	Mike Lorimer		250-318-4000	Kicking Horse Canyon Phase 4

## TRAN Estimates Day Contact List – June 26, 2020

Title	Contact	Office Phone	Cell Phone	Key Responsibilities/ Issues
<b>ADM, Highway Services</b>	Renée Mounteney (Lori Gilmour)	250-387-3260 (778-974-5315)	250-208-8876 s.17	
Passenger Transportation and Commercial Vehicle Safety & Enforcement Branch	Steve Haywood Perry Dennis (PTB) Samantha Eburne (CVSE)	604-220-7176 604-398-5891 778-974-5365	604-220-7176 604-341-1175 s.17	Ride hail, modernization of the taxi industry, MELT, regulatory programs and compliance, Oversees transport policies, enforcement procedures and safety standards
Executive Director, Engineering Services	Ed Miska	778-974-5210		Traffic engineering, utilities, speed limits, environmental protection, highways structures
Chief Engineer	Ian Pilkington	778-974-5247	250-882-2877	Traffic engineering, utilities, speed limits, environmental protection, highways structures
Director, Transportation Services	Sandra Toth Nacey	778-974-5367	778-679-2483	Transportation coordination of strategic documentation, Social media, Stops of Interest, Highways finance, utilities policy
Executive Director, Procurement, Contracts and Risk Management	Vicki Willow	778-974-5390	250-360-7436	Contracts, procurement, risk management
Director, Indigenous Relations	Sarah Duggan	778-698-4761		First Nations
Director, Construction & Maintenance	Rodney Chapman	778-974-5359	250-213-7499	Highway Maintenance Contract Renewal, Avalanche Safety
Director, Road and Bridge Maintenance Contract Renewal	Dan Palesch	778 974-5122	250 812-0263	

## TRAN Estimates Day Contact List – June 26, 2020

Title	Contact	Office Phone	Cell Phone	Key Responsibilities/ Issues
<b>ADM, Transportation Policy &amp; Programs</b>	Deborah Bowman (Kim Pilkington)	250-356-6225 (778-974-5054)	s.17	Road, rail, air and marine transportation.
Marine, Executive Director	Kirk Handrahan	778-974-5301		Manages coastal and inland ferries
Transportation Policy and Legislation, Executive Director	Kathy Kirby	778-698-5190		OICs, Policy, Legislation, Rail, Inter-jurisdictional
Transportation Programs & Corporate Initiatives, Executive Director	Andrew Brooke	778-698-2871	250-508-7228	Corporate initiatives including service/annual reports, correspondence, active transportation, BikeBC, Air
Transit, Executive Director	Andrea Mercer	778-974-4992	s.17	BC Transit, Public Transit Infrastructure Fund (PTIF)
<b>Executive Leads</b>				
Executive Lead, Integrated Transportation Development Plan	David Greer	250-356-7904	250-208-4350	
Executive Lead, Taxi Modernization & Ride Hail	Steven Haywood	604-220-7176	604-220-7176	
<b>GCPE- TRAN, Director</b>	David Crebo	250-387-9973	250-812-5747	
<b>OTHER</b>				
<b>President &amp; CEO, British Columbia Railway Company</b>	Gordon Westlake (Shelley Westerhout)	604-678-4742	s.17	BC Rail financials; BC Rail surplus property sales and mandate
	Kevin Steinberg, Vice President & CFO	604-678-4747	s.17	
<b>President &amp; CEO, BC Ferries</b>	Mark Collins (Kathleen Creighton)	250-978-1361	250-360-6703 s.17	
	Jill Sharland, CFO	250-978-1233		

## TRAN Estimates Day Contact List – June 26, 2020

Title	Contact	Office Phone	Cell Phone	Key Responsibilities/ Issues
<b>President &amp; CEO, BC Transit</b>	Erinn Pinkerton (Sacha Ravelli)	250-995-5680 (250-995-5728)	s.17	
	Roland Gehrke, Vice President, Finance & Chief Financial Officer (Kerry Ringdahl)	250-995-5602 (250-995-5860)		
<b>CEO, Transportation Investment Corporation</b>	Amanda Farrell			Management & Delivery of Major Projects: - Pattullo Bridge Replacement Project - Kicking Horse Canyon Phase 4 - Broadway Subway Project
	Dave Stewart, CFO	778-974-5414		
<b>Director and Secretary to the Passenger Transportation Board</b>	Trevor Paul	250-953-3777		Independent tribunal overseeing applications relating to the licensing of passenger directed vehicles and inter-city buses
<b>BC Infrastructure Benefits</b>	Irene Kerr		(604) 833-4100	

## **Guidelines and Key Messages for Ministries Re: 2020/21 Estimates Debates**

### **2020/21 Estimates Coordination for Pandemic Response**

- Ministers are accountable for responding in Estimates debate to policy and program design, implementation, and administration questions relating to the programs for which they are responsible. This includes programs that have received approval or approval-in-principle to access Vote 52 Contingencies for Pandemic Response and Economic Recovery. This may include eligibility criteria, estimated costs to date and the approved budget for the program/initiative. For initiatives with time-limited approvals, ministries are reminded that no further commitments can be made without Treasury Board approval.
- The Minister of Finance will respond to questions relating to the general management and allocation of the Vote 52 Contingencies for Pandemic Response and Economic Recovery as well as programs for which the Ministry of Finance is responsible including:
  - BC Emergency Benefit for Workers
  - Canada Emergency Commercial Rent Assistance Program
  - Temporary Pandemic Pay <sup>1</sup>
- The Minister of Finance will also address questions regarding whether additional supplementary estimates will be tabled related to COVID-19 response, restart, or recovery. The following generic messaging can be used regarding government's COVID-19 response.

### **General Government COVID-19 Response Key Messages:**

- Supplementary estimates of \$5 billion were passed on March 23, 2020 to support B.C.'s COVID-19 Action Plan.
- The Action Plan has three areas of focus:
  1. Providing critical services to protect the health and safety of British Columbians
  2. Providing immediate relief to individuals and businesses
  3. Building B.C.'s longer-term plan for economic recovery
- The Action Plan will support BC's Restart Plan, which lays out a series of steps to protect people and ensure British Columbia can come back from COVID-19 stronger than before.

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<sup>1</sup> An Estimates Note will be prepared by Finance and shared with affected Ministries. Note: Ministries should be prepared to respond to ministry-specific information about the number of employees in their sector affected and related costs; however, should defer any policy related questions (e.g. eligibility) to the Minister of Finance.

## **Ministry Appropriations and Expenditure Management**

### **Guidelines for Ministries:**

- Ministry appropriations remain as presented in the 2020/21 Estimates book in February and there is no plan to table additional supplementary estimates to increase ministry base budgets. Ministries are reminded that they must not exceed their Estimates allocations and they must have approved access to Vote 45 Contingencies (All Ministries) and New Program Vote and/or Vote 52 Contingencies for Pandemic Response and Economic Recovery where spending pressures emerge, or caseload uptake exceeds forecasts.
- Ministries are responsible for adjusting their operations to meet their new fiscal allocations, while minimizing impacts to core programs and services and key government priorities.
- Ministries are expected to address more specific questions about expenditure management by referencing the year-over-year changes in funding levels in 2020/21 compared to 2019/20 (refer to ministry Service Plans). For many ministries, there are year-over-year increases in spending levels, despite the adjustments - either previous Budgets contained planned increases that will still take effect and/or *Budget 2020* provides for targeted increases for specific programs and services.
- In cases where the timing of payments has shifted, resulting from either Budget 2019 or Budget 2020 (payments generally have been accelerated), ministries should note that these other types of changes contribute to the year-over-year changes in the ministry's budget. They may inadvertently create the impression that a ministry's budget has been disproportionately impacted by the base adjustments when that is not the case.

### **Expenditure Management Key Messages:**

- Careful spending, prioritization of resources and finding efficiencies is a part of prudent financial management
- As part of *Budget 2020*, government is redirecting a modest amount of previously planned ministry budget allocations to core programs and services. These adjustments represent less than 1 per cent of government's annual operating expenses and enable new *Budget 2020* investments towards the growing demand for the essential services that British Columbians depend on, such as health care, education, social and family support services, and community safety and justice services.
- While ministries vary in size and budgets, all are being asked to adjust. This includes continuing measures started in 2019/20, such as reducing non-essential travel costs, consulting contracts and office expenses, and prioritizing resources to meet key government commitments. This is one more step to proactively respond to global economic pressures and prioritize investments in people.
- At the same time, we recognize that much has changed since the Budget was tabled, and that all ministries are working to redirect operations as needed to meet critical service needs during the pandemic. This includes implementing new temporary programs that will be funded through reallocation of base budgets or through the Vote 52 Contingencies for Pandemic Response and Economic Recovery.

## ADVICE TO MINISTER

### CONFIDENTIAL ISSUES NOTE

Ministry of Transportation and  
Infrastructure

Date: February 13, 2020

Minister: Claire Trevena

# Budget 2020 and Service Plan

### ADVICE AND RECOMMENDED RESPONSE:

- Government is investing in choices that make life more affordable, improve the services we all count on, and support a strong, sustainable and innovative economy for all British Columbians.
- These commitments guide every decision made at the Ministry of Transportation and Infrastructure as we work to:
  - make our roads safer in every part of the province,
  - expand active transportation; and,
  - keep people and goods moving safely and efficiently.
- This year, the ministry's operating budget increases by \$3.3 million over last year with strategic investments in public infrastructure in every corner of the province.
- Over the next 3 years, the Ministry of Transportation and Infrastructure is investing over \$5.7 billion in transportation projects across B.C.
- And when you take into account federal funding and other partner funding, nearly \$7.4 billion dollars will be invested in priority transportation investments over the next 3 years.
- Budget 2020 highlights:
  - \$1.111 billion for Broadway Subway
    - Adding 5.7 km of SkyTrain line and 6 stations, to provide frequent and reliable access to one of the most congested corridors in Metro Vancouver (\$2.827-billion)
  - \$841-million for Pattullo Bridge Replacement
    - A new 4-lane bridge that meets current seismic and design standards, and provides a safe and reliable crossing for years to come (\$1.377-billion)
  - \$1.044 billion for the Highway 1 to the Alberta Border 4-laning program
  - \$836-million for highway corridor rehabilitation across the province
  - \$335-million for side road improvements across the province
  - \$88 million for Safety Improvements
  - \$713 million for highway improvements throughout the province

- \$695 million for transit infrastructure
- \$49 million for Community and other projects
- We are still committed to funding 40% of the capital costs of the Mayors' Vision for TransLink projects and we've accounted for this in our own 10-year transportation investment plan.

### **Safety**

- This Budget delivers important safety investments and upgrades in all corners of the province to keep people safe on the roads they rely on:
  - \$836-million for highway corridor rehabilitation to support resurfacing, bridge rehabilitation, bridge replacement and seismic upgrades
  - \$335-million for side road improvements to support gravelling, drainage, road base improvements, brushing, shoulder improvements and culvert replacement
  - \$88-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.

### **Active Transportation**

- People are looking for cleaner, healthier ways to get to work, school and wherever they need to go.
- Move. Commute. Connect. is BC's Strategy for cleaner, more active transportation — and it's a part of CleanBC, a plan that's putting our province on a path to a stronger, better future.
- New investments in active transportation will make getting around safer and more convenient — all while helping protect our environment.
- We're working in partnership with local communities to expand our active transportation networks and create more options for walking and cycling.
  - \$27.4-million over three years – to partner with communities across B.C. in funding new infrastructure that improves our province-wide walking cycling, and other active networks.
  - \$14.5 million over three years for CleanBC initiatives being delivered by the ministry – which includes Electric Vehicle Charging Stations, active transportation infrastructure such as sidewalks and pedestrian overpasses, and emission reduction devices for heavy duty vehicles.

## **ADVICE TO MINISTER**

### **Keeping People and Goods Moving**

- We also continue to invest in our transportation and trade network, so people and goods move safely and efficiently all over B.C. This includes:
  - North Vancouver – Improving the Mountain Highway, Mount Seymour Parkway and Main St/ Dollarton Interchanges on Highway 1, municipal connections to Keith Road and a new 2-lane crossing over Lynn Creek – (\$198 million)
  - Delta - Improvements along highway corridors to increase travel safety and efficiency; including the Highway 91 at Nordel Interchange, Highway 91 Connector at Nordel Way, Highway 17 at 80th Street, 27B Ave On-Ramp to Deltaport Way and 27B Ave between Deltaport Way and 41B Street, and a new interchange at Highway 17 and Highway 91 Connector – (\$260 million).
  - Langley - Widening ten kilometres of Highway 1 between 216th Street and 264th Street to accommodate new high-occupancy vehicle lanes, including reconfiguring the 232 Street interchange, new underpasses at Glover Road and the CP Rail crossing and a truck parking lot in North Surrey for 150 commercial trucks and 45 passenger vehicles – (\$235 million)
  - Sooke - Improvements to Highway 14 to improve safety and traffic flow, and facilitate transit usage; including widening and realigning 1.5 kilometres 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 - (\$86 million).
  - Balfour - Procuring an electric-ready ferry vessel for service on Kootenay Lake and upgrading the Balfour and Kootenay Bay terminals. The new vessel will have almost twice the capacity of the existing MV Balfour and be able to carry between 50 and 60 vehicles – (\$55 million).
  - Lillooet - Stabilizing the ten-mile slide on Highway 99 approximately 17 kilometres northeast of Lillooet to improve safety and reliability, including placing soil anchors above the highway, a shear-resistant wall below the highway and rebuilding Highway 99 as a two-lane, paved 60km/h road – (\$60 million).
  - 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).
  - Fort St. John: Construction of a signalized T-intersection and associated lane improvements on Highway 97 at Swan Lumber Road to increase safety and improve traffic flow – (\$11.1 million).

- **Burns Lake: Construction of a westbound climbing lane on Highway 16 near Broman Lake to improve mobility and safety; including extending the eastbound passing lane and improvements to the entry/exit to both the brake check and chain off areas – (\$17.3 million)**

#### **Ride-Hailing:**

- **Ride hail vehicles are now on our roads, offering a new transportation option for people in B.C.**
- **Over the last two years, we developed a framework that puts passenger safety first.**
- **The Passenger Transportation Board (Board) is an independent tribunal that has a budget of approximately \$890,000 for the 2020/2021 fiscal year.**

#### **Public Transit**

- **Our government continues to work in partnership with various levels of government and First Nations to expand public transit including bus service and rapid transit.**
- **In 2020/21, the Province has budgeted to provide operating grants of up to \$115.8M to BC Transit and \$77.4 in capital grants.**
- **Over the next three years, the province is projected to provide \$361.7M in operating contributions and \$251.3M in capital contributions to BC Transit including funding for the provincial share of project under Public Transit Infrastructure Fund (PTIF) and Investing in Canada Infrastructure Program (ICIP) in BC Transit communities.**
- **BC Transit, in partnership with local and regional governments, provides service in over 130 communities through 84 different transit systems. Expanded transit service will be rolled out in 20 of these transit systems in 2020/21.**
- **Ridership levels continue to increase across British Columbia, and are forecast to reach 335 million.**

#### **Ferries:**

- **The ministry's budget for coastal ferry services has been increased by \$4 million in 2020/2021 to support the reinstatement of some services that were cut back in 2014.**
- **In the 2020 Budget, we have dedicated over \$690-million over the next 3 years to support BC Ferries and their operations. This includes over \$90 million from the Federal Government.**

## ADVICE TO MINISTER

- Over 22 million passengers travel on BC Ferries each year, and all of these people are benefitting from the B.C. government's measures to improve affordability.

### Key Facts:

- Over the next 3 years, the Ministry of Transportation and Infrastructure is investing over \$5.7 billion in transportation projects across B.C.
- On top of this, we expect to leverage almost \$7.4 billion dollars through federal cost-sharing and partnerships with private partners, local governments and other agencies over the next 3 years.
- The ministry's three-year operating budget is:
  - 2020/21 \$928.920 million
  - 2021/22 \$932.140 million
  - 2022/23 \$932.140 million

Communications Contact: Lianne Bowness/ Sonia Lowe  
Program Area Contact: Greg Humphreys/ Patricia Marsh/ Nancy Bain

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

# **Ministry of Transportation and Infrastructure**

## **2020/21 – 2022/23 SERVICE PLAN**

**February 2020**



## Minister Accountability Statement



The *Ministry of Transportation and Infrastructure 2020/21 - 2022/23 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 black ink, appearing to read 'Claire Trevena', written over a horizontal line.

Honourable Claire Trevena  
Minister of Transportation and Infrastructure  
February 10, 2020

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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, the coastal and inland ferry service, active transportation network improvements and other green modes of transportation, reducing transportation-related greenhouse gas emissions, and strengthening the economy through the movement of people and goods.

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

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

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

## Strategic Direction

The Government of British Columbia remains focused on its three strategic priorities: making life more affordable, delivering better services, and investing in a sustainable economy.

Ministries are actively working to provide quality, cost-effective services to British Columbia families and businesses. By adopting the Gender-Based Analysis Plus (GBA+) lens and Business and Economic Implications Framework to budgeting and policy development, ministries will ensure that equity is reflected in budgets, policies and programs.

Additional key initiatives underpinning lasting prosperity in 2020/21 and beyond are the implementation of:

- A Framework for Improving British Columbians' Standard of Living which will provide the foundation for quality economic growth in our province and a pathway to a more inclusive and prosperous society,
- The *Declaration on the Rights of Indigenous Peoples Act* and the Truth and Reconciliation Commission Calls to Action, demonstrating support for true and lasting reconciliation, and
- The CleanBC plan, putting B.C. on the path to a cleaner, better future – with a low carbon economy that creates opportunities while protecting our clean air, land and water.

The Economic Forecast Council (EFC) expects B.C.'s real GDP to grow by 2.4 per cent in 2020 and 2.3 per cent in 2021. Meanwhile for Canada, the EFC projects national real GDP growth of 1.7 per cent in 2020 and 1.8 per cent in 2021. As such, B.C.'s economic growth is expected to outperform Canada's in the coming years. Risks to B.C.'s economic outlook include ongoing uncertainty regarding global trade policies and weak global economic activity, as well as lower commodity prices and slower domestic economic growth. Meanwhile, LNG development in the province is expected to have a positive impact on B.C.'s economy.

This 2020/21 service plan outlines how the Ministry of Transportation and Infrastructure will support the government's priorities, including selected action items identified in the July 2017 Minister's Mandate Letter. Over the previous fiscal year, the Ministry of Transportation and Infrastructure made progress on these priorities by:

- Continuing to invest in rural and urban infrastructure, including improvements as part of the upgrades on Highway 1 to the Alberta Border.
- Responding to the Coastal Ferries Services Review which included increasing service on ten ferry routes, restoring 2,700 round-trip sailings and enacting changes to the *Coastal Ferry Act*.
- Developing policies and regulations and passing legislation to allow ride-hailing companies to begin operating in B.C.
- Developing and implementing a provincial Active Transportation Strategy, and
- Providing significant investment toward improving public transit across B.C., including handyDART service.

The following performance plan outlines how the Ministry of Transportation and Infrastructure will continue to track progress on key mandate letter commitments and other emerging government priorities.

## 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 private sectors to invest in priority rehabilitation and improvement projects that serve the best interest of British Columbians.
- 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	2019/20 Forecast	2020/21 Target	2021/22 Target	2022/23 Target
1.1 The percentage of projects that meet their budget and schedule <sup>1</sup>	91.5%	91.5%	91.5%	91.5%

<sup>1</sup> Data Source: Ministry of Transportation and Infrastructure.

### Linking Performance Measure to Objective:

1.1 This performance measure reflects the goal of being cost conscious and evaluates all Ministry capital construction and rehabilitation projects, within the overall Transportation Investment Plan, completed each year. 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 Major Capital Projects 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		Baseline <sup>2</sup>	2019/20 Forecast	2020/21 Target <sup>3</sup>	2021/22 Target <sup>3</sup>	2022/23 Target <sup>3</sup>
2.1	Serious collision rate on Provincial Highways (Collision per Million Vehicle Kilometre) <sup>1</sup>	0.166	0.158	0.156	0.154	0.153

<sup>1</sup> Data Source: The RCMP and ICBC.

<sup>2</sup> The baseline value represents the serious collision rate for the five-year period of 2013 to 2017.

<sup>3</sup> The target is based on historical trends of the 5-year rolling average serious collision rate in the 10-year period between 2009 and 2018. The baseline and targets may change from previously established values following updates from more recent collision data

**Linking Performance Measure to Objective:**

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

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

### Key Strategies:

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

Performance Measure	2009/10 Baseline	2019/20 Forecast	2020/21 Target	2021/22 Target	2022/23 Target
2.2 Rating of Maintenance Contractor performance using Contractor Assessment Program <sup>1</sup>	93%	93% <sup>2</sup>	TBD <sup>3</sup>	TBD <sup>3</sup>	TBD <sup>3</sup>

<sup>1</sup> Data Source: Ministry of Transportation and Infrastructure Construction and Maintenance Branch.

<sup>2</sup> From April 1 2019 to September 30, 2019.

<sup>3</sup> New targets will be established in 2020/21

### Linking Performance Measure to Objective:

2.2 Ensuring the safety and reliability of the provincial highway system through a high standard of highway maintenance protects the health 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 [web-site](#).

Procurement of 27 of the 28 Highway Maintenance Contracts is complete. The last Service Area to be renewed is expected to be tendered in Spring 2020. 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. With the increased standards placed on maintenance contractors, the metrics associated with this Performance Measure have been updated and a new baseline will be established in 2020/21. Additional information regarding the new performance measure is available at [www2.gov.bc.ca/assets/gov/driving-and-transportation/transportation-infrastructure/highway-bridge-maintenance/highway-maintenance/round\\_6\\_cap\\_-\\_cap\\_manual.pdf](http://www2.gov.bc.ca/assets/gov/driving-and-transportation/transportation-infrastructure/highway-bridge-maintenance/highway-maintenance/round_6_cap_-_cap_manual.pdf).

### Climate Change Adaptation

*The Ministry has developed and continues to implement an integrated climate change adaptation program, including establishing policy and providing guidance and information to consulting engineers and Ministry staff. Initiatives include collaboration with Engineers and Geoscientists BC on engineering design practice guidance, as well as developing data and tools with the Pacific Climate Impacts Consortium at the University of Victoria. This work improves decision-making and climate change resilience in highway design, construction and maintenance in British Columbia.*

## 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 in the planning of services and policies that impact Ministry stakeholders.

Performance Measure	2007/08 Baseline	2019/20 Actual <sup>2</sup>	2020/21 Target	2021/22 Target	2022/23 Target
2.3 Survey of stakeholder and citizen satisfaction with Ministry services and processes, rated on a scale of 1 to 5 <sup>1</sup>	3.90	4.15	4.10	4.10	4.10

<sup>1</sup> Data Source: The Ministry's survey is based on the Common Measurement Tool, a survey framework designed by the Institute for Citizen Centered Service to be administered by public sector organizations to facilitate the measurement of citizen satisfaction.

<sup>2</sup> All data for the 2019/20 measure has been collected, which is reflected in this being an actual result rather than a forecast. On this scale, 5 represents the highest level of achievement.

### Linking Performance Measure to Objective:

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

#### **Coastal Ferry Services**

*In 2020/21, the Ministry will be seeking public input on establishing a Vision for British Columbia's coastal ferry services. Developing a provincial vision was one of the key recommendations brought forward through a recent review of coastal ferry services. A vision will help guide the BC Ferries Commissioner and the BC Ferry Authority in determining the public interest when fulfilling their roles under the Coastal Ferry Act.*

#### **App-based Ride-Hailing in B.C.**

*In November 2018, Government introduced legislation to allow ride-hailing companies to begin operating in B.C. With a focus on passenger safety, the Passenger Transportation Amendment Act modernizes the legislative framework for passenger-directed vehicles, and was given Royal Assent on November 27, 2018 laying the foundation for the entry of app-based ride-hailing services.*

*In September 2019, the Passenger Transportation Regulation Act came into effect allowing for ride-hail companies to apply to provide services in B.C. while ensuring the safety of passengers. A new \$0.30 per-trip fee will be applied to each non-accessible ride-hail fare.*

*In December 2019 the first applications to operate a ride-hailing service were approved by the Passenger Transportation Board.*

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

#### **Objective 3.1: Reduce greenhouse gas emissions from the transportation sector**

##### **Key Strategies:**

- In partnership with other levels of government and Indigenous communities, expand public transit including bus service and rapid transit.
- In collaboration with the Ministry of Municipal Affairs and Housing encourage compact and mixed land-use around transit stations and along transit corridors through policy and funding agreements.
- Implement intelligent transportation systems to manage traffic and congestion, reduce idling, and enable improved transit service.
- Expand the use of high occupancy vehicle lanes and transit priority measures.
- Collaborate with the trucking industry to reduce emissions from the commercial vehicle sector by reducing permit wait times, increasing the use of weigh in motion technology at inspection stations, building rail grade separations, and improving rural road infrastructure.

Performance Measure	2019/20 Forecast	2020/21 Target	2021/22 Target	2022/23 Target
3.1 Annual public transit ridership in B.C. <sup>1</sup>	335 million	345 million	347 million	353 million

<sup>1</sup> Data Source: Ministry of Transportation and Infrastructure, and BC Transit and TransLink ridership forecasts.

##### **Linking Performance Measure to Objective:**

3.1 Increased use of public transit (higher ridership) helps reduce greenhouse gas emissions generated by motor vehicles. Public transit improves the effectiveness of the transportation network by opening up capacity, diminishing our carbon footprint and providing a lower cost transportation alternative. The reduction of greenhouse gas emissions from the transportation sector is a priority for Government.

##### ***Working Towards a Cleaner Transportation Network***

*The Ministry is working toward an interconnected transportation network that will support a clean, sustainable economy, address climate change, reduce greenhouse gas emissions, and bring B.C.'s communities together through coordinated transportation services. Ministry initiatives underway include electrification of rest stops on provincial highways, contributing to the expanded use of zero- or low-emission buses, partnering with the BC Trucking Association to deliver the CleanBC Heavy-Duty Vehicle Efficiency Program and working to electrify B.C.'s inland ferry fleet by 2040.*

*These are just a few of the ways the Ministry is ensuring clean transportation options are available to British Columbians. This work supports CleanBC, the Province's strategy to put B.C. on the path to a cleaner future.*

## Objective 3.2: Support local economies and communities through the continued development of a multi-modal transportation system

### Key Strategies:

- Encourage shifting to more efficient and lower-carbon emitting modes of transportation and cleaner fuels such as natural gas, hydrogen and electricity.
- Implement Clean BC initiatives such as the provincial active transportation strategy, Move. Commute. Connect. and working to electrify the provincial inland ferry fleet.
- Build a network of electric vehicle (EV) charging stations so EV drivers can feel confident to travel throughout B.C.
- Introduce app-based ride-hailing and other flexible transportation options.

Performance Measure	2019/20 Forecast	2020/21 Target	2021/22 Target	2022/23 Target <sup>2</sup>
3.2 Number of locations with public EV charging installed or supported by the Ministry <sup>1</sup>	18	24	30	36

<sup>1</sup> Data Source: Ministry of Transportation and Infrastructure.

<sup>2</sup> Current EV charging strategy covers years 2018 to 2022. Planning is underway for a strategy that goes beyond 2022.

### Linking Performance Measure to Objective:

3.2 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.

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.

### Active Transportation

*In June 2019 the Ministry launched Move. Commute. Connect.: B.C.'s Active Transportation Strategy to support and increase safe walking, cycling and other forms of active transportation. Delivering an active transportation strategy was identified as a goal in CleanBC. The goal of Move. Commute. Connect. is to double the percentage of trips people take by active transportation modes by 2030.*

*The Ministry will be working with other ministries, local and Indigenous communities and other stakeholders to implement the initiatives outlined in Move. Commute. Connect., including education, encouragement and incentive programs. Together we can work towards creating community-specific active transportation networks that are safe, accessible and convenient for people of all ages and abilities.*

# Resource Summary

Core Business Area	2019/20 Restated Estimates <sup>1</sup>	2020/21 Estimates <sup>2</sup>	2021/22 Plan	2022/23 Plan
<b>Operating Expenses (\$000)<sup>3</sup></b>				
<b>Transportation and Infrastructure Improvements .....</b>	16,987	16,637	10,961	10,961
<b>Public Transportation<sup>4</sup> .....</b>	348,321	350,248	357,385	357,385
<b>Highway Operations .....</b>	544,168	545,541	546,951	546,951
<b>Commercial Transportation Regulation .....</b>	3,208	3,274	3,343	3,343
<b>Executive and Support Services .....</b>	12,932	13,220	13,500	13,500
<b>Total .....</b>	<b>925,616</b>	<b>928,920</b>	<b>932,140</b>	<b>932,140</b>
<b>Ministry Capital Expenditures (Consolidated Revenue Fund) (\$000)</b>				
<b>Highway Operations .....</b>	2,885	5,383	4,135	4,060
<b>Total .....</b>	<b>2,885</b>	<b>5,383</b>	<b>4,135</b>	<b>4,060</b>

<sup>1</sup> For comparative purposes, the amounts shown for 2019/20 have been restated to be consistent with the presentation of the 2020/21 Estimates.

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

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

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

## Transportation Investments

(\$ millions)	2020/21 Budget	2021/22 Plan	2022/23 Plan	Total
<b>Provincial Investments:</b>				
Highway Corridor Rehabilitation	265	285	286	836
Side Road Improvements	110	110	115	335
Pattullo Bridge Replacement	254	310	277	841
Highway 1 to Alberta Border	244	387	413	1,044
Broadway Subway	245	396	470	1,111
Transit Infrastructure	192	193	310	695
Transportation and Trade Network Reliability <sup>1</sup>	314	241	158	713
Safety Improvements	30	29	29	88
Community and other programs	23	13	13	49
<b>Total Provincial Transportation Investments</b>	<b>1,677</b>	<b>1,964</b>	<b>2,071</b>	<b>5,712</b>
<b>Investments funded through contributions from Federal Government and Other Partners:</b>				
<b>Contributions from all partners</b>	<b>415</b>	<b>627</b>	<b>610</b>	<b>1,652</b>
<b>Total Investments in Transportation Infrastructure<sup>2</sup></b>	<b>2,092</b>	<b>2,591</b>	<b>2,681</b>	<b>7,364</b>

<sup>1</sup>Includes funding for George Massey Crossing (planning, interim works and procurement).

<sup>2</sup>Total investments include operating and capital spending.

## BC Transportation Financing Authority Statement of Operations

	2019/20 Forecast	2020/21 Budget	2021/22 Plan	2022/23 Plan
<b>Revenue (\$000)</b>				
Tax revenue <sup>1</sup> .....	470,000	471,000	474,000	477,000
Amortization of deferred contributions <sup>2</sup> ...	172,192	176,187	177,466	175,376
Other operating revenue <sup>3</sup> .....	51,284	57,063	60,408	45,792
<b>Total .....</b>	<b>693,476</b>	<b>704,250</b>	<b>711,874</b>	<b>698,168</b>
<b>Expenditures (\$000)</b>				
Highway Operations .....	683,344	660,818	636,386	648,469
Transit Programs .....	134,482	176,147	171,082	201,988
Ferry Operations .....	24,911	28,093	24,252	24,726
Other .....	131,977	138,759	123,969	127,648
Debt Servicing Costs <sup>4</sup> .....	424,394	454,936	509,538	569,833
<b>Total .....</b>	<b>1,399,108</b>	<b>1,458,753</b>	<b>1,465,227</b>	<b>1,572,664</b>
<b>Net Loss (\$000)</b>				
<b>Net operating loss .....</b>	<b>(705,632)</b>	<b>(754,503)</b>	<b>(753,353)</b>	<b>(874,496)</b>

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

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

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

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

## Major Capital Projects

Major Capital Projects (over \$50 million)	Targeted Completion Date (Year)	Project Cost to Dec 31, 2019 (\$ millions)	Estimated Cost to Complete (\$ millions)	Approved Anticipated Total Capital Cost of Project (\$ millions)
<b><u>Highway 1 Widening and 216 Street Interchange</u></b>	2020	50	12	62
<p><b>Objective:</b> Widening the Trans-Canada Highway to six lanes between 202nd Street and 216th Street and construction of a diamond interchange at 216th Street to improve traffic flow, reliability and congestion on a core National Highway System route used extensively for moving people and goods.</p> <p><b>Costs:</b> The estimated project cost is \$62 million, inclusive of property acquisition costs and contingencies. The Government of Canada is contributing half of eligible costs up to a maximum of \$22.3 million under the Provincial Territorial Infrastructure Component of the new Building Canada Fund. The Township of Langley is contributing \$12 million toward the cost of the interchange.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Improve safety for all road users.</li> <li>• Reduce congestion and improve travel times through a key corridor.</li> <li>• Support transit use, cycling and other alternatives to single occupant vehicles.</li> <li>• Keep regional traffic off local streets.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Night work is required as no lane closures during the day will be permitted. Night work includes building an earth berm in proximity to residents.</li> </ul>				
<b><u>Highway 1 – Admirals Road/McKenzie Avenue Interchange</u></b>	2020	85	11	96
<p><b>Objective:</b> Construction of an interchange on the Trans-Canada Highway at the intersection with Admirals Road and McKenzie Avenue to improve traffic flow and reliability and reduce congestion on a core National Highway System route. The project includes construction of shoulder bus lanes, extension of the merge lanes, and construction of a grade-separated structure for the Galloping Goose Regional Trail.</p> <p><b>Costs:</b> The estimated cost is \$96 million, inclusive of property acquisition costs and contingencies. The Government of Canada is contributing half of eligible costs up to a maximum of \$32.6 million under the Provincial-Territorial Infrastructure Component of the new Building Canada Fund.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Improve safety for all road users.</li> <li>• Reduce congestion and improve travel times through a key corridor.</li> <li>• Support transit use, cycling and other alternatives to single occupant vehicles.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Geotechnical conditions.</li> <li>• Archeological impacts.</li> <li>• Relocation of a large Capital Regional District waterline.</li> <li>• Maintaining adequate traffic flow during construction may require temporary works and development of comprehensive traffic control plans.</li> </ul>				

Major Capital Projects (over \$50 million)	Targeted Completion Date (Year)	Project Cost to Dec 31, 2019 (\$ millions)	Estimated Cost to Complete (\$ millions)	Approved Anticipated Total Capital Cost of Project (\$ millions)
<b>Highway 7 Corridor Improvements</b>	2020	48	22	70
<p><b>Objective:</b> Improve safety, capacity and mobility on Highway 7 between the City of Pitt Meadows and the District of Mission including: a right turn extension at Harris Road (Pitt Meadows); safety improvements from 222nd Street to Kanaka Way (Haney Bypass-Maple Ridge); and four-laning from Silverdale Avenue to Nelson Street (Mission).</p> <p><b>Costs:</b> Total project cost is estimated at \$70 million including a \$22 million contribution under the Provincial-Territorial Component of the new Building Canada Fund.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Address key safety issues along Highway 7.</li> <li>• Improve capacity constraints between the District of Mission and the City of Pitt Meadows.</li> <li>• Support the Province's commitment to provide a continuous divided four-lane corridor from Mission to Pitt Meadows.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Environmental impacts to fish bearing stream and ditches.</li> <li>• Traffic management during construction.</li> </ul>				
<b>Highway 99 – Ten Mile Slide</b>	2020	20	40	60
<p><b>Objective:</b> Long-term stabilization of the Ten Mile Slide, approximately 17 kilometres northeast of Lillooet and located within Xaxli'p's Fountain Reserve 1A.</p> <p><b>Costs:</b> The estimated cost is \$60 million, which includes planning, engineering, construction, mitigation, site supervision, First Nations accommodation and contingency. Phase 2, the main stabilization contract, commenced construction in September 2019 and is on schedule for completion by May 2020.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Improve safety and reliability.</li> <li>• Maintain direct connection between Lillooet and Kamloops.</li> <li>• Maintain community connectivity and cohesiveness for the Xaxli'p community.</li> <li>• Respond to requests for a long-term solution dating back to the mid-1990s.</li> <li>• Limit future costs associated with extra-ordinary maintenance and stabilization measures.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Geotechnical conditions (ongoing slide movement).</li> <li>• Managing traffic during construction.</li> <li>• Impacts to the Xaxli'p Fountain Reserve 1A.</li> <li>• Archaeological finds.</li> </ul>				

Major Capital Projects (over \$50 million)	Targeted Completion Date (Year)	Project Cost to Dec 31, 2019 (\$ millions)	Estimated Cost to Complete (\$ millions)	Approved Anticipated Total Capital Cost of Project (\$ millions)
<b><u>Highway 1 – Lower Lynn Corridor Improvements</u></b>	2021	157	41	198
<p><b>Objective:</b> Construction of replacement structures over Highway 1 at Mountain Highway and Keith Road/Dollarton Highway as well as municipal improvements on Keith Road. The project also includes the construction of westbound collector-distributor lanes and the construction of two new structures on either side of the existing Highway 1 Lynn Creek Bridge.</p> <p><b>Costs:</b> The estimated cost is \$198 million, inclusive of property acquisition costs and contingencies. The Government of Canada is contributing \$66.6 million under the Provincial-Territorial Component of the new Building Canada Fund and the Major Infrastructure Component of the old Building Canada Fund, and the District of North Vancouver is contributing \$54.7 million.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Improve safety for all road users.</li> <li>• Reduce congestion and improve travel times through a key corridor.</li> <li>• Support community connectivity.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Geotechnical conditions.</li> <li>• Archeological impacts.</li> <li>• Utility relocations.</li> <li>• Managing traffic during construction.</li> </ul>				
<b><u>Illecillewaet Four-Laning and Brake Check Improvement Project</u></b>	2022	18	67	85
<p><b>Objective:</b> The Illecillewaet Four-Laning and Brake Check Improvement Project is part of the Trans-Canada Highway program that supports the provincial commitment to accelerate upgrades to the Alberta border. The project scope includes providing approximately 2 kilometres of four-lane highway to increase vehicle storage during winter closures and to improve passing opportunities, expanding the existing brake check area to accommodate 15 trucks and accommodation of eastbound traffic turn-around to enable trucks and cars in the event of a road closure.</p> <p><b>Costs:</b> The estimated project cost is \$85.2 million and is cost shared with the federal government, which is contributing \$15.5 million. The estimated total project cost includes engineering, construction, First Nations consultation, archaeology, and project management.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Improve safety, mobility and reliability.</li> <li>• Improve travel speeds and relieved congestion, which will reduce driver frustration and improve safety.</li> <li>• Improve capacity and safety for queued vehicles and reduced traveller delay due to highway closures during winter storm and avalanche control events.</li> <li>• Improve brake check safety and capacity.</li> <li>• Provide an opportunity for vehicles to safely turn around in the event of extended highway closures.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Geotechnical conditions.</li> <li>• Environmental impacts.</li> </ul>				

Major Capital Projects (over \$50 million)	Targeted Completion Date (Year)	Project Cost to Dec 31, 2019 (\$ millions)	Estimated Cost to Complete (\$ millions)	Approved Anticipated Total Capital Cost of Project (\$ millions)
<b>Highway 14 Corridor Improvements</b>	2022	6	80	86
<p><b>Objective:</b> To enhance safety, introduce opportunities for travel time savings and promote mobility options and transit use to help build a stronger local and regional economy. These objectives will be met by resurfacing and shoulder widening 10 kilometres of Highway 14 between Otter Point Road (west) and Woodhaven Road, and by realigning and four-laning with median division over 1.5 kilometres of the highway generally between Connie Road and Glinz Lake Road, including an underpass sideroad connection to Gillespie Road that includes a new Park and Ride transit facility.</p> <p><b>Costs:</b> \$85.7 million total Capital cost made up of \$30.2 million in funding from the Government of Canada, and \$55.5 million in Provincial funding.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Mobility improvements via the introduction of wider paved shoulders for cyclists and improved sideroad connections and the new Park and Ride transit facility.</li> <li>• Safety improvements via wider paved shoulders, better surface conditions, straighter alignments, intersection upgrades, median barrier division, channelization and lighting.</li> <li>• Reliability improvements as a result of the safety benefits associated with reduced collisions and associated highway closures, as well as new passing opportunities.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Environmental and geotechnical.</li> <li>• Properties.</li> <li>• Construction and Traffic Management.</li> </ul>				
<b>West Fraser Road Realignment</b>	2023	2	101	103
<p><b>Objective:</b> Reconstruct 5 km of West Fraser Road on a new alignment that by-passes a closed section that was washed out in 2018 and is located in an active landslide area. This project will improve the connectivity of local indigenous and non-indigenous communities in the area by eliminating the need take a substantial detour which has been in place since the closure.</p> <p><b>Costs:</b> The estimated cost is \$103.4 million, and the project is eligible for reimbursements from the Government of Canada through the Disaster Financial Assistance Agreement.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Improves travel time and reliability for residents affected by the detour.</li> <li>• Better connects Indigenous communities that are separated by the closure.</li> <li>• Improves the ability for local industries to get their goods and resources to their destination.</li> <li>• Improves safety of all road users through lower collision risk.</li> <li>•</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Geotechnical conditions.</li> <li>• Archeological finds.</li> <li>• Potential for changed conditions during construction.</li> </ul>				

Major Capital Projects (over \$50 million)	Targeted Completion Date (Year)	Project Cost to Dec 31, 2019 (\$ millions)	Estimated Cost to Complete (\$ millions)	Approved Anticipated Total Capital Cost of Project (\$ millions)
<b><u>Highway 91/17 and Deltaport Way Upgrade Project</u></b>	2023	37	223	260
<p><b>Objective:</b> A combination of improvements to the existing Highway 91, Highway 17, Highway 91 Connector and Deltaport Way to improve travel safety and efficiency. These upgrades will improve local and commercial travel in the area and reduce conflicts between commercial vehicles and other traffic. They also complement the Alex Fraser Bridge improvements and 72nd Avenue Interchange projects.</p> <p><b>Costs:</b> The estimated cost is \$260 million, with the Government of Canada contributing \$81.7 million, the Port of Vancouver \$87.5 million, the Province of B.C. \$87.5 million, and the Tsawwassen First Nation \$3.5 million.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Reduce congestion to improve travel time and reliability through Delta.</li> <li>• Improve traffic safety for goods movers and the travelling public, with lowered collision risk and better operating hours at the Nordel commercial inspection facility.</li> <li>• Support community and economic development, with better access to employment areas, faster access between South Delta and North Delta/Surrey, improved cycling connections, and improved permitting and inspection service for commercial vehicle operators.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Geotechnical conditions.</li> <li>• Traffic management during construction.</li> <li>• Archeological finds.</li> <li>• Utility relocations.</li> </ul>				
<b><u>Pattullo Bridge Replacement Project</u></b>	2023	51	1,326	1,377
<p><b>Objective:</b> A new four-lane bridge that meets current seismic and road design standards and provides a safe and reliable crossing for vehicles, pedestrians and cyclists and network connections in Surrey and New Westminster.</p> <p><b>Costs:</b> The estimated cost is \$1.377 billion which includes planning, engineering, construction, site supervision, property acquisition, regulatory approvals, removal of the existing Pattullo Bridge and contingency. The estimated cost includes both capitalized and expensed costs. The new bridge is expected to open in 2023. The removal of the existing bridge will occur after the new bridge is in service.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Improve safety for drivers.</li> <li>• Improve seismic resiliency and emergency response capability.</li> <li>• Improve regional connectivity.</li> <li>• Improve the movement of goods.</li> <li>• Provide safer corridors for pedestrians and cyclists.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Managing traffic during construction.</li> <li>• Archeological impacts.</li> <li>• Permitting/regulatory requirements.</li> <li>• Utility relocations.</li> <li>• Third party agreements.</li> <li>• Geotechnical conditions.</li> </ul>				

Major Capital Projects (over \$50 million)	Targeted Completion Date (Year)	Project Cost to Dec 31, 2019 (\$ millions)	Estimated Cost to Complete (\$ millions)	Approved Anticipated Total Capital Cost of Project (\$ millions)
<b>Highway 1 Quartz Creek Bridge</b>	2023	7	114	121
<p><b>Objective:</b> Upgrading approximately 4.4 kilometres of the Trans Canada Highway to four lanes, including a replacement new bridge structure on a new alignment of to replace the existing Quartz Creek bridge on a new alignment, a new bridge structure to replace Wiseman Stream Culvert (culvert buried under 30 metres of highway fill), access improvements to forest service roads, wildlife fencing, ungulate guards and large mammal crossings under both Wiseman Bridge and Quartz Bridge structures.</p> <p><b>Costs:</b> Estimated project cost is \$121.4 million, with the Government of Canada contributing \$49.9 million under the Provincial-Territorial Component of the new Building Canada Fund. The project is to be tender ready for spring 2020.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Improve safety, mobility, and reliability for all users on this section of the Trans Canada Highway.</li> <li>• Increase capacity on a vital transportation link between British Columbia and the rest of Canada, supporting regional, provincial and national economic growth.</li> <li>• Reduce conflicts with wildlife due to wildlife fencing and large mammal crossings.</li> <li>• Improve safety for accessing forest service roads.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Third party agreements.</li> </ul>				
<b>Kootenay Lake Ferry Service Upgrade</b>	2023	2	53	55
<p><b>Objective:</b> To replace the aging MV Balfour with a new, larger electric-ready ferry; as well as improve safety and accessibility at both ferry terminals (Balfour and Kootenay Bay).</p> <p><b>Costs:</b> The approved project budget is \$54.7 million. The project is cost shared between the provincial and federal governments with a federal contribution of \$17.2 million and a provincial contribution of \$37.5 million. Federal funding is being provided through the National Building Canada Fund – Provincial-Territorial Infrastructure Component.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Provide service continuity after the retirement of MV Balfour.</li> <li>• Improve capacity to meet demand during summer peaks.</li> <li>• Reduce GHG emissions.</li> <li>• Improve traffic flow in/out of both ferry terminals (Balfour and Kootenay Bay).</li> <li>• Improve safety and accessibility for motorists and pedestrians using the terminal.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Project delays may impact ferry service.</li> <li>• Vessel assembly in a remote location.</li> <li>• Archaeological and geotechnical conditions.</li> </ul>				

Major Capital Projects (over \$50 million)	Targeted Completion Date (Year)	Project Cost to Dec 31, 2019 (\$ millions)	Estimated Cost to Complete (\$ millions)	Approved Anticipated Total Capital Cost of Project (\$ millions)
<b><u>R.W. Bruhn Bridge and Approaches Project</u></b>	2023	14	211	225
<p><b>Objective:</b> The R.W. Bruhn Bridge and Approaches Project supports the provincial commitment to accelerate Highway 1 upgrades to the Alberta border, and addresses the immediate needs of the aging bridge infrastructure and associated safety, mobility and reliability issues. The project scope includes four-laning approximately 1.9 kilometres of Highway 1 and replacing the R.W. Bruhn Bridge. The Project extends approximately 2.5 kilometres and includes at-grade intersection improvements at Old Sicamous Road, Old Spallumcheen Road, Gill Avenue and Silver Sands Road. The scope also includes a new multi-use path to increase safety for pedestrians and cyclists.</p> <p><b>Costs:</b> The estimated project cost is \$224.5 million. The project is cost shared between the provincial and federal governments with a federal contribution of \$91.1 million and a provincial contribution of \$133.4 million. Federal funding is being provided through the new Building Canada Fund. The estimated total project cost includes engineering, construction, land acquisition, First Nations consultation, archaeology, and project management.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Improve safety and traffic flow along the Trans-Canada Highway corridor.</li> <li>• Replace aging R.W. Bruhn Bridge.</li> <li>• Improve safety of local road connections at the Trans-Canada Highway.</li> <li>• Enhance safety for pedestrians and cyclists along the Trans-Canada Highway corridor.</li> <li>• Continue collaboration with Indigenous people and government on project opportunities and accommodation.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Archeological finds.</li> <li>• Potential costs and schedule delay with property acquisition completion.</li> <li>• Geotechnical conditions.</li> </ul>				
<b><u>Highway 1 Hoffman's Bluff to Jade Mountain</u></b>	2023	27	172	199
<p><b>Objective:</b> Upgrading approximately 11.9 kilometres of the Trans-Canada Highway to four-lanes, including highway realignment, highway access improvements, frontage road construction and Chase Creek Bridge replacement. The project will also provide greater pedestrian/cycling connectivity between the Village of Chase and Neskonlith Indian Reserve.</p> <p><b>Costs:</b> Estimated project cost is \$199.2 million, with the Government of Canada contributing \$55.1 million under the Provincial-Territorial Component of the new Building Canada Fund. The Hoffman's Bluff to Jade Mountain project is composed of the following phases:</p> <ul style="list-style-type: none"> <li>• Phase one, Chase Creek Road to Chase West, will be completed in fall 2022</li> <li>• Phase two, Chase West to Jade Mountain, will be ready for tender in mid-2020 and completed in fall 2023</li> </ul> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Improve safety, mobility and reliability of this section of Highway 1 for all road users.</li> <li>• Increase capacity on a vital transportation link between British Columbia and the rest of Canada, supporting regional, provincial and national economic growth.</li> <li>• Improve intersections and accesses for local residents of the Village of Chase and Indigenous communities.</li> <li>• Improve pedestrian and cyclist accommodation for the communities.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Potential additional costs related to completing property acquisition.</li> <li>• Potential cost increase and delays related to evaluation of scope change requests following stakeholder input.</li> </ul>				

Major Capital Projects (over \$50 million)	Targeted Completion Date (Year)	Project Cost to Dec 31, 2019 (\$ millions)	Estimated Cost to Complete (\$ millions)	Approved Anticipated Total Capital Cost of Project (\$ millions)
<b>Highway 1 – Salmon Arm West</b>	2023	42	121	163
<p><b>Objective:</b> Upgrade six 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 up to seven intersections, a new bridge across the Salmon River, a new interchange, and approximately four kilometres of frontage roads.</p> <p><b>Costs:</b> The current estimate is \$162.7 million including a \$48.5 million Government of Canada contribution under the Provincial-Territorial Component of the new Building Canada Fund. The project is composed of three segments and will be delivered in three phases. The first phase, from 1st Avenue SW to 10th Avenue SW, will be ready for tender in spring 2020.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Improve the safety, mobility and reliability of the Trans-Canada Highway corridor.</li> <li>• Improve safety for the City of Salmon Arm, local Indigenous community members and the surrounding area with improvements to intersections and accesses.</li> <li>• Improve pedestrian and cyclist accommodation with construction of a multi-use pathway that will integrate with the community trail networks.</li> <li>• Mitigate impacts of projects on Indigenous interests including archaeological, environmental and cultural interests.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Archaeological impacts.</li> <li>• Potential additional costs or delays related to completing property acquisition.</li> <li>• Disposition of the existing Salmon River Bridge to the City of Salmon Arm.</li> </ul>				
<b>Highway 1 216<sup>th</sup> to 264<sup>th</sup> Street Widening</b>	2024	4	231	235
<p><b>Objective:</b> Construction of 10 kilometres of High Occupancy Vehicle (HOV) lanes in both directions of the Trans-Canada Highway between 216th and 264th streets in Langley. The project will include a new interchange at 232nd Street; the replacement of Glover Road Underpass and the CP Rail Underpass and a west bound truck climbing lane between 232nd and 216th streets and a parking lot for up to 150 commercial vehicles and 45 passenger vehicles.</p> <p><b>Costs:</b> Estimated cost is \$235.5 million, inclusive of property acquisition costs and contingencies. The Government of Canada is contributing half of eligible costs up to a maximum of \$109 million under the Provincial-Territorial Infrastructure Component of the new Building Canada Fund. The Township of Langley is contributing up to \$27.1 million for the 232nd interchange component.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Improve safety for all road users.</li> <li>• Reduce congestion and improve travel times through a key corridor.</li> <li>• Support HOV use.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Geotechnical conditions.</li> <li>• Archeological impacts.</li> <li>• Replacement of the Canadian Pacific Railway crossing of Highway 1 while keeping container traffic moving along the Roberts Banks Rail Corridor.</li> <li>• Maintaining adequate traffic flow during construction may require temporary works and development of comprehensive traffic control plans.</li> </ul>				

Major Capital Projects (over \$50 million)	Targeted Completion Date (Year)	Project Cost to Dec 31, 2019 (\$ millions)	Estimated Cost to Complete (\$ millions)	Approved Anticipated Total Capital Cost of Project (\$ millions)
<b><u>Highway 1 – Phase Four of the Kicking Horse Canyon Project</u></b>	2024	14	587	601
<p><b>Objective:</b> Upgrade the final 4.8 kilometres of the Kicking Horse Canyon section of the Trans-Canada Highway to a modern, four-lane standard, completing the corridor improvements from the junction of Highway 95 at Golden to the western boundary of Yoho National Park. This portion of the Trans-Canada Highway serves as a gateway between British Columbia and the rest of North America and is a key part of the province's inter-provincial trade, tourism and resource economies. The first three phases of the project have been completed and are now in operation.</p> <p><b>Costs:</b> The current estimate for Phase 4 is \$601 million. The Government of Canada is contributing \$215.2 million under the National Infrastructure Component of the new Building Canada Fund.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Increase the safety, reliability and capacity on a critical provincial and national gateway.</li> <li>• Strengthen economic development through increased tourism and efficient movement of goods and services.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Challenging climatic and geographic conditions.</li> <li>• Traffic management during construction.</li> </ul>				
<b><u>Broadway Subway Project</u></b>	2025	44	2,783	2,827
<p><b>Objective:</b> The proposed project is a 5.7 kilometre extension of the existing Millennium Line along Broadway from VCC-Clark station, entering a 5 kilometre tunnel at the Great Northern Way campus and continuing as a subway to Arbutus Street. Six underground stations will be built: one at the Great Northern Way campus, and five along Broadway Avenue (Main Street, Cambie Street, Oak Street, Granville Street and Arbutus Street). Upon completion, it will be fully integrated into the regional transportation network and operated by TransLink.</p> <p><b>Costs:</b> The Broadway Subway Project will cost \$2,827 million, and will be funded through contributions of \$1,830 million from the Government of British Columbia, \$897 million from the Federal Government and \$100 million from the City of Vancouver. The Project is a key part of the rapid transit program in Metro Vancouver's Mayors' Council 10-Year Vision, Phase 2. The Vision is funded by the governments of B.C. and Canada, TransLink, and local municipalities.</p> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Provide faster, convenient and more reliable transit service.</li> <li>• Improve transportation options and economic development potential.</li> <li>• Connect communities and regional destinations and fill the gap in the regional transit network.</li> <li>• Help meet future needs by keeping people and goods moving and supporting a growing economy.</li> <li>• Support environmentally friendly transportation options.</li> <li>• Improve regional affordability and access to the Broadway Corridor.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Traffic management during construction.</li> <li>• Geotechnical Conditions.</li> <li>• Third Party Agreements.</li> <li>• Future expandability.</li> <li>• Utility relocations.</li> </ul>				

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

### **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 Container Trucking Commissioner**

The Office of the BC Container Trucking Commissioner enforces compliance with the *Container Trucking Act*, issues Container Trucking Services licences within the Truck Licencing System and facilitates ongoing policy and regulatory review.

### **Passenger Transportation Board**

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

### **Transportation Investment Corporation (TI Corp)**

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

TI Corp's Service Plan is available online at [TICorp.ca](http://TICorp.ca)

## 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 2019/20-2021/22**

**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;
- Use innovative solutions and best practices to deliver the most cost-effective transportation investment plans.

## **BC 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 the Roberts Bank coal and container terminals). BCRC, through its subsidiary BCR Properties Ltd., also owns port-related lands which are leased to terminal operators, including those upon which the Vancouver Wharves and Squamish Terminals port facilities operate.

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

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

### **Corporate Governance:**

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

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

### **Goals and Strategies:**

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

#### **Key Strategies:**

- Conduct dispatching, train control and yard management in a manner that provides fair and equal access to Roberts Bank port terminals;
- Maintain railway track and infrastructure in compliance with standards acceptable to Technical Safety BC (formerly BC Safety Authority) and Transport Canada;
- 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;
- 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 Operating Lease Agreement with Kinder Pembina Pipelines Corporation and the property lease with Squamish Terminals**

**Key Strategies:**

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

## BC Transportation Financing Authority Statement of Operations

	2019/20 Forecast	2020/21 Budget	2021/22 Plan	2022/23 Plan
<b>Revenue (\$000)</b>				
Tax revenue <sup>1</sup> .....	470,000	471,000	474,000	477,000
Amortization of deferred contributions <sup>2</sup> ...	172,192	176,187	177,466	175,376
Other operating revenue <sup>3</sup> .....	51,284	57,063	60,408	45,792
<b>Total .....</b>	<b>693,476</b>	<b>704,250</b>	<b>711,874</b>	<b>698,168</b>
<b>Expenditures (\$000)</b>				
Highway Operations .....	683,344	660,818	636,386	648,469
Transit Programs .....	134,482	176,147	171,082	201,988
Ferry Operations .....	24,911	28,093	24,252	24,726
Other .....	131,977	138,759	123,969	127,648
Debt Servicing Costs <sup>4</sup> .....	424,394	454,936	509,538	569,833
<b>Total .....</b>	<b>1,399,108</b>	<b>1,458,753</b>	<b>1,465,227</b>	<b>1,572,664</b>
<b>Net Loss (\$000)</b>				
<b>Net operating loss .....</b>	<b>(705,632)</b>	<b>(754,503)</b>	<b>(753,353)</b>	<b>(874,496)</b>

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

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

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

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

## Resource Summary

Core Business Area	2019/20 Restated Estimates <sup>1</sup>	2020/21 Estimates <sup>2</sup>	2021/22 Plan	2022/23 Plan
<b>Operating Expenses (\$000)<sup>3</sup></b>				
<b>Transportation and Infrastructure Improvements .....</b>	16,987	16,637	10,961	10,961
<b>Public Transportation<sup>4</sup> .....</b>	348,321	350,248	357,385	357,385
<b>Highway Operations .....</b>	544,168	545,541	546,951	546,951
<b>Commercial Transportation Regulation .....</b>	3,208	3,274	3,343	3,343
<b>Executive and Support Services .....</b>	12,932	13,220	13,500	13,500
<b>Total .....</b>	<b>925,616</b>	<b>928,920</b>	<b>932,140</b>	<b>932,140</b>
<b>Ministry Capital Expenditures (Consolidated Revenue Fund) (\$000)</b>				
<b>Highway Operations .....</b>	2,885	5,383	4,135	4,060
<b>Total .....</b>	<b>2,885</b>	<b>5,383</b>	<b>4,135</b>	<b>4,060</b>

<sup>1</sup> For comparative purposes, the amounts shown for 2019/20 have been restated to be consistent with the presentation of the 2020/21 Estimates.

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

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

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

## MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

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

### MINISTRY SUMMARY

(\$000)

	Estimates 2019/20 <sup>1</sup>	Estimates 2020/21
<b>VOTED APPROPRIATION</b>		
Vote 43 — Ministry Operations.....	925,616	928,920
<b>OPERATING EXPENSES</b>	<u>925,616</u>	<u>928,920</u>
<b>CAPITAL EXPENDITURES <sup>2</sup></b>	2,885	5,383
<b>LOANS, INVESTMENTS AND OTHER REQUIREMENTS <sup>3</sup></b>	—	—
<b>REVENUE COLLECTED FOR, AND TRANSFERRED TO, OTHER ENTITIES <sup>4</sup></b>	—	—

#### NOTES

<sup>1</sup> For comparative purposes, figures shown for the 2019/20 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 2020/21 Estimates. A reconciliation of restated operating expenses and capital expenditures resulting from transfers between ministries is presented in Schedule A.

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

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

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

## MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

## SUMMARY BY CORE BUSINESS

(\$000)

	2019/20	2020/21 ESTIMATES		
<b>OPERATING EXPENSES</b>	Net	Gross	External Recoveries	Net
<b>Core Business</b>				
Transportation and Infrastructure Improvements.....	16,987	1,679,038	(1,662,401)	16,637
Public Transportation.....	348,321	1,005,219	(654,971)	350,248
Highway Operations.....	544,168	664,813	(119,272)	545,541
Commercial Transportation Regulation.....	3,208	4,252	(978)	3,274
Executive and Support Services.....	12,932	16,309	(3,089)	13,220
<b>TOTAL OPERATING EXPENSES .....</b>	<b>925,616</b>	<b>3,369,631</b>	<b>(2,440,711)</b>	<b>928,920</b>
<b>CAPITAL EXPENDITURES</b>	Capital Expenditures	Capital Expenditures	Receipts and P3 Liabilities	Net
<b>Core Business</b>				
Highway Operations.....	2,885	5,383	—	5,383
<b>TOTAL .....</b>	<b>2,885</b>	<b>5,383</b>	<b>—</b>	<b>5,383</b>

## MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

## VOTE DESCRIPTIONS

(\$000)

Estimates  
2019/20Estimates  
2020/21

## VOTE 43 — MINISTRY OPERATIONS

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

## TRANSPORTATION AND INFRASTRUCTURE IMPROVEMENTS

## Voted Appropriations

Transportation Policy and Programs.....	7,984	7,559
Transportation Investments.....	1	1
Partnerships.....	1	1
Port and Airport Development.....	8,095	8,129
Enhancing Economic Development.....	906	947
	<u>16,987</u>	<u>16,637</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 such as local governments to support transportation infrastructure 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.....	121,206	119,133
Coastal Ferry Services.....	227,115	231,115
	<u>348,321</u>	<u>350,248</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.....	506,433	507,098
Commercial Vehicle Safety and Enforcement.....	27,085	27,783
Inland Ferries.....	10,650	10,660
	<u>544,168</u>	<u>545,541</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 such as local governments. 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 2019/20	Estimates 2020/21
<b>COMMERCIAL TRANSPORTATION REGULATION</b>		
<b>Voted Appropriations</b>		
Container Trucking Commissioner.....	1	1
Passenger Transportation Board.....	575	890
Passenger Transportation Branch.....	2,632	2,383
	<u>3,208</u>	<u>3,274</u>

**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 *Container Trucking Act* and the *Passenger Transportation Act*. 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. Costs may be recovered from ministries, other levels of government, agencies, organizations, individuals, and private sector partners for activities described within this sub-vote.

## EXECUTIVE AND SUPPORT SERVICES

## Voted Appropriations

Minister's Office.....	622	622
Corporate Services.....	12,310	12,598
	<u>12,932</u>	<u>13,220</u>

**Voted Appropriations Description:** This sub-vote provides for the office of the Minister of Transportation and 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.

<b>VOTE 43 — MINISTRY OPERATIONS</b>	<b>925,616</b>	<b>928,920</b>
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## MINISTRY GROUP ACCOUNT CLASSIFICATION SUMMARY

## GROUP ACCOUNT CLASSIFICATION

Salaries and Benefits .....	144,701	146,795
Operating Costs .....	2,861,129	2,877,194
Government Transfers .....	480,341	358,169
Other Expenses .....	1,151	1,156
Internal Recoveries .....	(1,960)	(13,683)
External Recoveries .....	(2,559,746)	(2,440,711)
<b>TOTAL OPERATING EXPENSES.....</b>	<b>925,616</b>	<b>928,920</b>

# MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

## (\$000)

### VOTE 43 Ministry Operations

Description	Total 2019/20 Operating Expenses	50	51	52	54	Total Salaries and Benefits	55	57	59	60	63	65	67	68	69
<b>Transportation and Infrastructure Improvements</b>	<b>16,987</b>	<b>59,839</b>	<b>102</b>	<b>15,199</b>	—	<b>75,140</b>	—	<b>5,528</b>	<b>4,679</b>	<b>172,834</b>	<b>2,170</b>	<b>2,171</b>	—	<b>10</b>	<b>138,441</b>
Transportation Policy and Programs	7,984	2,881	1	732	—	3,614	—	76	—	100	8	87	—	—	—
Transportation Investments	1	50,486	76	12,823	—	63,385	—	5,230	4,250	168,963	1,985	1,933	—	8	135,671
Partnerships	1	2,219	—	564	—	2,783	—	95	387	3,438	38	36	—	2	2,770
Port and Airport Development	8,095	1,820	25	462	—	2,307	—	45	10	38	20	65	—	—	—
Enhancing Economic Development	906	2,433	—	618	—	3,051	—	82	32	295	119	50	—	—	—
<b>Public Transportation</b>	<b>348,321</b>	<b>3,074</b>	<b>7</b>	<b>781</b>	—	<b>3,862</b>	—	<b>121</b>	<b>539</b>	<b>15,781</b>	<b>169</b>	<b>130</b>	—	—	<b>249,934</b>
Public Transit	121,206	3,074	7	781	—	3,862	—	121	539	15,781	169	130	—	—	7,096
Coastal Ferry Services	227,115	—	—	—	—	—	—	—	—	—	—	—	—	—	242,838
<b>Highway Operations</b>	<b>544,168</b>	<b>36,638</b>	<b>1,647</b>	<b>9,480</b>	—	<b>47,765</b>	—	<b>1,624</b>	<b>4,154</b>	<b>2,096</b>	<b>6,691</b>	<b>1,141</b>	—	<b>248</b>	<b>523,264</b>
Maintenance and Operations	506,433	18,490	1,442	4,871	—	24,803	—	972	4,154	2,002	5,416	795	—	58	492,997
Commercial Vehicle Safety and Enforcement	27,085	17,517	205	4,449	—	22,171	—	632	—	15	1,271	335	—	190	153
Inland Ferries	10,650	631	—	160	—	791	—	20	—	79	4	11	—	—	30,114
<b>Commercial Transportation Regulation</b>	<b>3,208</b>	<b>2,550</b>	<b>7</b>	<b>648</b>	—	<b>3,205</b>	<b>185</b>	<b>69</b>	<b>50</b>	<b>407</b>	<b>50</b>	<b>80</b>	—	<b>1</b>	<b>10</b>
Container Trucking Commissioner	1	410	—	104	—	514	—	53	50	226	15	35	—	—	10
Passenger Transportation Board	575	392	—	100	—	492	185	13	—	181	14	5	—	1	—
Passenger Transportation Branch	2,632	1,748	7	444	—	2,199	—	3	—	—	21	40	—	—	—
<b>Executive and Support Services</b>	<b>12,932</b>	<b>13,322</b>	<b>15</b>	<b>3,432</b>	<b>54</b>	<b>16,823</b>	—	<b>386</b>	<b>4</b>	<b>25</b>	<b>234</b>	<b>571</b>	—	<b>5</b>	<b>1</b>
Minister's Office	622	339	—	106	54	499	—	74	—	—	13	15	—	—	—
Corporate Services	12,310	12,983	15	3,326	—	16,324	—	312	4	25	221	556	—	5	1
<b>Total</b>	<b>925,616</b>	<b>115,423</b>	<b>1,778</b>	<b>29,540</b>	<b>54</b>	<b>146,795</b>	<b>185</b>	<b>7,728</b>	<b>9,426</b>	<b>191,143</b>	<b>9,314</b>	<b>4,093</b>	—	<b>264</b>	<b>911,650</b>

70	72	73	75	Total Operating Costs	77	79	80	Total Govt Transfers	81	83	85	Total Other Expenses	86	88	Total Internal Recoveries	89	90	Total External Recoveries	Total 2020/21 Operating Expenses
50,307	1,191,631	—	839	1,568,610	—	—	34,887	34,887	—	—	402	402	—	(1)	(1)	(1,536,471)	(125,930)	(1,662,401)	16,637
—	—	—	—	271	—	—	4,500	4,500	—	—	19	19	—	—	—	(845)	—	(845)	7,559
50,303	1,185,074	—	200	1,553,617	—	—	21,323	21,323	—	—	285	285	—	(1)	(1)	(1,513,391)	(125,217)	(1,638,608)	1
4	6,557	—	639	13,966	—	—	375	375	—	—	75	75	—	—	—	(16,632)	(566)	(17,198)	1
—	—	—	—	178	—	—	8,689	8,689	—	—	4	4	—	—	—	(3,049)	—	(3,049)	8,129
—	—	—	—	578	—	—	—	—	—	—	19	19	—	—	—	(2,554)	(147)	(2,701)	947
1	423,120	—	—	689,795	—	—	323,282	323,282	—	—	4	4	—	(11,724)	(11,724)	(550,528)	(104,443)	(654,971)	350,248
1	423,120	—	—	446,957	—	—	323,282	323,282	—	—	4	4	—	(1)	(1)	(550,528)	(104,443)	(654,971)	119,133
—	—	—	—	242,838	—	—	—	—	—	—	—	—	—	(11,723)	(11,723)	—	—	—	231,115
2,809	68,829	5,047	619	616,522	—	—	—	—	—	—	527	527	—	(1)	(1)	(116,204)	(3,068)	(119,272)	545,541
127	68,829	3,969	271	579,590	—	—	—	—	—	—	310	310	—	(1)	(1)	(95,844)	(1,760)	(97,604)	507,098
2,682	—	1,078	348	6,704	—	—	—	—	—	—	216	216	—	—	—	—	(1,308)	(1,308)	27,783
—	—	—	—	30,228	—	—	—	—	—	—	1	1	—	—	—	(20,360)	—	(20,360)	10,660
13	—	100	75	1,040	—	—	—	—	—	—	8	8	—	(1)	(1)	—	(978)	(978)	3,274
—	—	—	75	464	—	—	—	—	—	—	—	—	—	—	—	—	(977)	(977)	1
—	—	—	—	399	—	—	—	—	—	—	1	1	—	(1)	(1)	—	(1)	(1)	890
13	—	100	—	177	—	—	—	—	—	—	7	7	—	—	—	—	—	—	2,383
—	—	1	—	1,227	—	—	—	—	—	—	215	215	—	(1,956)	(1,956)	(2,767)	(322)	(3,089)	13,220
—	—	—	—	102	—	—	—	—	—	—	21	21	—	—	—	—	—	—	622
—	—	1	—	1,125	—	—	—	—	—	—	194	194	—	(1,956)	(1,956)	(2,767)	(322)	(3,089)	12,598
53,130	1,683,580	5,148	1,533	2,877,194	—	—	358,169	358,169	—	—	1,156	1,156	—	(13,683)	(13,683)	(2,205,970)	(234,741)	(2,440,711)	928,920

# MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

## MINISTRY SUMMARY

(\$000)

	Restated Estimates 2019/20	Estimates 2020/21	Increase (Decrease)	Variance Explanations
<b>VOTED APPROPRIATION</b>				
Vote 42 - Ministry Operations	925,616	928,920	3,304	<p><b>Increases:</b>  <b>Budget 2019:</b> BC Transit \$5.178 million (Operating Grant for Service Expansion \$5.176M + wage increase \$0.002M);  <b>Budget 2020:</b> Coastal Ferries reinstatement of Service \$4.000M \$0.008M increase for benefit rate</p> <p><b>Decreases:</b>  <b>Budget 2019:</b> CleanBC \$0.500M for Elective Vehicle Charging Grants;  <b>Budget 2020:</b> Decrease to BC Transit Operating Grant \$7.251M (Fiscal adjustment)</p> <p>.....  <b>Wage Increase:</b>  Ministry \$1.869M</p>
<b>CAPITAL EXPENDITURES</b>	2,885	5,383	2,498	<p><b>Increase:</b>  Vehicles \$1.498M; Clean BC Inland Ferry Electrification: \$1.000M</p>
<b>LOANS, INVESTMENTS AND OTHER REQUIREMENTS</b>	-	-	-	
<b>REVENUE COLLECTED FOR, &amp; TRANSFERRED TO, OTHER ENTITIES</b>	-	-	-	

# MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

## CORE BUSINESS SUMMARY

(\$000)

OPERATING EXPENSES	Restated Estimates 2019/20	Estimates 2020/21	Increase (Decrease)	Variance Explanations
<b>Core Business</b>				
Transportation and Infrastructure Improvements	16,987	16,637	(350)	<b>Increases:</b> Budget 2020: Union Wage Increases \$0.150M  <b>Decreases:</b> Budget 2019: CleanBC \$0.500M for Elective Vehicle Charging Grants;
Public Transportation	348,321	350,248	1,927	<b>Increases:</b> Budget 2019: BC Transit \$5.178M (Operating Grant for Service Expansion \$5.176M and wage increases \$0.002M); Budget 2020: Coastal Ferries \$4.000M reinstatement of service  <b>Decreases:</b> Budget 2020: Reduction to BC Transit Operating Grant (\$7.251M, fiscal adjustment)
Highway Operations	544,168	545,541	1,373	<b>Increases:</b> Budget 2020: Union Wage Increases \$1.365M Benefit rate change \$0.008M
Commercial Transportation Regulation	3,208	3,274	66	<b>Increases:</b> Budget 2020: Union Wage Increases
Executive and Support Services	12,932	13,220	288	<b>Increases:</b> Budget 2020: Union Wage Increases
<b>TOTAL OPERATING EXPENSE</b>	<b>925,616</b>	<b>928,920</b>	<b>3,304</b>	
<b>CAPITAL EXPENDITURES</b>				
<b>Core Business</b>				
Highway Operations	2,885	5,383	2,498	<b>Increase:</b> Vehicles \$1.389M; Clean BC Inland Ferry Electrification: \$1.000M
<b>TOTAL CAPITAL EXPENDITURES</b>	<b>2,885</b>	<b>5,383</b>	<b>2,498</b>	

# MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

## OPERATING EXPENSE BY CORE BUSINESS

(\$000)

<b>Voted Appropriations</b>	<b>Restated Estimates 2019/20</b>	<b>Estimates 2020/21</b>	<b>Increase (Decrease)</b>	<b>Variance Explanations</b>
<b>TRANSPORTATION AND INFRASTRUCTURE IMPROVEMENTS</b>				
Transportation Policy and Programs	7,984	7,559	(425)	Decrease: Budget 2019: \$0.500M for CleanBC (EV Charging Grants) Increase: Budget 2020: \$0.075M for Union wage increases
Partnerships	1	1	-	
Port and Airport Development	8,095	8,129	34	Increase: Budget 2020: Union wage increases
Transportation Investments	1	1	-	
Enhancing Economic Development	906	947	41	Increase: Budget 2020: Union wage increases
	<u>16,987</u>	<u>16,637</u>	<u>(350)</u>	
<b>PUBLIC TRANSPORTATION</b>				
Public Transit	121,206	119,133	(2,073)	Decrease: Budget 2020: \$7.251M decrease to Operating Grant (for fiscal adjustment) Increases: Budget 2019: BC Transit \$5.178M (Operating Grant increase for Service Expansion \$5.176M and wage increases \$0.002M).
Coastal Ferry Services	227,115	231,115	4,000	Increase: Budget 2020: \$4.000M increase for reinstatement of service
	<u>348,321</u>	<u>350,248</u>	<u>1,927</u>	
<b>HIGHWAY OPERATIONS</b>				
Maintenance and Operations	506,433	507,098	665	Increase: Budget 2020: \$0.660M for Union wage increases; \$0.005M for benefit rate change
Commercial Vehicle Safety and Enforcement	27,085	27,783	698	Increase: Budget 2020: \$0.695M for Union wage increases; \$0.003M for benefit rate change
Inland Ferries	10,650	10,660	10	Increase: Budget 2020: \$0.010M for Union wage increases

544,168	545,541	1,373
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# MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

## OPERATING EXPENSE BY CORE BUSINESS

(\$000)

Voted Appropriations	Restated Estimates 2019/20	Estimates 2020/21	Increase (Decrease)	Variance Explanations
<b>COMMERCIAL TRANSPORTATION REGULATION</b>				
Container Trucking Commissioner	1	1	-	
Passenger Transportation Board	575	890	315	Increase: Budget 2020: \$0.314M transfer of budget from Passenger Transportation Branch; \$0.001M for benefit rate change
Passenger Transportation Branch	2,632	2,383	(249)	Increase: Budget 2020: \$0.066M for Union wage increases  Decrease: Budget 2020: \$0.314M transfer of budget to Passenger Transportation Board; \$0.001M for benefit rate change
	<u>3,208</u>	<u>3,274</u>	<u>66</u>	
<b>EXECUTIVE AND SUPPORT SERVICES</b>				
Minister's Office	622	622	-	
Corporate Services	12,310	12,598	288	Increase: Budget 2020: Union wage increases
	<u>12,932</u>	<u>13,220</u>	<u>288</u>	
<b>Vote 43 - Ministry Operations</b>	<b>925,616</b>	<b>928,920</b>	<b>3,304</b>	

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

GROUP ACCOUNT CLASSIFICATION	Restated Estimates 2019/20	Estimates 2020/21	Increase (Decrease)	Variance Explanations
<b>Salaries and Benefits</b>	144,701	<b>146,795</b>	2,094	<p><b>Increase:</b>  <b>Budget 2020:</b> \$1.869M for Union wage increases; \$0.568M conversion of Port Mann R&amp;B budget; \$0.235M conversion of Board &amp; contracting costs for Container Trucking Commissioner; \$0.010M for benefit rate change</p> <p><b>Decrease:</b>  <b>Budget 2020:</b> \$0.448M for reduction of RTMC amount; \$0.140M for conversion of PT Branch budget (to other STOBs) to PT Board budget</p>
<b>Operating Costs</b> STOB 60 Consulting STOB 69 Maintenance & Operating contracts STOB 70 Operating Equipment STOB 72 Capital Projects	2,861,129	<b>2,877,194</b>	16,065	<p><b>Increase :</b> Mainly reflects increased capital program size.</p> <p><b>Includes:</b></p> <ul style="list-style-type: none"> <li>- Capital program changes, including Transit (-\$19.194M)</li> <li>- Highway realignment for Site C Dam (\$15.599M);</li> <li>- Increases for Coastal Ferries (\$15.723M: \$4.000M for reinstatement of service, \$11.723 gross-up for social programs)</li> <li>- Other Reallocations, especially PLMB and Inland Ferries (\$3.937M);</li> </ul>
<b>Government Transfers</b> Grants: BCTFA, BC Transit, Translink, Local Govts,	480,341	<b>358,169</b>	(122,172)	<p><b>Decrease: Includes:</b></p> <p>Transit grants increases for Canada Line Vehicles -\$9.385M, Capital Grants -\$0.780M, decreased flow through of Federal contributions to Translink &amp; BC Transit -\$83.098M and net decrease to Transit Operating Grant - \$2.073M</p> <p>(-\$7.251M decrease for fiscal adjustment partially offset by \$5.176M increase for service expansion and \$0.002M increase for Transit wage increases) , -\$16.000M decrease for removal of Port Mann grant, -\$7.018M decrease for Airport Grants, and changes to other Grants (Cycling, Port Property Tax Payments, CleanBC initiatives, etc) -\$3.818M</p>
<b>Other Expenses</b>	1,151	<b>1,156</b>	5	<b>Increase:</b> Change within Capital Program
<b>Internal Recoveries</b> Recoveries between ministries	(1,960)	<b>(13,683)</b>	(11,723)	<p><b>Increase:</b> Increase to gross amounts for Coastal Ferries to account for Social Programs offset by increase to recoveries on STOB 88 for net zero effect</p>

**External Recoveries**

BCTFA, Federal Govt, BC Hydro, TI Corp, ICBC, BC  
Railway Company, and others

(2,559,746)

**(2,440,711)**

119,035

Decrease: Mainly reflects decreased recoveries from:

- BCTFA \$32.849M, decrease in transit program offset by increase in expansion and preservation
- Decrease Federal recoveries for Transit \$83.098M
- Removal of Port Mann recovery \$16.000M
- Increased BC Hydro for Site C Dam highway realignment -\$15.599M
- Decreased net recoveries for Other Reallocations \$2.2687M (P3, Inland Ferries, Hwys Operations, RTMC reduction, Airport Grants, Infrastructure recoveries)

**TOTAL OPERATING**

925,616

**928,920**

3,304

## Transportation Investments

(\$ millions)	2020/21 Budget	2021/22 Plan	2022/23 Plan	Total
<b>Provincial Investments:</b>				
Highway Corridor Rehabilitation	265	285	286	836
Side Road Improvements	110	110	115	335
Pattullo Bridge Replacement	254	310	277	841
Highway 1 to Alberta Border	244	387	413	1,044
Broadway Subway	245	396	470	1,111
Transit Infrastructure	192	193	310	695
Transportation and Trade Network Reliability <sup>1</sup>	314	241	158	713
Safety Improvements	30	29	29	88
Community and other programs	23	13	13	49
<b>Total Provincial Transportation Investments</b>	<b>1,677</b>	<b>1,964</b>	<b>2,071</b>	<b>5,712</b>
<b>Investments funded through contributions from Federal Government and Other Partners:</b>				
<b>Contributions from all partners</b>	<b>415</b>	<b>627</b>	<b>610</b>	<b>1,652</b>
<b>Total Investments in Transportation Infrastructure<sup>2</sup></b>	<b>2,092</b>	<b>2,591</b>	<b>2,681</b>	<b>7,364</b>

<sup>1</sup>Includes funding for George Massey Crossing (planning, interim works and procurement).

<sup>2</sup>Total investments include operating and capital spending.

## Ministry of Transportation and Infrastructure

## ISSUE

- ### ADVICE AND RECOMMENDED RESPONSE

- ## BACKGROUND

- | Transportation Investment Plan<br>\$ millions | Budget 2020 - Q3 Update |              |              |              | B 2019       | Variance   |      |
|---|-------------------------|--------------|--------------|--------------|--------------|------------|------|
|   | 20/21                   | 21/22        | 22/23        | 3-Year       | 3-Year       | 3-Year     | Note |
|   | Budget                  | Plan         | Plan         | Total        | Total        | Δ          |      |
| Highway Corridor Rehabilitation               | 265                     | 285          | 286          | 836          | 651          | 185        | ①    |
| Side Road Improvement Program                 | 110                     | 110          | 115          | 335          | 330          | 5          | ②    |
| Pattullo Bridge Replacement                   | 254                     | 310          | 277          | 841          | 764          | 77         | ③    |
| Highway 1 to Alberta Border                   | 244                     | 387          | 413          | 1,044        | 648          | 396        | ④    |
| Broadway Subway                               | 245                     | 396          | 470          | 1,111        | 1,121        | -10        | ⑤    |
| Transit Infrastructure                        | 192                     | 193          | 310          | 695          | 659          | 36         | ⑥    |
| Transportation/Trade Network Reliability      | 314                     | 241          | 158          | 713          | 666          | 47         | ⑦    |
| Safety Improvements                           | 30                      | 29           | 29           | 88           | 86           | 2          | ⑧    |
| Community and other programs                  | 23                      | 13           | 13           | 49           | 77           | -28        | ⑨    |
| <b>Total Provincial Investment</b>            | <b>1,677</b>            | <b>1,964</b> | <b>2,071</b> | <b>5,712</b> | <b>5,002</b> | <b>710</b> | ⑩    |
| Partner Contributions                         | 415                     | 627          | 610          | 1,652        | 1,692        | -40        | ⑪    |
| <b>Total Investment</b>                       | <b>2,092</b>            | <b>2,591</b> | <b>2,681</b> | <b>7,364</b> | <b>6,694</b> | <b>670</b> | ⑫    |

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- The 2020 Service Plan covers the three-year period 2020/21 through 2022/23, while the 2019 Service Plan covers the three-year period 2019/20 through 2021/22; so, under the new Service Plan fiscal 2019/20 is dropped and fiscal 2022/23 is added.
- Provincial expenditures over the three-year Service Plan period increased by \$710 million due to:
  - \$677 million in funding carried-over from 2018/19 and 2019/20 due to expenditure slippage;
  - \$405 million in expenditure slippage, primarily on Broadway Subway, over that proposed under the 2019 Service Plan for the equivalent period 2018/19 through 2021/22;
  - \$438 million increase between expenditures reported for 2019/20 under the 2019 Service Plan (year dropped) and the expenditures reported for 2022/23 under the 2020 Service Plan (year added) due to the significant ramping-up in expenditures for Pattullo Bridge Replacement, Broadway Subway and Highway 1 to the Alberta Border acceleration.
- Partner Expenditures over the three-year Service Plan period decreased by \$40 million due to:
  - \$220 million carried-over from 2018/19 and 2019/20 due to expenditure slippage.
  - \$372 million in lower recoveries over that reported under the 2019 Service Plan for the equivalent period 2018/19 through 2021/22 based on updated timelines for the flow of funds for Broadway Subway and other projects under federal infrastructure programs.
  - \$112 million increase between the recoveries reported for 2019/20 under the 2019 Service Plan (year dropped) and the recoveries reported for 2022/23 under the 2020 Service Plan (year added) associated with the ramping up of expenditures on Broadway Subway and other project being advanced under the Investing in Canada Infrastructure Program.
- **Table 1** compares the Transportation Investment table between the 2020 and 2019 Service Plans

Table 1: Transportation Investments: Comparison of 2020 Service Plan with 2019 Service Plan

Current Year (CY)	18/19	18/19	Δ
	19/20	19/20	Δ
Equivalent Period (EP)	18/19 through 21/22	18/19 through 21/22	Δ
Out / In year (O/IY)	19/20	22/23	Δ
Service Plan Period (SPP)	19/20 through 21/22	20/21 through 22/23	Δ

Transportation Investment Plan \$ millions	Budget 2019 - Q3 Update					Budget 2020 - Q3 Update						Variances 2019 Versus 2018						Notes
	18/19	19/20	20/21	21/22	3-Year	18/19	19/20	20/21	21/22	22/23	3-Year	Carry-over			EP	Out / In year	SPP	
	Forecast	Budget	Plan	Plan	Total	Actual	Forecast	Budget	Plan	Plan	Total	18/19	19/20	Σ				
Highway Corridor Rehabilitation	229	214	234	203	651	232	213	265	285	286	836	-3	1	-2	115	72	185	① ① ①
Side Road Improvement Program	108	110	110	110	330	109	109	110	110	115	335	-1	1	0	0	5	5	② ② ②
Pattullo Bridge Replacement	22	186	298	280	764	23	135	254	310	277	841	-1	51	50	-64	91	77	③ ③ ③
Highway 1 to Alberta Border	44	148	244	256	648	37	60	244	387	413	1,044	7	88	95	36	265	396	④ ④ ④
Broadway Subway	15	332	400	389	1,121	9	31	245	396	470	1,111	6	301	307	-455	138	-10	⑤ ⑤ ⑤
Transit Infrastructure	138	242	188	229	659	119	146	192	193	310	695	19	96	115	-147	68	36	⑥ ⑥ ⑥
Transportation/Trade Network Reliability	291	337	206	123	666	253	272	314	241	158	713	38	65	103	123	-179	47	⑦ ⑦ ⑦
Safety Improvements	58	27	30	29	86	39	52	30	29	29	88	19	-25	-6	6	2	2	⑧ ⑧ ⑧
Community and other programs	16	37	21	19	77	16	22	23	13	13	49	0	15	15	-19	-24	-28	⑨ ⑨ ⑨
<b>Total Provincial Investment</b>	<b>921</b>	<b>1,633</b>	<b>1,731</b>	<b>1,638</b>	<b>5,002</b>	<b>837</b>	<b>1,040</b>	<b>1,677</b>	<b>1,964</b>	<b>2,071</b>	<b>5,712</b>	<b>84</b>	<b>593</b>	<b>677</b>	<b>-405</b>	<b>438</b>	<b>710</b>	
Partner Contributions	228	498	594	600	1,692	154	352	415	627	610	1,652	74	146	220	-372	112	-40	
<b>Total Investment</b>	<b>1,149</b>	<b>2,131</b>	<b>2,325</b>	<b>2,238</b>	<b>6,694</b>	<b>991</b>	<b>1,392</b>	<b>2,092</b>	<b>2,591</b>	<b>2,681</b>	<b>7,364</b>	<b>158</b>	<b>739</b>	<b>897</b>	<b>-777</b>	<b>550</b>	<b>670</b>	

<b>Variances Fiscal 2018/19 and 19/20</b>	<b>Variances EP (18/19-21/22)</b>	<b>Variances SP period</b>
\$3 M over-spending in 2018/19 offset by \$1 M under-spending 2019/20	Incremental funding for bridges (\$117 M)	Incremental funding for bridges (\$194 M)
\$1 M over-spending in 2018/19 offset by \$1 M under-spending 2019/20	No variance	Base allocation ramps up from \$110 million to \$115 million in 2022/23
\$50 M under-spending - RFQ/RFP schedule delays	Revised cash flow based on preferred proponents financial submission	Ramping up of expenditures as project advances to construction
\$95 M under-spending due to scope/budget issues and approval processes	Incremental costs for Kicking Horse Canyon Phase 4 and cash flow fluctuations	Ramping up of expenditures due to accelerated investment
\$307 M under-spending - property acquisition and timeline for RFP process	Revised cash flow based on RFQ/RFP timelines	Cash flow fluctuation
\$115 M under-spending due to extension for PTIF projects	Revised cash flow for BC Transit and TransLink projects	Cash flow and timing of Provincial share for SkyTrain car purchases under EMUP
\$103 M under-spending - expenditure slippage on highway improvement projects	West Fraser (\$103 M), Hwy 1 McKenzie (\$11 M), M Lehman (\$2 M), Hwy 11/Vye (\$3.4 M), etc	Addition of West Fraser Rd offset by reduced spending due to completion of projects
\$6 M over-spending - Addition of Hwy 1 Balmoral Intersection upgrade	Addition of Highway 1 Balmoral Intersection upgrade	Cash flow fluctuation
\$15 M under-spending - expenditure slippage on ATNP and BCAAP	Reductions for ATNP & BCAAP (\$16 M), reallocation from Blackwater Bridge (\$2 M)	Reductions for ATNP & BCAAP (\$23 M), reallocation from Blackwater Bridge (\$2 M)

## PROGRAM CONTACT

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

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

Ministry of Transportation and Infrastructure

Date: February 14, 2020

## ISSUE

- Transportation investments proposed under the Ministry's 2020/21 Service Plan.

## ADVICE AND RECOMMENDED RESPONSE

- Ministry will invest \$5.712 billion in transportation improvements under its 2020/21 Service Plan over the 3-year period 2020/21 through 2022/23, \$7,364 billion inclusive of \$1.652 billion in investments funded through partner contributions.
- Transportation Investment Plan (TIP) supports preservation of highway and side road assets, Pattullo Bridge Replacement, Broadway Subway, accelerated four-laning on Highway 1 to the Alberta Border, public transit investments and improvements to highway corridor throughout the Province, safety improvements and community programs such as the Active Transportation Network Plan grant program.

## BACKGROUND

- Transportation expenditures under the Transportation Investment Plan are reported in the Ministry of Transportation and Infrastructure's annual three-year Service Plan.
- The Ministry will invest \$5.712 billion in transportation improvements under its 2020/21 Service Plan over the three-year period 2020/21 through 2022/23.
- Provincial expenditures are net of \$1.652 billion in contributions from 3<sup>rd</sup> parties such as the federal government, Port Metro Vancouver, regional and local government and ICBC Road Sense Program.
- Total investment under the 2020/21 Service Plan is \$7.364 billion inclusive of partner contributions.
- Federal contributions include both confirmed and expected recoveries under federal infrastructure programs (e.g. Building Canada Fund, Public Transit Infrastructure Fund, Investing in Canada Infrastructure Program, etc.).
- Transportation expenditures reported in the 2020/21 Service Plan are based on forecasted expenditures for fiscal 2019/20 as reported in Quarter Three.
- Provincial transportation investments are funded through the BCTFA within the debt and net income limits established by Treasury Board.
- Provincial expenditures include both capital and operating (i.e. grants to 3<sup>rd</sup> parties and non-capital expenditures) spending.
- Expenditure fluctuations over Service Plan period reflect the cash flow profile of larger projects and the carry-over of unspent funds from the previous fiscal year.

- 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 improvements, brushing, shoulder improvements, culvert replacement, etc.;
  - **Pattullo Bridge Replacement:** Replacing the Pattullo Bridge, which is at the end of its service life, with a new four-lane structure (expandable to six lanes);
  - **Broadway Subway:** 5.7-kilometer extension of the Millennium Line along the Broadway Corridor from VCC-Clarke Station to Arbutus Street along with six new stations (Arbutus, Granville, Oak, Cambie, Main and Great Northern Way);
  - **Highway 1 to the Alberta Border:** Includes announced projects such as Kicking Horse Canyon Phase 4, Hoffman's Bluff to Jade Mountain, Salmon Arm West, Illecillewaet, RW Bruhn Bridge and Quartz Creek Bridge, and notional allocations for proposed accelerated investments (Ford to Tappen, Jumping Creek to MacDonald and Selkirk);
  - **Transit Infrastructure:** Continued investment in Public Transit throughout the province, including completion of PTIF Phase 1 projects, Expo-Millennium Line Upgrade Program and other projects to be funded under Public Transit Infrastructure Stream of federal Investing in Canada Infrastructure Program such as bus acquisitions and facility upgrades, annual Canada Line performance payments and U-PASS program;
  - **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 Leigh Road to Westshore Parkway, Hwy 1 from 216<sup>th</sup> to 264<sup>th</sup>, Hwy 17 Keating Cross Road, Hwy 7 from 266<sup>th</sup> to 287<sup>th</sup>, Hwy 16 Terrace CVIS relocation, etc.), Kootenay Lake Ferry Service improvements, project development, financing costs and notional allocations for the proposed George Massey Crossing that remain subject to Treasury Board approval;
  - **Safety Improvements:** Roadside safety improvements (i.e. intersections, guardrail, avalanche mitigation, cattle & wildlife fencing, etc.) and the deployment of Intelligent Transportation Systems (i.e. advanced traveler information systems, hazard warning systems, dynamic messaging system, etc.); and,
  - **Community and other programs:** Active Transportation Network Plan grant program, BC Air Access Program, Climate Action and other 3<sup>rd</sup> party infrastructure grants, environmental programs, capital works associated with aboriginal land settlements, etc.

Investment Programs \$ millions	2019/20	2020/21 service Plan			
		2020/21	2021/22	2022/23	Total
Provincial Investment					
Highway Corridor Rehabilitation	213	265	285	286	836
Side Road Improvements	109	110	110	115	335
Pattullo Bridge Replacement	135	254	310	277	842
Highway 1 to the Alberta Border 4-laning	60	244	387	413	1,044
Broadway Subway to Arbutus	31	245	396	470	1,111
Transit Infrastructure	146	192	193	310	695
Transportation & Trade Network Reliability ❶	272	314	241	158	713
Safety Improvements	52	30	29	29	88
Community and other programs	22	23	13	13	49
Total Provincial Investment	1,040	1,677	1,964	2,071	5,712
Investments funded through contributions from Federal Government and Other Partners					
Contributions from all partners	352	415	627	610	1,652
Total Investment in Transportation Infrastructure ❷	1,392	2,092	2,591	2,681	7,364

❶ Includes funding for George Massey Crossing (planning, interim works and procurement)

❷ Total Investments include operating and capital spending

## PROGRAM CONTACT

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

# Capital Expenditures on Projects Greater Than \$50 M

## Estimates Note

Ministry of Transportation and Infrastructure

**Date:** February 14, 2020

### ISSUE

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

### ADVICE AND RECOMMENDED RESPONSE

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

### BACKGROUND

- Projects with a total cost of \$50 M or greater are deemed "Major Projects".
- Approved Major Projects are reported in the Budget and Quarterly Budget Updates under Capital Expenditures on Projects Greater Than \$50 million.
- Approved Major Projects are also reported in the Ministry's Service Plan along with a description of objectives, costs, benefits and risks.
- Proposed Major Projects, projects under development with an estimated total cost of \$50 million or greater are not reported until:
  - Treasury Board approval is secured;
  - Partner contributions (i.e. federal infrastructure programs) are confirmed; and,
  - Funding has been announced.
- In some cases, a project may be approved and announced with a total cost lower than \$50 million, but subsequently deemed a Major Project if a change request is approved by Treasury Board that results in a total project cost of \$50 million or more.
- Expo-Millennium Line Upgrade Program (EMUP) is not reported as a significant proportion of the funding is directed at on-going SkyTrain Car acquisition and it includes assets to be owned and funded by TransLink for which the provincial share is being directed to assets it will own and capitalize (i.e. SkyTrain Cars). As the scope of work is refined, any approved elements in excess of \$50 M with a provincial contribution would be reported.
- Surrey Newton Guildford Light Rail Transit, now on-hold, was not reported as although the Province is funding 40% of the total capital cost of Phase 2 of the Mayor's Council Transportation Vision, the Province is directing its share of the funding to assets it will own (i.e. Broadway Subway) to allow capitalization of its investment.
- Two projects jointly announced by the Federal and Provincial governments are not included as the total cost and provincial contribution have not been confirmed and remain subject to final Treasury Board approvals:

- Highway 17 Keating Cross Road Flyover (\$16.7 M federal contribution); and,
  - Highway 7 - 266<sup>th</sup> to 287<sup>th</sup> Street 4-Laning (\$29.2 M federal contribution).
- Three projects for which the Federal government announced its funding commitments are not included as the Ministry is in the process of advancing these for Treasury Board approval.
  - Highway 1 Ford Road to Tappen Valley Road (\$82.1 M federal contribution);
  - Highway 1 Jumping Creek to MacDonald (\$45.7 M federal contribution); and,
  - Highway 1 Selkirk (\$31.4 million federal contribution).
- Projects with a provincial contribution of \$50 million or greater are also subject to disclosure under the Budget Transparency and Accountability Act (BTAA).

**Table 1.XX Capital Expenditure Projects Greater Than \$50 million <sup>1</sup>**

(\$ millions)	Year of Completion	Project Cost to Dec 31, 201 <sup>1</sup>	Estimated Cost to Complete	Anticipated Total Cost	Project Financing			
					Internal/ Borrowing	P3 Liability	Federal Gov't	Other Contrib'n/s
Taxpayer-supported								
Transportation								
Highw ay 91 Alex Fraser Bridge Capacity Improvements <sup>2</sup> .....	2019	63	7	70	37	-	33	-
Highw ay 97 Stone Creek to Williams Road <sup>2</sup> .....	2019	55	10	65	65	-	-	-
Highw ay 97 Williams Lake Indian Reserve to Lexington Road <sup>2</sup> .....	2019	55	2	57	57	-	-	-
Highw ay 1 w idening and 216th Street Interchange .....	2020	50	12	62	28	-	22	12
Highw ay 1 – Admirals Road/McKenzie Avenue Interchange .....	2020	85	11	96	63	-	33	-
Highw ay 7 Corridor Improvements .....	2020	48	22	70	48	-	22	-
Highw ay 99 10-Mile Slide .....	2020	20	40	60	60	-	-	-
Highw ay 1 Lower Lynn Corridor Improvements .....	2021	157	41	198	77	-	66	55
Highw ay 1 Illecillewaet 4-laning and Brake Check improvements .....	2022	18	67	85	69	-	16	-
Highw ay 14 Corridor improvements .....	2022	6	80	86	56	-	30	-
West Fraser Road Realignment .....	2023	2	101	103	103	-	-	-
Highw ay 91 to Highw ay 17 and Deltaport Way Corridor Improvements .....	2023	37	223	260	87	-	82	91
Pattullo Bridge Replacement <sup>6</sup> .....	2023	51	1,326	1,377	1,076	301	-	-
Highw ay 1 Quartz Creek Bridge Replacement.....	2023	7	114	121	71	-	50	-
Kootenay Lake ferry service upgrade.....	2023	2	53	55	38	-	17	-
Highw ay 1 RW Bruhn Bridge .....	2023	14	211	225	134	-	91	-
Highw ay 1 Hoffman's Bluff to Jade Mountain .....	2023	27	172	199	144	-	55	-
Highw ay 1 Salmon Arm West .....	2023	42	121	163	115	-	48	-
Highw ay 1 216th - 264th Street w idening.....	2024	4	231	235	99	-	109	27
Highw ay 1 Kicking Horse Canyon Phase 4 <sup>7</sup> .....	2024	14	587	601	386	-	215	-
Broadw ay Subw ay .....	2025	44	2,783	2,827	1,830	-	897	100
Total transportation .....		801	6,214	7,015	4,643	301	1,786	285

<sup>1</sup> Only projects that receive provincial funding and have been approved by Treasury Board and/or Crown corporation boards are included in this table. Ministry service plans may highlight projects that still require final approval. Capital costs reflect current government accounting policy.

<sup>2</sup> Assets have been put into service and only trailing costs remain.

<sup>6</sup> Pattullo Bridge forecasted to open to the public in 2023 with old bridge decommissioning to follow. Forecasted amount reflects total expenditures including capitalized and expensed items. This amount may change once contracts are finalized.

<sup>7</sup> Kicking Horse Canyon Project costs exclude \$11 million past planning costs which are expensed.

## PROGRAM CONTACT

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

# Highway 91

## Alex Fraser Bridge Capacity Improvements

### Estimates Note

Ministry of Transportation and Infrastructure

Date: May 22, 2020

#### ISSUE

- Hwy 91, Alex Fraser Bridge Capacity Improvement Project.

#### ADVICE AND RECOMMENDED RESPONSE

- In January 2017, the ministry announced a \$70M (\$37M provincial, \$33M federal) investment on the Alex Fraser Bridge (AFB), in partnership with the federal government.
- The project has three integrated components, which include: adding a seventh lane to the bridge, a moveable barrier system for counter-flow, and 13 dynamic message signs to advertise travel times at major Fraser River crossings (GMT, AFB, Pattullo Bridge, and Port Mann Bridge).
- The project was originally anticipated to be complete by spring 2019. During the project, additional assessments were required to strengthen the structure to achieve the seventh lane. The project was also rescoped to include additional improvements to improve connectivity at Nordel Way and improvements to active transportation. The project schedule was revised to completion by the end of 2019.
- The project achieved a key milestone with the start of operations of the moveable barrier counter-flow system on the AFB in December 2019.
- The project was substantially completed in 2019 with the overall project completion anticipated for summer 2020.
- The project will be completed within the project budget allocation.

#### BACKGROUND

- The AFB carries an average of 119,000 vehicles each day and experiences significant queueing (3km to 5km – adding up to 20 minutes in delays) in the AM and PM peak hours.
- The project has three components:
  - Adding a seventh lane to the bridge - \$20M
  - Adding an innovative new counter-flow moveable barrier system to improve capacity and help reduce traffic congestion during peak periods - \$40M
  - Installing 13 new dynamic message signs throughout the Lower Mainland – as part of a South of Fraser Advanced Traveler Information System – so that road users know estimated delays on the four major Fraser River crossings - \$10M
- Moveable barrier counter-flow operation commenced on December 16, 2019.
- The project was scheduled to complete in the Spring of 2019. The current completion date is summer 2020.

- Factors contributing to the delay include:
  - Complexity of the bridge strengthening works for accommodating the extra lane of traffic
  - The construction of an additional fourth southbound lane between Nordel Way and the new 72nd interchange in coordination with the Hwy 91/17 Project Team
  - Cycling path upgrades on the bridge in consultation with HUB cycling
- The remaining work to be completed include:
  - Testing and commissioning of the 13 dynamic message signs
  - Minor electrical works
  - Cycling path upgrades

## **PROGRAM CONTACT**

David Mintak, Regional Manager, Project Delivery – Cell:<sup>s.17</sup>

# Highway 97 Stone Creek to Williams Rd. Estimates Note

Ministry of Transportation and Infrastructure

Date: May 26, 2020

## ISSUE

- Hwy 97, Stone Creek to Williams Rd. four-laning.

## ADVICE AND RECOMMENDED RESPONSE

- The project has an approved budget of \$65M.
- The original budget was \$49.5M.
- Construction was impacted by geotechnical issues and the 2017 wildfire season.
- Construction was completed in November 2018.
- The ministry and contractor are in the process of resolving outstanding contract issues.

## BACKGROUND

- The project included four-laning 3km of Hwy 97, replacement of the Red Rock CN Rail overhead to accommodate the four-laning, substantial slope stabilization works, and rip rap armouring along the Fraser River.
- The work has improved the safety and reliability of this corridor by stabilizing known landslides, protecting the highway from river erosion and creating a safe passing opportunity for motorists.
- In October 2018, the ministry received Treasury Board approval to increase the budget by \$15.5M.

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## PROGRAM CONTACT

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

# Highway 97 – Williams Lake Indian Reserve to Lexington Road Four-Laning Estimates Note

Ministry of Transportation and Infrastructure

Date: May 22, 2020

## ISSUE

- Hwy 97 between Williams Lake Indian Reserve and Lexington Rd., four-laning and intersection improvements.

## ADVICE AND RECOMMENDED RESPONSE

- The construction of this project was completed in fall 2019, with some minor re-seeding of disturbed areas and fencing to be completed in summer 2020.
- This project was impacted by the 2017 wildfires that affected the Chilcotin area, resulting in cost pressures, schedule impacts and a need to uplift in the project budget.
- In 2018, the ministry received Treasury Board (TB) approval to increase the project budget by \$7.3M to \$56.8M. The project will be completed within this allocation.

## BACKGROUND

- The project includes 6.2km of four-laning with intersection improvements along Hwy 97, including an interchange to facilitate safe access to the Williams Lake Indian Band (WLIB) development lands and the Lexington/Sutton subdivisions.
- Construction commenced in August 2016 and was substantially complete as of fall 2019.
- As a result of the 2017 wildfires, work could not be completed by the 2018 completion date.
- Impacts from the wildfire resulted in additional cost pressures due to the requirement for asphalt and drainage repairs, slope stabilization, and cost associated with the schedule extension.
- In October 2018 the ministry received TB approval to increase the project budget by \$7.3M to cover these cost pressures.
- The revised project budget is \$56.8M. There are no funding partners associated with this project.
- Local government, First Nations and the general public strongly support the project and have been engaged in public open houses, stakeholder meetings and technical reviews.

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## PROGRAM CONTACT

Darrell Gunn, Regional Manager of Project Delivery & Planning Services, Highways Department  
– Cell: s.17

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

Ministry of Transportation and Infrastructure

Date: May 22, 2020

## ISSUE

- Hwy 1 widening.

## ADVICE AND RECOMMENDED RESPONSE

- The total project budget was increased by \$3M for a new total estimated cost of the project at \$62M (\$28M provincial, \$22M federal, and \$12M Township of Langley ToL) to incorporate the HOV designation.
- Construction of the Hwy 1 Widening and 216th St. interchange has been ongoing since Spring of 2017. The project includes widening to six lanes as well as a new full movement at 216th St.
- The schedule for completion of the entire project is winter 2020.
- Jakes Construction Ltd. was awarded a \$45.4M contract in March 2017 and has completed approx. 85% of the work.
- On April 25, 2019 the change to designate the additional third lane in each direction between 202nd St. and the 216th St. Interchange as HOV was announced. Jakes' construction contract was increased to \$47.7M and work commenced on this additional scope – currently 50% complete.
- ToL is no longer considering designating 216th St. as a truck route, however, residents are still concerned about the additional traffic.
- The ministry has completed a Health Impact Assessment and met with residents in November 2019 to discuss the findings. The report has indicated no significant health impacts from the project but makes recommendations to the local road network.
- The ministry has submitted the final report to ToL for future consideration. Further changes that have been incorporated into the project include improving safety of cyclists along 216th St.

## BACKGROUND

- The scope for this project includes 4km of widening from four to six lanes on Hwy 1 between 202nd and 216th St., a new interchange at 216th St, noise mitigation measures, pedestrian / cycling facilities and the addition of a second lane at the westbound off ramp to 200th St.
- Public consultation took place in spring of 2017 where nearly 500 people attended. Concerns were raised around noise, air quality and increased traffic volumes on 216th St.
- Ministry staff initiated a Health Impact Assessment, with input from subject matter experts and representatives of the residents. The final report has been distributed to ToL for future consideration. The report indicates no significant health impacts and makes more local recommendations that will affect ToL roads.

## PROGRAM CONTACT

David Mintak, Regional Manager, Project Delivery – Cell: <sup>s.17</sup>

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

Ministry of Transportation and Infrastructure

Date: May 26, 2020

## ISSUE

- Hwy 1, McKenzie Interchange Project.

## ADVICE AND RECOMMENDED RESPONSE

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

## BACKGROUND

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

- Some members of the community remain concerned around environmental impacts to the Colquitz River. However, the ministry is working closely with the contractor to ensure there are no issues and has completed restoration works which has been positively received by the community.
- Hwy 1 carries over 80,000 vehicles per day.
- The Hwy 1 – Admirals/McKenzie intersection is heavily congested, particularly during peak periods resulting in significant delays for all travelers.
- Bus transit queue jumpers close to the intersection are commonly caught up in long queues, thus adversely affecting their schedule and travel times.
- The Hwy 1 – Admirals/McKenzie intersection has a collision rate of 0.87 collisions per million vehicles which is nearly three times the provincial average.
- The ministry has consulted extensively with Esquimalt and Songhees Nations and have signed an accommodation agreement with these communities.

#### **PROGRAM CONTACT**

David Mintak, Regional Manager, Project Delivery – Cell: <sup>s.17</sup>

# Highway 7 Corridor Improvements

## Estimates Note

Ministry of Transportation and Infrastructure

Date: May 21, 2020

### ISSUE

- Hwy 7 Improvement Project.

### ADVICE AND RECOMMENDED RESPONSE

- In March 2017, the ministry announced the \$70M (\$47.55M provincial and \$22.45 federal) Hwy 7 Corridor Enhancements Project which included:
  - Four-laning from Nelson St. to Silverdale Ave. in Mission (\$42M)
  - Haney Bypass Intersection Improvements in Maple Ridge (\$22M)
  - Harris Rd. Right Turn Extension in Pitt Meadows (\$6M)
- Construction on the four-laning began in March 2018 and is now over 85% complete. Overall completion is expected in summer 2020.
- Construction on the Haney Bypass Intersection Improvements began in April 2018 and is now 67% complete. Overall completion is expected in summer 2020.
- The Harris Rd. Right Turn Extension was completed in November 2018.

### BACKGROUND

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

### PROGRAM CONTACT

David Mintak, Regional Manager, Project Delivery – Cell: <sup>s.17</sup>



# Highway 99 – Ten Mile Slide

## Estimates Note

Ministry of Transportation and Infrastructure

Date: June 19, 2020

### ISSUE

- Hwy 99, Ten Mile Slide stabilization.

### ADVICE AND RECOMMENDED RESPONSE

- The project budget is **\$60M**, funded provincially.
- The Ten Mile Slide is located 17km NE of Lillooet on Hwy 99.
- Phase 2 construction commenced in mid-September 2019 and is now approximately 40% complete. The project remains on schedule for completion by summer 2021.
- The ministry is working closely with the contractor (Flatiron Constructors Canada Ltd) to minimize delays and traffic impacts during construction
- The project will ensure the long-term reliability of the most direct connection between Lillooet and Kamloops.
- Our government has worked closely with Xaxli'p (pronounced Hock-lip), other local communities and key stakeholders to ensure we understood and incorporated their interests into the project.
- A letter of agreement for the project was signed between the Province and the Xaxli'p in December 2018.
- Schedule adjustments and additional design work prior to tender were required due to unforeseen geotechnical and environmental issues at the site.
- This section of Hwy 99 is one of the most technically complex and challenging highway locations to maintain in the province.

### BACKGROUND

- Ten Mile Slide, part of an active ancient earth flow, covers an area that is approximately 200m wide by 285m long with a volume of approximately 1,000,000 m<sup>3</sup>, equivalent to the volume of two BC Place stadiums full of materials.
- Slide movement rates average ~7m per year, creating significant challenges at the road surface. Annual maintenance costs range from \$240K/year to \$2.3M/year.
- The active slide is located entirely on Xaxli'p's Fountain Reserve 1A. When the slide is highly active, community access becomes severed.
- The final design includes 275 soil anchors above the highway, 148 piles below the highway as well as significant grading works to reconstruct Hwy 99 to two lanes.
- The design was reviewed by a panel of experts specializing in slides who have over 800 years of combined experience.

### PROGRAM CONTACT

Darrell Gunn, Regional Manager of Project Delivery & Planning Services, Highways Department  
– Cell: s.17

# Highway 1 – Lower Lynn Corridor Improvements

## Estimates Note

Ministry of Transportation and Infrastructure

Date: June 19, 2020

### ISSUE

- Hwy 1 Lower Lynn Improvements Project will improve traffic flow, safety, transit flow and connections and municipal connectivity north of the Ironworkers Memorial Bridge on the North Shore.

### ADVICE AND RECOMMENDED RESPONSE

- Lower Lynn Improvements Project: **\$198M** (province: \$76.7M, federal: \$66.6M and District of North Vancouver (DNV): \$54.7M).
- The project has four phases, with overall completion in the fall 2021.
  - **Phase 1a** Construction (municipally funded and delivered, however, part of over \$198M budget): Keith Road & Bridge began in March 2014, valued at \$24M. Construction completed as of March 2016.
  - **Phase 1** Construction: Mountain Hwy Interchange began in July 2016, valued at \$57.9M. Construction substantially completed December 2019.
  - **Phase 2** Construction: Keith Rd./Mt Seymour Interchange began in January 2019, valued at \$32.2M. Construction completion Fall 2021.
  - **Phase 3** Construction: Dollarton Hwy/ Main St. Interchange, valued at \$15.6M, tender in Summer/Fall 2020, with completion in Fall 2021.
  - **Phase 4** Construction: Lynn Creek Connectivity began in June 2018, valued at \$68.3M. Construction completion Fall 2021.
- Benefits: improved traffic flow and safety, better municipal connectivity and redistribution of traffic, enhanced active transportation facilities, safer and improved transit connections.

### BACKGROUND

- This section of Hwy 1 carries an average 115,000 vehicles per day and experiences a traffic incident every 2.5 days.
- The Lower Lynn Interchanges serve approximately 60% of all traffic entering and exiting the North Shore.
- In November 2014, the ministry announced a \$150M partnership with the federal government and the DNV to design and build 3 new interchanges:
  - Phase 1 - Mountain Hwy Interchange - completion fall 2018
  - Phase 2 - Keith Rd./Mt Seymour Interchange - completion fall 2020
  - Phase 3 – Dollarton Hwy/Main St. Interchange - completion spring 2021

- In January 2017, in response to public feedback, additional improvements were announced bringing the project total to \$198M.
  - Phase 4 - Lynn Creek Connectivity Improvements includes a westbound collector distributor system between Keith Rd./Mt. Seymour Interchange and Mountain Hwy Interchange and an eastbound on ramp with direct access from Mountain Hwy. Completion fall 2021.
- The ministry has been working closely with the DNV, the City of North Vancouver, TransLink, HUB North Shore cycling, Squamish First Nation and Tsleil-Waututh Nation throughout the project design and delivery.

## **PROGRAM CONTACT**

David Mintak, Regional Manager, Project Delivery – Cell:<sup>s.17</sup>



# Highway 1 - Illecillewaet Four-Laning Estimates Note

Ministry of Transportation and Infrastructure

Date: June 19, 2020

## ISSUE

- Trans-Canada Highway (TCH) Illecillewaet Four-Laning is the first Major Works Contract being delivered under the Community Benefits Agreement (CBA).

## ADVICE AND RECOMMENDED RESPONSE

- The Illecillewaet Four-Laning Project Major Works Contract was awarded to Emil Anderson Construction Ltd. in May 2019. Construction began in July 2019.
- The construction tender came in considerably higher than the ministry's estimate.
- In June 2019, Treasury Board (TB) approved a project lift of \$22.3M for a revised gross project budget of **\$85.22M** (\$69.72M provincial and \$15.5M federal).
- Construction is approximately 10% complete.
- The project is on schedule and budget, with approximately \$11.1M still remaining in contingency after the first year of construction.
- This project will take 2.5 years to construct and is scheduled for completion in late Fall 2022.
- The total BCIB 2019 workforce hired was 36 individuals. Of which 6 (11%) were Indigenous, 7 (23%) were females, 12 (27%) were locals and 9 (15%) were trainees. In total, 18 of the 36 were considered priority hires (Indigenous, female, other equity, local and/or trainees). 46% of the hours delivered on the project were from the priority hires.
  - These positions consist of Operating Engineers, Laborers, Teamsters and Office/Tech(s)
- The total BCIB 2020 workforce hired to date is 50. Of which 7 (14%) are Indigenous, 6 (12%) are females, 16 (32%) are locals and 5 (10%) are trainees. In total 27 of the 50 are considered priority hires (Indigenous, female, other equity, local and/or trainees)
  - These positions consist of Operating Engineers, Laborers, Teamsters and Office/Tech(s)
- The scope of the project includes:
  - Four-laning 2.0 kilometres of Hwy 1
  - Upgrading the Illecillewaet Brake Check to expand capacity from 5-7 commercial vehicles to 15 as well as improved bathroom facilities and lighting
- The ministry will continue to work closely with highway users and Indigenous communities to ensure this significant investment meets the needs of the corridor and the local communities today and into the future.

## **BACKGROUND**

- The project is located within the traditional territory of the Secwepemc. Consultation began in 2014 and the ministry meets bi-weekly with Secwepemc to consult.
- An Accommodation Agreement between the Secwepemc and the MoTI was executed in November 2019.

## **PROGRAM CONTACT**

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

Appendix A: Map of Project Location

### **Map of Project Location**

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# Highway 14 - Langford to Sooke Corridor Improvements Estimates Note

Ministry of Transportation and Infrastructure

Date: May 21, 2020

## ISSUE

- Hwy 14 Corridor Improvements.

## ADVICE AND RECOMMENDED RESPONSE

- On April 23, 2019, the Province, jointly with the Federal Government, announced an \$85.72M investment on Hwy 14 for further improvements (\$55.48M Provincial and \$30.23M Federal).
- The project scope includes:
  - Approx. 1.5km of Hwy 14 widening and realignment with a median barrier between Glinz Lake Rd. and Connie Rd., a new interchange at Gillespie Rd. and a new Park and Ride facility
  - Resurfacing of approximately 10km of Hwy 14 between Otter Point Rd. and Woodhaven Rd. and widening to include 1.2m paved shoulders
- Both projects will start construction in summer 2020 with completion in summer 2022.
- The ministry is also advancing a shoulder widening project on Otter Point Rd. valued at \$2M, which is out to tender and scheduled for completion in spring 2021. This work aligns with work completed by the District of Sooke (DoS).
- In partnership with the DoS, the ministry is investing \$1M towards active transportation and transit upgrades on Hwy 14 in Sooke, between Otter Point Rd. and Ed MacGregor Park. This project is currently out to tender with construction underway in summer 2020.
- Parkinson Hill Slope repair project is currently out to tender, with completion in fall 2021, to restore two lanes of traffic on Hwy 14 near Port Renfrew.
- The Deering Creek Bridge multi-year rehabilitation project is expected to get underway this spring and completed over three years.

## BACKGROUND

- In December 2019, the ministry hosted a public open house to provide information and seek feedback on the Hwy 14 Connie Rd. to Glinz Lake Rd. widening project and the resurfacing from Otter Point Rd. to Woodhaven Rd. The public engagement summary report was released on May 20, 2020.
- In January 2019, Hwy 14 at Parkinson Hill slope failed after a significant rain storm. Given the existing retaining walls and high embankment, the site is difficult to repair. The highway has been operating single lane alternating since. The design is complete and the project to repair will be tendered in February 2020.

- Otter Point Rd. shoulder widening project scope includes widening to accommodate 1.5m paved shoulders along Otter Point Rd. between the Sooke municipal boundary and Ramsden Rd. approx. 2km in length.
- Sooke Sidewalk Project scope includes construction of a 2m sidewalk between Otter Point Rd. and Ed MacGregor Park (approx. 400m), transit stop improvements and access management.
- Parkinson Hill Slope Repair Project; \$7.3M to be tendered in spring 2020 and completed fall 2021.
- Parkinson Hill is located approx. 5km east of Port Renfrew.
- Complete base repair eight sites along Hwy 14 on Parkinson Hill where the slope is failing.
- Dearing Bridge rehabilitation; \$1.5M to be tendered in spring 2020 and completed over three years.
- Dearing Bridge is located approx. 3km west of Port Renfrew.
- Major rehabilitation of existing piers and decking to extend the lifespan of the structure. The work will be completed in phases starting in 2020 and completed by 2023.
- In March 2019, Hwy 14 at Sooke River Rd. Improvement Project that included new traffic signal, left turn lanes and frontage road improvements was completed (\$6.9M).
- In April 2019, Roche Cove Bridge Replacement project was completed (\$4.3M).
- In June 2019, Hwy 14 at Jacklin Rd. Eastbound Queue Jumper Lane Project was completed (\$2.1M).

## **PROGRAM CONTACT**

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

# West Fraser Road Realignment Estimates Note

Ministry of Transportation and Infrastructure

Date: June 19, 2020

## ISSUE

- Reconstruction of a section of West Fraser Road on a new alignment.

## ADVICE AND RECOMMENDED RESPONSE

- The ministry will reconstruct 5.5 km of West Fraser Road on a new alignment.
- The project will eliminate the need for residents and other road users to use the 42 km long detour which has been in place since Spring 2018 when a section of West Fraser Road was closed due to wash outs and landslide activity.
- Construction is expected to commence in Fall 2020 and be completed by Fall 2023.
- The project budget is **\$103.4M**.
- The project is eligible for reimbursements from the Government of Canada through the Disaster Financial Assistance Agreement (DFAA).

## BACKGROUND

- West Fraser Road is a north-south secondary road linking Williams Lake to Quesnel on the west side of the Fraser River.
- On April 29, 2018, high water in Narcosli Creek washed out five sections of West Fraser Road and activated large landslides, and severely damaged a bridge. Geotechnical engineers completed a detailed investigation confirming the slide areas (>25 M m<sup>3</sup>) continue to move making it unsafe and financially unfeasible to reconstruct on the existing alignment.
- All residents in the area depend on Quesnel as their regional centre with many commuting to the city daily for school, work, access to services, shopping, or to see family and friends. The 42 km detour can add up to 90 minutes per round trip.
- The ?Esdilagh First Nation has reserves on both sides of the Fraser River and depends on West Fraser Road as their primary route between communities.
- The new alignment was chosen based on reliability, constructability, avoidance of unstable geotechnical areas, and cost as compared to other options and is the same distance as the original alignment, therefore travel time would be restored to the original condition.
- While this engineering and consultation has taken place, over \$2.0M has been invested to upgrade the detour and provide enhanced maintenance.
- COVID-19 has disrupted first nations negotiations, however, Ministry staff continue to work with ?Esdilagh to secure an agreement. ?Esdilagh have brought on consultant negotiators to expedite the process.
- These delays have shifted the tendered to Fall 2020 from Summer 2020.

## PROGRAM CONTACT

Darrell Gunn, Regional Manager of Project Delivery & Planning Services, Highways Department,  
Cell: 517

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

Ministry of Transportation and Infrastructure

Date: January 20, 2020

## ISSUE

- Highway 91/17 and Deltaport Way Upgrade Project

## ADVICE AND RECOMMENDED RESPONSE

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

## BACKGROUND

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

## PROGRAM CONTACT

Jody Deane, Executive Project Director, Highway 91/17 and Deltaport Way Upgrade Project -  
Cell: s.17

# Pattullo Bridge Replacement Project

## Estimates Note

TI Corp / Ministry of Transportation and Infrastructure

Date: June 24, 2020

### ISSUE

- Pattullo Bridge Replacement Project (PBRP)

### ADVICE AND RECOMMENDED RESPONSE

- As announced in February 2018, the Province is delivering and 100% funding the Pattullo Bridge Replacement Project.
- Replacing the Pattullo Bridge is a key component of the Mayors' Council 10-Year Vision for Metro Vancouver Transportation.
- The existing 83-year old structure does not meet modern design standards and many parts of it have surpassed their useful lives. It is imperative that the Province continue to move forward with the replacement of this vital piece of infrastructure.
- The Project has completed the procurement phase. Fraser Crossing Partners has been awarded the contract to design and build the new four-lane bridge, as well as partially finance the Project during construction and demolish the existing bridge.
- The PBRP has an approved budget of \$1.377B for all Project costs. The contract value with Fraser Crossing Partners is \$967.5 million.
- The overall budget is unchanged to reflect the risk allocation in the contract and includes project management and financing costs as well as property acquisition costs. The project contingency reflects potential risks like external permitting delays, third party liability claims and complexities of hydraulic modeling.
- Geotechnical investigation works are underway, and construction of the bridge foundation is expected to begin this fall. The new bridge is scheduled to be open to traffic in fall 2023.
- Government and contractors are committed to working together to mitigate any possible schedule impacts arising from the COVID-19 situation.
- We are working to ensure measures to prevent the spread of the virus are in place on our construction sites, including social distancing and hand hygiene to best meet the direction of the provincial health officer.
- The Covid-19 pandemic has resulted in some challenges in conducting on-site pre-construction work.
- We have made important commitments to the identified Indigenous groups, and we want to do this project right.
- The Pattullo Bridge Replacement Project will be delivered under the new provincial Community Benefits Agreement (CBA).
- A CBA increases employment opportunities for locals, Indigenous peoples, 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.
- TransLink, the owner of the Pattullo Bridge, has indicated that it may need to be closed by 2023 due to the deteriorating safety of the bridge. This is continuing to be monitored.
- The Mayors' Council has called for replacement of the Pattullo Bridge with modern lane widths and better connections for vehicles, cyclists and pedestrians.
- In February 2018, the Province announced it would completely fund, deliver and own the Pattullo Bridge Replacement Project. The new bridge is being delivered through a Design-Build-Finance contract. The PBRP has an approved budget of \$1.377B.
- The new bridge will feature four-lanes built to modern safety standards, two-way pedestrian and cyclist facilities and wider lane widths to accommodate commercial vehicles. The PBRP will also include network improvements in Surrey and New Westminster, and removal of the existing Pattullo Bridge once the new bridge is operational.
- The contract was awarded in early February 2020 to Fraser Crossing Partners, a partnership between Acciona and Aecon for the Design-Build-Finance agreement. Construction will begin later in the year once regulatory requirements have been met to start in-river construction.
- The new bridge will be built to allow for potential expansion to six lanes in the future if needed. The Province will monitor the new bridge's traffic performance and will consult with the municipalities and the Mayors' Council to develop an appropriate response to the bridge's traffic performance based on regional transportation planning and a transportation demand management framework.
- Expansion to six lanes would be put into place only after consultation among the Province, Indigenous groups, the cities of New Westminster and Surrey and the Mayors' Council.
- The ministry engaged with the Identified Indigenous groups through the Environmental Assessment Office's consultation process, which is now complete. Consultation will continue through Project implementation; the Project is now engaging with all identified Indigenous groups on potential agreements that include funding for community initiatives, and contracting and employment opportunities, among other interests.
- The decision to fund and replace the bridge will allow the Mayors' Council to focus on other important priorities in their 10-Year Plan.

## **PROGRAM CONTACT**

Wendy Itagawa, Executive Director, Pattullo Bridge Replacement Project, Cell: <sup>s.17</sup>

# Quartz Creek Bridge Replacement Estimates Note

Ministry of Transportation and Infrastructure

Date: May 22, 2020

## ISSUE

- Quartz Creek Bridge Replacement and 4-laning Status Update.

## ADVICE AND RECOMMENDED RESPONSE

- The \$121.4M (\$71.5M provincial and \$49.9M federal) Quartz Bridge Replacement and four-laning project is located approximately 50km west of Golden, B.C.
- The project is 4.4km long and includes 4.4km of four-laning, replacement of the existing Quartz Creek Bridge and intersection improvements.
- Design is underway and the ministry intends to tender the project in 2021. Construction is expected to be complete by 2024. Prior to tender, the ministry will be returning to Treasury Board to provide a project update.
- In October 2018, the ministry received project approval from Treasury Board, including delivery under the Community Benefits Agreement.
- Secwepemc, led by Shuswap Indian Band, are currently completing clearing works in preparation for tender.

## BACKGROUND

- The project is located within the traditional territory of Secwepemc. Consultation began in 2015 with the Secwepemc First Nation bands and the ministry meeting bi-weekly to consult.
- Archaeological and cultural assessments were completed by Secwepemc and their results are being used to inform the project design.

s.16; s.17

## PROGRAM CONTACT

Jennifer Fraser, Director Trans-Canada Highway Program, Highways Department – Cell: s.17  
s.17

Appendix A: Map of Project Location

## Map of Project Location

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# Kootenay Lake Ferry Service Improvements Project

## Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: January 28, 2020

### ISSUE

- A project to improve the ferry service at Kootenay Lake has been approved and is underway.

### ADVICE AND RECOMMENDED RESPONSE

- The ministry is moving ahead with procurement of a new vessel and terminal upgrades to improve ferry service at Kootenay Lake.
- An open procurement process for a new 55-car ferry is currently underway, and three B.C. firms have been shortlisted for the project to design and build the new ferry. Contract award is planned by June 2020.
- Upon delivery in 2022, the new ferry will be electric-ready, and with the installation of shore power by 2030, it will be able to make fully electric voyages. This plan delivers on a CleanBC commitment to electrify 100% of its inland ferry fleet by 2040.
- Tenders for terminal upgrades are planned for summer 2020.
- The vessel will be in-service in 2023.

### BACKGROUND

- The MV Balfour is reaching the end of its serviceable life. A new 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 \$54.7 million, shared between a provincial contribution of \$37.5 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.

### PROGRAM CONTACT

Kirk Handrahan, Executive Director, Marine Branch, 778 974-5301 – Cell: <sup>s.17</sup>

# Highway 1 R.W. Bruhn Bridge

## Estimates Note

Ministry of Transportation and Infrastructure

Date: May 22, 2020

### ISSUE

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

### ADVICE AND RECOMMENDED RESPONSE

- The \$224.5M (\$133.42 provincial and \$91.08 federal) R.W. Bruhn Bridge and Approaches project is located on the TCH at the west end of Sicamous, with the R.W. Bruhn Bridge crossing the Sicamous Narrows.
- The project is 2.45km long and includes, 1.9km of four-laning, replacement of the existing R.W. Bruhn Bridge and intersection improvements.
- A new multi-lane bridge will be built to replace the existing two-lane bridge. Design is underway with a focus on reducing impacts, given the significant cultural and archaeological interests combined with challenging geotechnical conditions.
- The ministry presented to Treasury Board (TB) in October 2018 and received project approval, including delivery under the Community Benefits Agreement.
- The ministry intends to provide the next progress update to the local government, Indigenous communities and the public in summer 2020.
- Tender is planned in 2021, with an anticipated three-year construction timeframe. Prior to tender, the ministry will be returning to TB to provide a project update.
- Early works, such as utility relocation and/or clearing and grubbing, are planned for late 2020.
- The ministry will continue to work closely with local government and Indigenous communities to balance the needs of the corridor and the local communities today and into the future.
- The ministry will work with the District of Sicamous (DoS) as they pursue their interest of a pedestrian bridge crossing the Sicamous Narrows.

### BACKGROUND

- In late 2018, the one bridge option was selected over the two-bridge option because it resulted in the least impact to an archaeologically and culturally significant area while still meeting all design standards.
- In summer 2019, a potential design optimization opportunity was identified that reduces the cultural and archaeological impacts. The opportunity involves changing the access point between the TCH and Old Spall Rd. by adding an underpass and moving the acceleration lane west of the bridge. This would eliminate the acceleration lane on the bridge. The ministry began investigating this option.
- In September 2019, the ministry provided an in-camera update to District of Sicamous Council. The potential design optimization was communicated, but it was

emphasized that additional field assessment was underway to understand the suitability of the option. Feedback from the DoS was requested on the option.

s.13; s.16

- At initiation of the project, at the request of DoS, the project design incorporated a separated \$3M multi-use pathway on the new bridge to facilitate active transportation.
- The project is located within the traditional territory of Secwepemc and Splatshin is designated as the lead community. Consultation began in 2015 with the Secwepemc First Nation bands and the ministry meets bi-weekly with Secwepemc to consult.
- Archaeological and Cultural assessments were completed by Secwepemc and their results are being used to inform the project design.

s.16; s.17

## **PROGRAM CONTACT**

Jennifer Fraser, Director TCH Program, Highways Department – Cell: s.17

Appendix A: Map of Project Location

## Map of Project Location

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# **Bridge Replacement Concept**

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# Highway 1 – Chase Four Laning Estimates Note

Ministry of Transportation and Infrastructure

Date: June 19, 2020

## ISSUE

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

## ADVICE AND RECOMMENDED RESPONSE

- The Chase Four Laning project is composed of two segments and will be delivered in 2 phases.
- The combined total of the 2 phases is **\$260.3 M** (\$12.1M federal contribution).
- Chase Creek Road to Chase West (Segment 2) (**\$138.1 M**), will be delivered first and the tender is currently live on BC Bid.
- Construction is expected to begin in late summer 2020. The anticipated construction period is 2.5 years, ending in 2023.
  - Tender for Segment 2 was delayed from 2017 to 2019 to allow for additional First Nation and community input, this was requested by the Village of Chase and local First Nations communities. Input resulted in project design changes
  - Tender was further delayed from 2019 to 2020 while the ministry undertook additional due diligence.
  - When funding for Segment 3 came online, the ministry was able to look at Segment 2 and 3 together, and with input received from the Village of Chase and local First Nation, the design was changed to include two protected T intersections and one full movement interchange.
- Segment 2 is the second TCH four-laning project tendered under the Community Benefits Agreement following the Illecillewaet project.
- Segment 3 (**\$122.2 M**) is planned for tender in 2021. The anticipated construction period is 2 years, ending in 2023.
- Segment 1 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 project is located within Neskonlith IR #2. Consultation began in 2015 with Secwepemc and the ministry meeting bi-weekly to consult.
- Working closely with the Neskonlith Indian Band, the ministry is continuing the design process, determining the property requirements and addressing any concerns and impacts the design could have on Neskonlith
- The total project includes expanding the existing highway to four-lanes, improving intersection treatments, providing safer access to Chase and connecting active transportation routes between the Village of Chase and Neskonlith Indian Reserve #2.

- The project team continues to work collaboratively with the Village of Chase and First Nations to ensure this significant investment meets the needs of the corridor and the local communities today and into the future.

## BACKGROUND

	Segment	Approved Budget	Original Tender	Current Tender	Construction Completion	km
2	Chase Creek Rd to Chase West	\$138.1M (no federal)	Spring 2017	May 1, 2020	Summer 2023	3.3
3	Chase West to Chase Creek Bridge	\$122.2M (\$12.1M federal)	Spring 2019	Winter 2020/21	Summer 2023	1.6
<b>Total</b>		\$260.3M (\$248.20M prov & \$12.1M fed)				4.9

- The project supports the TCH improvement strategy 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.
- Archaeological and Cultural assessments were completed by Secwepemc and their results were used to inform the final project design.

s.16

- Discussion is ongoing with the local government and First Nations to confirm the community access requirements prior to tendering.

## PROGRAM CONTACT

Jennifer Fraser, Director TCH Program, Highways Department – Cell: <sup>s.17</sup>

## Map of Project Area

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# Highway 1 - Salmon Arm West

## Estimates Note

Ministry of Transportation and Infrastructure

Date: June 19, 2020

### ISSUE

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

### ADVICE AND RECOMMENDED RESPONSE

- The Salmon Arm West project is composed of two segments and will be delivered in 2 phases.
- The combined total of all 2 phases is **\$184.7M** (\$153.3M provincial and \$31.4M federal).
- Segment 2 (**\$144.9M**), 1st Ave. to 10th Ave., will be delivered first.
  - The preload contract was awarded in October 2018 to Jakes Construction and construction was completed in December 2019. The preload will be monitored as it settles through to spring/summer 2020
  - The project presented to Treasury Board (TB) on May 20, 2020, pending approval this project will be tendered with a Community Benefits Agreement
  - The main contract is scheduled for tender in summer 2020
  - Two years are required for construction
- Segment 3 (**\$39.8M**), 10th Ave. to 10th St. is planned for tender in 2021. The anticipated construction period is one year.
- Segment 1 has released the associated federal funding and been removed from the Salmon Arm West project to allow for additional consultation with the Neskonalith Indian Band. The project is located within the traditional territory of the Secwepemc and within Neskonalith IR #3. The ministry is continuing with the detailed design process, determining the property requirements and working closely with the Neskonalith Indian Band to address any concerns and impacts the design could have on the band. This segment remains a priority but is not currently included in the construction schedule while we carry out this important work.
- The total project is 3.2 km long and includes four-laning, intersection improvements, replacement of Salmon River Bridge, construction of an interchange with frontage road connections at 1st Ave. SW, construction of frontage roads to consolidate access to and from Highway 1, and a multi-use pathway for pedestrians, cyclists and other non-motorized users.
- The ministry continues to work collaboratively with the CoSA and impacted Indigenous communities to ensure this significant investment meets the needs of the corridor and the local communities today and into the future.
- Provincial construction sites have protocols and policies in place following the requirements of the Provincial Health Officer to help prevent the spread of COVID-19. These will include reducing in-person meetings or gatherings, holding meetings outdoors and ensuring physical distancing of workers throughout the work day.

These measures, along with other work protocols, such as daily cleaning and sanitizing of common areas and surfaces, will help ensure worker and public safety.

## BACKGROUND

Segment		Approved Budget	Original Tender	Current Tender	Construction Completion	km
2	1 <sup>st</sup> Ave to 10 <sup>th</sup> Ave	\$144.9 (\$118.5M, prov & \$26.4M, fed)	2016	Spring 2020	Fall 2022	2.2
3	10 <sup>th</sup> Ave to 10 <sup>th</sup> St.	\$39.84M (\$34.86M, prov & \$5.0M, fed)	2017	2021	Summer 2023	1.0
<b>Total</b>		\$184.7M (\$153.3M, prov & \$31.4M, fed)				3.2

- The project is located within the traditional territory of the Secwepemc and within Neskonlith I.R. (Indian Reserve) #3 and Adams Lake I.R. #7. Consultation began in 2015 with the Secwepemc First Nation bands and the ministry meets bi-weekly with Secwepemc to consult.
- Archaeological and cultural assessments were completed by Secwepemc on Segment 2 and their results were used to inform the final project design.
- Adams Lake and Neskonlith Indian Bands will lead the archaeological and cultural assessments on their respective Indian Reserves.

s.16

- As part of First Nation consultation, the tender documents will include opportunities for First Nations as an accommodation for impacts to Secwepemc interests.
- Discussion is ongoing with the local government and Indigenous communities to confirm the community access requirements during construction.

## PROGRAM CONTACT

Jennifer Fraser, Director Trans-Canada Highway Program, Highways Department – Cell: s.17  
s.17

Appendix A: Map of Project Location

## Map of Project Location

Copyright

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

Ministry of Transportation and Infrastructure

Date: June 19, 2020

## ISSUE

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

## ADVICE AND RECOMMENDED RESPONSE

- Total combined project budget is **\$235.5M** (\$99M provincial, \$109M federal and up to \$27M from the Township of Langley).
- Federally, these two projects are considered one project and were announced together. Combining the two enabled the province to maximize the benefits in the business case.
- This combination allows the province to optimize the total federal recovery within the funding envelope.

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

- Investment of **\$205.5M** (\$82.5M provincial, \$96M federal and up to \$27M from the Township of Langley).
- Project encourages motorists towards more sustainable transportation, improving traffic flow and safety.
- HOV lanes will be extended from 216th interchange to the 264th interchange in both EB and WB directions.
- Construction will also include a new interchange at 232nd St. and Hwy 1, as well as replacing the Glover Rd. underpass and CP Rail underpass.
- Engineering design for the entire project is underway and will be finalized, with stakeholder input, by early next 2021.
- Construction to begin in the summer of 2021.

### Hwy 17 North Surrey Truck Parking Project

- Investment of **\$30M** (\$17.05M provincial and \$12.95M federal).
- The North Surrey Truck Parking (NSTP) Project is located east of the Port Mann Bridge, directly off Hwy 17.
- The project will be delivered in two tenders.
  - Tender 1: New Highway 17 Intersection is scheduled to go to tender in summer 2020.
  - Tender 2: Construction of the Truck Parking Site is schedule to tender in Early 2021.

- The project is being phased over two tenders to accommodate the Trans-mountain Pipeline that will be installed through the site between the two phases.
- Overall completion in late fall 2021.
- Consultation with affected stakeholders, First Nations have already occurred.

## BACKGROUND

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

- In April 2019, a joint announcement was made between the Province, Federal Government and Township of Langley to fund the project for a combined **\$205.5M**.
- This section of highway operates at or near capacity in both the AM and PM peaks and has a higher than average collision rate than similar facilities in the province.
- The structures along this corridor do not meet the current standards for over height clearance and are at risk of impact from the 9,000 commercial trucks that use this route daily.
- The existing configuration at the 232nd St. interchange does not meet current design standards, resulting in short weaving, merging distances and decreased safety.

### Hwy 17 North Surrey Truck Parking Project

- The project includes a new parking facility for approximately 100 trucks along with a protected T intersection on Hwy 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 traffic congestion and help eliminate environmental contamination as a result of trucks parking illegally on agricultural and residential areas.

s.13

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; 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 from local First Nations and surrounding municipalities.
- Design complete and tender preparation nearing completion. Tender 1 will go out in Summer 2020. Tender 2: will go out in Early 2021;

## PROGRAM CONTACT

David Mintak, Regional Manager, Project Delivery – Cell: <sup>s.17</sup>

**Attachment:** Hwy 1 216<sup>th</sup> to 264<sup>th</sup> Project Map

**Highway 1 – 216th Street to 264th Street Widening**

MOTI 2020

**Legend**

- Interchange
- Highway MOTI

**Ministry of Transportation and Infrastructure**  
Highways Department

**Map Details:**

- Project Area:** Highway 1 from 216th Street to 264th Street.
- Key Features:**
  - New 216th Street Interchange
  - New 232nd Street Interchange
  - Extend HOV lanes in both eastbound and westbound directions.
- Geographic Context:** The project is located in the Langley District, south of Vancouver, British Columbia. It runs parallel to the Fraser River and the Strait of Georgia.
- Scale:** 1:50,000
- Projection:** NAD 1983 UTM Zone 10N
- Source:** Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community. All basemap data within the extent of the Province of British Columbia were obtained from the British Columbia Geographic Information Warehouse (BCGIW). Administrative boundaries were obtained from both BCOW and the Ministry of Transportation and Infrastructure database. Not intended for navigational purposes.

# Highway 1 – Kicking Horse Canyon Phase 4

## Estimates Note

Ministry of Transportation and Infrastructure

Date: June 24, 2020

### ISSUE

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

### ADVICE AND RECOMMENDED RESPONSE

- The project has moved into Design-Build procurement with the issuance of the Request for Proposals on December 13, 2019.
- Design-Build contract award and start of construction are expected in fall 2020.
- Project completion is expected in 2024.

### BACKGROUND

- The scope for the final 4.8 kilometres of the 26-kilometre Kicking Horse Canyon section of the Trans-Canada Highway includes upgrades to a modern, four-lane standard.
- The fourth and final phase of the Kicking Horse Canyon project will address the last unimproved segment of highway running through the challenging mountain terrain east of Golden, where the collision rate is more than 3 times the provincial average.
- This includes a combination of bridges, retaining walls, rock catchment ditches and rock fall hazard reduction measures, wildlife exclusion and passage provisions, highway realignment and four-lane widening to complete the corridor improvements from the junction of Highway 95 at Golden to the western boundary of Yoho National Park.
- The Request for Proposals (RFP) was issued December 13, 2019 for Design-Build delivery. Contract award will occur in fall 2020 with project completion in 2024.
- This project is approved for the application of the Community Benefit Agreement.
- In 2019, an increase to the total project budget to \$601 million from the 2016 estimate of \$450 million was approved. The increase of \$151 million reflected a re-allocation of \$23 million of interest during construction from a general capital budget and a \$128 million increase in project costs. The increase in project costs was due to several factors including:
  - Design Build estimate (\$39 million) - additional engineering, design and geotechnical work, additional foundation supports for bridges and retaining walls, higher cost of materials, and additional CP Rail protection/flagging costs, project team costs (\$6 million) – including consultation with Indigenous communities and archeological work/investigations.
  - application of the Community Benefits Agreement (CBA)- \$35 million; and
  - a higher contingency based on the risk and complexity of the project - \$48 million.

- The Federal government contribution is \$215.2 million under the New Building Canada Fund – National Infrastructure Component (AIP received January 2017) and the provincial share is \$385.8 million.
- The RFP includes an Affordability Limit of \$462 million for the Design Build Contract to help ensure the project stays within budget.
- There is general public support for Phase 4. Public consultation and stakeholder involvement, including engagement with First Nations, has been carried out during the delivery of earlier project phases (1-3) and during development of Phase 4.
- Extensive public engagement in fall 2019 confirmed earlier indications that there was broad support for the project.
- The project will require some extended closures up to six weeks in duration during the fall and spring. An alternate route via Hwy 93 and Hwy 95 will be available during these periods
- The project will restrict access to Dart Creek during construction. The project, in partnership with the Town of Golden, is on-track to secure a reliable, public source of bulk potable water prior to commencement of project construction. Dart Creek access will be restored after construction.
- The first three phases of the project have been completed and are now in operation.

#### **PROGRAM CONTACT**

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

# Broadway Subway Estimates Note

Ministry of Transportation and Infrastructure

Date: June 24, 2020

## ISSUE

- Broadway Subway Project (BSP) Update

## ADVICE AND RECOMMENDED RESPONSE

- The Broadway Subway Project (formerly Millennium Line Broadway Extension) is a priority project in the Mayors' Vision and will provide an extension of the Millennium Line SkyTrain along West Broadway to Arbutus Street in Metro Vancouver.
- The Project is now in the procurement phase. The RFQ was issued in February 2019, and the RFP issued in July 2019. Contract award is anticipated in summer 2020, with construction anticipated to begin in fall 2020. The new line will be in service in 2025.
- BSP will provide fast, frequent and convenient SkyTrain service to B.C.'s second largest jobs centre, world-class health services, an emerging innovation and research hub, and growing residential communities, and will relieve congestion along Broadway.
- 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.
- TransLink will operate and maintain BSP once service begins, anticipated in 2025.
- The investment in BSP supports BC's commitment to 40% of the capital cost of the Mayors' Council Vision for Transportation.
- The BSP will be delivered under the new 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 project includes 5.7 km extension of the existing Millennium Line SkyTrain service, from Vancouver Community College (VCC)—Clark to a new station at Arbutus Street, tunneled beneath the Broadway Corridor. Six new underground stations will be located at: Great Northern Way; Main; Cambie; Oak; Granville; and Arbutus.
- The first 0.7 km from VCC Clark to Great Northern Way will be elevated guideway and the remaining 5 km along Broadway will be tunneled resulting in the name "Broadway Subway".
- The BSP has an estimated budget of \$2.827 billion (\$2.83 billion is publicly announced cost), with the City of Vancouver contributing \$99.8 million in-kind land contribution, Provincial funding of \$1.83 billion and Federal funding of \$897 million.

- Under the Public Transit Infrastructure Fund (PTIF) Phase One, early works for the project are underway including utility relocations and rerouting trolley wires in anticipation of bus rerouting for routes 14, 16, 17 during construction.
- Community engagement is ongoing. In summer 2019, the Project team went door-to-door and floor-to-floor along Broadway, 8th Avenue, 10th Avenue and cross streets between Kingsway and Vine to speak with local business managers and owners about their needs and interests.
- In September 2019, the Project announced station locations and opened a community office on Broadway. In fall 2019, the Project hosted community meetings, pop-up engagement events and stakeholder meetings, where staff were on hand to answer questions and share information about the Project.
- Current proposed project timelines include contract award in summer 2020, construction beginning in fall 2020 and the new line in service in 2025.

## **PROGRAM CONTACT**

Lisa Gow, Executive Project Director, Broadway Subway Project, Cell: <sup>s.17</sup>

# Highway 17 – Keating Cross Rd. Flyover Estimates Note

Ministry of Transportation and Infrastructure

Date: June 19, 2020

## ISSUE

- Hwy 17 – Keating Cross Road Flyover Project update.

## ADVICE AND RECOMMENDED RESPONSE

- Hwy 17 - Keating Cross Rd. Flyover Project was announced in August 2019, prior to provincial funding approval.

s.12; s.13

- The Hwy 17 - Keating Cross Rd. Flyover Project addresses the safety, reliability, mobility and future forecasted growth at the existing un-signalized intersection.
- The project scope includes a new NB to WB highway off-ramp and flyover from Hwy 17 to Keating Cross Rd. with a realigned SB on-ramp.
- The project aligns the CleanBC mandate with the inclusion of bus-on-shoulder facilities to support BC Transit's future plans for bus rapid transit on Hwy 17.
- Engineering began in summer 2019.

s.12; s.13

- Consultations with First Nations and the public is underway.

## BACKGROUND

- Keating Cross Rd. is located in the Capital Regional District (CRD) on Vancouver Island and is an existing un-signalized intersection on Hwy 17.
- The Hwy 17 corridor is the NE gateway to the Capital Region, accommodating the movement of people, goods and services from the BC Ferries terminal at Swartz Bay to the Victoria area and other parts of the Island.
- Location has collision and collision severity rates well above provincial averages.
- Planned industrial, warehouse and commercial development in the Business District on Keating Cross Rd., along with growth in the CRD, will further compromise safety, mobility and reliability on the Hwy 17 corridor.
- The project is located within the territories of the Pauquachin, Tsartlip, Tseycum and Tsawout First Nations.

## PROGRAM CONTACT

David Mintak, Regional Manager, Project Delivery – Cell: s.17

## Ministry of Transportation and Infrastructure

## ISSUE

- ## ADVICE AND RECOMMENDED RESPONSE

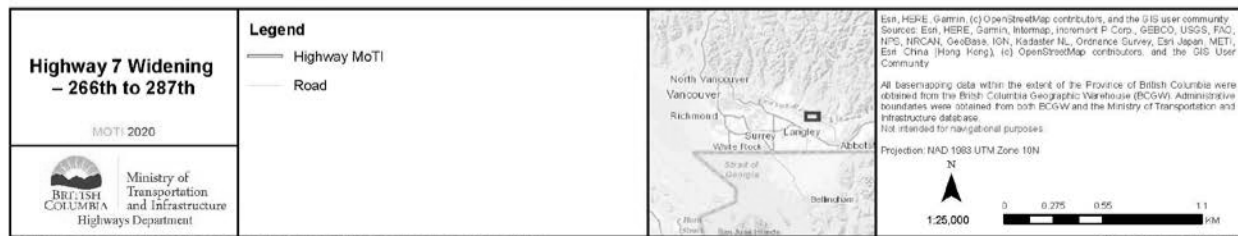
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David Mintak, Regional Manager, Project Delivery – Cell:<sup>s.17</sup>

David Mintak, Regional Manager, Project Delivery – Cell:<sup>s.17</sup>



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

Ministry of Transportation and Infrastructure

Date: May 22, 2020

## ISSUE

- In July 2019, the Federal Government announced their share of funding for the Ford to Tappen, Jumping Creek to MacDonald and Selkirk TCH Four-Laning projects.
  - Ford Rd. to Tappen Overhead (\$82.14M federal contribution)
  - Jumping Creek to MacDonald (\$45.7M federal contribution)
  - Selkirk (\$31.5M federal contribution)
- Provincial Treasury Board submission is pending.
- Federal funding is contingent on the province approving the projects, which will lock in the federal contribution.

## ADVICE AND RECOMMENDED RESPONSE

- Our government is committed to improving safety by upgrading the Trans-Canada Highway (TCH) from Kamloops to the Alberta border.
- We recognize the importance of improving this vital corridor, and we are fortunate to have the support of the federal government to undertake many of these improvements.
- We are proceeding through our normal processes to secure provincial funding for a number of projects, including Ford to Tappen, Jumping Creek to MacDonald and Selkirk Mountain.
- We are working diligently to determine the provincial project costs and will be finalizing our contribution for these projects in 2020.
- Not only will these projects improve safety, they will be built using Community Benefits Agreements. This will increase opportunities for locals, Indigenous people, women and other equity seeking groups to start a lifelong career in the skilled trades.

## BACKGROUND

- The federal government will cost share up to 50% of eligible costs to deliver the projects.
- The provincial government is completing internal due diligence in order to finalize funding for these projects.

## PROGRAM CONTACT

Jennifer Fraser, Director TCH Program, Highways Department – Cell: <sup>s.17</sup>

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

Ministry of Transportation and Infrastructure

Date: May 22, 2020

## ISSUE

- In July 2019, the Federal Government announced their share of funding for the Ford to Tappen, Jumping Creek to MacDonald and Selkirk TCH Four-Laning projects.
  - Jumping Creek to MacDonald (\$45.7M federal contribution)
  - Ford Rd. to Tappen Overhead (\$82.14M federal contribution)
  - Selkirk (\$31.5M federal contribution)
- Provincial Treasury Board submission is pending.
- Federal funding is contingent on the province approving the projects, which will lock in the federal contribution.

## ADVICE AND RECOMMENDED RESPONSE

- Our government is committed to improving safety by upgrading the Trans-Canada Highway (TCH) from Kamloops to the Alberta border.
- We recognize the importance of improving this vital corridor, and we are fortunate to have the support of the federal government to undertake many of these improvements.
- We are proceeding through our normal processes to secure provincial funding for a number of projects, including Jumping Creek to MacDonald, Ford to Tappen, and Selkirk Mountain.
- We are working diligently to determine the provincial project costs and will be finalizing our contribution for these projects in 2020.
- Not only will these projects improve safety, they will be built using Community Benefits Agreements. This will increase opportunities for locals, Indigenous people, women and other equity seeking groups to start a lifelong career in the skilled trades.

## BACKGROUND

- The Federal government cost share is based on very early conceptual scope and cost estimates provided by the ministry.
- The provincial government is completing internal due diligence in order to finalize funding for these projects.

## PROGRAM CONTACT

Jennifer Fraser, Director TCH Program, Highways Department – Cell: <sup>s.17</sup>

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

Ministry of Transportation and Infrastructure

Date: May 22, 2020

## ISSUE

- In July 2019, the Federal Government announced their share of funding for the Ford to Tappen, Jumping Creek to MacDonald and Selkirk TCH Four-Laning projects.
  - Selkirk (\$31.5M federal contribution)
  - Ford Rd. to Tappen Overhead (\$82.14M federal contribution)
  - Jumping Creek to MacDonald (\$45.7M federal contribution)
- Provincial Treasury Board submission is pending.
- Federal funding is contingent on the province approving the projects, which will lock in the federal contribution.

## ADVICE AND RECOMMENDED RESPONSE

- Our government is committed to improving safety by upgrading the Trans-Canada Highway (TCH) from Kamloops to the Alberta border.
- We recognize the importance of improving this vital corridor, and we are fortunate to have the support of the federal government to undertake many of these improvements.
- We are proceeding through our normal processes to secure provincial funding for a number of projects, including Selkirk, Ford to Tappen, and Jumping Creek to MacDonald.
- We are working diligently to determine the provincial project costs and will be finalizing our contribution for these projects in 2020.
- Not only will these projects improve safety, they will be built using Community Benefits Agreements. This will increase opportunities for locals, Indigenous people, women and other equity seeking groups to start a lifelong career in the skilled trades.

## BACKGROUND

- The Federal government cost share is based on very early conceptual scope and cost estimates provided by the ministry.
- The provincial government is completing internal due diligence in order to finalize funding for these projects.

## PROGRAM CONTACT

Jennifer Fraser, Director TCH Program, Highways Department – Cell: <sup>s.17</sup>

# George Massey Crossing - Immediate Safety Improvements Estimates Note

Ministry of Transportation and Infrastructure

Date: May 27, 2020

## ISSUE

- George Massey Crossing (GMC) Project – Immediate Safety Improvements

## ADVICE AND RECOMMENDED RESPONSE

- We know people are eager for relief at the GMC, and we are currently working collaboratively with Indigenous groups, TransLink, Metro Vancouver, and the communities to find a permanent solution for the crossing and resolve this bottleneck.
- In 2018, we committed \$40 million to immediately improve safety along the corridor, including new lighting, upgraded safety system, improved tunnel portals sub-drainage, resurfacing and line painting.
- In 2019, a contract of \$3.2 million was awarded to BA Blacktop Ltd. to complete resurfacing and line painting on Highway 99 between Steveston Highway and the Highway 17 Interchange.
- In 2020, Black & McDonald Ltd. was awarded a contract of \$19 million to construct the following safety and reliability improvements:
  - Converting tunnel and roadway lighting to the LED standard to increase visibility and better illuminate the tunnel for drivers, save energy and reduce greenhouse gas emissions.
  - Upgrading the fire alarm, fire door, ventilation and electrical systems to ensure reliability and ongoing safety within the tunnel.
  - Improving tunnel portals sub-drainage to reduce the risk to drivers from pooling water and ice buildup at tunnel entrances.

## BACKGROUND

- In December 2018, an Independent Technical Review was completed. Based on the Independent Technical Review, the Ministry committed to a GMC Improvement/Replacement program, as follows:
  - \$40 million in immediate safety improvements to be completed in 2021
  - Phase I – identify measures to improve circulation, as well as safety and reliability for transit and cycling that could be tendered in fall 2020.
  - Phase II – Complete a business case for a replacement project by fall 2020
- The \$40 million in immediate safety improvements include:
  - Resurfacing and line painting on Highway 99 between Steveston Highway and the Highway 17 Interchange. Construction completed in November 2019.
  - Converting tunnel and roadway lighting to the LED standard, which will increase visibility for drivers. Construction began in April 2020 and be complete in spring 2021.

- Upgrading the fire alarm, fire door, ventilation and electrical systems to ensure reliability and ongoing safety within the tunnel. Construction commenced in April 2020 and be complete in spring 2021.
- Improving tunnel portals sub-drainage to reduce the risk to drivers from pooling water and ice at tunnel entrances. Construction will start in June 2020 and be complete by fall 2020.

#### **PROGRAM CONTACT**

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

# George Massey Crossing Project - Interim Improvements Estimates Note

Ministry of Transportation and Infrastructure

Date: May 27, 2020

## ISSUE

- George Massey Crossing (GMC) Project - Phase I Improvements

## ADVICE AND RECOMMENDED RESPONSE

- We know people are eager for relief at the GMC, and we are currently working collaboratively with Indigenous groups, TransLink, Metro Vancouver, and communities to find a permanent solution for the crossing and resolve this bottleneck – without adding unfair tolls.
- We are also working closely with local municipalities and Indigenous Groups to identify Phase I interim solutions that will improve traffic flow, safety, transit, and align with the long-term options for a new GMC.
- The ministry is striving to have the Phase I improvements tendered in fall 2020 and completed over the next few years.
- Work is also currently underway to immediately improve safety and reliability along the corridor, such as new LED lighting, upgraded safety system, improved tunnel portals sub-drainage, resurfacing and line painting.

## BACKGROUND

- In December 2018, an Independent Technical Review was completed. Based on the Independent Technical Review, the Ministry committed to a GMC Improvement/Replacement program, as follows:
  - \$40 million in immediate safety and reliability improvements to be completed in spring 2021
  - Phase I – identify measures to reduce congestion, as well as safety and reliability for transit and cycling that could be tendered in fall 2020
  - Phase II – complete a business case for a replacement tunnel project by fall 2020
- The ministry underwent a thorough consultation and collaboration with the City of Richmond, City of Delta, Tsawwassen First Nation, TransLink, and Metro Vancouver to identify 20 potential interim improvement projects. The 20 potential projects were evaluated using traffic analyses and preliminary engineering to determine the overall best value. After further consultation with municipal and regional stakeholders, the following shortlist of 4 potential interim measures were identified:
  - Southbound Bridgeport to Highway 99 bus-only connection
  - Twin Steveston Highway overpass
  - Highway 17A interchange transit priority and bike shuttle connection improvements
  - Southbound and Northbound bus-on-shoulder extension south of tunnel

- The ministry hosted two public open houses - one on February 5<sup>th</sup> in Richmond, and a second on February 6<sup>th</sup> in Delta. The purpose of the open houses was to review the potential Phase I improvements and to provide an update on the progress that has been made towards a long-term solution.

#### **PROGRAM CONTACT**

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

# George Massey Crossing Phase II – Tunnel Replacement Estimates Note

Ministry of Transportation and Infrastructure

Date: May 27, 2020

## ISSUE

- George Massey Crossing (GMC) Project – Phase II - Tunnel Replacement

## ADVICE AND RECOMMENDED RESPONSE

- We know people are eager for relief at the GMC, and we are currently working collaboratively with Indigenous groups, TransLink, Metro Vancouver, and communities to find a permanent solution for the crossing and resolve this bottleneck – without adding unfair tolls.
- Although, the Metro Vancouver Board has recommended an 8-lane Immersed Tube Tunnel, the Province is still doing further investigations and will continue to engage with Indigenous groups, Transport Canada, the Vancouver Fraser Port Authority, Metro Vancouver Board, TransLink, municipalities and communities to assess a solution that aligns with regional plans.
- The ministry is continuing technical work to determine the best options to move forward with a business case by fall 2020.
- Work is also underway to improve safety along the corridor, such as new lighting, improved drainage, resurfacing and line painting.
- We are also working closely with local municipalities and Indigenous groups on the Phase I improvements that will improve traffic flow, safety, and transit, as well as align with the long-term options for a new GMC.

## BACKGROUND

- The original construction of the George Massey Tunnel was completed in 1959.
- In September 2013, the former government announced plans to replace the tunnel with a bridge.
- In September 2017, the GMC replacement was put on hold and the procurement process was cancelled.
- In December 2018, an Independent Technical Review was completed. Based on the Independent Technical Review, the ministry committed to three phases of a GMC Improvement/Replacement program:
  - \$40 million in immediate safety improvements to be completed in 2021
  - Phase I – identify measures to improve circulation that could be tendered in fall 2020
  - Phase II – complete a business case for a replacement tunnel project by fall 2020
- Between January and April 2019, the ministry engaged with the Metro Vancouver Task Force to establish a consensus on principles, goals and objectives for the project.

- In June 2019, a preliminary long-list of options was developed that reflected the principles, goals and objectives that were developed for the project. To assist in assessing the potential options, as well as selecting a preferred option, the ministry completed a procurement for a technical engineering services contract, which was awarded to COWI/Stantec North America.
- In July 2019, the Metro Vancouver Task Force endorsed a short list of six options, focused on addressing significant off-peak congestion, managing peak congestion, and providing attractive options for transit and active transportation. All the shortlisted options call for a total of eight lanes with two priority lanes for transit. The short-list was:
  - 6-lane bridge, plus 2 traffic lanes and multi-use path (MUP) in existing tunnel
  - 6-lane bored tunnel, plus 2 traffic lanes and MUP in existing tunnel
  - 6-lane immersed tube tunnel, plus 2 traffic lanes and MUP in existing tunnel
  - 8-lane bridge with MUP
  - 8-lane bored tunnel, plus MUP in existing tunnel
  - 8-lane immersed tube tunnel, plus MUP in new or existing tunnel
- In October 2019, the Metro Vancouver Task Force indicated their preference for the 8-lane immersed tube tunnel option, which was endorsed by the Metro Vancouver Board.
- The Province still has a lot of technical work to complete and will continue to engage with Indigenous groups, Transport Canada, Vancouver Fraser Port Authority, Metro Vancouver Board, municipalities and communities to assess a solution that aligns with federal and regional plans.
- The ministry hosted two public open houses - one on February 5<sup>th</sup> in Richmond, and a second on February 6<sup>th</sup> in Delta. The purpose of the open houses was to review the potential interim improvements and to provide an update on the progress that has been made towards a long-term solution.
- The ministry is also engaging identified Indigenous groups to better understand their priorities for the project and the future state of the river.
- The ministry is actively developing a business case for GMC Phase I & II that will be complete by fall 2020.

## **PROGRAM CONTACT**

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

# Elimination of Tolling Estimates Note

Ministry of Transportation and Infrastructure

**Date:** February 18, 2020

## ISSUE

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

## ADVICE AND RECOMMENDED RESPONSE

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

## BACKGROUND

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

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

- The Port Mann Bridge is currently owned by TI Corp.
- Elimination of tolls on the Port Mann Bridge resulted in TI Corp's debt being reclassified from self-supported (through toll revenue) to tax-payer. TI Corp debt of approximately \$3.7B was transferred to the Ministry of Finance and TI Corp became a subsidiary of BCTFA on April 1, 2018.
- The Ministry of Transportation & Infrastructure has taken over the management of the maintenance and operations of the bridge.
- The Ministry of Finance took over management of the debt and fund related interest expense.
- Since September 1, 2017, activities related to toll revenue collection and customer service have been ongoing. Collections have slowed dramatically with approximately \$65,000 collected in this fiscal year.

### Golden Ears Bridge:

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

- Removal of tolls from the GEB required an agreement between the Province and TransLink.

s.17

- The contract with the tolling operator, V-Flow was not renewed and ended on July 15, 2018 and toll collections were turned over to a collection agency.
- July 15, 2018 to June 30, 2019:
  - Collection agency was able to continue the “Refuse to Issue” car insurance/license process on TransLink’s behalf.
  - Four ex-toll operator staff were hired through an agency to help support the collections (e.g. account history lookup, assist with disputes).
  - TransLink has collected nearly \$1.5M since V-Flow's agreement expired.
- July 1, 2019 to present: TransLink is no longer using collection agency services or “Refuse to Issue” process.
- Since the start of tolling, about \$339 million in revenue had been generated and TransLink experienced a high collection rate of approximately 95% of the tolls billed.
- TransLink and MoTI staff are currently developing options for a long-term agreement to address the lost toll revenue that would have been collected to pay for the cost of the bridge.
- Options will then be reviewed by the Province, TransLink and the Mayors’ Council for further negotiation and long-term agreement.

## **PROGRAM CONTACT**

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

# Golden Ears Bridge Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: January 17, 2020

## ISSUE

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

## ADVICE AND RECOMMENDED RESPONSE

- The Province and TransLink negotiated an agreement to cover lost toll revenue and one-time costs for toll cessation on the Golden Ears Bridge (GEB).
- Options are being developed for consideration by the Province, TransLink and the Mayors Council for a long-term agreement to address the future of the GEB and the lost toll revenue.
- Options will then be reviewed by the Province, TransLink and the Mayors' Council for further negotiation and long-term agreement.

## BACKGROUND

- GEB is owned and operated by TransLink.
- TransLink is authorized to conduct toll collection activities through a bylaw via the South Coast British Columbia Transportation Authority Act (SCBCTAA).
- Removal of tolls from the GEB required an agreement between the Province and TransLink.

s.17

- TransLink's contract with its tolling operator, V-Flow was not renewed and ended on July 15, 2018 and toll collections were turned over to a collection agency.
- July 15, 2018 to June 30, 2019:
  - Collection agency was able to continue the "Refuse to Issue" car insurance/license process on TransLink's behalf.
  - Four ex-toll operator staff were hired through an agency to help support the collections (e.g. account history lookup, assist with disputes).
  - TransLink has collected nearly \$1.5M since V-Flow's agreement expired.
- July 1, 2019 to present: TransLink is no longer using collection agency services or "Refuse to Issue" process.

- Since the start of tolling, about \$339 million in revenue had been generate and TransLink experienced a high collection rate of approximately 95% of the tolls billed.

Payments to TransLink (millions)	2019/20	2020/21	2021/22	2022/23
	\$60.6	\$62.9	\$65.3	\$67.9

- TransLink and MoTI staff are currently developing options for a long-term agreement to address the lost toll revenue that would have been collected to pay for the cost of the bridge.
- Options will then be reviewed by the Province, TransLink and the Mayors' Council for further negotiation and long-term agreement.

#### **PROGRAM CONTACT**

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

# Cancellation of Surrey LRT

## Estimates Note

Ministry of Transportation and Infrastructure

Date: May 26, 2020

### ISSUE

- South of Fraser Rapid Transit Project (SoFRT) Update.

### ADVICE AND RECOMMENDED RESPONSE

- In response to the City of Surrey's Mayor, the Mayors' Council suspended its previously proposed Light Rail Transit (LRT) project and is now proceeding with planning and project development for SkyTrain on Fraser Highway in Surrey.
- The Mayors Council has since updated its priorities and has asked the province and federal government to re-allocate Surrey's rapid transit funding to a SkyTrain along Fraser Highway instead.
- TransLink has completed a business case for the first stage of the Surrey Langley-SkyTrain project but will be holding off until fall before seeking any investment decisions from the federal and provincial governments.
- The Province will remain committed to working with the Mayors' Council to improve the transit services people rely on and increase access to transit, and transit-oriented affordable housing now and into the future.

### BACKGROUND

- The Mayors' Council's 10-Year Vision included building 27 kilometers of LRT in Surrey. Phase Two of the Vision included the 10.5 km, \$1.65 billion Surrey-Newton-Guildford LRT (SNG LRT) project, while Phase Three included 16.6 km of LRT along the Fraser Highway from Surrey to Langley, estimated to cost \$1.9 billion.
  - The Phase Two plan, which included the SNG LRT, will invest \$6.4 billion in new expansion projects, with \$2.0 billion coming from Canada under the Investing in Canada Infrastructure Program (ICIP) and \$2.54 billion (40%) coming from the Province. The Province has not planned to contribute directly to Surrey LRT as it is fulfilling its funding commitments to the Mayors' Council *Vision* through delivery of other projects in the Phase 2 investment plan (including Broadway Subway Project)
  - A new federal funding program is not expected to roll out until 2027 and the region has not made any formal funding request to the Province for Phase Three.
- Following the 2018 municipal elections, the City of Surrey requested that the Mayors' Council direct TransLink to cancel SNG LRT and instead extend SkyTrain along Fraser Highway towards Langley.
- The Mayors' Council passed a resolution at its December 13, 2018 meeting to suspend SNG LRT and to proceed with planning and project development work for Fraser Highway SkyTrain, subject to Surrey's agreement to compensate for costs unnecessarily expended to date.

- The resolution also included cancelling a planned B-Line on the Fraser Highway, and initiating a planning process to refresh the South of Fraser rapid transit strategy. The project development work plan and the transit strategy refresh will proceed concurrently, with the work plan (including a business case for senior government) estimated to take 15 months, and the transit strategy 8 months.
- The formal cancellation of the SNG LRT project would occur when the Mayors' Council passes an updated 10 Year Investment Plan that does not include the project.
- The investment plan update will likely not occur before fall 2020.
- TransLink has completed a business case that indicates SkyTrain can be extended 7 km from King George Station in Surrey to 166th Street in Fleetwood for \$1.63 billion. This is considered a first stage. The business case also estimates that the cost of extending SkyTrain from Fleetwood to Langley City Centre would cost an additional \$1.48 billion.

## **PROGRAM CONTACT**

Sean Nacey, Director, Major Projects & Alternate Procurement, Cell: <sup>s.17</sup>

# Surrey Langley SkyTrain Project

## Estimate Note

Ministry of Transportation and Infrastructure

Date: May 26, 2020

### ISSUE

- Surrey Langley SkyTrain (SLS) Project Update

### ADVICE AND RECOMMENDED RESPONSE

- In response to a request from the newly-elected City of Surrey's Mayor, the Mayors' Council suspended the previously supported Surrey-Newton-Guildford (SNG) Light Rail Transit (LRT) project and is proceeding with planning and project development for SkyTrain on Fraser Highway in Surrey.
- TransLink has completed a business case. The business case addresses project rationale, delivery, procurement and funding for Stage 1 of the Surrey Langley SkyTrain (SLS) project.
- According to the business case, TransLink estimates a 2025 completion date for a Fraser SkyTrain line terminating at Fleetwood, using the remaining \$1.63 billion of the original \$1.65 billion in project funding for Surrey rapid transit.
- Any future investment decision to extend the Surrey Langley Skytrain from Fleetwood to Langley City Centre will depend on the outcomes of the business case that was recently submitted to the province, as well as require cooperation and additional cost sharing by all three levels of government.
- The Province will remain committed to working with the Mayors' Council to improve the transit services people rely on and increase access to transit, and transit-oriented affordable housing now and into the future.

### BACKGROUND

- The Mayors' Council's 10-Year Vision included 27 kilometers of LRT in Surrey. Phase Two included a 10.5 km, \$1.65 billion SNG LRT project, while Phase Three included 16.6 km of LRT along the Fraser Highway from Surrey to Langley, estimated to cost \$1.9 billion.
- The Province has committed publicly to funding 40 per cent of the capital costs of all phases of the *Vision* and Treasury Board has approved \$2.5 billion for Phase 2, which included the SNG LRT. To facilitate capitalization, TransLink allocated its share of Broadway Subway funding to SNG LRT and the Province allocated its share of SNG LRT funding to Broadway Subway project.
- TransLink has not formally sought Provincial funding for Phase Three.
- In December 2018, the Mayors' Council endorsed suspension of Surrey LRT and in its place, directed TransLink to prepare a business case for a SkyTrain extension on the Fraser Highway between Surrey and Langley.

- TransLink's business case indicates SkyTrain can be extended 7 km from King George Station in Surrey to 166<sup>th</sup> Street in Fleetwood for \$1.63 billion. This is considered a first stage. The business case also estimates that the cost of extending SkyTrain from Fleetwood to Langley City Centre would cost an additional \$1.48 billion.

## **PROGRAM CONTACT**

Sean Nacey, Director, Major Projects & Alternate Procurement, Cell: <sup>s.17</sup>

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# North Shore Rapid Transit Study

## Estimates Note

Ministry of Transportation and Infrastructure

Date: May 27, 2020

### ISSUE

- North Shore rapid transit feasibility study.

### ADVICE AND RECOMMENDED RESPONSE

- Congestion in the North Shore is reaching a critical level and our government is working hard to get people to their destination quicker.
- In 2018, the Integrated North Shore Transportation Planning Project (INSTPP) reviewed transportation needs for the North Shore and recommended a feasibility study of rapid transit between the North Shore and the Burrard Peninsula.
- The Province is partnering with TransLink, the City of Vancouver and the North Shore municipalities on the study, which is scheduled to be completed this spring.
- Understanding the feasibility of rapid transit across the Burrard Inlet will provide valuable input into TransLink's long-term Regional Transportation Strategy, as the region identifies priorities for future rapid transit expansion.
- Stage 1 of this feasibility study is now complete, short-listing six potential options will be explored further in Stage 2 of the study.
- I look forward to learning about the findings from Stage 2 that will provide more insight into crossing options that could support a more transit-oriented North Shore that has better connections to Vancouver and the rest of the region.

### BACKGROUND

- Mott-Macdonald Ltd. is assessing the feasibility of potential North Shore crossing locations with a working group consisting of staff from the Province and the region.
- The project budget is \$450,000 with the Province contributing a share of up to \$250,000, and the four municipalities each contributing up to \$50,000.
- MAH staff are working to ensure affordable housing opportunities and measures are considered as part of the evaluation criteria.
- Stage 1 of the feasibility study completed in March and was approved by NXSTPP (pronounced Next Step), the renamed Integrated North Shore Transportation Planning Project (INSTPP)
- Stage 1 work resulted in six general routes that will be further explored in Phase 2:
  - Downtown Vancouver to Lonsdale via First Narrows (tunnel crossing)
  - Downtown Vancouver to Lonsdale via Brockton Point (tunnel crossing)
  - Downtown Vancouver to West Vancouver via Lonsdale (tunnel crossing)
  - Downtown Vancouver to Lonsdale via Second Narrows (new bridge crossing)
  - Burnaby to Lonsdale via Second Narrows (new bridge crossing)
  - Burnaby to Lonsdale via Second Narrows (existing bridge crossing)

- Stage 2 of the study should be complete by June 2020, including a detailed engineering and planning review of shortlisted options.

#### **PROGRAM CONTACT**

Sean Nacey, Director, Major Projects & Alternate Procurement, Cell:<sup>s.17</sup>

# Sky Train Extension Arbutus to UBC

## Estimates Note

Ministry of Transportation and Infrastructure

Date: March 4, 2020

### ISSUE

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

### ADVICE AND RECOMMENDED RESPONSE

- We're investing in Metro Vancouver's transit system so that people can spend less time in traffic, and more time with their family and friends.
- Our focus right now is working with TransLink to deliver Phase Two of the Mayors' Council's 10-Year Vision.
- Any future investment decision would require a review of the business case and cost sharing by provincial, federal and regional governments.
- In the meantime, the current Broadway Subway project is underway and will be completed in 2025.
- The design for the Arbutus station will allow for a future extension.

### 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 UBC, the City of Vancouver, and the Province, is planning to develop concept designs and to prepare pre-business case estimates of costs and benefits by the end of 2020.
- s.13; s.16  
s.13; s.16 Preliminary SkyTrain cost estimates range from \$3.3 billion to \$3.8 billion in 2018 dollars with a completion date of 2030 (\$4.1 billion to \$4.8 billion for "year of expenditure" costs).
- Construction of SkyTrain to UBC will require a new investment plan, senior government funding, and new regional funding before work could proceed. Funding sources have not been identified.

### PROGRAM CONTACT

Sean Nacey, Director, Major Projects Branch, Cell: <sup>s.17</sup>

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

TI Corp / Ministry of Transportation and Infrastructure

**Date:** June 24, 2020

## **ISSUE**

- Pattullo Bridge Replacement Project (PBRP)

## **ADVICE AND RECOMMENDED RESPONSE**

- As announced in February 2018, the Province is delivering and 100% funding the Pattullo Bridge Replacement Project.
- The Ministry engaged with 14 Identified Indigenous groups through the Environmental Assessment Office's (EAO) consultation process, which is now complete.
- The Ministry will continue to consult with these groups in relation to the project in accordance with the Environmental Assessment Certificate (EAC).
- The Ministry is also engaging with Identified Indigenous groups (IIG) regarding project related benefits, including employment and contracting opportunities.
- The Ministry is committed to ongoing meaningful engagement and consultation throughout the project.
- Government and contractors are committed to working together to mitigate any possible schedule impacts arising from the COVID-19 situation.
- We are working to ensure measures to prevent the spread of the virus are in place on our construction sites, including social distancing and hand hygiene to best meet the direction of the provincial health officer.
- The Covid-19 pandemic has resulted in some challenges, in conducting on-site pre-construction work.
- We are working closely with Indigenous Groups on the Project to implement measures on the Project to protect the health and safety of their communities.
- We have made important commitments to the IIGs and we want to do this project right.

## **BACKGROUND**

### **EAO Consultation Process**

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

- The EAO has had government to government meetings with all 14 Indigenous Groups.
- The Province provided capacity funding for the application review to all identified groups as well as funding to support the negotiation of Agreements.
- Following the issuance of the EA Certificate, consultation with Indigenous groups continues and is focused on addressing Project-related concerns, specifically in relation to impacts on fish, fish habitat, marine use, archaeology and cultural heritage resources and cultural recognition. Funding to support their continued involvement in these initiatives has also been offered.

## **Procurement**

- In late 2018, a few identified Indigenous groups raised issues on the Project procurement with respect to ensuring Indigenous business contracting opportunities and the provincial procurement policy. The release of the RFP was delayed while the Project team continued discussions with these groups to understand their concerns and identify opportunities for improved collaboration.
- As a result, the Pattullo Bridge Replacement Project adopted a number of changes to the procurement process while remaining consistent with the Province's legal obligations under the Transportation Act, procurement law and policy.

## **Agreements**

- The Project is engaging with all identified Indigenous groups on potential agreements that include capacity funding for participation with the Technical Heritage Committee and continued EA participation, funding for community initiatives, and contracting and employment opportunities, among other interests.

s.16; s.17

## **Indigenous Cultural Recognition**

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

## **PROGRAM CONTACT**

Wendy Itagawa, Executive Director, Pattullo Bridge Replacement Project, Cell:<sup>s.17</sup>

# Leveraging Federal Funds Estimates Note

Ministry of Transportation and Infrastructure

Date: February 14, 2020

## ISSUE

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

## ADVICE AND RECOMMENDED RESPONSE

- Leveraging federal funding for transportation projects increases the level of investment in the transportation network supported through provincial expenditures.
- The Ministry secured funding for transportation improvements under a series of historic federal infrastructure programs such as the Strategic Highway Infrastructure Program, Border Infrastructure Fund, Canada Strategic Infrastructure Fund, Provincial-Territorial Base Funding Agreement, Infrastructure Stimulus Fund and 2007 Building Canada Fund.
- All the funding available for National and Regional Projects under the Provincial-Territorial Infrastructure Component of the 2014 Building Canada Fund (BCF) has been committed.
- The Ministry was successful in securing \$296.9 million under the merit-based National Infrastructure Component (NIC) of BCF for Kicking Horse Canyon Phase 4 (\$215M) and Hwy 91-Hwy 17-Deltaport Corridor (\$82M).
- All the \$460 million allocated to BC under the Public Transit Infrastructure Fund (PTIF) has been committed and constituent projects are complete or completing.
- \$3.917 B was allocated to BC through the Investing in Canada Infrastructure Program (ICIP), including \$2.691 B under the Public Transit Infrastructure Stream (PTIS).
- To-date \$1.497 billion of the \$2.691 billion available under PTIS, almost 56%, has been committed and the Ministry is working to secure additional project approvals.
- The Ministry continues to pursue funding available through national merit-based Investing in Canada Plan (ICP) infrastructure programs
  - \$2B National Trade Corridor Fund.
  - \$2B Disaster Mitigation and Adaptation Fund.
  - \$120 M Zero Emission Vehicle Infrastructure Program.
- The Ministry continues to engage the Federal Government on new or expanded infrastructure funding to support provincial priorities such as:
  - George Massey Crossing Replacement;
  - Phase 3 of the Mayors' Council Transportation Vision; and,
  - Other critical infrastructure requirements.

## **BACKGROUND**

### **Building Canada Fund**

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

### **Public Transit Infrastructure Fund (PTIF)**

- \$460 million was allocated to BC under the Public Transit Infrastructure Fund
  - All the \$370 M allocated for TransLink projects has been committed;
  - All the \$90 M allocated for BC Transit projects has been committed; and
  - 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:
  - \$1,387.9 M in federal funding has been secured for TransLink projects
    - \$888.4 M for \$2.827 B Broadway Subway project (\$896.9 M inclusive of \$8.5 M for Early Works funded under PTIF)
    - \$493.32 M for Expo Millennium Line Upgrade Program (EMUP)
    - \$6.16 M for Millennium Line Brentwood Station
  - \$483.8 M had been approved for Surrey-Newton-Guildford LRT, but the project has been put on hold and TransLink is now advancing Phase 1 of Surrey-Langley ALRT as a replacement
  - \$108.9 M in federal funding has been secured for 10 BC Transit projects
    - \$13.4 M for Smart Bus Technology Phase 2
    - \$29.2 M for Vehicle Acquisition Phase 1 (118 Vehicles)
    - \$7.7 M for Vehicle Acquisition Phase 2 (10 Electric Buses)
    - \$6.2 M for Vehicle Acquisition Phase 3 (11 Double Decker Buses)
    - \$5.3 M for Vehicle Acquisition Phase 4 (62 Light Duty Buses)
    - \$11.8 M for Vehicle Acquisition Phase 5 (35 Buses)
    - \$14.7 M for Vehicle Refits & Major Components

- \$12.6 M for Victoria HandyDART O&M Facility
- \$2.0 M for Standby Generators
- \$1.1 M for Bus Shelters
- \$4.9 M for Highway 1 Douglas Street Southbound Bus Lanes
- Ministry of Municipal Affairs and Housing is the lead for the remaining ICIP infrastructure streams under the Integrated Bilateral Agreement.
- \$5.9 billion in federal funding is available through a series of national merit-based national Investing in Canada Plan programs:

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

- Administered by Transport Canada
- \$342 M in federal funding committed to 16 BC projects under initial intake; including:
  - \$15.1 million for the proposed Highway 16 Terrace Commercial Vehicle Inspection Station (CVIS) Relocation and MoTI is in the process of securing provincial approvals
- Successful proponents included Ashcroft Terminal Limited, Canadian National Railway, Nanaimo Port Authority, Prince George Airport Authority, Prince Rupert Port Authority, Vancouver Fraser Port Authority and Stewart World Port.
- Program now proceeding under an open call for applications.

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

- Administered by Infrastructure Canada
- 1<sup>st</sup> intake complete and projects have been announced
  - MoTI's Hwy 97 Pine Pass Bridges Flood Mitigation application not successful
- Liberal Platform committed to an additional \$1 billion for DMAF
- 2<sup>nd</sup> intake expected in 2020

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

- Administered by Natural Resources Canada
- \$0.9 M secured by MoTI for electric charging stations under 1<sup>st</sup> call for proposals
- 2<sup>nd</sup> call for proposals closes May 12, 2020

### **PROGRAM CONTACT**

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

## Ministry of Transportation and Infrastructure

## ISSUE

- ### ADVICE AND RECOMMENDED RESPONSE

- ## BACKGROUND

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- NRP was directed at medium to large scale projects of regional or national significance with a soft threshold of \$35 million.
- Federal government required funds to be prioritized by March 31, 2018 and fully committed by March 31, 2019, but extended these deadlines to February 28, 2019 and June 30, 2019 respectively.
- Priority was on projects not eligible under the federal government's new Investing in Canada Plan (i.e. provincial highways).
- Two announced projects were terminated due to escalating costs and the federal funds were released for reallocation to new priorities:
  - Hwy 16 CNR 28-Mile Crossing (\$17.5 M federal contribution)
  - Hwy 97 South Taylor Hill (\$15 M federal contribution)
- For other projects the announced federal contribution was reduced to reflect eligible cost incurred or forecasted and scope adjustments and the associated federal funds were released for reallocation to new priorities.
- All the funding has been committed and announced except for one project for which the federal government is working with the project proponent to conclude a funding agreement
- BC and Canada jointly announced federal contributions to 2 projects for which the total cost and provincial contribution remain subject to MoTI securing Treasury Board project approval.
  - Hwy 17 Keating X Rd Flyover (\$16.7 M federal contribution); and,
  - Hwy 7 - 266<sup>th</sup> to 287<sup>th</sup> St 4-Laning (\$29.2 M federal contribution).
- Canada announced its contribution to 3 Highway 1 projects that MoTI is still advancing through the project development and approval process:
  - Ford Rd to Tappen Valley Rd (\$82.1 M federal contribution);
  - Jumping Creek to MacDonald (\$45.7 M federal contribution); and,
  - Selkirk (\$31.4 million federal contribution).
- NIC was a merit-based program directed at supporting larger scale projects of national significance with a soft threshold of \$100 million:
  - BC secured \$296.9 million in federal funding for two projects:
    - \$215.2 M for Kicking Horse Canyon Phase 4 (\$601 million total); and,
    - \$81.7 M for Hwy 17-Hwy 91-Deltaport Way Corridor (\$260.2 million total).
  - Approximately \$1.5 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.

**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 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	37.0	37.0		17.5	0.0	✓	✓	27-Jul-15 Removed
Hwy 1 Lower Lynn Interchanges Phases 2/3	78.0	45.4	10.7	34.1	21.9	✓	✓	17-Apr-15 Under construction
Hwy 1 Illecillewaet Four Laning	63.0	47.5		15.5	15.5	✓	✓	1-Aug-15 Under construction
Hwy 1 Admirals /McKenzie Interchange	96.0	63.4		32.6	32.6	✓	✓	22-Jul-15 Under construction
Hwy 1 Hoffman's Bluff to Chase Creek Road	52.3	52.3		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 Under construction
Hwy 1 North Fork Bridge	32.4	23.4		12.8	9.0	✓	✓	24-Jun-16 Complete
Hwy 16 Bunce Rd - Blackwater Rd 4 Laning	22.5	13.5	0.6	10.1	8.4	✓	✓	28-Oct-16 Complete
Hwy 1 Malahat Villages Safety Upgrade	34.5	21.3		14.0	13.2	✓	✓	27-Jul-16 Complete
Mt Lehman Road (Abbotsford Airport)	29.5	19.1	2.0	8.4	8.4	✓	✓	19-Aug-16 Substantially 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)	40.0	40.0		15.0	0.0	✓	✓	16-Mar-17 Terminated (Amendment #6 signed)
Hwy 1 Salmon Arm West	162.7	131.3		48.5	31.4	✓	✓	Section 1 IR 3 to 1st Avenue removed
Hwy 37 Nass River Bridge replacement	30.5	19.8		10.7	10.7	✓	✓	24-Oct-16 Substantially complete
Hwy 16 Passing Lanes and Intersections	37.7	21.6		16.1	16.1	✓	✓	25-Oct-16 2 P/Ls and Hwy 16/37 I/S complete
Hwy 91 Alex Fraser Bridge Congestion Relief	70.1	37.3		34.0	32.7	✓	✓	19-Jan-17 Under construction
Hwy 1 West Chase Access to Jade Mountain	92.6	80.5		36.8	12.1	✓	✓	31-Mar-17 Reduced scope
Hwy 1 Donald to Forde Station Road	19.4	12.1		7.3	7.3	✓	✓	17-Feb-17 Complete
Hwy 1 Lynn Creek Connectivity	60.0	19.4	20.0	20.6	20.6	✓	✓	27-Jan-17 Under construction
Hwy 4 Kennedy Lake Realignment	38.1	24.6		13.5	13.5	✓	✓	9-Mar-17 Under construction
Hwy 7 Corridor Enhancements	70.0	47.6		22.5	22.5	✓	✓	3-Mar-17 Under construction
Hwy 1 Quartz Creek Bridge	121.4	71.5			49.9	✓	✓	28-Mar-19 Engineering
Hwy 1 RW Bruhn Bridge & Old Spall Rd I/S	224.5	133.4			91.1	✓	✓	16-Nov-18 Engineering
Hwy 14 Corridor Enhancements	85.7	55.5			30.2	✓	✓	23/Apr/19 Engineering
Kootenay Lake Ferry Service Enhancements	54.7	37.5			17.2	✓	✓	29/Apr/19 RFP process
Hwy 1 Leigh Rd to Westshore Pkwy	14.0	9.3	0.0		4.8	✓	✓	23/Apr/19 Under construction
Hwy 1 216-264th HOV Lanes and NSTPF	235.5	99.4	27.1		109.0	✓	✓	25/Apr/19 Engineering
Hwy 3 Jaffray Passing Lane	8.3	5.3			3.0	✓	✓	3/Jul/19 Engineering
Hwy 97 Swanson Lumber Rd Intersection	11.1	6.4			4.7	✓	✓	3/Jul/19 Engineering
Hwy 93/95 Corridor Improvements	39.9	21.9			18.0	✓	✓	3/Jul/19 Engineering
Hwy 97 Racing Road Intersection (Quesnel)	19.0	11.3			7.7	✓	✓	3/Jul/19 Engineering
Projects jointly announced but for which total cost and provincial share remain subject to TB approval								
Hwy 17 Keating Flyover			2.5		16.7	✓	✓	26/Aug/19 Project Development
Hwy 7 266th to 287th Street 4 Laning					29.2	✓	✓	19/Jul/20 Project Development
Projects announced by federal government but which are currently being advanced through provincial review and approval processes								
Hwy 1 Jumping Creek to MacDonald					45.7	✓	✓	3/Jul/19 Project Development
Hwy 1 Ford Road to Tappen					82.1	✓	✓	3/Jul/19 Project Development
Hwy 1 Selkirk 4-laning Phase 1					31.4	✓	✓	3/Jul/19 Project Development
					868.1			
Community / 3rd Party Projects								
Northwest Regional (Terrace-Kitimat) Airport	16.4	4.4	7.6	4.4	4.4	✓	✓	27-Jul-15 Complete
TFN Water Main	17.6	3.7	10.2	3.7	3.7	✓	✓	31-Jul-15 Complete
Aldergrove Credit Union Community Centre	29.6		19.8	9.9	9.9	✓	✓	2-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 Complet
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	✓	✓	1-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 In-Service 2020
Route 28 (Mid-Coast) Vessel Replacement	54.1		39.0	15.1	15.1	✓	✓	Vessel delivered - modifications underway
Langdale Terminal Improvements	53.6		36.5	17.1	17.1	✓	✓	31-Mar-17 To complete 2021
					60.5			
Total (Committed)					980.9			

## PROGRAM CONTACT

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

# COVID, Changes to Investing in Canada Infrastructure Program (ICIP) Estimates Note

Ministry of Transportation and Infrastructure

Date: June 16, 2020

## ISSUE

- In response to COVID, Infrastructure Canada proposed revisions to the Investing in Canada Infrastructure Program (ICIP)

## ADVICE AND RECOMMENDED RESPONSE

- The Province is currently reviewing the changes to the ICIP program and will determine what opportunities work for B.C.
- B.C. believes that current economic conditions warrant incremental federal infrastructure funding to support:
  - Immediate investment in rehabilitation and minor capital works directed at getting people back to work in communities throughout the Province; and,
  - Larger scale projects directed at facilitating and sustaining longer-term economic recovery.

## BACKGROUND

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- Infrastructure Canada is advancing changes to ICIP that include a new infrastructure stream and expanded eligibility under existing streams, but no new funding is provided.

### ***New Infrastructure Stream - COVID-19 Response stream***

- Up to 10% of the total original stream allocations (\$392 M) can be reallocated; subject to:
  - s.13; s.17
    - meeting 45% allocation target for GHG projects under GIS.
- Up to 80% federal cost share, 100 % for Indigenous projects.
- Projects to be completed by end of 2021, or 2022 in remote communities (unclear at this time if any communities in B.C. would be defined as 'remote')
- Accelerated list-based approval process with less information required from the applicants
- Projects under \$10 million in total eligible costs

### ***Eligible Projects***

<b>Categories</b>	<b>Eligibility</b>
Retrofits, repairs and upgrades	<ul style="list-style-type: none"><li>• Municipal and provincial buildings;</li><li>• Community/cultural/recreational infrastructure;</li><li>• Health infrastructure;</li><li>• Schools.</li></ul>
COVID-19 Response infrastructure	<ul style="list-style-type: none"><li>• Measures to support physical distancing;</li><li>• Repurposing infrastructure to support pandemic response.</li></ul>
Active transportation infrastructure	<ul style="list-style-type: none"><li>• Parks, trails, foot bridges, bike lanes and multi-use paths.</li></ul>
Disaster mitigation, adaptation and remediation	<ul style="list-style-type: none"><li>• Natural infrastructure;</li><li>• Flood and fire mitigation;</li><li>• Tree planting and related infrastructure;</li><li>• Remediation of contaminated sites and lands.</li></ul>

### ***Changes to Existing Streams***

<b>Infrastructure Stream</b>	<b>Expanded Eligibility to Include:</b>
<i>Public Transit</i>	<ul style="list-style-type: none"><li>• Pathways and active transportation projects;</li><li>• Public sector inter-community commuter transit services;</li><li>• Public sector commuter ferry infrastructure.</li></ul>
<i>Green</i>	<ul style="list-style-type: none"><li>• Pathways and active transportation projects;</li><li>• Pandemic-related infrastructure (including emergency services buildings, health facilities, education facilities and care facilities) - resilience category;</li><li>• Any categories eligible under COVID-19 Response stream;</li><li>• Retrofits of any other public sector buildings.</li></ul>
<i>Rural &amp; Northern Community</i>	<ul style="list-style-type: none"><li>• Mobile and cellular projects under the broadband category.</li></ul>
<i>Communities, Culture &amp; Recreation</i>	<ul style="list-style-type: none"><li>• Social services infrastructure including correctional facilities, health care infrastructure (including mental health);</li><li>• Social housing.</li></ul>

### **PROGRAM CONTACT**

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

## Investing in Canada Infrastructure Program (ICIP) - Integrated Bilateral Agreement

May 15, 2020

Stream and sub-Streams	Approved	Submitted	In-Progress	Planned	Total
<b>Public Transit Infrastructure Stream (PTIS)</b>					
Administration (0.45 % as per Business Case)	12,109,959				12,109,959
<b>TransLink System</b>					
• Broadway Subway	888,400,000				888,400,000
• Expo-Millennium Line Upgrade	493,320,000				493,320,000
• Surrey-Langley ALRT		523,840,000			523,840,000
• MCTV Phase 2 (non-Major Projects)	6,160,000		121,840,000		128,000,000
• MCTV Phase 3				178,805,837	178,805,837
<b>Sub-total (TransLink)</b>	<b>1,387,880,000</b>	<b>523,840,000</b>	<b>121,840,000</b>	<b>178,805,837</b>	<b>2,212,365,837</b>
<b>BC Transit System</b>					
• Past Applications	108,925,007				108,925,007
• Forecasted Service Plan Expenditures			99,500,000		99,500,000
• Programmed in Long-Term Capital Plan				258,201,091	258,201,091
<b>Sub-total (BC Transit)</b>	<b>108,925,007</b>	<b>0</b>	<b>99,500,000</b>	<b>258,201,091</b>	<b>466,626,098</b>
<b>Total (PTIS)</b>	<b>1,508,914,966</b>	<b>523,840,000</b>	<b>221,340,000</b>	<b>437,006,928</b>	<b>2,691,101,894</b>
<b>Green Infrastructure Stream (GIS) - {45% of the funding must be allocated to Climate Change Mitigation}</b>					
Administration (0.45 %)	4,064,376				4,064,376
<b>Environmental Quality (Water &amp; Wastewater)</b>					
• 1st Intake (Complete)	134,756,889				134,756,889
• 2nd Intake (Closed February 27, 2020)			81,820,000		81,820,000
• 3rd Intake (Spring 2021)				186,123,111	186,123,111
<b>Sub-total (Environmental Quality)</b>	<b>134,756,889</b>	<b>0</b>	<b>81,820,000</b>	<b>186,123,111</b>	<b>402,700,000</b>
<b>Electricity Program (BC Hydro)</b>					
• Peace Region Electricity Supply (PRES)	83,680,825				83,680,825
• Prince George-Terrace Capacitors (PGTC)		96,950,000			96,950,000
• CleanBC Facilities Electrification Fund (CBCFEF)			84,369,175		84,369,175
<b>Sub-total (Electricity Program)</b>	<b>83,680,825</b>	<b>96,950,000</b>	<b>84,369,175</b>	<b>0</b>	<b>265,000,000</b>
<b>Clean Communities (renewable energy, access to clean-energy transportation, building energy efficiency and clean energy)</b>					
• 1st Intake (Complete)		43,126,554			43,126,554
• 2nd Intake (late May 2020)			25,850,000		25,850,000
• 3rd Intake				34,023,446	34,023,446
<b>Sub-total (Clean Communities)</b>	<b>0</b>	<b>43,126,554</b>	<b>25,850,000</b>	<b>34,023,446</b>	<b>103,000,000</b>
<b>Adaption, Resilience &amp; Disaster Mitigation (flood protection)</b>					
• 1st 2020/21 Program			20,400,000		20,400,000
• 2nd 2021/22 Program			20,400,000		20,400,000
• 3rd Intake				49,200,000	49,200,000
<b>Sub-total (Adaption/Mitigation)</b>	<b>0</b>	<b>0</b>	<b>40,800,000</b>	<b>49,200,000</b>	<b>90,000,000</b>
<b>Climate Change Mitigation Reserve</b>				38,430,345	38,430,345
<b>Total (GIS)</b>	<b>222,502,090</b>	<b>140,076,554</b>	<b>232,839,175</b>	<b>307,776,902</b>	<b>903,194,721</b>
<b>Rural and Northern Community Infrastructure Stream (RNCIS)</b>					
Administration (0.45 %)	747,008				747,008
1st Intake (Complete)	31,824,386	35,344,255			67,168,641
2nd Intake (late May 2020)			33,860,000		33,860,000
3rd Intake				64,226,178	64,226,178
<b>Total (RNCIS)</b>	<b>32,571,394</b>	<b>35,344,255</b>	<b>33,860,000</b>	<b>64,226,178</b>	<b>166,001,827</b>
<b>Community, Culture and Recreation Infrastructure Stream (CCRIS)</b>					
Administration (0.45 %)	706,868				706,868
1st Intake (Complete)	78,720,932	20,682,576			99,403,508
2nd Intake (late May 2020)			56,971,343		56,971,343
<b>Total (CCRIS)</b>	<b>79,427,800</b>	<b>20,682,576</b>	<b>56,971,343</b>	<b>0</b>	<b>157,081,719</b>
<b>Grand Total</b>	<b>1,843,416,250</b>	<b>719,943,385</b>	<b>545,010,518</b>	<b>809,010,008</b>	<b>3,917,380,161</b>
<b>Percentage</b>	<b>47.1%</b>	<b>18.4%</b>	<b>13.9%</b>	<b>20.7%</b>	<b>100.0%</b>
<b>Cumulative Percentage</b>	<b>47.1%</b>	<b>65.4%</b>	<b>79.3%</b>	<b>100.0%</b>	

# Investing in Canada Plan – Phase 2

## Estimates Note

Ministry of Transportation and Infrastructure

**Date:** February 14, 2020

### 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.

- s.17

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- \$5.9 B is available nationally through-merit based programs such as the:
  - \$2 B National Trade Corridor Fund;
  - \$2 B Disaster Mitigation and Adaptation Fund; and,
  - \$120 M Zero Emission Vehicle Infrastructure Program.
- \$18.6 B is available nationally to support programs directed at Housing, Early Learning and Child Care and Home Care.
- There is also the opportunity to leverage federal funding for revenue generating projects with private sector participation through the Canada Infrastructure Bank.
- BC will be working with the federal government and project proponents to fully utilize funding available under federal infrastructure programs.

### BACKGROUND

- Phase 2 of the Investing in Canada Plan was outlined in the Fall Economic Update (November 2016) and Federal Budget 2017 confirmed an additional \$81.2 Billion in new infrastructure funding over 11 years, starting in 2017/18:
  - \$25.3 B for Public Transit Infrastructure;
  - \$10.1 B for Trade and Transportation Infrastructure;
  - \$21.9 B for Green Infrastructure;

- \$ 2.0 B for Rural and Northern Community Infrastructure; and,
- \$21.9 B for Social Infrastructure.
- These funds will flow through bilateral agreements and national programs, and to federal departments and agencies:
  - \$32.7 B through **Integrated Bilateral Agreements**;
  - \$18.6 B through **Housing, Early Learning & Child Care and Home Care Programs and Agreements**;
  - \$ 5.9 B through **National Merit Based Programs**;
  - \$ 4.3 B to **Federal Departments and Agencies**;
  - \$ 4.2 B to **Indigenous Peoples**;
  - \$ 2.0 B to **Green Infrastructure Reserve**; and,
  - \$15.0 B through the **Canada Infrastructure Bank**.

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

### **Integrated Bilateral Agreements**

Canada-BC Integrated Bilateral Agreement (IBA) was executed on April 2, 2018.

The IBA provides BC with \$3.917 billion in funding (\$4.130 billion inclusive of the \$212.3 M previous approved for Lions Gate Secondary Wastewater Treatment).

Funding was allocated on a “base + per capita” basis except for the Public Transit Infrastructure Stream for which “ridership + per capita was used:

#### **Public Transit Infrastructure Stream**

- \$2,691,101,894 for Public Transit Infrastructure
  - \$2,222,366,487 for TransLink (82.6%) based on ridership)
  - \$468,735,408 for BC Transit (17.4%) based on ridership)

#### **Green Infrastructure Stream**

- \$903,194,721 for Green Infrastructure
- \$62.8 million in funding for Comox Valley Regional District Drinking Water Treatment project (\$125 M) announced November 2018.
- \$83.6 million in funding for BC Hydro Peace Region Electricity Supply (PRES) project (\$289 M) announced April 2019.
- Environmental Quality Fund (Water/Wastewater)
  - \$100.4 M in federal funding announced under 1st intake
  - 2<sup>nd</sup> intake closes February 26, 2020.
- CleanBC Communities Fund
  - 1<sup>st</sup> intake closed March 27, 2019 with announcements expected Spring 2020.

#### **Rural and Northern Community Infrastructure Stream**

- \$166,001,827 for Rural and Northern Community Infrastructure
- 1<sup>st</sup> Intake closed January 23, 2019 with announcements expected Spring 2020
- 2<sup>nd</sup> Intake expected to launch after 1<sup>st</sup> intake complete

#### **Community, Culture and Recreation Infrastructure Stream**

- \$157,081,719 for Community, Culture and Recreation Infrastructure
- 1<sup>st</sup> Intake closed January 23, 2019.
- \$16.1 M in federal funding announced with further announcements Spring 2020
- 2<sup>nd</sup> Intake expected to launch after 1<sup>st</sup> intake complete

**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 billion for Early Learning and Child Care (allocation based)
- \$5.0 billion for National Housing Fund (merit based)
- \$3.2 billion for Federal-Provincial-Territorial Partnership in Housing (allocation based)
- \$2.1 billion for Tackling Homelessness (merit based)
- \$1.0 billion for Home Care Infrastructure under Health Accord (allocation based)
- \$300 million for Northern Housing (allocation based - Territories)

**National Merit Based Programs:** \$5.9 billion was allocated to merit based National Programs under which eligible project proponents from BC can apply for funding (province, local government, not-for profit and for-profit projects):

\$2.0 B – National Trade Corridor Fund (NTCF)	\$220 M – Diesel Reliance South of 60 <sup>th</sup> Parallel
\$2.0 B – Disaster Mitigation & Adaption Fund	\$200 M – Emerging Renewable Energy Technologies
\$400 M – Arctic Energy Fund (Territories)	\$100 M – Smart Grid and Clean Electricity
\$300 M – Smart Cities Challenge	\$120 M – Electric Vehicles and Alternative Fuels
\$300 M – Superclusters Challenge	\$80 M – Community Educational Infrastructure

- Mandate letter for Infrastructure Canada indicates that allocation for Disaster Mitigation and Adaptation Fund will be increased to \$3 B.

**Federal Departments and Agencies:** \$4.3 billion in funding has been allocated to federal departments and agencies to accommodate improvements to federal rail and marine assets, investments under the Oceans Protection Plan, development of information systems, development of improved regulations, risk assessments, etc.

\$1,925 M - Connect Communities by Rail/Water	\$182 M – Energy Efficient building Codes
\$1,325 M - Oceans Protection Plan	\$77 M - Modernizing Transportation
\$281 M – Climate Adaption and Resilience	\$50 M – Trade/Transportation Information System
\$241 M – Housing Research	\$16 M - Climate Risk Assessments
\$202 M – Lands for Affordable Housing	\$16 M - Heavy Duty Vehicle/Off-Road Regulation

**Green Infrastructure Reserve:** \$2.0 Billion reserve (unallocated funds) held by Infrastructure Canada to support Green Infrastructure projects.

**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 will invest in large scale revenue generating projects to leverage private sector participation and financing. CIB has \$15 B in program funding and \$20 B for debt and equity to support infrastructure.

- Mandate letter for Infrastructure Canada indicates that \$5 B will be sourced for new Clean Power Fund

## **PROGRAM CONTACT**

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

# Burnaby Gondola

## Estimates Note

Ministry of Transportation and Infrastructure

**Date:** February 9, 2020

### ISSUE

- The Mayors' Council is considering a gondola link to Burnaby Mountain.

### ADVICE AND RECOMMENDED RESPONSE

- We all share the same vision of a sustainable transportation system that serves the needs of the Metro region.
- The Mayors' Council is responsible for approving TransLink's long-term strategies, major projects and investment plans.
- Our focus right now is working with TransLink to deliver Phase Two of the Mayors' Council 10-Year Vision, which includes the delivery of the Broadway Line to Arbutus (\$2.83B).
- Our government supports continued transit expansion to meet the needs of this growing region, and we are taking the lead from the Mayors' Council who are in the best position to make decisions about regional priorities.

### BACKGROUND

- In 2014, the Mayors' Council's 10-Year Vision identified the potential need for high-capacity transit to Burnaby Mountain and in 2018 released a business case.
- A gondola would likely connect Burnaby Mountain to SkyTrain's Millennium and Expo Lines at Production Way–University Station.
- Costs are estimated at \$197 million (2020 \$), with annual operating costs of \$3.6M to \$4.2M and a Benefit Cost Ratio of 1.8, which is considered strong.

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- In May 2019, Burnaby Council voted to support a gondola in principle, subject to conditions, including examining a longer route to minimize project impacts.
- Phase Two of the 10-Year Vision included project development for a gondola and in July 2019, the Mayors' Council instructed TransLink to proceed with project development.

s.13; s.16; s.17

- An SFU gondola was the most "liked" idea on the Transport 2050 ideas board during the first phase of consultation in fall 2019.

### PROGRAM CONTACT

Sean Nacey, Director, Major Projects Branch, <sup>s.17</sup>

# Metro Vancouver Transit Plan Funding Estimates Note

Ministry of Transportation and Infrastructure

Date: June 16, 2020

## ISSUE

- Funding for Metro Vancouver Transit Plan

## ADVICE AND RECOMMENDED RESPONSE

- Investment in public transportation for Metro Vancouver is a top priority for our government.
- That is why we have committed to funding 40% of the capital costs of every Phase of the Mayors' Council 10-Year Vision.
- Our immediate focus is on working with TransLink to help them deliver Phase Two of the Vision.
- Any decisions on future investment funding, for remaining phases of the Vision and to stimulate the economy post-Covid-19, are subject to additional discussion and will involve cost sharing from all levels of government.
- I look forward to hearing from TransLink and the Mayors' Council on their work to develop the next phase of TransLink's 10-year Investment Plan.

## BACKGROUND

- The provincial relationship with TransLink is jointly managed through the Ministries of Municipal Affairs and Housing (MAH) and Transportation and Infrastructure (TRAN).
- MAH is responsible for administering TransLink's legislation (*South Coast British Columbia Transportation Authority Act*), liaising with the Mayors' Council on planning for improvements to Metro Vancouver transit, regional funding needs, governance, and operational matters.
- TRAN is responsible for capital funding and oversight of the major transit projects being delivered as well as administering federal infrastructure funds.
- In June 2014, the Mayors' Council approved a 10-Year Vision for Transportation in Metro Vancouver and laid out major rapid transit project priorities, along with other bus, HandyDART and road/cycling expansion.
- In November 2016, the Mayors' Council approved a Phase One investment plan to implement the first phase of its Vision, including early works for Broadway Subway and Surrey LRT, new SkyTrain and Canada Line cars, a new SeaBus, and upgrades to SkyTrain and bus facilities. Funding included \$370 million from Canada under the Public Transit Infrastructure Fund and \$246 million from the Province.
- In June 2018, the Mayors' Council approved a Phase Two plan that proposed to invest \$6.4 billion in new expansion projects, including rapid transit in Surrey and Vancouver, with \$2.0 billion coming from Canada under the Investing in Canada Infrastructure Program (ICIP) and \$2.54 billion (40%) from the Province.

- In addition to its 40% contribution, the Province enabled new revenue sources for TransLink and the region to fund their share of the Phase Two plan, including:
  - Enabling regional Development Cost Charges through legislation in spring 2018, effective January 15, 2020;
  - Enabling TransLink to increase its parking rights tax from 21% to 24% through legislation in fall 2018, which TransLink implemented on July 1, 2019; and
  - Enabling up to a 1.5 cent per litre increase in regional fuel tax, which TransLink implemented on July 1, 2019.
- In February 2020, the Mayors' Council submitted an incremental funding request to the federal government that included \$685 million for completion of SLS to Langley, the Burnaby Gondola, new rapid bus corridors, and accelerated conversion of TransLink's bus fleet to emissions-free battery electric technology. No equivalent funding request has been made to the Province.

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- TransLink is proposing that the next phase of its Vision will be a "Recovery Plan" that returns it to long-term sustainability, including evaluating and prioritizing projects, and replenishing funding reserves.
- The Province has engaged Canada to request new federal funding for transit in B.C. to support recovery from Covid-19.
- Canada has announced a program to reallocate existing ICIP funding; however, no new federal funding has been committed.

## PROGRAM CONTACT

Ed Storm, Director, Infrastructure Development Branch, Cell: s.17

# **Future Metro Vancouver Projects (SFU Gondola, Broadway Extension) Estimates Note**

Ministry of Transportation and Infrastructure

**Date:** February 07, 2020

## **ISSUE**

- Future Metro Vancouver Transit Projects – status update.

## **ADVICE AND RECOMMENDED RESPONSE**

- Investment in public transportation for Metro Vancouver is a top priority for our government.
- Our focus now is on working with TransLink to deliver Phase 2 of the Mayors' Council's 10-Year Vision.
- Any future Metro Vancouver transit projects would require solid business cases, endorsement by the Mayors' Council, and contributions by provincial, federal and regional governments.

## **BACKGROUND**

### **Broadway Extension from Arbutus to UBC**

- TransLink's Phase Two investment plan includes extending SkyTrain from VCC-Clark to Broadway at Arbutus and planning for a further extension to UBC.
- In early 2019, the Mayors' Council endorsed SkyTrain to UBC<sup>s.13</sup>

s.13

- Preliminary SkyTrain cost estimates range from \$3.3B to \$3.8B in 2018 dollars with a completion date of 2030 (\$4.1B to \$4.8B for “year of expenditure” costs).
- SkyTrain extension to UBC would require a new investment plan, senior government funding, and new regional funding before work could proceed. Funding sources have not been identified.

### **SFU Gondola**

- Simon Fraser University is advocating for a high-speed gondola from Production Way SkyTrain in Burnaby to the top of Burnaby Mountain to replace buses and increase capacity, improve reliability, and reduce GHG emissions.
- In 2019, Burnaby Council voted to support a gondola in principle and the Mayors' Council instructed TransLink to undertake project development for a gondola under Phase Two of its 10-year investment plan.

s.13; s.16; s.17

## **PROGRAM CONTACT**

Ed Storm, Director, Infrastructure Development Branch,<sup>s.17</sup>

# Belleville Terminal Redevelopment

## Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: May 25, 2020

### ISSUE

- Proposed redevelopment of Belleville Terminal

### ADVICE AND RECOMMENDED RESPONSE

- We are committed to improving the services people count on, including rejuvenating our ferry terminals that are key entry points into the Province for goods, services and tourism.
- This includes work the ministry has done in previous years to replace the Black Ball wharf and conduct repairs to the Clipper wharf.
- The terminal welcomes thousands of tourists into Victoria's harbour every year from the U.S. and generates millions in economic activity for the Capital Region.
- We continue to explore the potential for this critical piece of infrastructure to be upgraded – to ensure the first entry point into Canada is a positive one from a tourism perspective.
- This includes consultation with many stakeholders, such as the ferry operators, both US and Canadian federal border agencies, First Nations, City of Victoria, the Harbour Authority and Tourism Victoria.
- We will also continue talking to the federal government about opportunities for cost-sharing of potential future improvements.

### BACKGROUND

- The Coho and the Clipper ferries bring approximately 350,000 tourists into Victoria's harbour every year from Washington State, along with approximately \$100 million in direct Gross Domestic Product (GDP) economic stimulus.
- On April 1, 2014, TRAN took responsibility of the Belleville Ferry Terminal properties, as part of the dissolution of the Provincial Capital Commission. This was done to ensure the Province could continue to provide the best possible use of these resources while respecting the interests of taxpayers.
- Upon assuming responsibility for the Belleville Terminal lands in 2014 from the Provincial Capital Commission, Properties & Land Management Branch (PLMB) staff have worked to implement a three-phase revitalization plan of the site:
  - Phase 1: Black Ball Wharf Replacement & Clipper Wharf Repairs **(Complete)**
  - Phase 2: Basic 'look and feel' improvements to terminal area and development of David Foster Way **(Complete)**
  - Phase 3: Development of a consolidated international terminal facility that services both operators and full replacement of the Clipper wharf.

- On October 25, 2015, the ministry and Black Ball Ferry Line signed a 60-year lease agreement and new, long-term lease negotiations with Clipper Navigation Ltd. concluded in spring 2016.
- In August 2019, Canada and the United States brought the *Land, Rail, Marine and Air Transportation Preclearance* into force which brought new, more stringent security design requirements for a future preclearance facility at Belleville.

s.13; s.16; s.17

### **Next Steps:**

s.12; s.13; s.16

### **PROGRAM CONTACT**

Kevin House, Director – Land Management & Dispositions, Properties and Land Management Branch, Cell:<sup>s.17</sup>

# Surplus Properties (Disposal) Program

## Estimates Note

Ministry of Transportation and Infrastructure

Date: May 25, 2020

### ISSUE

- Surplus Properties (Disposal) Program 2020/21 Forecast for The Ministry of Transportation and Infrastructure properties (TRAN)

### 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.
- My ministry's core business is to build and maintain a safe and reliable transportation system and provide affordable, efficient and accessible transportation options for all British Columbians.
- However, the ministry has land which is surplus to ministry requirements, such as portions of excess land previously acquired to facilitate ministry projects. These are made available through the Surplus Properties Program to other ministries to determine if they can support new public infrastructure and provide social benefits prior to being offered for sale to another level of government, First Nations, or to the open market.
- As the Minister of Citizens' Services has overall responsibility for the Surplus Properties Program, any questions about its mandate should be directed to them.
- In 2020/21, we are forecasting net proceeds of \$28.1 million in sales.

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

- Specific to Ministry of Transportation and Infrastructure surplus properties, the sale proceeds are used to meet the on-going borrowing (capital) requirements in the BCTFA.
- Future year forecasts are actively being considered in conjunction with the BCTFA's and ministry's out-year pressures to ensure the sales strategy delivers the appropriate revenue in each fiscal.

#### If asked about process for disposition:

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

### BACKGROUND

- The Surplus Property Program, previously known as Release of Assets for Economic Generation (RAEG) program began in 2011/12 when ministries were asked to review

their real property portfolios to identify surplus properties with market value of \$1 million or more.

- TRAN sales (net proceeds) under the Surplus Properties Program:
  - 2013/2014: \$32.9M
  - 2014/2015: \$10.5M
  - 2015/2016: \$14.4M
  - 2016/2017: \$23.1M
  - 2017/2018: \$29.6M
  - 2018/2019: \$15.9M
  - 2019/2020: \$19.6 M (forecast)\*

s.12; s.13; s.17

*\*While Budget 2020 includes overall BCTFA forecasts, net proceed forecasts for surplus property sales are not individually detailed. As such, these amounts are not available in the public documentation.*

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

## **PROGRAM CONTACT**

Kevin House, Director – Land Management & Dispositions, Properties and Land Management Branch,  
Cell:s.17

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

Ministry of Transportation and Infrastructure

Date: February 5, 2020

## ISSUE

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

## ADVICE AND RECOMMENDED RESPONSE

- We value our partnership with local governments to develop social, recreational, economic, environmental and infrastructure opportunities on public, surplus lands.
- BC Railway Company (BCR), as a wholly owned subsidiary of the Province, acquires and holds railway corridor and strategic port lands and makes related infrastructure investments to provide benefits to the province.
- Through their subsidiary company, BCR Properties Ltd., they also have a mandate to sell surplus properties commercially, for market value.
- BCRP and the Ministry commission third party independent appraisals to value real property. Appraisals are conducted with the assumption of highest and best use or replacement value. This is the industry standard.
- I am aware some municipalities, First Nations and non-profits are looking to acquire BC Rail properties below market rate; however, disposing surplus BCRP property to local governments or other entities for minimal or no compensation forces BCRP to weigh competing interests.
- Many local governments and other public and private entities have previously purchased surplus property from BCRP for fair market value. BCRP also has ongoing commercial arrangements. It would be difficult to justify to those entities, a new policy to transfer property for no compensation.
- My staff regularly assess BCR Properties' remaining properties in consultation with BCR and BCR Properties.

## BACKGROUND

- BCR's current mandate is:
  - To manage the CN Revitalization Agreement;
  - To manage the Port Subdivision;
  - Hold key strategic land holdings and leases; and
  - Commercial real estate disposition of surplus properties.
- BCR's property sales mandate is to retain ownership of strategic rail and port related lands and dispose of all surplus (non-strategic) properties on a commercial basis to maximize financial returns to the Province.

- In support of the mandate to dispose of surplus real estate in a manner that maximizes commercial returns for the Province, BCR management is governed by a Real Estate Disposition Policy, which is approved by the BCR Board of Directors. The Policy dictates that real estate sales will be done at “market value” and the Policy further specifically defines the pricing to be used for market value as being “not less than 80% of the appraised value established by an independent qualified appraiser”.
- Between 2005 and the end of 2018/19, BCRC has sold close to 500 surplus properties, generating proceeds of approximately \$300 million and gains of nearly \$200 million.
- There are less than 100 remaining surplus properties, some of which have garnered interest from municipalities, First Nations and non-profits who wish to acquire the properties at non-commercial rates.
- At UBCM 2019, municipalities unanimously endorsed a resolution put forward by the District of Squamish calling on the Ministry to amend BCR’s mandate to dispose of its surplus lands with consideration to local government land needs for critical infrastructure, environmental needs, community recreation and economic development, as well as for social needs such as affordable housing lands at significantly less than fair market value prices.

#### **PROGRAM CONTACT**

Kevin House, Director – Land Management & Dispositions, Properties and Land Management Branch, Cell: s.17

# Fraser River Dredging Estimates Note

Ministry of Transportation and Infrastructure

Date: May 26, 2020

## ISSUE

- Fraser River side channel dredging

## ADVICE AND RECOMMENDED RESPONSE

- In 2013, in response to local residents' concerns over silt buildup in the lower Fraser River, the Province entered into a \$10 million funding partnership with Port Metro Vancouver, Delta and Richmond to dredge Ladner Harbour, Deas Slough and Sea Reach in Delta and Cannery Channel in Richmond.
- Significant dredging work has been completed since the initiative began, including Phase I which was completed in 2016 at a cost of approximately \$6 million. In 2017, the Steveston Harbour Authority was added as a funding partner for Phase 2 work.
- This second phase included approximately \$1.76 million of dredging in Steveston Harbour, with no remaining provincial involvement, and approximately \$1.53 million for dredging in Delta.
- Of the Province's original \$3 million share, \$112,975 still remains which we expect will be used for planned dredging in Delta in 2020/21. All of the provincial funding for work in Richmond has now been fully committed.
- I understand the Ministry of Forests, Lands and Natural Resource Operations is managing Provincial tenures within the Lower Fraser River, and future funding for dredging these side channels. Further questions should be directed to the Minister responsible.

## BACKGROUND

- Prior to 1998, the Canadian Coast Guard was responsible for dredging the Fraser River. In 1998, Federal funding ceased and responsibility for dredging the deep-sea shipping channels was taken over by what is now Port Metro Vancouver.
- Historically, Transport Canada had constructed engineered structures at key locations along the Fraser River to divert most of the flow into the main channel in order to manage sedimentation. While this was successful in reducing the need for dredging within the main channel, it reduced flows along the local waterways by as much as 70%, resulting in increased sedimentation.
- Due to increased sedimentation, waterways which used to have over six meters of water at low tide were reduced to less than a metre resulting in float homes, docks, boats and vessels being frequently lifted out of the water at low tide.
- The Ministry of Forests, Lands, Natural Resource Operations & Rural Development (FLNRORD) is responsible for managing the lower Fraser River. As part of Phase 1, the Ministry of Transportation and Infrastructure agreed to provide a one-time funding contribution of \$3M to help expedite this important work in conjunction with its partners.
- The work was supported by the important contributions of the Ladner Sediment Group, Steveston Village, and float home and marina owners on the Fraser River.

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

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

**Funding remaining for the program as of March 31, 2020:**

<b>By Funding Partner:</b>	
• Port Metro Vancouver	218,714
• Province of British Columbia	112,975
• Delta	0
• Richmond	(17,695)
• Steveston Harbour Authority	19,302
<b>Total funding available</b>	<b>333,296</b>
<b>By Area:</b>	
• Delta	350,991
• Richmond	(17,695)
<b>Total funding available</b>	<b>333,296</b>
<b>Delta:</b>	
• Port Metro Vancouver	218,714
• Province of British Columbia	112,975
• Municipality (Delta)	0
Steveston Harbour Authority	19,302
<b>Total funding available for maintenance in Delta</b>	<b>350,991</b>
<b>Richmond:</b>	
• Port Metro Vancouver	0
• Province of British Columbia	0
• Municipality (Richmond)	(17,695)
• Steveston Harbour Authority	0
<b>Total funding available for dredging in Richmond</b>	<b>(17,695)</b>

**PROGRAM CONTACT**

Kevin House, Director, Land Management & Dispositions,  
Properties and Land Management Branch, Cell:<sup>s.17</sup>

# Deltaport/Roberts Bank Expansion T2

## Estimates Note

Ministry of Transportation and Infrastructure

Date: May 25, 2020

### ISSUE

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

### ADVICE AND RECOMMENDED RESPONSE

- The proposed Roberts Bank Terminal 2 (RBT2) expansion at Deltaport is currently under federal environmental assessment review, with a final decision from Canada required by November 22, 2020, with provincial decision to follow by February 6, 2021.
- The Province is providing input into this review and supports a process whereby all affected stakeholders have their say in how potential terminal development can be balanced with community sustainability and liveability.
- The Province has an interest in ensuring that any new projects proceed based on a fair and transparent environmental assessment.
- The Province continues to work with its partners to implement road and rail improvements that will increase trade network capacity, enhance safety and community livability, and provide broad public benefits in the Roberts Bank area.
- The most recent example is the current Highway 91/17 and Deltaport Way upgrade project to improve access and safety for trucks moving to and from Roberts Bank.

### BACKGROUND

- To meet the projections for expected demand, VFPA is planning to increase container terminal capacity at Roberts Bank from 1.8 Million to 4.8 Million twenty-foot equivalent unit containers (TEUs) through the expansion of the existing Deltaport Terminal 1 (completed in 2018) and the proposed development of a new container terminal, RBT2, to be located adjacent to Deltaport Terminal 1.
- VFPA's proposed RBT2 development is subject to both federal and provincial environmental assessment reviews and approvals.
- The next step for the federal government is to issue project approval or denial based on the Review Panel report, released March 30, 2020.
- The federal government has until November 22, 2020 to make its decision, and should the federal government approve the project, the provincial government will have until February 6, 2021 to issue a decision on the project.
- The provincial environmental assessment decision would be signed by the Minister of Environment as well as the Minister of Transportation and Infrastructure and may require the Province obtain additional information and/or impose its own conditions.
- In March 2017, it was announced that an initial \$245 million (\$80 million from B.C.; \$80 million from VFPA; \$81.7 million from Canada; and \$3.5 million from TFN) be

invested into major highway improvements in the Delta area south of the Fraser (Highway 91/17 and Deltaport Way upgrade project). The agreements also provide for further provincial highway improvement projects and an additional \$56M in port funding contributions, as port capacity continues to grow.

- In August 2016, the Province signed a series of agreements with VFPA that provide at least \$462M in benefits to the province due to expansion at Roberts Bank. The benefits include VFPA providing funding contributions to provincial highway improvements, VFPA paying fair market value for provincial and BC Railway Company (BCRC) lands, and future significant cost avoidance for BCRC. The benefits are realized regardless of whether RBT2 is approved or ever built.

#### **PROGRAM CONTACT**

Sohee Ahn, Executive Director, Integrated Transportation Planning Branch  
778 698-2870, cell<sup>s.17</sup>

# Ports Property Tax Act Grants Estimates Note

Ministry of Transportation and Infrastructure

Date: February 18, 2020

## ISSUE

- *Ports Property Tax Act* municipal compensation and expansion to other jurisdictions.

## ADVICE AND RECOMMENDED RESPONSE

- The *Ports Property Tax Act* (PPTA) encourages investment and job creation by providing property tax certainty to BC port terminal operators.
- Any potential changes to the PPTA would be the responsibility of the Minister of Finance.
- The total forecasted grants for 2020, based on previous years payments that have been adjusted for inflation, is estimated to be \$5,818,160.
- Changes to the PPTA in Budget 2020 has provided municipalities with adequate flexibility to adjust municipal tax rates that are below the tax rates threshold.

## BACKGROUND

- The *Ports Property Tax Act* (PPTA) was created in 2004 in response to concerns from marine terminal operators that rising/uncertain municipal taxes on industrial land were impeding investments and putting B.C. port terminals at a competitive disadvantage.
- The Act established a cap on municipal tax rates for specific, designated marine port facilities starting with the 2005 tax year, a lower cap on new port investments or improvements, and provincial compensation to affected municipalities that would otherwise lose revenue from the imposition of the rate cap.
- PPTA rate caps only apply to properties and municipalities specifically designated under the *Eligible Port Property Designation Regulation* (Regulation).
- The tax rate was capped at \$27.50 for existing port properties and \$22.50 for new investments, per \$1,000 of taxable assessed value. Annual municipal compensation payments are indexed to inflation. Compensation for municipalities in 2020 has been adjusted by 2.3% over last year's payments (see Appendix A for compensation numbers for 2019 and 2020).
- On March 24, 2014, the *Budget Measures Implementation Act, 2014* amended the PPTA to remove the 2018/2019 expiry dates making permanent the cap on municipal tax rates on properties currently in the Regulation.
- The Budget 2020 kept the same tax rate caps, but provided additional flexibility for municipalities to create a distinct rate for designated port properties when the municipal major industry rate is below the upper tax rate threshold.
- Port terminal operators of non-designated facilities (e.g. Stewart Bulk Terminals in the District of Stewart) have requested they be designated under the Regulation in order to have the rate cap applied to their facilities.

- Affected municipalities continue to lobby the Minister of Finance for either the elimination of the Act or changes that acknowledge their property tax revenue limitations.

## PROGRAM CONTACT

Sohee Ahn, Executive Director, Integrated Transportation Planning Branch,  
Ph:778 698-2870; Cell: 5.17

## APPENDIX A – 2019 and 2020 PPTA MUNICIPAL COMPENSATION

<b>2020 Municipal payment amounts:</b>		
<b>Municipality</b>	<b>2019</b>	<b>2020</b>
City of Vancouver	52,368	53,572
City of North Vancouver	1,578,998	1,615,315
City of Port Moody	621,633	635,930
City of Delta	366,483	374,912
District of North Vancouver	892,580	913,109
District of Squamish	434,313	444,302
City of Prince Rupert	1,740,976	1,781,019
<b>Total</b>	<b>5,687,351</b>	<b>5,818,160</b>

\*Note: Inflation adjustment for 2020 is 2.3%

# Oil by Rail

## Estimates Note

Ministry of Transportation and Infrastructure

**Date:** February 18, 2020

### ISSUE

- Oil is transported by rail through British Columbia (B.C.) for export to the United States, for domestic consumption at refineries, and for export by ship.
- Expanded oil extraction in Alberta without increases in pipeline or refining capacity has led to increasing volumes of oil being exported through B.C. by rail.

### ADVICE AND RECOMMENDED RESPONSE

- The safe movement of goods by rail through B.C. is a priority for the B.C. Government.
- Inter-provincial rail transportation regulation is the jurisdiction of the federal government, which has recently strengthened rail safety rules.
- However, the Ministry of Transportation and Infrastructure actively monitors the movement of oil by rail through B.C. and collaborates closely with the B.C. Ministry of Environment and Climate Change Strategy as well as Transport Canada.
- For more information on the province's programs for environmental monitoring and spill prevention, I would refer you to the Minister of Environment and Climate Change.

### BACKGROUND

- Oil originating in Alberta is transported by rail through British Columbia for export to the United States for domestic consumption at refineries and for export by ship.
- Most oil (96%) exported through B.C. by rail, pipeline, ship, and truck is destined for the United States.
- Of the total amount of oil exported to the United States from Canada by rail, 4.6 percent travelled through B.C. in 2019 (62 million barrels). During this same period, 1,906 barrels were exported by truck, 5.6 million barrels were exported by ship, and approximately 42 million barrels were exported through the Trans Mountain spur line across the United States border.
- Over the past decade, exports of oil by rail have experienced large fluctuations in the yearly volumes shipped through B.C.
- The amount of oil exiting the province by rail has experienced an average annual growth rate of 52.6% over the last five years and increased by 71% from 2018 to 2019.

- On June 6, 2015, the Government of Canada made amendments to the *Canada Transportation Act* and *Railway Safety Act*. Changes include a new liability and compensation regime for federally regulated railways, including minimum insurance requirements.
- On March 11, 2015, Transport Canada announced it would require shippers to upgrade tank cars to a new standard, which Transport Canada is calling TC-117. This standard will apply to all trains hauling flammable goods, including crude oil, by 2025. By the end of 2017, 20% of North American fleets were TC-117 certified.<sup>i</sup>
- Railways are required to submit a range of data to the federal government but much of this data is aggregated to protect confidentiality and commercial sensitivity. The federal government has the most reliable data on the movement of oil by rail in B.C. Critical information is passed to municipal emergency response agencies on request.
- CN is currently conducting a pilot to introduce CanaPux technology to their supply chain, which will allow bitumen to be shipped in rail hopper cars along the existing coal supply chain. CanaPux may allow bitumen to be designated as a non-hazardous product due to its solid, buoyant properties. It is currently anticipated that 10,000 barrels per day of CanaPux will be transported from the Edmonton region to the Port of Prince Rupert for international export, beginning in 2021.<sup>ii</sup> CN is also collaborating with Advantage Heavy Oil Development Ltd. on the development of a 100,000 barrels per day CanaPux solidification facility in Alberta.

## PROGRAM CONTACT

Sohee Ahn, Executive Director, Integrated Transportation Planning Branch  
ph:778 698-2870; cell: s.17

<sup>i</sup> US Bureau of Transportation Statistics, 2018 Rail Tank Car Safety Report, September 5, 2018. Rail tank cars travel in a North American pool, so Canadian statistics are likely to be similar.

<sup>ii</sup> Media interview with James Cairns, VP of Petroleum Products at CN: BNN Bloomberg, CN's CanaPux Pellets Aim to Take Risks Out of Crude-by-Rail Transport

# Railway Crossing Information System (RCIS)

## Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: May 25, 2020

### ISSUE

- The Railway Crossing Information System (RCIS) in Langley City, Township of Langley and Surrey was put into operation on March 4, 2020.

### ADVICE AND RECOMMENDED RESPONSE

- The Railway Crossing Information System (RCIS) became operational on March 4, 2020, at six locations near railway crossings in Langley City, Township of Langley and Surrey.
- This new suite of digital motorist advisory signs is the latest Intelligent Transportation System installed in the Lower Mainland to help reduce traffic congestion and travel delays for drivers.
- RCIS complements the railway overpasses constructed as part of the Roberts Bank Rail Corridor (RBRC) program that were built to improve traffic flow, while enhancing trade with the Asia-Pacific region.
- The signs increase community liveability by mitigating the traffic impacts from increased goods movement along the RBRC.
- RCIS is a first of its kind system in Canada and the province has done extensive system testing to get the implementation right.

### BACKGROUND

- The RBRC Program was a \$307 Million infrastructure partnership between Transport Canada, the Province, VFPA, TransLink, four municipalities, and four railways to increase community connectivity, reduce vehicle and rail interactions and increase safety.
- The RBRC Program improvements included eight road/ rail overpasses, road network improvements, a whistle cessation project, and RCIS - an advanced early warning system for drivers.
- The RBRC Program was developed in response to increased demand for import and export of goods and facilitates safe, efficient movement through the corridor.
- From the outset, objectives for the RBRC program included a wish to address community liveability issues associated with increased train traffic volumes along the rail corridor. In addition to overpass design, the planning process focussed on additional strategies to reduce congestion and delays for drivers crossing the RBRC.
- During RBRC engagement, municipalities and other stakeholders identified that an RCIS could be a means of both maximizing the benefits of the built overpasses, as well as mitigating the impact of trains at the remaining at-grade rail crossings.

- The RCIS project is jointly funded by the Government of B.C., Transport Canada and Vancouver Fraser Port Authority (VFPA), each providing \$300,000, in addition to \$2.9 million from TransLink, for a total project cost of \$3.8 million. RCIS is the final component in the \$307 million RBRC Program completed in 2015.
- In 2014, TransLink was initially tasked with project delivery of RCIS, but due to unfavourable tender bids, the project did not proceed. The decision was then made to re-evaluate the project delivery model and implement a phased approach which would be carried out by MOTI.
- In 2016, MOTI assumed responsibility for delivering the RCIS project. MOTI incorporated an updated traffic analysis into the design to reflect completion of the RBRC overpasses and new traffic patterns which helped to re-frame the scope of RCIS.
- RCIS Project Delivery Schedule:
  - Civil Works Construction: January to September 2018
  - Systems Testing: October 2018 to March 2020
  - Project Completion: March 2020
- Given that RCIS is a first of its kind system in Canada and will set the groundwork for similar systems in the future, the project team undertook extensive system testing to get the implementation right.
- While systems testing was lengthy, MOTI wanted to ensure the RCIS will function as intended, not just on day one, but for years to follow.

## **PROGRAM CONTACT**

Sohee Ahn, Executive Director, Integrated Transportation Planning Branch

778 698-2870, cell <sup>s.17</sup>

# BC Railway Surplus Property Sales Estimates Note

Ministry of Transportation and Infrastructure

Date: May 21, 2020

## ISSUE

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

## ADVICE AND RECOMMENDED RESPONSE

- Between 2005 and the end of 2019/20, BCRC has sold close to 500 surplus properties, generating proceeds of approximately \$300 million and gains of nearly \$200 million.
- Those sales have accounted for more than 90% of the total value of the surplus real estate portfolio.
- Consultations underway for some of the remaining surplus properties in BCRC's portfolio.
- With most of the marketable properties having already been sold, the fiscal plan includes s.17

## BACKGROUND

- Between 2005 and the end of 2019/20, BCRC sold close to 500 surplus properties, generating proceeds of approximately \$300 million and gains of nearly \$200 million.
- The current forecast for 2020/21, continuing through 2024/25, includes forecasted average s.17
- Since 2005, BCRC's real estate mandate has been:
  - Retain ownership of strategic rail and port-related lands.
  - Dispose of all surplus (non-strategic rail and port) properties.
  - Ensure all property sales are done on a commercial basis to maximize financial value to the Province.
- When property has been identified as being appropriate for disposition:
  - If tenanted, offer to tenant at appraised value.
  - If vacant or tenant is unwilling to purchase:
    - Environmental remediation, if required.
    - Subdivision to create legal title, if required.
    - List on open market with realtor.

## PROGRAM CONTACT

Gord Westlake, President and CEO, BCRC, Cell: s.17

# BC Railway Financials Estimates Note

Ministry of Transportation and Infrastructure

Date: May 21, 2020

## ISSUE

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

## ADVICE AND RECOMMENDED RESPONSE

- BC Railway Company remains a self-supporting commercial Crown corporation.
- BCRC's financial highlights for 2020/21 through 2024/25 include an average annual revenue, excluding property sales, of \$25 million, and an average annual net income of \$9.5 million.
- Between 2005 and the end of 2019/20, BCRC has sold more than 90% of its surplus real estate portfolio - selling close to 500 surplus properties, generating proceeds of approximately \$300 million and gains of nearly \$200 million.
- With most of the marketable properties having already been sold, the fiscal plan includes s.17

s.17

## BACKGROUND

- BCRC operating budget is included in "Other Commercial Crown corporation net income (Table 1.14 in *Budget 2019*- not disclosed separately) and detailed in Table A9 "Revenue by Source".
- BCRC capital budget is reported in "Capital Spending" Table 1.21, Table 4.10 and Table A14 "Capital Spending 2012/13 to 2020/21".
- Capital Commitments for 2020/21 through 2024/25:
  - Port Subdivision Sustaining Capital of \$15 million.
  - Port Subdivision \$3.6 million remaining capital for the Terminal 1 Expansion (DTRRIP).
  - Real Estate and Other Capital of \$4 million.
- Environmental Accruals for 2020/21 through 2024/25:
  - BCR Properties Remediation of \$400k.

s.17

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

- BCRC makes payments to government from proceeds of land sales. Since 2010/11, payments total \$215 million.
- BCRC was directed by the Province to use its cash reserves to purchase the Arctos Coal Licences early in 2015 for \$17.
- BCRC has provided \$10 million in cash commitment towards funding the North Shore Trade Corridor (provided via dividend payments to BCTFA). The funding was reduced from the original \$32 million commitment, following the unbudgeted purchase of the Arctos Coal Licences.

#### **PROGRAM CONTACT**

Kevin Steinberg, VP Finance, BCRC, Cell: 604-263-1717

# BC Railway Port Subdivision Estimates Note

Ministry of Transportation and Infrastructure

Date: May 21, 2020

## ISSUE

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

## ADVICE AND RECOMMENDED RESPONSE

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

## BACKGROUND

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

### Joint Section Agreements:

- Under its Joint Section Agreement (JSA), BCRC is responsible to ensure:
  - open, fair and neutral rail access to all three Class 1 railroads serving Roberts Bank (CN, CPR and BNSF); and
  - effective management of assets and efficient day-to-day operations, balancing all terminal and rail users' needs.
- JSAs establish that all user railways are guaranteed fair and equal access, and usage rights are perpetual, renewed every 21 years. Charges are allocated to user railways based on proportion of carloads.
- BCRC spends about <sup>s.17</sup> million annually on operating and maintenance (including municipal taxes), with all direct expenses recovered (including a nominal overhead

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

- The Joint Capital Account (JCA) current value is <sup>s.17</sup> User railway annual rent is (Prime + 1% of JCA value)<sup>s.17</sup>
- Since 2017, BCRP has also invested \$45 million in Terminal 1 (DTRRIP) capital improvements. There is approximately \$3.6 million of capital investment remaining for the project.
- BCRC is obligated to fund all required capital additions, which has always been done from BCRC cash reserves.

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

- About 20 million tonnes of coal was exported yearly prior to 2010, and that grew by ~50% (to 27-31 million tonnes) between 2010-2018. Coal traffic in 2019 was 31 million tonnes, up about 2% over the previous year.
- Currently, the port averages 5-6 coal trains turned per day, with the 2019 market shared between<sup>s.17</sup>

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

- Annual volume grew by ~60% between 2010-2015, from 1.0-1.1 million TEUs (pre-2010) to 1.8 million TEUs (2015).
- Intermodal traffic was down about 20% (2016-2018 vs 2015), primarily as a result of construction impacts from the GCT DTRRIP expansion project. With the GCT project substantially complete by the end of 2019, capacity is expected to be quickly utilized and volumes are expected to rebound and grow.
- Vancouver Fraser Port Authority (VFPA) plans to grow volumes to 4.8 million TEUs per annum with the GCT expansion and addition of the new T2 container terminal.
- Container traffic in and out of the Port Sub is about 70% by rail and 30% by truck, with an average of 3-4 container trains turned per day.
- In 2019, GCT averaged 28,300 ft. (5.4 miles) of container cars in and out each day, with a market share of nearly<sup>s.17</sup>

#### **PROGRAM CONTACT**

Gord Westlake, President & CEO, BC Railway Company, Cell:<sup>s.17</sup>

# CN Investment Partnership Estimates Note

Ministry of Transportation and Infrastructure

Date: February 3, 2020

## ISSUE

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

## ADVICE AND RECOMMENDED RESPONSE

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

## BACKGROUND

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

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

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

### **Regulation and Oversight**

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

### **PROGRAM CONTACT**

Gord Westlake, President and CEO, BCRC, Cell: s.17

# CN Discontinuance of Takla Subdivision

## Estimates Note

Ministry of Transportation and Infrastructure

**Date:** February 3, 2020

### ISSUE

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

### ADVICE AND RECOMMENDED RESPONSE

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

s.13

### BACKGROUND

- In December 2018, CN notified BCRC, pursuant to the appropriate section of the BCRC-CN Revitalization Agreement (RA), of its intent in the near future to issue formal written notice to discontinue the Takla rail line subdivision. This would be the first time that CN will be discontinuing any portion of the former BCRC rail lines.
- In July 2019, CN officially notified the CTA of its intention to discontinue the Takla rail line, from Fort St. James about 200 miles north to the end of the line at Minaret.

s.13

- The federal regulatory process for discontinuing a rail line is administered by the Canadian Transportation Agency (CTA) and can take 18-36 months. It is prescriptive and has the following main steps:
  - CN amends its Three-year Network Rail Plan with the CTA, which was done in July 2019.
  - A minimum of 12 months later, CN must then publicly advertise (for a minimum 60 days) the availability of the line for sale or lease.
  - After that advertising period, if no agreement is reached within 6 months, CN must offer the line (in order) to the federal government, provincial government, local transit agency or municipal/regional districts, at a cost no higher than the net salvage value of the rail line. Each entity would have 30 days to make a decision on purchase, so this process can take 1-4 months.

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

**Provincial role:**

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

s.13; s.16

**First Nation Involvement:**

s.13; s.16

**PROGRAM CONTACT**

Gord Westlake, President & CEO, BC Railway Company, Cell: s.17

# Loggers Lane Estimates Note

Ministry of Transportation and Infrastructure

Date: May 21, 2020

## ISSUE

- Loggers Lane Disposition

## ADVICE AND RECOMMENDED RESPONSE

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

s.13; s.16

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

## BACKGROUND

### History of the Property

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

s.13; s.16; s.17

s.13; s.16; s.17

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

#### **Active First Nation Consultation**

- In January 2019, BCRC began consultations with area First Nations regarding the proposed disposition of the lands. This included notification of the Musqueam Indian Band and Tsleil-watuth First Nations, and direct conversations with the Squamish First Nation.
- This consultation process must complete before any sale of the property can proceed.

#### **Purchase Interest**

s.13; s.16; s.17

- BCRP and ministry staff have met a number of times and continue to have had ongoing discussions with DoS Chief Administrative Officer and senior staff, as well as with Squamish First Nations about interest in the property.

s.13; s.16; s.17

- In addition to the DoS, other interested stakeholders include the owners of the adjoining properties located on the east side of the Corridor.

#### **PROGRAM CONTACT**

Gord Westlake, President & CEO, BC Railway Company, Cell:s.17

# Squamish Yard Estimates Note

Ministry of Transportation and Infrastructure

Date: May 21, 2020

## ISSUE

- Squamish Yard land use.

## ADVICE AND RECOMMENDED RESPONSE

- Currently, 6 of the 8 buildings and approximately 70 of the 90 acres of the Squamish Yard vacant lands are leased, generating annual lease revenue in excess of <sup>s.17</sup> \$1.7 million.
- BCRP Properties (BCRP) has consulted with stakeholders regarding the Squamish Yard property and engaged a planner (Urban Systems) to evaluate the property and provide advice on its best use.
- When looking at the best use of the property, BCRC considers a number of factors, including ways to maximize value for the Province, respect community views regarding job growth, and maintain the property as a Provincially-owned strategic asset for future Western Trade Corridor opportunities.

## BACKGROUND

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

s.13

## Future use:

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

s.13

### **Environmental liabilities:**

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

s.13

s.13

### **PROGRAM CONTACT**

Gord Westlake, President & CEO, BC Railway Company, Cell: s.17

# Vancouver Wharves – KM Canada Sale to Pembina

## Estimates Note

Ministry of Transportation and Infrastructure

Date: May 21, 2020

### ISSUE

- Change in ownership/operator of the Vancouver Wharves Marine Terminal from Kinder Morgan to Pembina Pipelines.

### ADVICE AND RECOMMENDED RESPONSE

- On December 16, 2019 a corporate transaction was completed wherein Pembina Pipelines Corporation, a Calgary based petrochemical company, acquired 100% of the shares of Kinder Morgan Canada, which in part, included the Vancouver Wharves Marine Terminal located in North Vancouver.

### BACKGROUND

- Vancouver Wharves is a marine terminal located near the Lions Gate Bridge in North Vancouver. It is a 5-berth bulk marine terminal that handles mineral concentrates, liquids, sulphur and agricultural products.
- The terminal sits on a 45-hectare parcel of industrial waterfront land owned by BCR Properties Ltd., a subsidiary company of the British Columbia Railway Company (BCRC).
- The terminal was operated by a private company, Vancouver Wharves Ltd., between 1960 and 1993. BCRC acquired Vancouver Wharves Ltd. in 1993 and operated the facility until 2007. In 2007, BCRC retained ownership of the underlying land, but divested of the business (including above-ground buildings and assets) via a 40-year Operating Lease Agreement with Kinder Morgan Canada Ltd.
- Subsequent to Kinder Morgan's sale of the Trans Mountain Pipeline to the Canadian Government, Kinder Morgan decided to divest of all of its remaining Canadian assets that were held in Kinder Morgan Canada Ltd.
- The \$4.3 billion transaction was completed on December 16, 2019, wherein Pembina Pipeline Corporation acquired all of the shares of Kinder Morgan Canada Ltd. One of the smaller components of the KM Canada assets acquired by Pembina, was the Vancouver Wharves business.
- BCRC undertook its own due diligence which included review by its legal counsel and its external auditors, before consenting to the assignment of the Operating Lease from Kinder Morgan to Pembina. BCRC satisfied itself of Pembina's financial status and capability, operating capability and experience with respect to marine terminals/ports, and experience and capability in environmental stewardship.
- The operating entity was subsequently renamed to PKM Canada Marine Terminal Limited Partnership.

### PROGRAM CONTACT

Gord Westlake, President and CEO, BCRC, Cell: s.17

**MINISTRY OF FINANCE  
COMMUNITY BENEFITS OFFICE  
FACT SHEET**

**NAME: Community Benefits Agreement**

**DESCRIPTION:**

On July 16, 2018, the B.C. government announced the implementation of a labour agreement on key public-sector infrastructure projects in B.C.

The Community Benefits Agreement (CBA) is designed to maximize opportunities to mobilize and grow a safe, diverse and skilled workforce in the province.

The agreement will:

- Provide priority hiring and priority re-hiring for local people, Indigenous communities, women, and other traditionally underrepresented groups in the trades;
- Provide greater apprenticeship and skills training opportunities;
- Provide transparent, predictable and aligned compensation;
- Provide labour stability and certainty, without interruption;
- Provide safe working conditions free of discrimination, harassment, and ensure a culturally competent workforce.

The agreement allows any contractor to bid on major infrastructure projects and to optimize access to all available diverse, skilled and experienced labour regardless of union affiliation.

Applying the CBA is an investment based on total project budgets. This includes provision for worker's accommodation, wages and benefits and administration costs.

The CBA is being implemented by the crown corporation of BC Infrastructure Benefits (BCIB). BCIB employs all labour on select public infrastructure projects under the CBA.

After 30 days on the jobsite, BCIB's employees join one of B.C.'s building trades unions represented by the Allied Infrastructure and Related Construction Council (AIRCC) for the length of the project.

**Contact:** Sarah Zaharia, Executive Director  
**Division:** Community Benefits Office  
**File Name:** 10 budget\_2020\_fact\_sheet\_CBA.docx

**Phone:** 778 584-1258  
**Page:** 1 of 2

**MINISTRY OF FINANCE  
COMMUNITY BENEFITS OFFICE  
FACT SHEET**

Projects delivered under the CBA through BCIB are:

- Projects within the Trans-Canada Highway four-laning program between Kamloops, BC and Alberta (Includes the Illecillewaet, Chase Creek Road to Chase Creek Bridge, Salmon Arm West and the Kicking Horse Canyon Phase 4 projects)
- The Pattullo Bridge replacement
- The Broadway Subway extension

Future major capital infrastructure projects will be assessed on a case-by-case basis to determine if and how community benefits could apply; whether through a CBA or the use of procurement and contract terms.

### **Governance**

The Ministry of Finance leads the application of community benefits given its role as the central agency responsible for cross-government core and capital policy.

The Community Benefits Office is under the purview of the Ministry of Finance. It oversees the development of a Community Benefits Framework (CBF), which includes the CBA as one of the delivery methods, and a Performance Measurement plan to collect evidence and verify impacts of the CBF policy.

To read the CBA: [engage.gov.bc.ca/app/uploads/sites/331/2019/04/Community-Benefits-Agreement.pdf](https://engage.gov.bc.ca/app/uploads/sites/331/2019/04/Community-Benefits-Agreement.pdf)

To learn more about BCIB: [www.bcib.ca](http://www.bcib.ca).

To read more on the projects delivered under the CBA:

- [Highway 1 Kamloops to Alberta four-laning program](#)
- [Pattullo Bridge Replacement](#)
- [Broadway Subway](#)

**Contact:** Sarah Zaharia, Executive Director  
**Division:** Community Benefits Office  
**File Name:** 10 budget\_2020\_fact\_sheet\_CBA.docx

**Phone:** 778 584-1258  
**Page:** 2 of 2

# Community Benefits Agreement Estimates Note

Ministry of Transportation and Infrastructure

Date: June 2, 2020

## ISSUE

- Community Benefits Agreement (CBA)

## ADVICE AND RECOMMENDED RESPONSE

- We're investing in the people that call British Columbia home. Community Benefits means getting more value for public infrastructure projects by training the next generation of workers and creating more employment and training opportunities for people traditionally underrepresented in the trades.
- The CBA puts people at the centre of public infrastructure projects and provides greater training opportunities for apprentices, so they can complete their certification, building our skilled trade workforce of tomorrow.
- It focuses on benefits to local communities by providing employment opportunities for local, Indigenous people, women and other underrepresented groups who want to start a career in the skilled trades.
- To date, we have applied the CBA to Highway 1 four-laning, Kicking Horse Canyon Phase 4, Pattullo Bridge replacement, and Broadway Subway Project.
- Costs associated with the CBA are included in the published project budgets.

## BACKGROUND

- In 2018, the CBA was established to ensure individuals, communities and businesses have full and fair opportunity to participate in the benefits of a project. The agreement includes a project labour agreement reached with an affiliation of Building Trades known as the Allied Infrastructure and Related Construction Council (AIRCC) and the provincial Crown corporation, BC Infrastructure Benefits Inc. (BCIB).
- The CBA sets out terms and conditions of employment for workers on projects where it is applied. The terms are designed to ensure labour certainty and predictability (no strike/no lockout), to create good paying jobs (above minimum wage) through aligned wages (with trade agreements), to provide opportunities for local, Indigenous people and other groups (such as women and youth) and ensure access to apprenticeship and training programs.
- A key objective of the CBA is to develop a skilled workforce in British Columbia by implementing a measurable apprenticeship plan that will help meet the Province's future labour needs.
- BCIB has been established as the employer of the labour workforce and will be providing labour for projects in all sectors. They have also been tasked with developing clear and measurable strategies to support Indigenous and other Equity Groups by providing access to work and facilitating training and employment opportunities on select major infrastructure projects.
- BCIB was initially under the responsibility of the Minister of Transportation and Infrastructure; In March 2019 the Ministry of Finance assumed responsibility for BCIB given their role as central agency for cross-ministry core and capital policy.

- The government has previously stated that CBA will increase total project budgets by approximately 4-7%.
- TI Corp confirms Pattullo Bridge Replacement Project's CBA costs were within this range and estimates the CBA costs for Broadway Subway Project as well as Kicking Horse Canyon will also be within this range.
- Kicking Horse Canyon Phase 4 Design-Build contract award is expected in fall 2020 with construction starting shortly thereafter. In 2019, the original budget of \$450 million was increased to \$601 million. Of the \$151 million increase, \$35 million (5.8% of the \$601 million project budget) is the incremental cost associated with the application of the CBA. This includes provision for workers' accommodation, wages and benefits, and BCIB administration costs. This represents 5.8% of the \$601 million project budget, which falls within the 4-7% range for expected costs, as previously announced.
- Illecillewaet began construction in July 2019, and to date the total BCIB workforce includes 24 individuals; of which 11 are considered priority hires (Indigenous, female and/or local), and at least 4 are trainees/apprentices. These positions consist of Operating Engineers, Laborers, Teamsters and Office/Tech(s).

#### **PROGRAM CONTACT**

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

# CVSE – Mandatory Entry Level Training (MELT)

## Estimates Note

Ministry of Transportation and Infrastructure

Date: May 27, 2020

### ISSUE

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

### ADVICE AND RECOMMENDED RESPONSE

- The ministry, ICBC and PSSG are looking at how a practical and consistent pre-licensing training requirement for new commercial truck drivers could be implemented to ensure better-trained drivers and safer roads.
- Consultation occurred in the summer and fall of 2019 with private and public training providers and provincial and federal industry associations, including: BC Trucking Association, All Nations Driving School, Private Motor Truck Council of Canada, WorkSafeBC and the Industry Training Authority.
- Through consultations, input was received on what an entry-level training program for Class 1 drivers could look like for B.C.
- Proposed legislative amendments were introduced as Bill 2, on February 13, 2020. These proposed changes to the Motor Vehicle Act support road safety and better trained drivers by enabling government to require standardized training as a pre-licensing requirement for various classes of drivers' licenses.
- A final decision on implementing an entry-level training requirement will be determined by government in the near future.

### BACKGROUND

- The December 2018 Auditor General report on Commercial Vehicle Safety in B.C. recommended considering MELT as part of evaluating licensing strategies.
- Implementing MELT in B.C. would demonstrate that B.C. is aligned with other Canadian and U.S. jurisdictions including the federal government who, through the Canadian Council of Motor Transport Administrators, have developed national guidelines for an entry level standard that will be included in the National Safety Code.
- A B.C. Class 1 MELT will consider aspects of the other provincial programs and be tailored to B.C.'s unique geography (traversing mountain passes, chain up requirements, etc.)
- 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.

### PROGRAM CONTACT

Samantha Eburne, Director, Commercial Vehicle Safety Enforcement – Cell: s.17

# Highway 29 Realignment - Site C

## Estimates Note

Ministry of Transportation and Infrastructure

Date: June 19, 2020

### ISSUE

- Highway 29 Realignment – Site C

### ADVICE AND RECOMMENDED RESPONSE

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

### BACKGROUND

- The ministry will assist BC Hydro in the delivery of the realignment projects through a cooperation agreement wherein the ministry will provide design review, procurement services and construction support.
- All work is being tendered by the ministry in an open and public tender.
- BC Hydro has directly awarded some supplemental contracts to First Nations.
- The ministry is providing contract supervision services for all segments.
- 2 contracts were tendered and awarded by the ministry in late 2019:
  - Cache Creek East Embankment (\$7.5M, Brocor)
  - Halfway River Bridge and Grading (\$104.5M, Eiffage).
- 2 contracts are on BC Bid as of late May 2020:
  - Cache Creek East Bridge and Grading
  - Farrell Creek Crossing
- 2 remaining tenders will be tendered summer/fall 2020:
  - Farrell Creek East
  - Lynx Creek.
- As of the end of 2020, all segments of Hwy 29 realignment will be under construction.

### PROGRAM CONTACT

Scott Maxwell, Executive Director Northern Region, Highways – Cell: <sup>s.17</sup>

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

# Maintenance Contract Procurement Estimates Note

Ministry of Transportation and Infrastructure

Date: May 27, 2020

## ISSUE

- Procurement of the highway maintenance contracts.

## ADVICE AND RECOMMENDED RESPONSE

- 26 service area highway maintenance contracts expired between September 2018 and September 2020.
- Almost all of the service area Request for Proposal (RFP) evaluations have been completed:
  - Eight service area contracts have been awarded and started in September-November 2018
  - Eighteen service area contracts have been awarded and started in April-October 2019
  - Service Area 20 (Robson) is anticipated to be tendered in mid-2020 and Service Area 11 (East Kootenay) in summer 2022.
- The successful proponents in all evaluations completed to date submitted a price under the upset limit.
- The value of the contracts is approximately \$425M annually.
- The contract term length will be 10-years with an optional 5-year extension at the discretion of government.
- We are discussing with Maintenance Contractors the importance of relationship building with local Indigenous communities.
- We have been meeting with Indigenous communities across the province to discuss concerns and look for future opportunities regarding the Maintenance Contracts.

## BACKGROUND

- The contracts are a fixed price, lump sum contract paid annually, which provides financial certainty to the government and transfers appropriate risk to the contractor.
- An unsolicited proposal from the BC Roadbuilders and the BCGEU that was accepted by government offered annual contract savings of 3% per year (\$12M) and labour certainty through long term Collective Agreements.
- In exchange, the government reinstated labour succession language in the maintenance contracts and a contract length of 10-years with an optional 5-year extension.
- This proposal provides job stability to over 2,000 maintenance workers in 140 communities across the province.

- It also provides the ability to increase the maintenance standards at no additional cost to government.
- Increased maintenance standards include:
  - Enhanced winter maintenance
  - Increased sweeping on cycling routes
  - Increased use of social media to communicate with public
  - Improved highway patrol frequencies

s.13; s.16

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

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

<b>Oct 2018</b>	26	Skeena (Terrace)	Emil Anderson (*EAM purchased the contract June 2020- no issues or additional cost).	New (Old: Nechako)	April 01, 2019
<b>Oct 2018</b>	05	Sunshine Coast	Capilano Hwy Services	Incumbent	May 01, 2019
<b>Oct 2018</b>	08	South Okanagan (Kelowna/Penticton)	Acciona Infrastructure	New (Old: Argo)	May 01, 2019
<b>Oct 2018</b>	23	Nechako (Vanderhoof)	Yellowhead Road & Bridge	Incumbent	May 01, 2019
<b>Jan 2019</b>	10	Central Kootenay (Nelson)	Yellowhead Road & Bridge	Incumbent	June 01, 2019
<b>Jan 2019</b>	16	South Cariboo (Lillooet/100 Mile House)	Dawson Road Maintenance	Incumbent	June 01, 2019
<b>Jan 2019</b>	19	Fort George (Prince George)	Yellowhead Road & Bridge	Incumbent	June 01, 2019
<b>Jan 2019</b>	22	North Peace (Fort St. John/Fort Nelson)	Dawson Road Maintenance	New (Old: YRB)	June 01, 2019
<b>Jan 2019</b>	07	Fraser Valley (Chilliwack/Hope)	Emil Anderson	Incumbent	July 01, 2019
<b>Jan 2019</b>	14	Nicola (Coquihalla)	Yellowhead Road & Bridge	New (Old: VSA)	July 01, 2019
<b>Jan 2019</b>	18	North Cariboo (Quesnel)	Emcon	Incumbent	July 01, 2019
<b>June 2019</b>	17	Central Cariboo (Williams Lake)	Dawson Road Maintenance	Incumbent	July 01, 2019
<b>May 2019</b>	21	South Peace (Dawson Creek)	Argo Road Maintenance	New (Old: CRS)	August 01 2019
<b>May 2019</b>	28	Stakine (Dease Lake)	Lakes District Maintenance	Incumbent	August 01, 2019
<b>May 2019</b>	01	South Island	Emcon	New (Old: Mainroad)	October 01, 2019
<b>May 2019</b>	25	Bulkely-Nass (Smithers)	Dawson Road Maintenance	New (Old: Billabong)	October 01, 2019

## PROGRAM CONTACT

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

# Rural Road Investment Estimates Note

Ministry of Transportation and Infrastructure

Date: May 27, 2020

## ISSUE

- Investment in rural roads.

## ADVICE AND RECOMMENDED RESPONSE

- Rural Roads are a key component of the transportation network:
  - Provide access to remote communities, schools, hospitals, etc.
  - Support tourism
  - Support resource industry
- Over the next three years, the ministry plans to invest \$335M on rural roads.
- In the past three years we have invested \$334M on rural roads through two programs that are targeted to side roads, the Side Road Improvement Program and the Natural Gas Road Improvement Program (primarily for roads in Northeastern B.C.).
- From 1998 until 2011 the Natural Gas Program, in its various iterations, was funded by the ministry responsible for natural gas resources; however, since fiscal 2011/2012 it has been entirely funded by the Ministry of Transportation and Infrastructure.
- The Natural Gas Program ended in 2017/2018 and the funding has been reallocated to the Side Road Improvement Program.
- Since inception the Natural Gas Program delivered more than \$500M in funding for the upgrade of public roads used by the oil and gas industry.
- Over the past three years 2440 lane kms of side roads have been resurfaced or graveled providing safe and reliable roads for rural communities.
- In addition, more than \$678M has been spent in the last three years outside of major metropolitan areas on improvements along the major highway network supporting rural communities, including the resurfacing of around 3,800 lane kms, the replacement or renewal of more than 100 bridges and the completion of more than 150 safety projects.

## BACKGROUND

- The ministry is responsible for 47,000 kilometers of roads.
  - Numbered highways represent 30 percent of inventory (14,100km)
  - Side roads represent 70 percent of inventory (32,900km)

	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	Total
<b>Side Road Improvement Program</b>	\$98M	\$109M	\$104M	\$110M	\$110M	\$115M	\$646M
<b>Natural Gas Road Improvement Program</b>	\$23M	-	-	-	-		\$23M
<b>Total</b>	<b>\$121M</b>	<b>\$109M</b>	<b>\$104M</b>	<b>\$110M</b>	<b>\$110M</b>	<b>\$115M</b>	<b>\$669M</b>

#### PROGRAM CONTACT

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

# Increase in Funding for Preservation Program Estimates Note

Ministry of Transportation and Infrastructure

Date: May 27, 2020

## ISSUE

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

## ADVICE AND RECOMMENDED RESPONSE

- Rehabilitation work maximizes the life of our infrastructure. Work includes paving, bridge rehabilitation and replacement and road safety improvements.
- The ministry has a comprehensive asset management system to monitor, analyze and prioritize the rehabilitation and replacement of its road and bridge assets.
- In 2019/2020 the ministry invested more than \$350M toward the rehabilitation and replacement of network assets.
- From 2020/2021 to 2022/2023 the ministry plans to invest more than \$1.2B as follows:
  - \$836M towards highway resurfacing and bridge rehabilitation and replacement
  - \$335M towards side road resurfacing and other improvements
  - \$88M towards safety improvements
- The above investment includes an additional \$194M for the replacement and rehabilitation of bridges and structures.
- Annual accomplishments include:
  - Over 1,800 lane kilometers resurfaced
  - 22 structures (bridges, large culverts, etc) replaced or renewed
  - 10 km of guardrail installed
  - Over 50 safety projects
  - 260km of durable pavement marking

## BACKGROUND

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

## PROGRAM CONTACT

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

# Provincial Spring Freshet Summary

## Estimates Note

Ministry of Transportation and Infrastructure

Date: July 7, 2020

### ISSUE

- Each spring, provincial infrastructure is at risk from flooding, mudslides and debris flows caused by spring freshet.

### ADVICE AND RECOMMENDED RESPONSE

- This spring, Cariboo and Fort George districts have experienced significant flooding caused by spring freshet.
- Most of the Southern Interior (SIR) and Northern region's (NR) had above average snowpack's, which contributed to the flooding these regions experienced.
- Heavy rainfall in early July resulted in the latest freshet impacts and these were mainly concentrated in the SIR & NR.
- There are currently over 670 sites spread out across the SIR and NR with 1 Highway (H52 SLAT) & 41 (SIR 9, NR 32) sideroads currently closed. All closures have viable detours for residents.
- The total estimate of damage across the province is approx. \$45.5M.
- Ministry staff and the Maintenance Contractors are actively working to repair the damage caused by this spring freshet.

### BACKGROUND

- Most of the flooding that occurred in the Cariboo and Fort George districts occurred from mid-April to early-May as the mid elevation snowpack quickly melted due to above normal temperatures.
- The Peace district experienced a significant rainfall event on June 13-14 that caused numerous washouts and led to the reactivation of the Old Fort slide.
- The Peace wasn't a true 'freshet' event, rather a spring rainfall that led to the washouts.
- A significant rainfall event occurred June 30<sup>th</sup> – July 5<sup>th</sup> that impacted both SIR and NR areas and led to flooding and debris flows.
- Other areas of the province have experienced more typical spring freshet impacts.
- The SCR has not been impacted by spring freshet at this time.

Summary by District (July 7, 2020)			
District	Highways Closed	Side Roads Closed	Total Sites
Cariboo	0	7	243
Okanagan Shuswap	0	0	16

<b>Thomson Nicola</b>	0	1	46
<b>Rocky Mountain</b>	0	1	30
<b>West Kootenay</b>	0	0	34
<b>Bulkley-Stikine</b>	0	0	9
<b>Fort George</b>	0	7	109
<b>Peace</b>	1	25	186

- SIR total estimated freshet costs to date = \$25.5M
- NR total estimated freshet costs to date = \$20M

## PROGRAM CONTACT

SCR – Ashok Bhatti, Executive Director, Highways, South Coast Region – Cell: <sup>s.17</sup>

SIR – Steve Sirett, A\Deputy Director, Highways, Southern Interior Region – Cell: 250 878-1834

NR – Scott Maxwell, Executive Director, Highways, Northern Region – Cell: <sup>s.17</sup>

# Party Bus Safety Estimates Note

Ministry of Transportation and Infrastructure

Date: May 25, 2020

## ISSUE

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

## ADVICE AND RECOMMENDED RESPONSE

- The safety of B.C.'s passenger transportation industry is our top priority.
- In 2018, fines were increased for party buses and commercial vehicles not displaying valid decals showing they had passed a safety inspection. These fines are now among the highest in Western Canada at \$318 an occurrence.
- Government introduced new requirements to ensure minors are safe when on a party bus. As a result, all party bus operators are now required to obtain consent forms from unaccompanied minors and to provide safety monitors when they transport unaccompanied minors.

### If asked about enforcement:

- In 2019, the Passenger Transportation Branch (Branch) inspected 164 PSBs, which is more than twice the amount inspected during the previous three years combined.
- The 2019 inspections included checks in areas such as the Lower Mainland, the Okanagan and on Vancouver Island.
  - As a result of these inspections, the Branch issued eight violation tickets, six notice and orders, and ordered four PSBs out of service.
  - Additionally, partner agencies working in cooperation with the Branch were able to take further enforcement actions in alignment with their respective mandates, such as issuing safety violation tickets and notice & orders.
- Every year the ministry's enforcement officers inspect PSBs in the Lower Mainland ahead of graduation season. This is in addition to the semi-annual inspections required for every PSB.
- Due to COVID-19 and restrictions on mass gatherings, PSBs have not been operational during their regular peak season and the inspection activity usually performed in advance of graduation season has been put on hold.
  - In 2020, three inspections have been conducted on PSBs.

### If asked about Coroner's Report:

- The ministry has reviewed the recommendations in the Coroner's Report and plans to take action in response to the recommendations within its purview, including:
  - CVSE is working on system enhancements to support tracking inspection orders, and will implement a manual process in the interim; and
  - CVSE is launching a quality assurance pilot in summer 2020 to support compliance and consistency for Designated Inspection Facilities (DIFs).

- CVSE is exploring changes to Division 25 of the B.C. Motor Vehicle Act Regulations to enhance the quality management process for DIFs. We anticipate understanding the scope of these regulatory enhancements later this year.

## **BACKGROUND**

- There are currently 66 licensees operating 159 PSBs in B.C. Approximately 84 percent of PSBs operate in the Metro Vancouver and Whistler areas, and approximately 14 percent operate in the Okanagan and Vancouver Island areas.
  - In 2019, 164 vehicles were inspected
  - In 2018, 26 vehicles were inspected
  - In 2017, 31 vehicles were inspected
  - In 2016, 24 vehicles were inspected
- The Passenger Transportation Act is the legislative framework for commercial passenger transportation services in B.C., including party buses.
- PSBs or 'party buses' operate under a special authorization passenger transportation licence, issued by the Board under the authority of the Passenger Transportation Act.
- Licensees are restricted on areas of operation, fleet size, and must operate their vehicles in compliance with the Liquor Control & Licensing Act and the Cannabis Control and Licensing Act. Licensees must also charge Board approved rates, which allows for standardized rates in B.C.
- "Party bus" configurations, which require after-market modifications, must meet Canada Motor Vehicle Safety Standards, as required by B.C.'s Motor Vehicle Act Regulations. Any modifications or alterations to a vehicle must be done in compliance with Transport Canada.
- Since 2008 there have been eight high profile incidents related to party buses in B.C., seven of which involved minors:
  - two falls from vehicle, one death of an adult and two injuries to minors
  - one overdose death (after leaving vehicle) of a minor
  - one medical distress and death of a minor
  - one assault, injury of a minor
  - three instances of underage drinking in a party bus

### **If asked about enforcement:**

- The Registrar of Passenger Transportation (the Registrar) can issue driver violation tickets of up to \$5,000 for illegally operating a PSB and administrative penalties of up to \$50,000 per day to licensed companies. Administrative penalties may also include the suspension or cancellation of a licence.
- The Passenger Transportation Amendment Act allows the Registrar to conduct an audit or investigation to ensure compliance with the Act and the Passenger Transportation Regulation.

- The Board may direct the Registrar to conduct an audit or investigate whether a licensee is a fit and proper person to provide a service, operating within the specified fleet size and vehicle capacity, and operating in compliance with the Liquor Control and Licensing Act.
- All commercial passenger vehicles must be inspected every six months by a designated inspection facility to a prescribed standard and may be subject to additional inspections by Commercial Vehicle Safety and Enforcement (CVSE).
- Police are able to issue roadside tickets to drivers and passengers in cases where the Liquor Control and Licensing Act and/or the Cannabis Control and Licensing Act is violated.

#### **PROGRAM CONTACT**

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

# Inter-City Bus Status Estimates Note

Ministry of Transportation and Infrastructure

Date: June 8, 2020

## ISSUE

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

## ADVICE AND RECOMMENDED RESPONSE

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

### If asked about private inter-city buses

- The Passenger Transportation Board (the Board) has allowed ICBs to temporarily reduce or suspend operations until further notice. This flexibility was granted during Phase One of the BC Restart Plan and many operators have benefited from this.
- We are aware that the initiation of Phase Two does not resolve all of the unique needs within the sector but believe it has started economic recovery.
- Some operators were able to remain open throughout Phase One and are now transitioning and updating their COVID-19 Safety Plans.
  - We have heard that ridership levels began increasing in May and are now up to 70% capacity on some routes
  - We expect additional companies to resume services in the coming weeks.

### If asked about BC Bus North:

- BC Bus North continues to offer its regular schedule between Prince Rupert, Prince George, Dawson Creek, Fort St. John, Fort Nelson, and Valemount.
  - The company did not reduce service levels during Phase One and although ridership did decline, it was not to the same degree as many of the more 'urban' systems' (i.e. BC Bus North experienced 50-60% reductions whereas some urban systems were down by 75-80% during the pandemic.
  - Via Rail and most small airlines have suspended service so BC Bus North is currently the only inter-city transportation option in the North.

### If asked about the Health Authorities

- Our Health Authorities have continued to provide important service to communities throughout the pandemic.
- Northern Health Connections had expanded its passenger eligibility to people 60 years of age and older and to people with mobility challenges; however, during

COVID-19 travel was restricted to those with medical appointments. As of June 1, people with mobility challenges will be able to book a seat on Northern Health Connections. People 60 years of age and older MAY be welcome to return as of July 1—Northern Health Connections will provide an update closer to the date.

- 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 centre and allow them to return home the same day.

**If asked about subsidies:**

- I am aware that the members of the national coalition for inter-city buses have collectively asked the federal government for \$26 million in funding.
- We will continue to work with our federal counterparts for long-term solutions for the private inter-city bus sector, as it is an important part of our transportation network.

**BACKGROUND**

- Due to declining ridership, Greyhound Canada ended its passenger and freight services in Western Canada in 2018, with the exception of its Vancouver to Seattle route.
  - Greyhound cites that declining ridership is in part due to the decline in population in rural communities
  - As a private operator, Greyhound depends on fare box revenue only, while health authorities receive government subsidies.
- BC Bus North began providing long-haul coach services to Northern B.C. communities on June 4, 2018.
- The independent Passenger Transportation Board initiated a simplified ICB application process in response to Greyhound's announcement and both the Board and the Branch prioritize applications submitted to provide service on vacated routes.
- Of the routes previously serviced by Greyhound, 17 out of 19 have been filled by private and public operators.
  - The majority (96%) of B.C. residents have public transportation to their nearest regional center either through publicly funded services or private operators.
- Of the routes withdrawn by Greyhound in 2018, only two remain with no ICB service (Valemount to Kamloops and Fort Nelson to Watson Lake).
  - However, Northern Health Connections has a service between Valemount and Kamloops, typically available to those with medical appointments, mobility challenges, or who are over the age of 60.
- In 2018, the ministry issued a Request for Expression of Interest to engage the private sector in restoring service to areas unserved.
  - Four expressions of interest letters were received and all indicated the need for government subsidies to operate. No contracts were awarded by the Province.

- The ministry co-chaired an inter-provincial working group with the federal government and other provinces and territories to address the impact of discontinued intercity bus services and develop solutions. This work is complete and a number of recommendations and approaches have been shared among the participating federal, provincial and territorial members.
- A national inter-city bus coalition exists with five members, with two operating in B.C. (Greyhound, Wilson's Transportation) and three operating in other provinces (Maritime Bus, Orléans Express, Coach Canada).
- The coalition is lobbying the federal government for \$26 million to allow the five member companies to operate on a break-even basis at 50% of their pre-COVID capacity for six months.

#### **On private ICBs**

- In total there are 28 private inter-city bus operators in the province, and two new companies that are awaiting decisions by the Board.
- Nine applications from private ICBs have been approved to operate on former Greyhound routes by the PT Board on a priority basis, and additional applications continue to come in.
- Several companies have experienced positive growth and have applied to the Board for additional route points or an increase in service frequency.

#### **PROGRAM CONTACT**

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

# COVID-19 Impact & Response (CVSE)

## Estimates Note

Ministry of Transportation and Infrastructure

Date: June 18, 2020

### ISSUE

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

### ADVICE AND RECOMMENDED RESPONSE

- As a government we are closely following the advice and orders of our Provincial Health Officer and federal government to keep British Columbians as safe as possible and mitigate the impacts of COVID-19.
- Commercial truck drivers play an important role in maintaining the supply chain here in British Columbia.
- We are working with partners at all levels and across government and industry to ensure the continued movement of goods across our province.
- Through sector calls with the industry, we were able to discuss concerns, answer or field questions, and provide support required during the pandemic and we have worked hard to respond in a timely fashion.
- Now that we are in Phase 2 of BC's Restart Plan, companies can work with WorkSafeBC on creating or revising their COVID-19 Safety Plan.
  - Ministry staff are available to provide guidance to ensure that safety plans meet the criteria set out by WorkSafeBC as we work towards rebuilding our economy.

### On initiatives to support the industry

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

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

## BACKGROUND

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

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

#### **PROGRAM CONTACT**

Samantha Eburne, Director, Commercial Vehicle Safety & Enforcement  
Highways Services Department – Cell:s.17

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

Ministry of Transportation and Infrastructure

Date: June 23, 2020

## ISSUE

- Maintenance contractors' response to COVID-19.

## ADVICE AND RECOMMENDED RESPONSE

- Maintenance contractors were quick to implement PHO and WorksafeBC requirements and have provided uninterrupted service during COVID-19.
- Maintenance contractors have implemented several measures to mitigate the spread of COVID-19, including:
  - Practicing social distancing
  - Keeping unwell staff at home
  - Establishing cleaning protocols for equipment and tools
  - Limiting the sharing of vehicles between staff
  - Encouraging office staff to work from home
  - Using Personal Protective Equipment (PPE) and hand sanitizer
  - Staggering start times, closing assembly areas, etc.
- To date, no cases of COVID-19 have been reported amongst the 11 maintenance contractors providing services across the 28 service areas.

## BACKGROUND

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

## PROGRAM CONTACT

Rodrigo Disegni, Director, Maintenance and Rehabilitation, Highways Services Department –  
Cell: 250 882-8994

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

Ministry of Transportation and Infrastructure

Date: June 24, 2020

## 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.

s.17

## ADVICE AND RECOMMENDED RESPONSE

- Highway Construction Industry has adapted to COVID-19 requirements.
- Ministry recognizes and appreciates how quickly contractors have reacted quickly and continue to be vigilant in implementing COVID-19 health and safety practices, procedures and protocols.

s.13; s.17

- For all other Ministry construction contracts no contract language changes are currently being considered.
- Ministry Construction Program: Our construction program has continued to be implemented over the last 3+ months. We are pleased to have competitive pricing and as result are moving forward with additional projects.
- With respect to additional stimulus funding we continue to have discussions with Canada at this time.

## BACKGROUND

- Currently there are well over 43 MoTI construction 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
  - Self-isolation for 14 days for staff returning from out of country
  - Practice social distancing
  - Encouraging office staff to work from home
  - Cleaning protocols for equipment and tools
  - Limit the sharing of vehicles for worker transportation
  - Procedures for hand washing and sanitization
  - Use of PPE and special procedures when social distancing is not possible
- Worker Shortages: There have been five contracts impacted by worker shortages due to self-isolation for two weeks at a time. One contractor impacted by two of the worker shortages is seeking financial assistance, but the financial assistance request has been denied by the ministry, no worker shortages are currently being reported.
- Supply Chain Interruptions: Although supply chain interruptions were anticipated throughout Canada and the United States in March 2020, no significant supply chain interruptions have occurred in highway construction.
- BC Construction Safety Alliance has issued numerous COVID-19 construction safety bulletins addressing procedures and practices to be undertaken.
- One case of COVID-19 was reported amongst highway Construction Contractors.

- s.13; s.17**

## PROGRAM CONTACT

Rodney Chapman, P.Eng Director, Construction and Maintenance – Cell: 250 213-7499

Office: 778-974-5359

# Taxi Modernization Estimates Note

Ministry of Transportation and Infrastructure

Date: June 17, 2020

## ISSUE

- The Passenger Transportation Board (Board) has implemented recommendations relating to the modernization of the taxi industry.

## ADVICE AND RECOMMENDED RESPONSE

- Our government has worked hard to ensure the taxi industry can compete on a fair playing field alongside ride-hailing.
- In September 2018, in response to recommendations made by Dr. Hara, we allowed licensees to increase their fleet size by 15 percent in advance of ride-hailing companies entering the market.
- This has resulted in the independent Passenger Transportation Board approving additional taxis to operate across B.C., and to date, 227 conventional taxis and 31 accessible taxis have been activated.
- We are also requiring ride-hailing drivers operate under the same Class 4 licence requirements as taxi drivers.
- The Passenger Transportation Regulation came into effect last fall, requiring thorough criminal record checks and driver history checks for both the taxi and ride-hail industries. This has streamlined the process and ensured the same requirements are met across the province regardless of which municipality drivers are operating within.
- We have also modified the regulations to make it easier to obtain and equip wheelchair accessible vehicles by allowing both side and rear entry designs.
- A new, kilometre-based insurance product is now available for taxis through ICBC. This product is similar to the ride-hailing insurance and is suitable for part-time taxis.

### If asked about taxi boundaries:

- The independent Board is responsible for 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

- Approximately 226 taxi licensees operate 3656 taxis in B.C. (more vehicles may be approved by the Board but are not on the road due to seasonal or contractual demand).
- The ministry commissioned a report by Hara Associates entitled Modernizing Taxi Regulation. The report was publicly released on June 8, 2018 and included several recommendations.
- Before making final decisions on the report's recommendations, the Board consulted with the taxi industry and affected stakeholders from July to September 2018.

- One recommendation was to allow the taxi industry to increase fleet sizes by 15 percent. Applications for these additional vehicles were received by the Passenger Transportation Branch in October 2018 and the Board issued decisions over the next three months.
  - All licensees had activation deadlines between January 29, 2019 and May 31, 2019 for conventional vehicles and April 19, 2019 and July 8, 2019 for accessible vehicles, unless otherwise ordered by the Board.
- The Vancouver and BC taxi associations and three Victoria-based taxi companies requested an extension to activate the additional vehicles. The taxi companies cited the potential impact of ride-hail (e.g. high likelihood of losing Class 4 taxi drivers to ride-hail, uncertainty to industry) on their operations.
- In September 2019, the Board granted the extension request and extended timelines for 21 companies seeking to expand their fleets to August 12, 2020.
- A distance-based insurance product has been in place for ride-hail since September 16, 2019.
  - In order for ICBC to deliver a per-km pricing model for taxis, amendments to the Insurance (Vehicle) Regulation were required along with government directing ICBC on the rating model and rates and directing the British Columbia Utilities Commission to approve ICBC's rating model and rates.
  - The taxi distance-based insurance product became available on May 1, 2020
- A second recommendation made by Hara Associates that was adopted by the Board was to enable separate day shift and night shift vehicles to be paired together allowing for flexibility in shift change.
  - Few companies used this option prior to the distance-based insurance product becoming available for taxis on May 1, 2020, as the former insurance structure made this option cost prohibitive.
  - Since the introduction of the new insurance product, eligible taxi companies have shown new interest in pairing vehicles together.
    - One taxi company has activated ten vehicles for pairing
    - Other companies have requested vehicle pairings but require Board approval to amend their licence before being eligible for this opportunity
- Taxi boundaries is a divisive issue in the industry. The Vancouver Taxi Association wants the boundaries to remain, which provides them a competitive advantage
  - Correspondence has been received from members of the BC Taxi Association and the Surrey Board of Trade seeking the removal of "archaic" boundaries
  - The taxi associations have argued in favour of boundary removal by highlighting the desire for fairness with the broader ride-hail boundaries, the elimination of operational inefficiencies such as "deadheading" (when a taxi returns empty to its operating area), which results in increased congestion and greenhouse gas emissions, longer wait times for passengers, and lower income for drivers.

## PROGRAM CONTACT

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

# Illegal Ride Hailing Estimates Note

Ministry of Transportation and Infrastructure

Date: May 27, 2020

## ISSUE

- Illegal commercial ride-hailing companies are operating in Metro Vancouver.

## ADVICE AND RECOMMENDED RESPONSE

- The Passenger Transportation Act requires companies that collect compensation for transporting passengers in B.C. to have a passenger transportation licence and to meet all safety requirements.
- The Passenger Transportation Branch (the Branch) continues to investigate illegally operating ride-hail services and is working with ministry colleagues to track illegal operators online.
- In 2019, the Branch increased its enforcement team from three to nine officers and is working with Commercial Vehicle Safety Enforcement and the police to enforce the Passenger Transportation Act and Regulation.
- The safety of the travelling public remains our first priority.
- By riding with an unlicensed company, passengers are choosing to ride in improperly insured vehicles, which may not have undergone vehicle safety inspections, and with drivers with no criminal and driver record checks.
- Illegal drivers are at risk of being uninsured in an accident if they breach their insurance contract by operating with the improper class of insurance.

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

- Between May 25, 2017 and March 1, 2020, a total of 135 violation tickets and a total of 110 cease and desist orders were issued in relation to illegal ride-hail.
- The fine for operating without a licence or advertising an unlicensed service is \$1,150 at roadside. Fines can go as high as \$5,000 for repeat offences. Illegally operating companies can be fined up to \$100,000 per day by the Registrar of Passenger Transportation.
- The Branch is working to establish evidentiary requirements to prosecute illegal operators and impose court ordered fines of up to \$100,000 per day against illegally operating companies.

## BACKGROUND

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- These companies recruit drivers to operate their personal vehicles as commercial passenger directed vehicles primarily in the Lower Mainland.
- Between July 2019 and October 2019, the Branch focused on stakeholder engagement and offered educational sessions to existing and potential licensees and law enforcement on the new Regulations and the consequences of non-compliance. The Branch has successfully worked in partnership with regional enforcement agencies on operations targeting illegal operators.

## PROGRAM CONTACT

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# Ride Hail Status Estimates Note

Ministry of Transportation and Infrastructure

Date: June 8, 2020

## ISSUE

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

## ADVICE AND RECOMMENDED RESPONSE

- Our government has delivered on our commitment to enable ride-hailing in a responsible way. We've looked across jurisdictions and built a regime that builds on the experience of other jurisdictions in which ride hail operates.
- The independent Passenger Transportation Board is responsible for reviewing and issuing decisions on ride-hail applications and for setting the terms and conditions of licence for approved operators.
- The ministry has received 41 ride-hail applications and sent them to the Board for review.
  - 14 applications have been approved
  - 18 applications have been refused by the Board due to discrepancies in business plans and concerns over management capacity
  - Seven applications await Board decisions
- B.C.'s first ride-hailing company, Whistle!, was approved by the Board on December 16, 2019 and began operation in early February in Tofino and Whistler.
- Uber and Lyft were approved by the Board to operate in Region 1 on January 23, 2020 and began operating the following day.

## BACKGROUND

- In August 2019, the Board published its operational policy on ride-hail supply, boundaries and rates. Five regions for the province have been established.
- On September 3, 2019, the Board began receiving applications from ride-hail companies. Applications were given priority status until January 17, 2020.
- The Branch processes intake of applications and forwards them to the Board for consideration. The Branch issues licences, conducts audits/investigations, conducts roadside enforcement and applies administrative penalties to licenced and unlicensed operators.
- On September 16, 2019, changes to the Passenger Transportation Regulation came into force, allowing operators to apply for a TNS Authorization (a type of Special Authorization (SA) licence)
  - A SA licence is required to operate passenger directed vehicles (PDVs) in the province. PDVs are commercial vehicles with a carrying capacity of 11 passengers or less.

- In October 2019, the Board announced it modified its ride-hail application process by enabling submitters to review applicant responses to original submissions as well as the application package itself and to provide their comments to the Board.
  - The Board must publish notice of received applications and allow for written submissions from the public regarding pending applications. A hearing may take place on an application.
- The 14 approved companies include:

Approved Companies (DBA)	Region 1	Region 2	Region 3	Region 4	Region 5
Apt Rides	✓				
Bonny's Taxi (active licence)	✓				
Coastal Rides (active licence)			✓		✓
Hich	✓				
Kabu (active licence)	✓	✓	✓	✓	✓
Lucky To Go (active licence)	✓	✓	✓	✓	✓
Lyft (active licence)	✓				
MDD	✓				
MetroRides	✓				
Powell River Taxi			✓		
Ripe Rides	✓	✓	✓	✓	✓
Safe Ride Sharing LTD				✓	
Uber Canada (active licence)	✓				
Whistle! (active licence)	✓		✓		
14	11	3	6	4	4

- Six companies have submitted more than one application due to Board refusal on their first application:
  - Lucky to Go
  - Inorbis, Inorbis Intercity
  - My Limo Ride
  - ReRyde
  - Tappcar
  - Transroad Airport Service
- In the 41 applications, companies indicated where they intended to offer services:
  - 30 applicants selected Region 1 (Lower Mainland, Whistler (Metro Vancouver, Fraser Valley, Squamish-Lillooet))
  - 18 applicants selected Region 2 (Capital Regional District (CRD))
  - 22 applicants selected Region 3 (Vancouver Island, excluding CRD)
  - 20 applicants selected Region 4 (Okanagan-Kootenay-Boundary-Cariboo)
  - 15 applicants selected Region 5 (North Central/other regions in B.C.)
  - Multiple companies have applied to operate in more than one region.
- Seven applications are currently under review by the Board:

Outstanding Applications (DBA)	Region 1	Region 2	Region 3	Region 4	Region 5
Inorbis (reapplication)	✓	✓	✓	✓	✓
My Limo Ride (reapplication)	✓	✓	✓	✓	✓
Prince George Taxi					✓
ReRyde (reapplication)		✓	✓	✓	✓
Tappcar (reapplication)	✓	✓	✓	✓	
Transroad Airport Service (reapplication)	✓				
Yellow Cab	✓				
7	5	4	4	4	4

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

Company Name (DBA)	Region 1	Region 2	Region 3	Region 4	Region 5
1st Choice Cabs Ltd.					x
Dad's, Dial a Driver, Dad's DD	x	x	x	x	x
Facedrive (withdrawn)	x				
Getride	x				
Inorbis, Inorbis Intercity	x	x	x	x	x
Interior Rideshare (withdrawn)				x	
Kater	x	x	x	x	x
Khaled Abdulqader Omar Baowee	x				
Lucky To Go (first application)		x	x	x	
My Limo Ride, My Taxi Rates	x	x	x	x	x
ReRyde		x	x	x	
RideON Canada	x	x	x	x	
Ride Sharing Travellers Company	x				
Ryde Today	x				
Tappcar	x	x	x	x	
Transroad Airport Service	x				
U-Ride		x	x	x	x
VI Ride Hailing			x		
Wine Lovers Tours	x	x	x	x	
Yallah	x	x	x	x	x
20	14	11	12	12	7

- Kater is one ride-hail company that was refused by the Board. On March 23, 2020, Kater filed a Judicial Review against the Board seeking a review of the Board's January 23<sup>rd</sup> decision that refused its ride-hail application.
- The VTA Judicial Review was originally scheduled for May 12 – 14, 2020 in Vancouver, but due to the impact of COVID-19, the Supreme Court of B.C. suspended all regular court operations and it has not yet been rescheduled.

## PROGRAM CONTACT

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

# Inter-Municipal Business Licences Estimates Note

Ministry of Transportation and Infrastructure

Date: June 25, 2020

## ISSUE

- Metro Vancouver has adopted an interim inter-municipal business licence for ride-hail companies and the Capital Regional District is now exploring an equivalent licence to ensure consistency in the regulatory environment.

## ADVICE AND RECOMMENDED RESPONSE

- I would like to thank the Mayors' Council and the TransLink working group for its development of an inter-municipal business licence (IMBL) for the Passenger Transportation Board's Metro Vancouver
- There are currently 25 municipalities participating in the Region 1 IMBL:

1. Abbotsford	10. Langley	17. Port Coquitlam
2. Anmore	(Township)	18. Port Moody
3. Bowen Island	11. Lions Bay	19. Richmond
4. Burnaby	12. Maple Ridge	20. Squamish
5. Chilliwack	13. New	21. Surrey
6. Coquitlam	Westminster	22. Vancouver
7. Delta	14. North Vancouver	23. West Vancouver
8. Harrison Hot	(City)	24. Whistler
Springs	15. North Vancouver	25. White Rock
9. Langley (City)	(District)	
	16. Pitt Meadows	
- All 25 municipalities have approved the IMBL and enacted their IMBL bylaws.
- Ride-hail companies must ensure the vehicles in their fleet comply with the by-laws of each participating municipality
- With several ride-hail companies now approved to operate in the Capital Regional District (CRD) and surrounding area, I understand that municipalities in that region are discussing the development of a similar IMBL to Metro Vancouver's
- I encourage municipalities across the province to continue working towards regional IMBLs to facilitate ride hail in B.C.
- Outside of Metro Vancouver and the CRD, there is less concern about a "patchwork" regulatory environment developing.

## BACKGROUND

- Since July 2019, MAH and MOTI have been leading four municipal working groups in the Capital Regional District, the Okanagan Similkameen, the Lower Mainland, and a provincial working group focused on information sharing and a regional approach to business licences for ride-hail companies.

- On September 16, 2019 regulations came into effect that reduced municipal authority over passenger directed vehicles but left municipalities with the authority to issue business licences.
- Five ride-hail regions exist in the province, with Region 1 consisting of Metro Vancouver, Squamish-Lillooet and Fraser Valley regional districts.

### **Metro Vancouver (Region 1)**

- Many municipalities in Metro Vancouver developed interim business licences in the fall of 2019 while awaiting a regional approach, requiring ride-hail companies to obtain a business licence in each municipality requiring one.
- The cumulative regulatory and financial effects of these business licensing requirements risked creating barriers to entry for drivers and companies.
  - Annual company licencing fees ranged from \$0 (Delta, Coquitlam) to \$600 (initial fee, Burnaby, with lower subsequent renewal fees)
  - Proposed vehicle fees for ride-hail companies ranged from \$0/vehicle (North Vancouver) to \$510/vehicle (Burnaby)
- On December 12, 2019, the Mayors' Council endorsed a resolution to ask TransLink to lead a working group to draft an interim IMBL bylaw by January 31, 2020. The working group included the Mayors' Council and representatives from MAH, MOTI and JTT.
- On January 31<sup>st</sup>, the Mayors' Council endorsed an interim IMBL for Region 1, proposing:
  - Ride-hailing companies will pay an annual fee of \$155 per company and an additional \$150 per vehicle
  - The per-vehicle fee is waived for wheelchair accessible vehicles
  - The per-vehicle fee is discounted to \$30 for zero emission vehicles
  - The City of Vancouver will administer the interim IMBL, collect fees and distribute monthly to participating municipalities.
- The interim IMBL became available for ride-hail companies on April 1<sup>st</sup>, 2020. Kabu received the first Region 1 IMBL on May 1, 2020.
- Only one member of the Mayors' Council (Surrey) did not initially support the development of an IMBL and actively opposed the entry of ride-hail to the city of Surrey in January and February 2020
  - Surrey bylaw officers issued warnings and tickets of \$500 to ride-hail drivers.
  - Uber responded by filing an injunction with the B.C. Supreme Court to challenge Surrey's actions to block ride-hail operation.
  - On February 7, 2020, the Supreme Court ruled that Surrey can no longer issue bylaw fines to drivers in the city.
- In January 2020, UBC also set licence regulations for ride-hail companies for its Point Grey campus. Annual licence fees are \$5,000 per company, and a \$0.30 fee for every pick-up on the campus is in effect between 7am – 7pm, Monday – Friday.
  - Eight locations for ride-hail pick-up and drop-off exist on campus.

## **PROGRAM CONTACT**

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# Passenger Transportation Board Size and Capacity Estimates Note

Ministry of Transportation and Infrastructure

Date: June 1, 2020

## ISSUE

- The Passenger Transportation Board (Board) is an independent tribunal that has a budget of approximately \$890,000 for the 2020/2021 fiscal year.

## ADVICE AND RECOMMENDED RESPONSE

- 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 supported by six full-time employees who manage administrative functions and day-to-day communication with applicants.
- The 2020/2021 budget for the Board is approximately \$890,000, which is \$315,000 higher than the 2019/2020 budget, and is allocated as follows:
  - Salaries and Benefits: \$492,000
  - Board Expenditures: \$185,000
  - Operating Costs: \$215,000
  - Placeholder Recoveries: \$2,000
- The budget was increased for this fiscal year to account for the increased costs related to ride hailing and taxi modernization.
- For the 2020/2021 Budget Building process, a reallocation from the Passenger Transportation Branch budget was made to increase the PT Board budget up to \$887k as per the Deputy Minister's 19/20 letter and the internal budget for that year. This was approved by Treasury Board and the reallocation was made in November/December 2019, ahead of the February budget.
- An additional \$3k was then added to the PT Board's 2020/2021 budget in January 2020 (ahead of the February budget) due to an increase in the benefits rate for government as a whole. This final increase made the total 2020/2021 budget \$890k. This is the number seen for 2020/2021 in the Blue Book.
- 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 'Placeholder Recoveries' is in place to allow the Board to recover costs from other parties, both internal and external to the Government of B.C., should it ever need to.
- 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.

## BACKGROUND

- The Board is an independent tribunal established pursuant to the Passenger Transportation Act whose role is to make decisions on Special Authorization licences and hear appeals regarding administrative penalties imposed by the Registrar of Passenger Transportation.
- There are currently seven board members, including the chair. Board members are appointed by the Lieutenant Governor in Council. Appointment terms are governed by the Administrative Tribunals Act.

Board Member Name	Original Appointment	Expiry Date
Catharine Read, Chair	October 1, 2017	October 1, 2020
William Bell	February 1, 2008	June 30, 2020
Garland Chow	April 27, 2020	November 5, 2022
Spencer Mikituk	March 29, 2012	June 30, 2020
Roger Leclerc	November 8, 2012	June 30, 2020
Carmela Allevato	November 5, 2018	November 5, 2020
Baljinder Narang	March 11, 2019	November 5, 2021

- The 2019/2020 budget for the Board was approximately \$575,000, allocated:
  - Salaries and Benefits: \$411,000
  - Board Expenditures: \$140,000
  - Operating Costs: \$26,000
  - Placeholder Recoveries: \$2,000
  - The PT Board was given an internal lift to their budget for fiscal year 2019/2020 in a letter from Grant Main to the PT Board Chair, allocating an additional \$312k to their budget.
  - This additional \$312k brought the overall 2019/2020 actual budget to approximately \$887k. This was reflected within internal Ministry reporting, but not in the Estimates or Blue Book.
  - The actual Board budget spent in 2019/2020 was \$1,083,156
- The Board hired two additional staff in 2019/2020 in anticipation of the increased workload associated with the introduction of ride-hail in B.C.:
  - The Senior Policy Analyst – Economist conducts statistical analysis and modelling and coordinates and leads the research, analysis, development and implementation of strategic policies, rules and application guides for the Board
  - The Research and Administrative Coordinator supports the Board by managing application files and related issues, ensuring Board timelines are met and by developing materials on a variety of issues pertaining to the Board's mandate.

## PROGRAM CONTACT

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# PT Board Ride Hail Operational Policy Estimates Note

Ministry of Transportation and Infrastructure

Date: May 26, 2020

## ISSUE

- The independent Passenger Transportation Board (Board) released its operational policy on supply, boundaries and rates for ride-hail on August 19, 2019.

## ADVICE AND RECOMMENDED RESPONSE

- The Board as an independent tribunal has sole authority to determine supply, boundaries, and rates for ride hail. In August 2019, the Board published its operational policy on these three issues.
- The Board approves Special Authorization (SA) licence applications and determines terms and conditions on approved licences.
- The Board has committed to reviewing its decisions as soon as sufficient relevant data is available.
- I have written a letter to the Board expressing concern over its decision to not limit ride-hail fleet sizes and the potential negative effects this policy could have on traffic congestion and the taxi industry.
  - In this letter, I also stated that the government supports the Board's decision to review their policies once more data is available to them.
- The ministry is committed to working with ride-hailing applicants, the taxi industry and municipal governments to achieve the best possible outcome for all concerned within the ride-hail framework.

## BACKGROUND

- In July 2019, the Board consulted with the taxi and ride-hail industries, the Vancouver Airport Authority and the Vancouver Port Authority on ride hail boundaries, supply, and rates.
- On August 19, 2019 the Board released the following operational policy for ride hail:
  - Supply – No initial limits on fleet size
  - Rates – A minimum base rate equal to taxi flag rates (\$2.80 to \$3.75)
    - Surge pricing is allowed
    - The use of coupons or discounts to lower rates is not allowed
  - Boundaries – Five regions for the province (see next page) with a restriction on cruise ship days with no pick ups allowed on:
    - Canada Place Way between Howe Street and Burrard Street
    - Howe Street between Canada Place Way and Cordova Street
    - Burrard Street between Canada Place Way and Cordova Street

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

- Terms and conditions of licence require ride-hail companies to provide:
  - data to the Registrar of Passenger Transportation for use by the Board within time periods that the Registrar or the Board may require
  - quarterly reporting of drivers' incomes in time frames set by the Board
- The Board will monitor ride-hail performance data and may review fleet sizes when sufficient data is available.
- The Registrar has established that data submissions are required on a weekly basis starting one week after operations begin.
- On September 16, 2019 new regulations came into force giving sole authority to the Board to set supply, boundaries and rates for ride hail and to set data requirements as a term and condition of a ride-hail licence.

## PROGRAM CONTACT

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# COVID-19 Impact & Response/Recovery

## Passenger Transportation Branch

### Estimates Note

Ministry of Transportation and Infrastructure

Date: June 18, 2020

#### ISSUE

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

#### ADVICE AND RECOMMENDED RESPONSE

- As a government we are closely following the advice and orders of our Provincial Health Officer and the federal government to keep British Columbians safe and mitigate the impacts of COVID-19.
- Through sector calls with each industry (taxi, ride hail, inter-city bus), we were able to discuss concerns, questions and support required during the pandemic and we have worked hard to respond in a timely fashion.
- During Phase 2 of BC's Restart Plan, companies developed and updated COVID-19 Safety Plans with the help of WorkSafeBC.
  - Ministry staff are available to provide guidance to ensure that safety plans meet the criteria set out by WorkSafeBC as we work towards rebuilding our economy.
- Now that we are in Phase 3, we will continue to work together as we take strides towards our economic recovery.
- We recognize the financial losses across the entire public transportation system. We will continue to work with our federal counterparts to reach solutions for industries.

#### On initiatives to support the sector

- We are working with partners at all levels and across government and industry to mitigate the impact of COVID-19 and support cost-savings for the sector.
- Passenger transportation licensees experiencing hardship can defer their Passenger Transportation Licence renewal by up to 6 months to avoid payment of associated fees during COVID-19. This temporary policy by the PT Branch is available to those with expiring licences between April 1 to July 31, 2020.
  - As of June 1, 2020, 90 licensees have applied for this deferral
- ICBC has temporarily allowed customers to suspend their insurance if vehicles are parked. This measure is available for fleet insurance and for non-fleet customers.
  - For non-fleet customers this new measure waives the \$30 cancellation fee and \$18 re-plating fee that would otherwise be charged.
- Financial aid exists for drivers and others in the transportation industry whose livelihood has been affected by the pandemic through the provincial and federal action plans.

- The province is offering a \$1,000 tax-free benefit for people unable to work for reasons related to COVID-19. There are also supports available for small businesses, such as payment deferral programs and bill relief.
- The federal government has introduced wage subsidy programs, an emergency response benefit, payment deferral options, and opened up access to credit to support individuals and businesses impacted by the virus.
- To ensure the continued movement of goods and people during the pandemic, the ministry has allowed an extension for all vehicles with a valid Certificate of Approval which expired on March 31, 2020 or April 30, 2020 and were unable to get a mechanical inspection due to inspection facility closures.

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

- In the midst of these challenges, some taxi and ride-hail companies remained operational to provide essential service for the public and some even provided free rides to healthcare workers. I want to express my thanks to these companies for their efforts.
- Significant decline in ridership occurred in March and April for both the taxi and ride hail industries.
- As a result, many companies suspended or significantly reduced operations. Companies also reported drivers deciding to stay home to protect themselves, and their loved ones.
- Companies experienced challenges recruiting new drivers and assessing the eligibility of drivers:
  - ICBC suspended road tests, which affected driver recruitment efforts, as the Class 4 licence requires this test
  - Many police detachments suspended criminal record check services as a safety measure for staff
  - Criminal record check services became increasingly available during Phase 2 of the Restart Plan, and commercial road tests are now available by appointment

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

- With the cancellations of high school graduations, party bus and limo companies have experienced service loss. Typically, April onwards is the start of peak use for graduates, weddings, and other celebrations.

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

- I know many inter-city bus companies (ICBs) have suspended or significantly reduced service due to falling ridership numbers and physical distancing concerns during the COVID-19 pandemic.
- BC Bus North continues to operate its regular schedule while taking additional precautions to ensure safety for the passenger and the driver.
- The independent Passenger Transportation Board has allowed ICBs to temporarily reduce or suspend operations until further notice.

## BACKGROUND

- The spread of the COVID-19 virus has economically impacted businesses throughout the economy including those in the commercial passenger transportation industry
- On March 26, 2020, the province, in consultation with Provincial Health Officer Dr. Bonnie Henry, released a list of essential services British Columbians rely on in their daily lives in the context of COVID-19 response and recovery. Commercial passenger vehicles were included on this list.
- Sectors defined as essential were encouraged to remain open. Many operators within the passenger transportation sector chose to reduce or suspend operations due to a combination of drop in demand and the inability to maintain physical distancing parameters.
  - The taxi industry has seen ridership decrease due to competition from ride-hail companies and COVID-19
- Essential services were instructed to follow the orders and guidance provided by the Provincial Health Officer to ensure safe operations and reduce the risk of transmission of COVID-19.
  - On March 25, 2020, the ministry issued an Industry Notice outlining Best Practices for the Commercial Passenger Vehicle Industry during COVID-19
- Other issues caused by the pandemic that affected the commercial passenger vehicle sector include:
  - Difficulty sourcing personal protective equipment and plastic shields
  - The suspension of commercial road tests, and
  - The suspension of criminal record check services (approximately 5% of drivers have been impacted)
- The commercial road test and criminal record check (Police Information Check-Vulnerable Sector) are both required under the new provincial requirements for drivers of passenger directed vehicles
- The Wilson's Group, a consortium of 14 private ICB companies operating in B.C., is lobbying Ottawa for funding support during the COVID-19 crisis. Wilson's Group has indicated the federal government is urging ICB operators to seek provincial funding. The company is requesting the Minister of Transportation and Infrastructure press their federal counterparts for financial support of this industry

## PROGRAM CONTACT

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

# Container Truck Rate Review Implementation Estimates Note

Ministry of Transportation and Infrastructure

Date: May 27, 2020

## ISSUE

- The Container Trucking Commissioner (CTC) completed a review of the Container Trucking Act and Regulation and the CTC and Ministry are currently acting to implement the 10 accepted recommendations.

## ADVICE AND RECOMMENDED RESPONSE

- We are taking actions to provide stability and balance to the trucking sector while making life better for container truck drivers and their families.
- In June and July 2019, we increased the trucking rates by 2% across the board and implemented a \$25 positioning move rate.
- We also shifted the authority for rate setting directly to the CTC, an independent and experienced authority in the drayage industry
- The CTC and the province are continuing to implement the remaining recommendations<sup>s.13</sup>  
s.13
- We will continue to work with the CTC and industry stakeholders to ensure fairness and stability in this sector.

## BACKGROUND

- On April 18, 2019, the province announced that it is moving forward with several key actions that will benefit container truck drivers and the sector, both now and into the future.
- The province and CTC have implemented 6 of the 10 accepted recommendations from the CTC's rates and remuneration review, which will help to ensure balance, stability and competitiveness of the trucking sector.
- The province implemented a 2% trip and hourly rate increase June 1, 2019, and a new \$25 position move rate on July 1, 2019.
- On January 1, 2020 the CTC implemented an amendment to the fuel surcharge formula to account for the average monthly calculation of diesel prices in Vancouver.
- Effective April 1, 2020, the trip zone definitions in the Commissioner's Rate Order was amended and new, corresponding zone rates were introduced including long distance trip rate increases. In addition to these changes, the base Independent Owner-Operator hourly rate was also increased by 10% and the definition of container updated to have the CTC rates apply to open top and flat rack containers moved by license holders.

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- With these actions, the government is delivering on the commitment to act on the 2014 Joint Action Plan, and the government is going even further to benefit drivers and the industry.

#### **PROGRAM CONTACT**

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

# Container Truck Licence Review and Truck Tag Policy Review Estimates Note

Ministry of Transportation and Infrastructure

Date: June 15, 2020

## ISSUE

- In November 2019 the B.C. Container Trucking Commissioner (CTC), released a Licence and Truck Tag Policy reform consultation package that outlined proposed changes to be implemented for the 2020 licencing period.

## ADVICE AND RECOMMENDED RESPONSE

- After extensive consultation, the CTC released a draft reform package that aimed to look at ways to promote fairness, greater flexibility and help the CTC, along with its partners, manage the truck license and tag system.
- On March 18, 2020, in response to the COVID- 19 pandemic, the CTC issued a bulletin suspending the 2020 CTC Licensing process that was to begin in April.
- Licensed companies and truck drivers in the Lower Mainland's drayage sector are a vital link in the supply chain and their focus must remain on the essential services they perform.
- The new license application intake is expected to open in July of 2020,<sup>s.13</sup>  
s.13
- The minimum number of trucks needed for a company to be licensed will remain at five.
- Joint licenses will no longer be issued by the Commissioner<sup>s.13; s.16</sup>  
s.13; s.16

## BACKGROUND

### Review of the Truck Tag System

- In 2014, the Province enacted legislation establishing the CTC in order to bring stability to the container trucking industry at Lower Mainland ports.
- The CTC functions include the issuance and management of Container Trucking Services Licences (CTS Licence). Each licence is assigned a number of Truck Tags, which Licensees can assign to fleet trucks (driven by company employees), or trucks owned and operated by Independent Owner-Operators (I/Os) who must enter into a Sponsorship Agreement with the Licensee.
- On January 1, 2018, the CTC implemented a new Truck Tag Management Policy. The policy was designed to promote greater flexibility in the tag management system and enhance the ability for CTC and its partners to manage the truck tag system and support the movement of drivers to sponsors that can offer consistent work.
- In response to stakeholder concerns regarding the 2018 truck tag policy, the CTC reviewed the policy in late 2018/early 2019, including extensive stakeholder consultation.

- The review specifically focused on requirements of a business plan that companies must provide when requesting additional tags, the process of withdrawing tags from underperforming companies, consideration of set application periods for additional truck tags, and options to facilitate greater I/O movement to high performing companies
- In November 2019, the CTC released a reform consultation package that outlines proposed License and Truck Tag Policy changes to be implemented in the 2020 licencing period. This package was open for stakeholder feedback until February 28, 2020.
- The current licences were to expire on June 30, 2020 requiring the CTC to either renew the existing licence for an additional term or proceed with a new licensing process. The CTC has elected to proceed with a new licencing process which has now been delayed due to COVID-19. It is expected to commence in July of 2020 ,  
s.13
- The final CTS Licence package/requirements will be based on the proposed licence reform package that the CTC issued, and any amendments based on stakeholder feedback and/or additional analysis.

## **PROGRAM CONTACT**

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

# ITDS/Fraser Valley Estimates Note

Ministry of Transportation and Infrastructure

Date: May 27<sup>th</sup>, 2020

## ISSUE

- Fraser Valley Integrated Transportation and Development Plan

## ADVICE AND RECOMMENDED RESPONSE

- The Fraser Valley Integrated Transportation and Development Plan (FVITDP) will align with the broader province-wide Integrated Transportation Development Strategy (ITDS). The plan is being undertaken with participation from the Ministry Municipal Affairs and Housing; and Jobs, Economic Development and Competitiveness.
- The ITDS is one pillar of the Province's Economic Development Framework. The ITDS is being developed under the Province's Economic Framework and will link transportation and land use planning and regional growth strategies with broader government priorities including social equity, affordable housing and reducing our carbon footprint.
- While a variety of planning studies have been conducted in the past, the Ministry and its partners will lead a broader transportation review in the Fraser Valley that will develop a holistic multi-modal transportation strategy for the region.
- Findings and recommendations from this work will enable all parties to coordinate and make transportation, land use and housing decisions, and investments that would best serve the region.
- Participants will include the regional districts, local governments, First Nations, transit agencies and the public.

## BACKGROUND

- The Fraser Valley does not currently have an integrated multimodal transportation planning strategy for the region. Transportation plans or strategies are traditionally developed by different levels of government, and are limited in the modes of transportation considered, or are contained within jurisdictional boundaries.
- A Fraser Valley planning study will align with the forthcoming ITDS initiative. An RFEOI and subsequent RFP process resulted in the Stewart Group being selected as the successful proponent. That contract is valued up to \$600K.<sup>s.13; s.17</sup>

s.13; s.17

- Regional transit service is currently provided by BC Transit. The Fraser Valley Express (FVX) Route 66 links Chilliwack and Abbotsford and it also connects both services to TransLink via the Carvolth Exchange in Langley.
- Transit ridership in the Fraser Valley is currently around 2%. The majority of car trips that originate in the Fraser Valley also terminate in the Fraser Valley. Through the study there is an opportunity to improve transit use ridership and study the regional road network to investigate efficiencies.

- Findings and recommendations from this study will inform transportation and housing investments, and provincial and national trade corridor needs and impacts.
- A comprehensive data collection initiative for the Fraser Valley to determine origin / destination pressures in the region, and to better understand transportation bottlenecks will be completed by early June 2020.
- The Province is committed to continuing to invest in transportation infrastructure in the region, including:
  - Widening of Highway 1 between 202nd Street and 216th Street with a new interchange at 216th street (\$61.9M);
  - Widening of Highway 1 between 216th Street and 264th Street to 6-lanes to provide for HOV lanes in both directions, including reconfiguring the 232nd Street interchange and new underpasses at Glover Road and the CP Rail crossing (\$235M).
  - Planning work that is building on high-level work completed in 2016, to understand future access requirements on Highway 1 between 264th Street and Mt. Lehman Rd.
- The new HOV lanes will support the future Highway 1 Rapid Bus service between Abbotsford and Surrey City Centre which has been identified as a priority in the Central Fraser Valley Transit Future Plan completed in 2013.
- Elected officials in the Fraser Valley area have indicated that a rapid transit link is a preferred solution for the region. The Ministry has also received calls for reviving the BC Hydro Interurban Line from Chilliwack to New Westminster for commuter rail.
- On April 25th, 2019, Premier Horgan and Minister Trevena met with Mayor Braun of Abbotsford and several other key stakeholders to discuss traffic and transportation issues in the area. Mayor Braun met again with the Premier and Chief of Staff Geoff Meggs during UBCM.

#### **Integrated Transportation and Development Strategy (ITDS):**

- In collaboration with the Ministry of Municipal Affairs and Housing, the Ministry of Transportation is beginning a planning process to develop a new Integrated Transportation and Development Strategy (ITDS) which will identify and prioritize transportation investments that contribute to an efficient and accessible multi-modal transportation network connecting communities, regions and global markets.
- The ITDS will be developed under the Province's Economic Framework, and will link transportation and land use planning, and regional growth strategies with broader government priorities including affordable housing and reducing our carbon footprint.

#### **PROGRAM CONTACT**

David Greer, Executive Lead, Cell: 250 208-4350

# Industrial Land Estimates Note

Ministry of Transportation and Infrastructure

Date: February 12, 2020

## ISSUE

- The supply of Industrial Land in the Lower Mainland and its importance to BC'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.
  - The province attends the Metro Vancouver Industrial Lands Strategy Task Force which includes representatives from local governments, Port of Vancouver, TransLink and the Agricultural Land Commission.
- With the appropriate transportation networks in place, industrial lands in the Fraser Valley and Vancouver Island are viable options to ease the shortage.

## 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.
- Local governments in the region are acutely aware of the pressures on industrial lands, most of which are regionally designated and municipally zoned to help secure long-term industrial use. 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 Port of Vancouver 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.

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

- In response to the challenges associated with a shortage of industrial lands, Metro has been working to develop a Regional Industrial Lands Strategy (Strategy).
- To support this work, Metro convened a task force of local elected officials and other stakeholders to identify and refine policy options and recommendations. The Ministry of Jobs, Economic Development and Competitiveness has represented the Province on the task force as a non-voting member. The draft Strategy was completed in November 2019. It summarizes the findings of research done for the Task Force, and identifies four main challenges facing the region's industrial lands:
  - A constrained land supply;
  - Market pressure to convert industrial land to other uses;
  - Site issues related to servicing industrial lands and incompatibility with adjacent uses; and
  - A complex jurisdictional environment.
- As a result of all these factors, the draft Strategy anticipates a worsening shortage of industrial lands over the next 10 to 15 years, which threatens not only new opportunities for growth, but also existing economic and employment activities.
- The draft Strategy includes a set of 35 recommendations and 10 priority actions, to respond to the challenges facing the region's industrial land base and interests. The report makes several recommendations to the Province, including:
  - Creation of an industrial land reserve;
  - Allow for the local zoning bylaw to regulate tenure on industrial land;
  - Study property tax assessment method;
  - Improve the movements of goods and workers; and
  - Develop a broad Southwest B.C. economic and land use plan.
- Beyond receiving Task Force feedback, Metro staff will be seeking board direction to complete a third round of broader stakeholder engagement, and to return to the board with a finalized Strategy for endorsement in early 2020.
- The draft Strategy's recommendations are contingent on approval by Metro's Board. As they currently stand, the recommendations are broad in scope, with significant implications for a wide range of provincial interests, including agriculture, economic development, flood management, taxation, trade, and transportation and land use.

### **PROGRAM CONTACT**

Sohee Ahn, Executive Director, Integrated Transportation Planning Branch  
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# Ultra High-Speed Rail – Oregon to B.C.

## Estimates Note

Ministry of Transportation and Infrastructure

Date: May 27<sup>th</sup>, 2020

### ISSUE

- B.C.'s contribution to Washington State's Transportation Study

### ADVICE AND RECOMMENDED RESPONSE

- The lead on this file is the Minister responsible for Jobs, Economic Development and Competitiveness.
- The Washington State government is leading an examination of the concept of an Ultra-High-Speed transportation corridor connecting Vancouver to Seattle to Portland. The proposed concept would cut transportation time between Seattle and Vancouver from approximately three hours to one hour.
- In 2019, a \$1.5 million study was completed. It was funded by Washington State, B.C. (\$300,000) and Microsoft.
- As a next step, led by Washington State, the same partners are contributing towards a study exploring the feasibility of establishing a new authority and developing a funding and financing strategy.
- During Premier Horgan's visit to Olympia, Washington on February 7-8, 2019, he announced an additional \$300,000 in funding from the Province for this next proposed phase.

### BACKGROUND

- In February 2018, Washington State's Department of Transportation (WSDOT) released results of two preliminary, high level, ultra high-speed analyses. They determined that although the concept appears to have potential in the long-term, significant additional information and assessment would be required in order to make an informed decision on the viability of such a service.
- This led to a \$1.5 million study – funded by Washington State (\$750,000), B.C. (CAD \$300,000), Oregon (\$200,000), and Microsoft (\$300,000) – which was completed in 2019. It built on preliminary work and outlined benefits, potential areas for stations, costs and funding and governance issues. It found this project presents significant benefits:
  - One-hour travel time from Vancouver to Seattle, down from three hours. This would be a boom to our tourism sector, create more economic opportunities and strengthen trade ties between B.C., Washington State and Oregon.
  - Economic activity equalling up to \$355 billion.
  - Creation of up to 200,000 jobs.
- The study also estimates:
  - Between 1.7 and 3.1 million one-way trips annually by 2040, with the Vancouver to Seattle route representing 25 per cent of the total

- A reduction of 6 million tonnes of greenhouse gas in the first 40 years of operations
- Revenues are expected to cover project costs by 2055.
- In terms of potential cost, it should be noted that the route located in B.C. is proportionately shorter than the rest of the proposed line through Washington and Oregon. In fact, the distance from Surrey to the Province's preferred terminus would only be 22.5 km while the distance from the international border to Portland is 758 km, meaning only 3 per cent of the line would be in B.C.
- As a next step, WSDOT is leading further exploration of the feasibility of establishing a new multi-jurisdictional partnership/authority and developing a funding and financing strategy. In February 2019, Premier Horgan announced a \$300,000 contribution towards the proposed next phase. Oregon and Microsoft have confirmed contributions of USD\$225,000 each, resulting in a budget of approximately USD\$1million.
- In October 2018, Premier Horgan and Governor Inslee signed a B.C.-Washington State memorandum of understanding detailing numerous areas of collaboration, including "exploring the possibility of a new multi-jurisdictional Ultra High-Speed Rail Corridor authority that could help lead the project in any agreed-upon subsequent phases

## **PROGRAM CONTACT**

David Greer, Executive Lead, Cell: 250 208-4350

# Intra Provincial Coordination of Goods Movement Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: February 12, 2020

## ISSUE

- Intra Provincial coordination on goods movement.

## ADVICE AND RECOMMENDED RESPONSE

- As part of its mandate 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.
- 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.
- B.C. and the western provinces have a strong interest in ensuring the continued competitiveness of trade corridors accessing west coast ports.
- We know that a resilient, efficient and sustainable transportation system is best achieved through collaboration.
- B.C. is actively engaged in discussions with the western provinces on opportunities to improve the performance of our corridors and better coordinate the movement of goods.
- These ongoing discussions are focused on promoting greater regional collaboration and enhancing the competitiveness of the region in both domestic and international markets.

## BACKGROUND

- B.C. is an active participant in several different forums, as well as undertaking studies focused on Western Canadian coordination of goods movement including:
- The Task Force for the Pan-Canadian Competitive Trade Corridor Initiative (Council of Ministers responsible for Transportation and Safety)
  - Goal is to strengthen the reliability and efficiency of the Canadian transportation system to improve domestic and international market access
  - This initiative will explore a national trade corridor strategy including the identification of key multi-modal trade corridors and hubs, an assessment of bottlenecks in the system and a consideration of options to improve system performance and by applying a competitiveness lens to the work of the Council
- Gateway Transportation Collaboration Forum (Transport Canada, Port of Vancouver, Translink and Greater Vancouver Gateway Council)
  - The Gateway Transportation Collaboration Forum's mandate is to collaboratively identify, prioritize, develop, and seek funding for gateway transportation infrastructure projects of national significance. (e.g. Fraser River Trade Area Study, Roberts Bank Trade Area Study)

- WESTAC
  - WESTAC is a not-for-profit organization which works to advance the western Canadian economy through improvements in the region's transportation trade system. Membership is currently approximately 40 organizations including carriers and logistics providers, ports and terminals, shippers, and labour unions and three levels of government.
- Pacific Northwest Economic Partnership (PNWER)
  - The mission of the Pacific North West Economic Region is to increase the economic well-being and quality of life for all citizens of the region, while maintaining and enhancing our natural environment. Goals include coordinating provincial and state policies; promoting greater regional collaboration; and enhancing the competitiveness of the region in both domestic and international markets
- Transportation Trade Network Analysis
  - Identification of infrastructure issues and gaps along key road and rail trade corridors in B.C. to ensure B.C.'s transportation trade network supports the province's critical role as Canada's Pacific Gateway for international trade.
  - Reflected input from Alberta and Saskatchewan

#### **PROGRAM CONTACT**

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# Disruption at B.C. Ports

## Estimates Note

Ministry of Transportation and Infrastructure

Date: February 19, 2020

### ISSUE

- Impact of blockades on rail corridors and at port access points at the Ports of Prince Rupert and Vancouver

### ADVICE AND RECOMMENDED RESPONSE

- Our government needs to remain engaged and supportive of the collaborative work among the railways, Transport Canada, the ports and industry, and ensure that the trade network in the province remain resilient and appropriate recovery plans are in place.
- We support Transport Canada's February 16 Ministerial order re-establishing some of the train speeds. We believe this is an important step to aiding in system recovery.
- Our government is concerned about the impact of protesters on the rail network and at port access points; at the same time, we are committed to finding a peaceful resolution to the impasse regarding the Coastal GasLink project and support the right to peaceful demonstrations within the law.
- We remain in close contact with transportation stakeholders, and provincial and federal government partners to monitor progress on network recovery and impasse resolution.

### BACKGROUND

- Extreme weather as well as intensified and targeted protests in opposition to the Coastal GasLink pipeline stopped cargo traffic on B.C.'s Northern railway corridor through the Port of Prince Rupert and slowed the flow of cargo through the Port of Vancouver; both disruptions had adverse impacts on the economy and reputation of B.C.'s trade network and the exporters that use it.
- Historically, Canada has had impacts to its rail networks in January and February due to cold weather. When temperature go lower than minus 30 degrees Celsius, air brakes become less effective and train lengths must be reduced for safety. More engines and engineers are required to move the same amount of cargo.
- This winter has been particularly bad with prolonged periods of cold with temperatures below -30 degrees Celsius.
- In B.C., there have been record rainfall which have resulted in landslides and washouts damaging the rail lines on the Fraser Canyon and ceasing operations for three days.

- Over the last decade, the railways, industry, ports and the federal government have engaged collaboratively on winter planning to develop recovery plans and improve visibility and communication during such events.
- Despite winter planning and new procedures, in early February 2020 the dwell time of cargo at the ports reached 10 days, three times the normal. For the Port of Prince Rupert, long dwells are rare.
- Protests against the Coastal GasLink pipeline project at various location along the transportation trade network are compounding the problem. Protests blocking the rail line in New Hazelton have brought the CN system to a complete stop between Prince Rupert and Prince George. Rail and cargo is backed up and will take weeks, if not months to catch up to normal operations.
- As a result of rail blockages, ships and cargo are being diverted to other gateways. Protests are also seen as a new risk for users of B.C.'s trade network.
- On Feb. 7, TC lowered the speed for all trains carrying 20 or more cars of dangerous from 40 mph in metropolitan areas and 50 mph elsewhere to 20 and 25 mph respectively.
- On Feb 16, TC modified the order to differentiate between high risk and key trains to limit the impact of the lower speeds and better target the safety measures.
- High risk train are trains with a dedicated (unit) train of a single dangerous good or over trains with 80 cars of dangerous goods. The speed for high risk trains is 30 mph in metropolitan areas, 25 mph with no track signal and 50 mph with signals.
- Key trains include one or more cars of dangerous goods that are toxic by inhalation or include 20 or more tank cars with dangerous goods. The speed for key trains 35 mph in metropolitan areas, 40 mph with no track signals and 50 mph with signals.
- The order was extended from March 9 to April 1, 2020.

## **PROGRAM CONTACT**

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# South Island Transportation Strategy

## Estimates Note

Ministry of Transportation and Infrastructure

Date: May 26, 2020

### ISSUE

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

### ADVICE AND RECOMMENDED RESPONSE

- SITS is well underway and is expected to be complete by the summer of 2020.
- It will identify strategies and investment opportunities that align with Indigenous, local, regional and provincial priorities, such as Clean BC and Active Transportation Strategy.
- SITS is considering all modes of travel – transit, active transportation, marine, rail and roads, with a focus on how to improve the integration between the modes. The Island Rail Corridor Condition Assessment (Condition Assessment) was completed and released in May 2020 and will be used as an input for the SITS.

### BACKGROUND

- Work on SITS began in April 2019. The consultant, Urban Systems Ltd. completed the first major milestone, the “Transportation Snapshot” outlining the current and emerging issues as well as the opportunities in the region in the fall of 2019. SITS is to be complete by summer of 2020.
- Work is underway on identifying and reviewing a wide range of opportunities and strategies to improve transportation. This includes new ideas as well as considering historical proposals such as a bridge from the Malahat to the peninsula and providing commuter rail on the Island Rail Corridor.
- SITS will include specific priority items which will inform the ministry’s capital investment plan over the next 10-15 years.
- SITS is focused on how best to integrate all forms of transportations including: transit, active transportation, marine, rail and roads.
- SITS will emphasize the ministry’s new direction of greater emphasis on sustainable travel choices and better integration of travel modes and will be consistent with all B.C. mandates such as the Active Transportation Strategy and Clean BC, and in alignment with the existing transportation plans of BC Transit, First Nations, local, and regional governments.
- Engagement is occurring primarily through the Technical Advisory Group (TAG) which consists of staff members from the CRD, CVRD, BC Transit, BC Ferries and CVRD municipalities and the Department of National Defense. Presentations have also been given to elected officials in both the CRD and CVRD and First Nations have been engaged through notification letters and individual meetings. Key stakeholders outside of the TAG have also been engaged through individual meetings.

- The total budget for this contract is <sup>s.17</sup> over two years with services being provided on an 'as and when' basis with SITS as the first assignment. The current costs to date are <sup>s.17</sup>
- The total budget for the Condition Assessment is <sup>s.17</sup> with <sup>s.17</sup> spent to date.

#### **PROGRAM CONTACT**

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

# Island Rail (formerly E&N Rail) Corridor Estimates Note

Ministry of Transportation and Infrastructure

Date: March 2, 2020

## ISSUE

- Future Utilization of the Island Rail Corridor (formerly known as E&N Rail Corridor)

## ADVICE AND RECOMMENDED RESPONSE

- In December 2018, the Ministry led a roundtable meeting bringing together the Premier, First Nations, local decision-makers and the Island Corridor Foundation (ICF) to discuss the future of the Island Rail corridor on Vancouver Island.
- The Province committed to fund an “all-in” assessment in 2019/20 to determine the costs associated with restoring rail service on the entire Island Rail corridor.
- The Ministry is currently reviewing the final report on the assessment of the Island Rail Corridor. When that review is complete the report will be released publicly.
- The results of the Island Rail corridor assessment will be integrated into the South Island Transportation Strategy and will be part of the overall evaluation for all options.
- The Island Corridor Foundation (ICF) owns the land and the rail line, and we continue to work with the ICF. We will also continue to work with local First Nations and decision makers to explore the best option for this corridor moving forward.

## BACKGROUND

- Premier John Horgan, Minister Claire Trevena, local First Nations and Mayors, the ICF and vested stakeholders held a closed-door meeting on December 10, 2018. The meeting was designed to be an open forum to discuss different visions and viewpoints for the Island Rail Corridor.
- While there was not an overall general consensus from the meeting, there was some equally shared frustration mixed with optimism. Some First Nations expressed frustration over the use of the corridor, and how their land is being used – or not used – for transportation and that they were not benefitting from having the corridor run through their lands.
- Local mayors and decision-makers had a differing of opinions on what they wanted to have happen – but most agreed – that they wanted to see something done soon and have the provincial government take a leadership role.
- MoTI posted an RFP on BC Bid in March 2019 to retain a consultant to determine the current condition of the rail infrastructure and the anticipated “all-in” costs of improvements over the full length of the corridor between Victoria and Courtenay, including the Port Alberni spur.
- This included the cost of imperative safety work, including a seismic risk assessment and rock fall review to ensure any passenger rail service meets current day safety standards. The “all-in” cost is not just the cost of replacing old ties – but the significant capital cost of potential bridge repairs and replacements, stations, parking lots and ticketing facilities.

- The scope of work also included the feasibility and cost of establishing a commuter rail service between Victoria and Langford.

## **RECENT LAWSUITS**

- The Nanoose First Nation (also known as the Snaw-Naw-As First Nation) near Lantzville, the Cowichan Tribes near Duncan and the Halalt First Nation near Chemainus have filed civil lawsuits against Canada and the ICF to have land returned where the E&N railway crosses their reserves. All three First Nations claim there is no reasonable expectation that operations on the line will resume.
- The Province was advised by the Nanoose First Nation that their trial on this matter was scheduled before the BC Supreme Court for February 24-28, 2020.

## **PROGRAM CONTACT**

Janelle Staite, Regional Deputy Director, South Coast Region Cell: s.17

Bob Steele, Director, Policy and Legislation Branch Cell: s.17

# Coastal Ferries Vision Estimates Note

Ministry of Transportation and Infrastructure

Date: May 25, 2020

## ISSUE

- Public engagement on the development of a vision for coastal ferries

## ADVICE AND RECOMMENDED RESPONSE

- Our government conducted a two-phased public engagement process to develop a vision for British Columbia's coastal ferry services.
- Phase 1 included seven regional stakeholder meetings in October and November 2019 to plan for the broader public engagement.
- Building on what we heard during our regional meetings, a broad public engagement was launched in early February and ended in mid-April.
- We are in the process of analyzing the feedback provided and we intend to release the report and the Province's vision for coastal ferries later this summer.

## BACKGROUND

- Phase 2 of the public engagement launched on February 2<sup>nd</sup> and wrapped up on April 17, 2020.
- The public provided their input through the province's engagement website at [www.engage.gov.bc.ca/coastalferries](http://www.engage.gov.bc.ca/coastalferries).
- The total cost of the public engagement (Phase 1 & 2) won't be known until it's complete but is expected to be under \$200,000. Most expenditures occurred in 2019/20. Some will occur in 2020/21 for analysis and reporting out on Phase 2.

## PROGRAM CONTACT

Kirk Handrahan, Executive Director, Marine Branch, 778 954-5301 – Cell:<sup>s.17</sup>

# PT5 Fare Increases Estimates Note

Ministry of Transportation and Infrastructure

**Date:** February 3, 2020

## ISSUE

- BC Ferry fares are set to increase on April 1<sup>st</sup>

## ADVICE AND RECOMMENDED RESPONSE

- The independent BC Ferry Commission has allowed for BC Ferries to raise fares by 2.3% percent for each of the next four years, starting April 1st of this year.
- The good news is that our government reduced ferry fares on the smaller and northern routes by 15% in 2018, froze fares on all routes for two years and reinstated the Monday to Thursday seniors discounts that were reduced in 2014.
- We also improved access for British Columbians living in coastal communities by increasing the amount of ferry services delivered by BC Ferries.
- Services were increased on 10 ferry routes, returning 2,700 round trip sailings to communities that saw sailings cut back in 2014.
- As a result of these changes, the province has increased its financial contribution to BC Ferries by \$40 million annually and these are only some of the actions we've taken to demonstrate our commitment to coastal communities.

## BACKGROUND

- On September 30, 2019 the B.C. Ferry Commissioner released a final price cap ruling for Performance Term 5, with price caps at 2.3% for each of the four years beginning April 2020.

## PROGRAM CONTACT

Kirk Handrahan, Executive Director, Marine Branch, 778 954-5301 – Cell: <sup>s.17</sup>

# BC Ferries New Vessel Procurements Estimates Note

Ministry of Transportation and Infrastructure

Date: February 3, 2020

## ISSUE

- BC Ferries continues to renew its fleet of aging vessels

## ADVICE AND RECOMMENDED RESPONSE

- I am aware that BC Ferries continues to work on acquiring new ships to replace its aging ferries.
- We know BC Ferries is in need of more ships in order to improve the reliability of the service for British Columbians.
- What we are focused on developing a vision for coastal ferry services – and we are engaging with British Columbians about the future of the ferry service.
- The coastal ferry service we know today is largely the same car-ferry system originating in the 1960's. Though the ships and terminals are being renewed, the system remains principally focused on delivering cars and their passengers between dedicated car ferry terminals.
- We're asking British Columbians what the coastal ferry system should look like 20 – 30 years from now – should services be provided differently.
- Investments in ferry infrastructure are expensive and have long-lasting impacts and we think British Columbians should have a say.

### *If asked about built-in-B.C. vessels:*

- B.C. shipyards have played an important role in delivering some of the smaller ferries in use in British Columbia.
- Examples of ferries built in B.C. include the \$30-million MV Columbia, built by Waterbridge Steel in Nakusp.
- Waterbridge Steel was also awarded a \$27.9-million contract to build four new cable ferries for the Province's inland ferry fleet.
- The Baynes Sound Connector, BC Ferries' cable ferry was constructed at Seaspan's Vancouver Shipyards in North Vancouver. That contract was valued at \$15 million.
- BC Ferries also has a service agreement with Point Hope Maritime in Victoria for repair and refit work on its smaller vessels.

## BACKGROUND

- BC Ferries awarded contracts for 6 new Island Class vessels to Damen shipyards in the Netherlands. The first two, expected to be in-service this summer, will operate on the Texada Island route and Port McNeill-Alert Bay-Sointula route. By 2022, four additional ferries will be in operation – 2 on Gabriola and 2 on Quadra Island.
- On January 31<sup>st</sup>, BC Ferries announced they awarded a contract to Remontowa in Poland for one more Salish class vessel to replace the Mayne Queen.

- The company is in the process of procuring 4 Major class vessels and a contract award is expected to be announced before the end of 2020.

#### **PROGRAM CONTACT**

Kirk Handrahan, Executive Director, Marine Branch, 778 954-5301 – Cell: <sup>s.17</sup>

# Green Ferries (Coastal and Inland)

## Estimates Note

Ministry of Transportation and Infrastructure

Date: February 27, 2020

### ISSUE

- Coastal and Inland ferry services in B.C. are moving toward greener ferries.

### ADVICE AND RECOMMENDED RESPONSE

- Both coastal and inland ferry services have identified a need to reduce impacts on the environment. Both ferry services have plans to move toward electrification using an incremental approach in order to manage risks and ensure service reliability.
- In January BC Ferries took delivery of the first of its new Island Class ferries, capable of operating on diesel fuel or battery-electric power. BC Ferries plans to convert all hybrid Island Class vessels to fully electric operation when shore-based charging infrastructure is available.
- The Inland Ferry Electrification Plan addresses the CleanBC commitment of transitioning inland ferry services to be all-electric by 2040. Work to electrify the first cable ferry will begin in fiscal year 2020/21.
- Procurement is underway for a new electric-ready ferry to replace the aging *MV Balfour* on Kootenay Lake by 2023. Similar to BC Ferries Island Class vessels, the ferry will be built with all the systems, equipment, and components for electric propulsion alongside diesel engines. By 2030 the vessel will be converted to fully electric operation.

### BACKGROUND

- BC Ferries' *Clean Futures Plan* (2019) identifies several ways the corporation intends to reduce its impact on the environment, including greater use of hybrid propulsion systems, e.g., diesel-LNG and diesel-electric ferries.
- The Inland Ferry Electrification Plan takes an incremental approach to electrifying the fleet. As electrification of smaller cable ferries occurs beginning in 2020, it will provide the experience and technical expertise required to complete full electrification of the largest free run ferries by 2040.<sup>s.13</sup>

s.13

- Regulatory issues are a significant challenge for ferry electrification. Currently, there is no set of established regulatory requirements for electric ferries in Canada, despite fully electric ferries already in operation in other countries. This means that Canadian ferry operators do not have certainty with respect to the regulatory approach that may be used by Classification Societies when adopting electric technology.

### PROGRAM CONTACT

Kirk Handrahan, Executive Director, Marine Branch, 778 954-5301 – Cell.<sup>s.17</sup>

# Kootenay Lake Ferry Service Improvements Project Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: January 28, 2020

## ISSUE

- A project to improve the ferry service at Kootenay Lake has been approved and is underway.

## ADVICE AND RECOMMENDED RESPONSE

- The ministry is moving ahead with procurement of a new vessel and terminal upgrades to improve ferry service at Kootenay Lake.
- An open procurement process for a new 55-car ferry is currently underway, and three B.C. firms have been shortlisted for the project to design and build the new ferry. Contract award is planned by June 2020.
- Upon delivery in 2022, the new ferry will be electric-ready, and with the installation of shore power by 2030, it will be able to make fully electric voyages. This plan delivers on a CleanBC commitment to electrify 100% of its inland ferry fleet by 2040.
- Tenders for terminal upgrades are planned for summer 2020.
- The vessel will be in-service in 2023.

## BACKGROUND

- The MV Balfour is reaching the end of its serviceable life. A new 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 \$54.7 million, shared between a provincial contribution of \$37.5 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.

## PROGRAM CONTACT

Kirk Handrahan, Executive Director, Marine Branch, 778 974-5301 – Cell: <sup>s.17</sup>

# Ferry Reinstatement Estimates Note

Ministry of Transportation and Infrastructure

Date: January 14, 2020

## ISSUE

- Revised Coastal Ferries Budget for Ferry Reinstatement.

## ADVICE AND RECOMMENDED RESPONSE

- We made sure that British Columbians who live in communities along the coast have more access by increasing the amount of ferry services delivered by BC Ferries.
- Services were increased on 10 ferry routes, returning 2,700 round trip sailings to communities that saw sailings cut back in 2014.
- These changes were reflected in the province's service contract with BC Ferries and the budget has been adjusted to reflect an increased financial commitment to BC Ferries.

### If asked why the budget has only been increased by \$4 million:

- The Ferry Transportation Fee (FTF) in the services contract has been increased to reflect the province's commitment to pay an additional \$5.8 million annually for the additional services.
- The ministry's actual costs under the Coastal Ferry Services Contract vary each year. Some contract items are fixed while others, like social programs and fuel vary depending on usage and costs. Some of these costs are difficult to predict.
- Should actual costs under the contract exceed the budgeted amount for any reason, the ministry will ensure that it meets its financial commitment to BC Ferries within its overall budget.

## BACKGROUND

- In 2019/20, the coastal ferry services budget was \$227,115 M. This amount reflected an increase of \$32.5 million for the fare relief initiative. The 2020/21 budget allocation is \$231,115, an increase of \$4 million for increased ferry services.
- The province's funding commitment to BC Ferries for the ferry service reinstatement was \$5.8 million annually. <sup>s.13</sup>
- In addition, as fiscal 2020/21 is the start of a new performance term (PT5), questions could arise as to why the budget has not been changed to reflect other anticipated changes such as a higher federal subsidy, or increased costs for the unregulated routes.

## PROGRAM CONTACT

Kirk Handrahan, Executive Director, Marine Branch, 778 954-5301 – Cell: <sup>s.17</sup>

# BC Ferries' COVID-19 Response

## Estimates Note

Ministry of Transportation and Infrastructure

Date: June 18, 2020

### ISSUE

- BC Ferries Response and Recovery to COVID-19

### ADVICE AND RECOMMENDED RESPONSE

- BC Ferries continues to take extra measures to ensure the safe transport of essential goods, supplies and workers to B.C.'s coastal communities.
- While B.C. has been carefully implementing its restart plan, BC Ferries continues to ask its customers to follow the advice of the health officials and avoid non-essential travel.
- Given the significant decline in travel at the height of the pandemic in B.C., some reductions in service were implemented in early April and reflected in the Province's service contract with BC Ferries.
- Despite a change in the contract service levels, BC Ferries has been adding sailings when needed to meet the traffic demand.
- BC Ferries is taking a gradual approach to adding services to ensure it can meet the higher demand that typically occurs in the summer months and will add sailings should traffic consistently exceed their forecasts.
- Like other transportation service providers, COVID-19 has had a financial impact on BC Ferries. The company has been assessing its operations and capital plans and making adjustments to ensure it can continue to be financially viable.
- While BC Ferries' CEO has indicated that many projects have been deferred, BC Ferries would be in the best position to discuss impacts on specific projects.

### BACKGROUND

#### Safety Measures:

- Enhanced cleaning to reduce the risk of spread of the virus.
- Allowing passengers to stay in their vehicles on enclosed car decks and cancelling all food and retail outlets onboard vessels and in terminals.
- Reduced passenger limits, physical distancing requirements, and health screening:
  - Do you have a fever and a cough?
  - Do you have a fever and breathing difficulty?
  - Have you been refused boarding in the past 14 days due to a medical reason related to COVID-19?
  - Are you the subject of a provincial/territorial or local public health order?
- If customers answer yes to any question or refuse to answer BC Ferries will deny boarding.
- In April, Transport Canada encouraged passengers to wear non-medical masks or face coverings whenever possible.

## Service Levels

- The contracted service levels have not changed for most routes.
- On April 1, 2020, BC Ferries and the Province entered into an agreement to reduce the minimum level of services required under the service contract for 60 days beginning April 4<sup>th</sup>. The agreement was renewed for another three months and reflects that BC Ferries is gradually increasing services to meet higher traffic forecasts. (See Appendix 1 summarizing both agreements).
- The Province agreed to maintain the same level of financial contribution to BC Ferries despite the lower levels of service on the Northern and Minor Routes.
- While the agreement allows for lower service levels than normally provided under the Coastal Ferry Services Contract, BC Ferries has been adding more sailings when needed to meet demand.
- Some routes continue to have lower than normal contracted service levels:
  - 4 Major routes – BC Ferries is gradually increasing service to meet expected higher demand in the summer.
  - Route 9 (Tsawwassen – Southern Gulf Islands) and the three Northern Routes will continue to operate at off-peak service levels.

## Financial Impact

- BC Ferries CEO has said traffic declines have been profound - approximately 80% at its peak. The CEO has publicly stated that the company is deferring many internal projects, and some employees have been temporarily laid-off.
- In May Standard & Poor's revised BC Ferries' credit rating from AA- with a stable outlook to AA- with a negative outlook.
- The Province will continue to work with BC Ferries and other transportation service providers to discuss the longer term financial impacts of COVID-19.

## PROGRAM CONTACT

Kirk Handrahan, Executive Director, Marine Branch, 778 954-5301 – Cell: <sup>s.17</sup>

## Appendix 1 – BC Ferries' Adjusted Minimum Core Service Level

	Number of Minimum Daily Rounds Trips		
	Agreement #1	Agreement #2	
Route	Apr 4 – June 2	June 3-30	July 1 – Sept 7
<b>Major Routes:</b>			
Route 1 Swartz Bay – Tsawwassen Normal CFSC Level	4 7 (7-9 on weekends)	7 (4 on weekends) 7 (7-9 on weekends)	7-10 (varies by day) 10-15 (varies by day)
Route 2 Horseshoe Bay – Nanaimo Normal CFSC Level	0 7	4 7	6-8 (varies by day) 7-10 (varies by day)
Route 3 Horseshoe Bay – Langdale Normal CFSC Level	6 6-7	6 6-7	6-7 (varies by day) 7-9 (varies by day)
Route 30 Tsawwassen – Nanaimo Normal CFSC Level	4 7 (4 on weekends)	8 (3 on weekends) 7 (4 on weekends)	8 (6 on weekends) 7
<b>Minor Routes:</b>			
Route 9* Tsawwassen – S.Gulf Islands Normal CFSC Level	2 2  Routes 5/9 combined. Instead of service departing from Long Harbour on Route 9, the service departs from Swartz Bay.	2 2  Service reverts to normal off-peak level departing from Long Harbour. <b>Eta June 9 but will try for earlier.</b>	2 4 (2 on Tues & Wed)  Maintained at off-peak, i.e., no supplemental vessel deployed.
<b>Northern Routes: to be maintained at off-peak levels for duration of peak-season</b>			
Route 10 Port Hardy – Prince Rupert Normal CFSC Level	1.5 RT/wk 1.5 RT/wk	1.5 RT/wk 1.5 RT/wk	1.5 RT/wk 3.5 RT/wk - July 1 to Sept 30
Route 11 Haida Gwaii - Prince Rupert Normal CFSC Level	3 RT/wk 3 RT/wk	3 RT/wk 3 RT/wk	3 RT/wk 3-5 RT/wk Mid-June to Mid-Sept
Route 28A Bella Coola – Mid Coast Normal CFSC Level	1 RT/wk 1 RT/wk	1 RT/wk 1 RT/wk	1 RT/wk 3.5 RT/week Mid-June to Sept. 30 including direct Port Hardy-Bella Coola service)
<b>Routes returning to normal levels in Coastal Ferry Services Contract in Agreement #2:</b>			
Route 12 Mill Bay - Brentwood Bay <b>Effective: June 24th</b>	0	8 (7 on Sundays)	8 (7 on Sundays)
Route 5* Swartz Bay – S. Gulf Islands. Normal CFSC Level <b>Effective: Same as Route 9</b>	4 * see note above 10	6 (7 on Friday, 4 on Sat & Sun, 5 on holiday Mon) 5A – 4 (5 on holiday Monday)	5 (4 on Sunday and holiday Mon) 5A – 5 (4 on Sat)

# Transportation Climate Initiatives

## Estimates Note

Ministry of Transportation and Infrastructure

Date: May 26, 2020

### ISSUE

- Ministry of Transportation and Infrastructure (MOTI) 2020/21 activities to reduce greenhouse gas (GHG) emissions from the transportation sector and support the CleanBC climate plan.

### ADVICE AND RECOMMENDED RESPONSE

#### 1. Base Climate Action Budget

In 2020/21, MOTI is undertaking various activities to reduce GHG emissions from the transportation sector.

Base Branch Budget	3 Year Plan (\$M)		
	2020/21	2021/22	2022/23
	\$1.70	\$1.70	\$1.70

Transportation-Related Climate Activities	2020/21
CleanBC Heavy-Duty Vehicle Efficiency Program (Year 2)	\$0.50
Active transportation into transit orientated subdivisions guidelines	\$0.20
Electrification of Inland Ferry Fleet	\$0.70
Passenger Only Ferry Feasibility Research	\$0.40
Electrification of Kootenay Pass maintenance yard	\$0.02
Active Transportation impact on GHG emissions research	\$0.08
<b>TOTAL</b>	<b>\$1.90</b>

s.13; s.17

### BACKGROUND

#### CleanBC Heavy-Duty Vehicle Efficiency Program (Year 2)

- In 2020/21, MOTI is spending \$500,000 towards Year 2 of the CleanBC Heavy-Duty Vehicle Efficiency Program to educate and encourage truckers to install fuel-saving devices like single-wide tires, side skirts and boat tails on their trucks. This funding (\$500,000) is combined with CleanBC funding (\$900,000) to create an annual total budget of \$1.4M for the program. This action supports the CleanBC plan as well as the National Task Force on Heavy-Duty Vehicle retrofits work.

#### Active transportation into transit orientated subdivisions guidelines

- Working with TransLink this project will develop a set of guidelines that can be used by local governments when they are designing transit orientated subdivisions. These guidelines will be provided free of charge to local governments province wide. Estimated 2020/2021 budget is \$200,000.

#### Electrification of inland ferry fleet

- In support of the ministry's goal of a Zero-Emission inland ferry fleet by 2040 this work will complete the detailed design, the necessary BC Hydro upgrades, as well as undertake the environmental, and regulatory approvals. Estimated budget for this work for 2020/21 is \$700,000 (Arrow Park cable ferry - \$500,000 and Adams Lake cable Ferry - \$200,000). This work allows the CleanBC commitment of \$1M in capital for the electric ferry conversion to be completed.

### **Passenger Only Ferry Feasibility Research**

- Working with the ministry's Marine Branch this work will advance the ministry's knowledge of the potential for passenger only ferries. Five reports will be commissioned that will provide information on: market analysis, terminal and vessel requirements, service implementation requirements, the social, environmental (including ghg emissions) and economic impacts of the service, and a cost-benefit multiple account evaluation. Estimated budget for 202/2021 is \$400,000.

### **Electrification of Kootenay Pass Maintenance Yard**

- MOTI is working in partnership with FortisBC to identify and then implement a cleaner energy solution to power the Kootenay Pass maintenance yard, including installing an electric vehicle charging station. Estimated 2020/21 budget of \$20,000 to collect data to determine the site's electricity requirements and the feasibility of using solar and/or wind power for electricity generation. Equipment purchase and installation to occur in 2021/22.

### **Active Transportation's impact on GHG emissions**

- As part of a consortium that includes the University of British Columbia, TransLink, City of Vancouver and the Real Estate Foundation of British Columbia this work will undertake research that will determine the impact that active transportation infrastructure has on reducing greenhouse gas emissions in neighbourhoods as well as health impacts. This work will allow for better evaluation of transportation infrastructure projects by the Province and local governments. Estimate 2020/21 budget is \$85,000.

## **2. CleanBC Initiatives**

In 2020/21, MOTI is undertaking transportation-related activities that support the CleanBC plan. This funding is in addition to the funds identified in the Base Budget above.

- CleanBC is the Province's plan to meet its legislated climate targets of reducing GHG emissions by 40 per cent by the year 2030, based on 2007 levels.
- MOTI has \$5.5M dedicated for 2020/21 to deliver several actions that were identified in the CleanBC document.

<b>CleanBC Transportation Actions</b>	<b>3 Year Plan (\$M)</b>			
	<b>2020/21</b>	<b>2021/22</b>	<b>2022/23</b>	<b>Total</b>
Active Transportation	\$2.00	\$2.00	\$2.00	\$6.00
Heavy-Duty Vehicle Efficiencies	\$0.90	\$0.90	\$0.90	\$2.70
Electric Vehicle Charging Stations	\$1.60	\$1.60	\$1.60	\$4.80
Electric Inland Ferry	\$1.00	TBD	TBD	\$1.00
<b>TOTAL</b>	<b>\$5.50</b>	<b>\$4.50</b>	<b>\$4.50</b>	<b>\$14.50</b>

## BACKGROUND

### Active Transportation Strategy

- In 2020/21, continue to implement *Move. Commute. Connect.*, B.C.'s Active Transportation Strategy that increases the use, safety and convenience of active transportation modes by all ages and abilities across the province. The goal of the strategy is to double the percentage of trips taken by active transportation by 2030. The current budget to support strategy implementation is \$2M per year for 3 years.
- Short term actions that are being implemented include:
  - BC Stats provincial survey on active transportation use and barriers
  - Funding Bike to Work Week Spring and Fall 2020 events
  - Everyone Rides Grade 4/5 bike education pilot

### Electric Vehicle Charging Stations

- In 2020/21, continue to expand the provincial network of EV charging stations. MOTI is planning to install fast charging stations in six highway rest areas in summer/fall 2020/21, bringing the total number of ministry-installed sites to 24 since 2018. The budget is \$1.6M. MOTI entered into a Contribution Agreement with Natural Resources Canada and will receive funds toward the installation of 50kW and Level 2 chargers in 2020/21. The federal government will provide up to \$630,000 or 50% of eligible costs which ever is less.

### Electric Inland Cable Ferry

- In 2020/21, MOTI will convert the Arrow Park inland cable ferries from diesel to electric power. The budget for this project is \$1M. The long-term goal is to electrify the entire inland ferry fleet, starting with the 4 cable ferries and then the Barnston Island ferry<sup>s.13; s.17</sup>

## PROGRAM CONTACT

Alan Callander, Manager Climate Action Program  
Transportation Policy and Programs, 778 974-4979

Kate Berniaz, Manager Transportation Programs  
Transportation Policy and Programs, 250 419-8544

# Active Transportation Strategy – Clean BC

## Estimates Note

Ministry of Transportation and Infrastructure

Date: June 3, 2020

### ISSUE

- The budget to implement the provincial Active Transportation Strategy is provided by CleanBC. \$2M is available for 2020/21.

### ADVICE AND RECOMMENDED RESPONSE

- The budget to implement the provincial Active Transportation Strategy is provided by CleanBC and is \$2M per year for 3 years. The funding supports programs related to active transportation education, encouragement and evaluation.

CleanBC Transportation Actions	3 Year Plan (\$M)			
	2020/21	2021/22	2022/23	Total
Active Transportation	\$2.00	\$2.00	\$2.00	\$6.00
<b>TOTAL</b>	<b>\$2.00</b>	<b>\$2.00</b>	<b>\$2.00</b>	<b>\$6.00</b>

- Move. Commute. Connect.*, B.C.'s Active Transportation Strategy was released on June 17, 2019 in support of CleanBC. Significant progress has been made over the first year since its release.
- Implementation of the ATS will increase the use, safety and convenience of active transportation modes across the province. The goal is to double the percentage of trips taken by active transportation by 2030.
- Active transportation infrastructure is supported by the Active Transportation Infrastructure Grant program, Transit Minor Betterments, Community Safety Enhancement program, and inclusion in highways and major projects.
- In 2019/20, the Ministry invested over \$45 million toward projects that support active transportation (eg. municipal infrastructure grants, highways projects such as shoulder widening, and improving transit infrastructure to better support active transportation). The Ministry's investment is over and above the \$2M per year CleanBC funding.

### BACKGROUND

The 2019-20 ATS program underway includes (2019/20 funding in parentheses) as a result of the Covid-19 Pandemic the delivery of some of these have been delayed to Fall 2020:

- Everyone Rides Grade 4/5:**  
Cycling education program targets Grade 4 and 5 elementary students. Pilot to be conducted with Kelowna, Vancouver and Victoria students. (\$200,000)
- Bike to Work Week:**  
Community based active transportation events delivered by GoByBikeBC is taking in Spring and Fall 2020. The ministry has invested \$1.8M to deliver the program since 2009. (\$285,000)

- **Active Transportation Data Collection:**

BC Stats collected baseline data across BC of transportation use and the barriers of active transportation. Survey analysis is underway. Reporting to be completed by June 2020. (\$125,000)

- **E-bike incentive:**

Expanding the provincial “Scrap-It” program and Specialty Use Vehicle Incentive (SUVI) program to increase use of this accessible form of transportation. (\$450,000)

- **Active Transportation Design Guide:**

Guidelines for planning, design, implementation and maintenance of active transportation infrastructure in British Columbia.

- 8,000 page views
- Training sessions
- December 2019 to February 2020 in 15 B.C. communities
- 500 external and internal personnel completed the training

The ministry also invests in active transportation infrastructure and programming in several ways. Some examples of these investments in 2019/20 include:

- Active Transportation Strategy Implementation - \$2 million (CleanBC funding)
- Active Transportation Infrastructure Grant (BikeBC) - \$11.1 million (2019/20 budget)
- Provincial contribution to Investing in Canada Infrastructure program projects with AT components - \$18 million
- Highways projects that included AT components - \$6.6 million
- Provincial contribution to Public Transit Infrastructure Fund projects with AT components - \$3.9 million
- Additional highway shoulder sweeping - \$2 million
- Community Safety Enhancement projects with AT components - \$1.8 million
- Transit Minor Betterment projects with AT components - \$50,000
- For an **estimated total of \$45.5 million**
  - *Note, not all MOTI projects with AT elements were able to be captured in this list*

## PROGRAM CONTACT

Kate Berniaz, Ministry of Transportation and Infrastructure – Cell: 250 213-6578

# Pilot Projects under Part 13 of the *Motor Vehicle Act* Estimates Note

Ministry of Transportation and Infrastructure

Date: May 27, 2020

## ISSUE

- Status of Pilot projects under Part 13 of the *Motor Vehicle Act* (MVA).

## ADVICE AND RECOMMENDED RESPONSE

- In support of government's Active Transportation Strategy, the Ministry announced in January that it will be working to launch a Phase 1 pilot project for e-scooters and other similar forms of micro-mobility under Part 13 of the MVA later in summer 2020:
  - The Phase 1 pilot project proposal package was posted to the Ministry's website in January 2020 for interested local communities to work with the Province on establishment of pilot projects with a focus on e-scooters or similar forms of personal mobility devices.
  - Phase 1 pilot project is subject to Cabinet approval of an Order in Council (OIC).

s.12; s.13

## 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).
- Before a pilot project can be implemented by way of OIC (regulation of the Lieutenant Governor in Council, or LGIC), Cabinet must be satisfied that a project:
  - Is in the public interest;
  - Is consistent with government's objectives, including those related to transportation and road safety; and
  - Has the consent of the municipal council or Treaty First Nation where the pilot project is proposed to take place.
- Pilot project provisions support the Active Transportation Strategy and aligns provincial policies and programs to support the growth of active transportation by enabling the reform and modernisation of the MVA and its regulations in response to emerging transportation technologies that are transforming how people use roadways and sidewalks.
- Regulations under the MVA respecting pilot projects may include provisions around the use or operation of a device, enforcement, monitoring and evaluation and other

matters the LGIC considers necessary and appropriate. Pilot projects are limited to a maximum duration of three years to promote the goals of research and evaluation.

- There are no direct or indirect financial implications to government related to implementing the pilot projects.
- The Phase 1 pilot project proposal package for electric kick scooter (micro-mobility) pilots was posted to the Ministry's website on January 17, 2020. Interested local communities—municipalities or Treaty First Nations—had until March 6, 2020 to submit a Phase 1 pilot project proposal.
- The March 6<sup>th</sup> deadline provided an opportunity to those communities who seek to potentially launch their pilot in summer 2020, subject to Cabinet approval of an Order in Council.
- In support of community awareness about the pilot project process, Ministry staff worked closely with UBCM to ensure information on Phase 1 and the Pilot Project Proposal package was disseminated through UBCM's Compass newsletter.

Ministry staff continue discussions with staff in the communities who submitted proposals for an electric kick scooter pilot by the March 6<sup>th</sup> deadline.

s.12; s.13

## **PROGRAM CONTACT**

Katherine Kirby, Executive Director, Transportation Policy and Legislation Branch,

s.17

# Active Transportation Grants Program

## Estimates Note

Ministry of Transportation and Infrastructure

Date: June 1, 2020

### 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 local governments by cost-sharing investments in active transportation. The program provides grants for infrastructure or network planning and promotes the development of a safe, efficient and integrated multi-modal transportation system. The program was formerly known as BikeBC.
- The B.C. Active Transportation Infrastructure Grant includes:
  - funding support for all active transportation modes
  - a sliding scale for funding that supports Indigenous communities and communities with a population under 25,000
  - a 2-year completion date for projects over \$1M
  - a \$500,000 provincial funding cap per project
  - funding for active transportation amenities and end/mid-trip facilities
  - more emphasis on establishing regional active transportation corridors
  - alignment with British Columbia Active Transportation Design Guide
- The B.C. Active Transportation Network Planning Grant accepts applications from communities with a population under 25,000
- The application deadline for the current 2020/21 program was February 20, 2020. The list of new 2020/21 projects is anticipated to be announced in June 2020.
- Applications were evaluated by a cross ministry review team to ensure project alignment with provincial priorities such as:
  - climate change mitigation efforts
  - safety of vulnerable road users
  - accessibility for people of all ages and abilities
  - economic opportunities, including tourism
  - community connectivity
  - air quality

- Application highlights:
  - **132** applications received from **114** communities
  - **98** infrastructure and **34** network planning grant applications
  - **\$33,915,125** total cost-sharing ask for **\$95,395,800** total value of projects
  - Indigenous communities applications totalled **\$6,940,110**
- Recommended applicants were contacted to ensure that COVID-19 did not impact their ability to proceed with their projects.

## BACKGROUND

- The ministry committed \$32M over the past four fiscal years (2016/17, 2017/18, 2018/19, 2019/20) for the BikeBC program. The total investment inclusive of community contributions is \$112M
- In 2019/20, the BikeBC grant program received 50 applications with a total request of \$19,763,978.

s.17

## PROGRAM CONTACT

Jesse Skulmoski, Director of Strategic Initiatives and Active Transportation Grants  
Transportation Policy and Programs, Cell: s.17

# Highway 16 Five Point Action Plan

## Estimates Note

Ministry of Transportation and Infrastructure

Date: June 18, 2020

### ISSUE

- The Five Point Transportation Action Plan is improving access to safe transportation options for Indigenous and other residents within the Highway 16 corridor between Prince Rupert and Prince George.

### ADVICE AND RECOMMENDED RESPONSE

- Since December 2015, the Province through the Five Point Transportation Action Plan has committed \$9.6 M (\$8.1M in operating and \$1.5M in capital (including \$1.8 million in federal funding)) to these initiatives:
  - Transit expansion (\$4.2M);
  - Community Transportation Grant Program (\$2M);
  - First Nation driver's education (\$400,000);
  - Highway infrastructure safety improvements (\$1.5M);
  - Collaboration (with a goal of increasing interconnectivity of service).
  - Capital for Transit buses (\$1.5M)
- The Government is committed to ongoing support for these important initiatives and is currently working to extend a number of agreements and funding arrangements.
- The Covid-19 pandemic has affected the action plan in three areas:
  - BC Transit routes are operating on a reduced capacity;
  - First Nation driver education has been discontinued until such time as health officials allow drivers training and road tests to open; and
  - Some Community Transportation Grant Program recipients have limited some operations due to social distancing, while others have redirected usage to support self-isolation through the delivery of groceries and medical supplies or to transport patients to medical appointments.

### BACKGROUND

#### Transit Expansion:

- The Province committed \$4.2 million over five years of transit operating funding through 2021/22. In addition, the Province (in partnership with the federal government) purchased the Highway 16 buses.
- The Province has agreed to extend the current funding formula (Province 66.6%, Local Government 33.3% of annual operating costs) for the BC Transit Highway 16 Intercommunity Service to March 31, 2025.
- Four new services were implemented between Smithers and Witset, Burns Lake and Prince George, Burns Lake and Smithers, and Terrace and the Hazeltons –

approximately 1,500 passengers use these new inter-community services each month. In 2019, ridership increased by 22 percent increase compared to 2018.

#### **Community Transportation Grant Program:**

- Over 3 years, \$2M has been committed to cost share in the purchase and operations of community-based vehicles, focused primarily on Indigenous communities.
- These safe, reliable community-based transportation services operate following several different models – some provide scheduled services on defined routes, others provide on-demand services within a geographic area, and others focus on specific clientele (e.g., getting children and their parents to/from day care and work).
- These services are collectively providing more than 3,000 rides per month to residents throughout the Highway 16 corridor.
- The term for the first grants expires this summer (2020). Additional Provincial funding has been approved (\$300,000) and will be matched federally (to extend all existing services through March 2022).

#### **First Nations Driver Education Program:**

- Over 3 years, \$400,000 in funding to Carrier Sekani Family Services (CSFS) to deliver driver training to over 200 participants in Indigenous communities throughout the Highway 16 corridor between October 2016 and December 2019.
- The delivery of driver training is being transitioned to provincial Ministries with a more direct mandate around training,<sup>s.17</sup> to be transferred to the Ministry of Advanced Education, Skills and Training (AEST) to address the final 83 students still within the CSFS contract

#### **Highway Infrastructure Safety Improvements:**

- Since 2015, \$1.5M (including \$1M federal) in the Highway 16 Transportation Action Plan has been invested in infrastructure throughout the corridor.
- Ministry Districts (Bulkley-Stikine, Skeena, Fort George) continue to work closely with communities and BC Transit to support improvements within regular budgets.

#### **Collaboration:**

- A collaboration working group with representation from the ministry, BC Transit, the First Nations Health Authority and the Northern Health Authority, continues to review existing schedules against new transportation services being offered in order to maximize transportation access and opportunities.

#### **PROGRAM CONTACT**

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

# BC Air Access Estimates Note

Ministry of Transportation and Infrastructure

Date: June 3, 2020

## ISSUE

s.13; s.17

## ADVICE AND RECOMMENDED RESPONSE

s.13; s.17

- The 2020/21 deadline for applications for BCAAP funding was January 13, 2020. Forty-six applications for a total value of \$24.6M were received from 34 different aviation facilities across B.C.

s.13; s.17

- Air facilities across the province have experienced a significant decline in traffic and revenue 2020/21 – though all indicate that projects applied for will proceed if BCAAP funds were available.
- The ministry program area will work with airports to ensure all previously awarded projects are successfully completed.

## BACKGROUND

- BCAAP is a partnership with the operators of aviation facilities, including local, regional and Indigenous governments, as well as not-for-profit airport operating authorities or societies. Projects for airports with one million passengers or less (Kelowna, Victoria and Vancouver are not eligible) are cost-shared with BCAAP covering 50%, 60% or 75% rate depending on project type.

- Examples of BCAAP investments include runway and taxiway improvements, terminal expansions, hazard beacon and navigation aids, airfield lighting upgrades, fueling facilities, and environmental projects such as waste management.
- Over the past five years, BCAAP has invested or committed \$36.01 million to 85 projects at 57 aviation facilities across the province. Along with funding leveraged from other parties this totals in excess of \$79 million invested in provincial airports. The regional breakdown for these projects is as follows:
  - North = \$14.86 million
  - South Coast = \$4.95 million
  - Vancouver Island = \$5.02 million
  - Interior = \$11.18 million

s.13; s.17

- Funding for aviation facilities will be reviewed in 2021/22 and 2022/23 on a cost-share basis with a focus on supporting new aviation infrastructure projects that ensure a safe and reliable transportation system, have significant economic benefits and/or improve the environmental performance of air facilities.
- A subset of airport communities can access funding through the federal government's Airports Capital Assistance Program (ACAP).
  - ACAP is available to certified airports that have scheduled passenger services and only for projects on those airports that directly serve the needs of scheduled passenger traffic.
  - ACAP has a national annual budget of \$38 million.
  - BCAAP was designed to supplement ACAP and, as a result, projects eligible for ACAP funding are not eligible for BCAAP funding and vice versa.
- No project announcements have yet been made for 2020/21
- There is an increased demand for airport funding caused by the significant impact the Covid-19 pandemic has had on regional and local airports.
- Due to Covid-19, the province is asking the federal government to ensure existing federal funding for airports is increased and that criteria is expanded.

## **PROGRAM CONTACT**

Reg Faubert, Manager, BCAAP, Policy and Programs Department – Cell: 250 818-2843

### BCAAP Approved Projects From 2019/20\*

Community	Project	Grant Amount	Status
Castlegar	Apron / taxiway rehabilitation.	\$1,050,000.	Ongoing
Creston	Airside storage building.	\$105,706.	<b>Complete</b>
Fairmont Hot Springs	Replace aging electronics.	\$17,087.	<b>Complete</b>
Kwadacha (Fort Ware)	Runway expansion.	\$1,756,166.	Ongoing
Lillooet	Fuel system.	\$165,000.	Ongoing
Mackenzie	Terminal building; fuel system.	\$663,158.	Ongoing
Masset	Fuel system.	\$479,877.	Ongoing
McBride	AWOS (Automated Weather Observation System).	\$75,000.	Ongoing
Pitt Meadows	Apron rehabilitation.	\$1,002,304.	<b>Complete</b>
Port Alberni	AWOS (Automated Weather Observation System).	\$64,875.	Ongoing
Port McNeill	Lighting.	\$28,000.	<b>Complete</b>
Quesnel	Airside sidewalks.	\$30,000.	<b>Complete</b>
Sechelt	Runway resurfacing.	\$1,040,595.	Ongoing
Valemount	Fuel system.	\$148,817.	<b>Complete</b>
Vancouver Heliport	Airside refurbishment including floating helipad tethers.	\$1,291,032.	Ongoing
Vanderhoof	Apron expansion.	\$80,000.	<b>Complete</b>

\* Projects marked "ongoing" will carry into 2020/21. The grant amount for these projects will be charged to either 2019/20 or 2020/21 based on percentage complete as of March 31, 2020.

# Covid-19 Impacts on Aviation

## Estimates Note

Ministry of Transportation and Infrastructure

Date: May 25, 2020

### ISSUE

- The aviation sector in B.C. is seeking relief funding as the sector is experiencing significant impacts as a result of the Covid-19 pandemic.

### ADVICE AND RECOMMENDED RESPONSE

- The BC Aviation Council and the broader aviation industry have approached the Province with concerns about the impacts of the pandemic on the sector.
- The ministry does not have the mandate or available funding to provide operational support or a relief program for this sector.
- Through the BC Transportation Financing Authority, the ministry provides a grant program supporting infrastructure improvements for regional and municipal airports,
- Ministry Executive and staff are looking for other opportunities for provincial relief funding and working closely with the federal government to coordinate support for the aviation sector.

### BACKGROUND

- Due to the mountainous terrain, aviation plays an important role in transportation in B.C. when compared with other provinces – B.C. represents 13% of the national population, but accounts for 25% of all aircraft movements (takeoffs and landings).
- Scheduled air carriers have suspended or severely curtailed operations.
- Other air operators, ranging from charter operators serving remote communities to aerial work such as surveying and heavy lift, have also all but shut down – these air operators typically ramp up operations in the Spring and Summer in order to be available for wildfire suppression support.
- With significant reduced traffic, airport revenues have been reduced by 85% to 100%, depending on facility.
- Airports continue to face fixed costs associated with insurance, security, maintenance, etc., in order to retain basic operational capacity and safely serve supply flights to remote locations, medevac services and wildfire suppression activities.
- As airport cash flows have been significantly reduced, the BC Aviation Council has asked the Province for financial relief.
- The ministry does not have the mandate or available funding to provide operational support or a relief program for this sector.
- Ministry Executive and staff are looking for opportunities for provincial relief funding and working closely with the federal government to coordinate support for the aviation sector.

### PROGRAM CONTACT

Reg Faubert, Manager, Programs and Corporate Initiatives, Cell: 250-818-2843

# BC Transit Financial Overview

## Estimates Note

Ministry of Transportation and Infrastructure

Date: May 25, 2020

### ISSUE

- BC Transit receives an annual operating grant and capital funding from the Province.

### ADVICE AND RECOMMENDED RESPONSE

- BC Transit's total expenses are s.13; s.17 with the Province providing \$108.1M in operating funding and \$31.6M in capital funding.
- In fiscal year 2020/21 the Province has budgeted an operating grant of \$115.816M to BC Transit and has budgeted \$77.4M in capital grants.
- Funding for transit is cost-shared between the Province and local governments according to a funding formula. Overall, the Province funds just under half of BC Transit's operating and capital costs.
- Over the next three years, the Province is projected to provide \$361.7M in operating contributions and \$251.3M in capital contributions, including funding for the provincial share of capital projects under Public Transit Infrastructure Fund (PTIF) and Investing in Canada Infrastructure Program (ICIP) in BC Transit communities.
- The Provincial government has made a commitment to provide a provincial contribution of 40% for ICIP projects. This amount matches federal capital funding commitments of 40%, and when supported by municipal contributions of 20%, leverages approximately \$1.2B for BC Transit capital projects over the next ten years.

### BACKGROUND

#### Funding Model

- Funding for transit is cost-shared between the Province and local governments as follows:

Provincial share of costs			
Regional Transit Systems		Victoria Regional Transit System	
Conventional transit	46.69%	Conventional transit	31.70%
Custom transit	66.69%	Custom transit	63.00%

- Local governments cover their share of costs through property taxes, passenger fares and advertising revenue. The Victoria Regional Transit system has access to a regional motor fuel tax (which is currently 5.5 cents per litre).

### Expenditures and Revenue

- BC Transit's total expenses are <sup>s.13; s.17</sup>
- Local governments are forecast to contribute \$111.7M for operating and capital (mostly from property tax), and passenger and advertising revenues are forecast for the year at \$83.8M.
- BC Transit is forecasting \$108.1M in total provincial operating funding in 2019/20.
- Provincial operating contributions are projected to total \$361.7M over the next three years.
- Provincial capital contributions in 2019/20 are forecast to total \$31.6M.
- Provincial capital contributions are projected to total \$251.3M over the next three years, including funding for the provincial share of annual capital, Public Transit Infrastructure Fund (PTIF) and ICIP projects in BC Transit communities throughout the province.
- The \$2.8M deficit forecast in year 2020/21 is funded by BC Transit's surplus in 2018/19, just as presented in BC Transit's 2019/20-2021/22 service Plan and is unrelated to the change in provincial operating grants.

### **PROGRAM CONTACT**

Andrea Mercer, Executive Director, Transit Branch - Transportation Policy and Programs  
Department, Cell:<sup>s.17</sup>

# BC Transit 2020/21-2022/23 Service Plan Estimates Note

Ministry of Transportation and Infrastructure

Date: June 22, 2020

## ISSUE

- BC Transit posted its 2020/21-2022/23 Service Plan on February 18, 2020.

## ADVICE AND RECOMMENDED RESPONSE

- We recognize much has changed since BC Transit's Service Plan was tabled, but it is too soon to know what recovery will look like.
- We understand COVID-19 will impact results but we will continue to focus on these important measures and will explain any variances /impacts as a result of COVID-19 as well as the responses and mitigation measures.
- BC Transit, in partnership with the Province and local governments, had planned to increase services in 20 transit systems in 2020/21, and was forecasting a 3% increase in passenger trips, however, given the significant decline in ridership across the province from COVID-19, BC Transit is working closely with the Ministry and local governments to review its expansion plans.

s.13; s.16; s.17

- BC Transit will manage this reduction through drawing down the operating reserves that have built up over time and operating efficiencies. Use of the operating reserves will not impact service levels.
- BC Transit's Service Plan includes a projected decrease in total ridership in 2021/22 and 2022/23, which is based on the operating grant remaining flat. As we start recovery from COVID-19, BC Transit will work closely with the ministry over the coming months to refine ridership projections for the second and third years of the Service Plan.
- "Service hours per capita" targets for 2021/22 are lower than in the previous service plan, reflecting the assumption that population will increase at a faster rate than service hours in 2021/22.
- BC Transit will continue to optimize existing services to improve efficiency, which is designed to maximize trips per service hour over the next 3 years.

s.13; s.16; s.17

## BACKGROUND

New measures have been added (and older measures replaced) in 2020/21 to improve readability and align performance measures with BC Transit's objectives included in its Strategic Plan. These include:

- “Operator assaults per million passenger trips” and “BC Transit employees lost time injury rate” replace “workplace injuries per 100 employees”; the new measures are better suited to monitoring the impact of BC Transit’s programs to improve employee safety.
- “Operating cost per hour” replaces “operating cost recovery”, providing more consistent year-over-year comparisons and improved benchmarking against other Canadian transit systems.
- “Total greenhouse gas (GHG) emissions” replaces “percentage of lower-emissions buses in the fleet”, to more directly measure BC Transit’s progress in reducing emissions.
- “Online communication strategy effectiveness” has been discontinued as it does not reflect all the many ways that BC Transit information reaches customers and stakeholders.

## **PROGRAM CONTACT**

Andrea Mercer, Executive Director, Transit Branch, Transportation Policy and Programs Department, Cell: s.17

# BC Transit Operating Grant Estimates Note

Ministry of Transportation and Infrastructure

Date: June 15, 2020

## ISSUE

- *Budget 2020* includes a \$115.816M operating grant to cover the provincial share of operating funding for BC Transit service in 2020/21.

## ADVICE AND RECOMMENDED RESPONSE

Provincial Operating Grants 2020/21 - 2022/23 (\$000s)					
	2019/20 Budget	2020/21 Budget	2021/22 Budget	2022/23 Budget	3-Year Total
Budget	117,889	115,816	122,953	122,953	361,722

- A good public transit system is essential to building strong communities that are more affordable for the people who live in them, helps alleviate congestion, and lowers our carbon footprint.
- *Budget 2020* includes a \$115.816 million operating grant for 2020/21 for BC Transit. Over the three years of the fiscal plan, the province has budgeted to provide \$361.7 million in operating funding. The \$2 million reduction (compared to the 2019/20 funding in Budget 2019) will not result any reduction in services
- This is possible as BC Transit will use funding currently held in an operating reserve that has grown over the past few years – in addition to identifying operating efficiencies.
- It would not be fiscally prudent to continue to increase BC Transit's operating funding while continuing to direct large surpluses to an operating reserve each year.
- The Province currently contributes significant financial support to BC Transit on an annual basis; which is unique in the country (i.e. urban transit systems in other provinces do not receive significant provincial funding).

## Will COVID-19 impact the Provincial Operating Grant for BC Transit?

- Provincial funding is committed as part of *Budget 2020* (approximately \$116 million in 2020/21) and will be provided in support of public transit.
- *Budget 2020* provides for planned transit expansion in 2020/21; however, given the significant decline in ridership across the province from COVID-19, BC Transit is working closely with the Ministry and local governments to review its expansion plans. Adjustments will be made as appropriate, with a goal of ensuring provision of the services that people rely on.

## BACKGROUND

- BC Transit's 2019/2020 annual operating grant from the Province was reduced by approximately \$10 million in 2019/2020 (In *Budget 2019*, the grant was budgeted at \$117.9,<sup>s.17</sup>

s.17

## 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 approximately 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).

## PROGRAM CONTACT

Andrea Mercer, Executive Director, Transit Branch, Transportation Policy and Programs Department, Cell:s.17

# BC Transit Board and Executive Remuneration Estimates Note

Ministry of Transportation & Infrastructure

Date: May 25, 2020

## ISSUE

- Remuneration for BC Transit Board of Directors and Executive for 2018/19

## ADVICE AND RECOMMENDED RESPONSE

### Board

- The remuneration framework for Crown Boards is established in Treasury Board Directive 2/17. BC Transit is classified as a level 4 organization and its profile aligns with the other Crowns in level 4.
- Total board remuneration over the last three years is as follows:

	2016/2017	2017/2018	2018/2019
Year Ending March 31	\$84,000	\$73,000	\$78,031

- Please note that 2019-20 actuals will not be available until release of Public Accounts (summer 2020).

### Executive

- BC Transit strives to provide a competitive, fair and equitable compensation program for its executives.
- Total remuneration including salary, benefits, pension contributions, and other compensation for the last three years is as follows (includes all executives on payroll during the three-year period):

Name and Position	2016/2017	2017/2018	2018/2019	Notes
Erinn Pinkerton, President and CEO	\$170,315	\$188,319	\$271,793	Promoted to President & CEO on April 25, 2018
Manuel Achadinha, President & CEO (including holdback)	\$350,862	\$355,471	\$340,578	s.22
Brian Anderson, VP, Operations and COO	\$214,951	\$218,723	\$227,756	
Greg Conner, VP, Human Resources and Corporate Secretary	\$171,941	\$190,574	\$204,992	
Aaron Lamb, VP, Asset Management	\$172,122	\$188,245	\$201,773	
Christy Ridout, VP, Business Development			\$170,454	Moved into the role as a temporary assignment on May 7, 2018. Transitioned into the position permanently on December 10, 2018.
Alan Thomas, VP Finance and CFO	\$173,257	\$195,161	\$213,093	
<b>TOTAL</b>	<b>\$1,253,448</b>	<b>\$1,336,493</b>	<b>\$1,630,439</b>	

- VP positions were re-banded with government approval in 2016, which resulted in modest increases in order to bring them up to the band minimum.

## BACKGROUND

- Board composition is specified in the British Columbia Transit Act. The Board is appointed by the Province and consists of seven members that include two members of the Victoria Regional Transit Commission, two Mayors or Regional District Chairs and three other individuals.
- There are no positions that are eligible for performance remuneration through a holdback.

## PROGRAM CONTACT

**Greg Conner**, Vice President, Human Resources and Corporate Secretary BC Transit, Office: 250 995-5724, Cell: 250 882-7278

**Andrea Mercer**, Executive Director, Transit Branch, Transportation Policy & Programs Department, Ministry of Transportation and Infrastructure, Cell: s.17

# BC Transit handyDART Estimates Note

Ministry of Transportation and Infrastructure

**Date:** June 15, 2020

## 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 service to individuals for whom conventional transit is not an option. The Province remains committed to funding and supporting improvements for this important service.
- Approximately 11% of BC Transit funding for operating costs will be attributed to custom transit systems in 2020/21.
- The Provincial share of handyDART funding across BC outside Victoria is 67%, and 63% in Victoria.
- The 2020/21 Provincial Operating Grant for BC Transit provides for the expansion of Custom transit service in four communities in 2020/21: Campbell River, Comox Valley, Cowichan Valley, and Kitimat.
- BC Transit will be working closely with these local government partners over the coming months to determine if custom transit expansion should proceed as planned or be deferred due to 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.

## BACKGROUND

### handyDART Improvements

- The Province and BC Transit are working to improve the efficiency and effectiveness of handyDART services.
- This commitment is reinforced in both the Premier's Mandate letter to Minister Trevena and Minister Trevena's 2018, 2019 and 2020 Mandate letters to BC Transit.
- In response to Minister Trevena'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. In response to Minister Trevena's 2019 Mandate letter, BC Transit has started implementing the recommendations from this report.
- For example: BC Transit is continuing to make improvements to its custom transit registration process to ensure applicants are matched to the most appropriate transit service to meet their needs. These changes have been successfully implemented in 12 communities, most recently in Central Fraser Valley, Chilliwack and the Sunshine Coast, and BC Transit plans to implement them in additional handyDART systems, including Victoria, over the next two years.

### **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 2018/19.
- handyDART accounts for 2% of transit trips in BC Transit communities.

### **PROGRAM CONTACT**

Andrea Mercer, Executive Director, Transit Branch, Transportation Policy and Programs  
Department, Cell: s.17

# BC Transit Capital Program Estimates Note

Ministry of Transportation and Infrastructure

Date: June 15, 2020

## ISSUE

- In 2020/21, BC Transit has budgeted \$184M for capital projects. Over the next three years BC Transit projected to spend \$602M on capital projects in communities across the province.

## ADVICE AND RECOMMENDED RESPONSE

- 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.
- Two major federal infrastructure programs, the Public Transit Infrastructure Fund (PTIF) and Investing in Canada Infrastructure Program (ICIP) are injecting a total of \$558.7M in federal funds to BC Transit infrastructure projects over the period 2016/17 through 2027/28.
- In 2020/21, the Province has budgeted \$77.4M in capital grants for BC Transit projects. Over the next three years, the Province is projected to provide \$251.3M in capital contributions (which includes the provincial share of capital projects under PTIF and ICIP).

s.13

## BACKGROUND

- Under PTIF, the federal government has allocated up to \$90.0M in federal funds (to leverage up to \$180M in projects) from 2016/17 through 2020/21. The Province is contributing up to \$61.7M, with the balance coming from municipal partners.
- Under ICIP, the federal government has allocated up to \$468.7M in federal funding (to leverage up to approximately \$1.2B in projects) over the ten-year period from 2018/19 through 2027/28. The Province will contribute up to approximately \$470M, with the balance coming from municipal partners. Currently, BC Transit related projects totalling \$258.4M have been approved under ICIP, with a federal contribution of \$108.9M, a provincial contribution of \$109.5M and the balance coming from municipal partners.

s.13; s.16; s.17

s.13; s.16; s.17

- BC Transit's total capital budget for 2020/21 is \$184M, \$77.4M of which is provincial funding.
- See Appendix A and B for details of PTIF and ICIP budgets by project respectively.

#### **PROGRAM CONTACT**

Andrea Mercer, Executive Director, Transit Branch, Transportation Policy and Programs  
Department Cell: s.17

## APPENDIX A – BC TRANSIT PTIF PROJECTS

s.16; s.17

PTIF Projects		Total Eligible Budget (\$M)	Federal Contribution (\$M)	Provincial Contribution (\$M)	Status / Projected Completion Date
BCT-001	<b>Bus Replacement</b> Approximately 142 buses	s.16; s.17			Complete
BCT-002	<b>Bus Expansion</b> Approximately 43 light duty buses				Complete
BCT-003	<b>SmartBus BC</b> Technology enhancements including automatic vehicle location (AVL), automatic person counters (APC), and closed-circuit TV (CCTV)				Complete
BCT-004	<b>Highway 1 / Douglas Street Bus Lane</b> 2km northbound bus priority lane on Highway 1 (Greater Victoria)				Complete
BCT-005	<b>Victoria Transit Operations and Maintenance Facility Prework</b>				Complete
BCT-006	<b>Central Fraser Valley Operations and Maintenance Facility</b>				Winter 2020
BCT-007	<b>Prince George Operations and Maintenance Facility Prework</b>				Complete
BCT-008	<b>Cowichan Operations and Maintenance Facility</b>				Fall 2020
BCT-009	<b>Campbell River Operations and Maintenance Facility</b>				Fall 2020
BCT-010	<b>Kelowna UBCO Exchange</b> Expansion of bus exchange on UBC-Okanagan campus				Complete
BCT-011	<b>Victoria Seismic Program</b> Upgrades and improvements to Victoria maintenance facilities				Complete
BCT-012	<b>Whistler CNG Fueling Facility</b> Retrofitting existing hydrogen fueling for CNG				Complete

**Total PTIF Program**

## APPENDIX B – BC TRANSIT ICIP PROJECTS

s.16; s.17

ICIP Projects		Total Eligible Budget (\$M)	Federal Contribution (\$M)	Provincial Contribution (\$M)	Projected Completion Date
BCT-001	<b>Phase 1 Vehicle Acquisition</b> Approximately 118 replacement buses	s.13; s.16; s.17			
BCT-002	<b>Phase 2 Vehicle Acquisition</b> 10 electric buses and depot charging infrastructure				
BCT-003*	<b>Vehicle Refits and Major Components</b> Transmission-Engine-Differential (TED) major refurbishment projects				
BCT-004	<b>Bus Shelters</b> Approximately 100 bus stop shelters in communities across BC				
BCT-005	<b>SmartBus Technology</b> Advanced fare technology in up to 29 community systems (approximately 790 buses), expand real-time technology in up to 22 municipal systems (approximately 290 buses)				
BCT-006	<b>Standby Generators</b> Install standby generators to ensure continuity of critical systems				
BCT-007	<b>Highway 1 Bus Lane</b> 2 km southbound bus priority lane (Greater Victoria)				
BCT-008	<b>Phase 3 Vehicle Acquisition</b> Approximately 11 high-capacity (double decker) buses				
BCT-009	<b>Phase 4 Vehicle Acquisition</b> Approximately 62 light-duty buses				
BCT-010	<b>Phase 5 Vehicle Acquisition</b> Approximately 35 buses to support service expansion				
BCT-011	<b>Victoria handyDART Operations and Maintenance Facility.</b> Construction of O&M facility to service and garage fleet of approximately 110 handyDART vehicles				

**Total ICIP Program (Approved to Date)**

# Sea to Sky Regional Transit Service Estimates Note

Ministry of Transportation and Infrastructure

Date: June 17, 2020

## ISSUE

- Local governments and First Nations in the Sea to Sky corridor (the 'local partners') are eager to have regional transit service connecting Pemberton/Mount Currie, Whistler, Squamish and Vancouver.

## ADVICE AND RECOMMENDED RESPONSE

- Over the last five years, BC Transit has worked closely with the local partners and has undertaken extensive public engagement to develop options for a regional transit service.
- The Province recognizes that a regional transit service has many benefits such as connecting people to employment and reducing congestion on the Sea to Sky corridor.
- The local partners have advocated for a regional motor fuel tax to fund their share of the cost of a regional transit service. As a regional motor fuel tax has not been approved, the local share of funding is not in place, and consequently there is currently no expansion funding allocated for Sea to Sky regional transit in 2020/21 as part of *Budget 2020*.
- COVID-19 has resulted in reduced transit ridership across the province. BC Transit is working with local partners (including those in the Sea to Sky region) to ensure that their existing local transit systems and levels of service remain viable. BC Transit will also be working with local partners to revisit planned expansion for 2020/21 given the reduction in ridership levels.

## BACKGROUND

- Squamish and Whistler have existing local BC Transit systems. Pemberton has a BC Transit commuter service to Whistler. Each community's local transit service is funded through property taxes, fare revenue and advertising / sponsorship revenue.
- In October 2017, BC Transit completed a Sea to Sky Corridor Regional Transit Study which included extensive public engagement. The study identified that there is demand for regional and interregional transit and proposed service levels to meet this demand. The proposed frequency of service would support people living in one community and working in another.
- The local partners have advocated for a regional motor fuel tax to fund their share of the cost of a regional transit service. The only other transit system operated by BC Transit that currently has access to a regional motor fuel tax is the Victoria Regional Transit System. s.13; s.16

s.13; s.16

s.13; s.16

- There are a couple of private operators (including Squamish Connector, Epic Rides and SkyLynx) that provide service between Whistler, Squamish and Vancouver. Although operations were temporarily suspended, Squamish Connector and Epic Rides have resumed service, and SkyLynx has indicated they will resume on July 1. There are also 11 ride hailing companies that have licences for Region 1 which includes Squamish and Whistler.
- Local partners have decided that a Transit Commission is their preferred way to manage the regional transit service. On November 1, 2018, BC Transit's Board established a Transit Service Area and the Sea to Sky Transit Commission. s.13; s.16

## PROGRAM CONTACT

Andrea Mercer, Executive Director, Transit Branch, Transportation Policy and Programs Branch  
Cell: s.17

# BC Transit's Low Carbon Fleet Program Estimates Note

Ministry of Transportation and Infrastructure

Date: May 25, 2020

## ISSUE

- In July 2019, BC Transit announced its Low Carbon Fleet Program, which aligns with the Province of BC's CleanBC 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 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 battery heavy duty electric buses for deployment in 2021 in Victoria.
- BC Transit is also introducing compressed natural gas buses and fueling infrastructure to Victoria and the Central Fraser Valley, including the addition of 34 medium duty and 68 heavy duty vehicles to the current fleet of 128 CNG buses.

## BACKGROUND

s.13; s.17

- BC Transit's 10-year capital plan includes replacement and expansion buses; however, with the exception of the first ten electric buses — for which B.C. has approved federal funding in place — costs associated with the electrification of BC Transit's fleet would be incremental to the current capital plan.
- The Low Carbon Fleet Program features a plan to achieve full electrification with a transitional deployment strategy based on bus classification. This includes interim acquisition of Compressed Natural Gas (CNG)-fueled vehicles, which can be fueled by renewable natural gas (RNG). RNG is a renewable fuel sourced from biogas derived from decomposing organic waste. Its use as a transitional fuel provides significant environmental benefits prior to the electrification of the entire fleet.

## PROGRAM CONTACT

Andrea Mercer, Executive Director, Transit Branch, Transportation Policy and Programs Department, Cell: s.17

# U-Pass BC Program Estimates Note

Ministry of Transportation and Infrastructure

Date: June 16, 2020

## ISSUE

- The Province, TransLink, ten Metro Vancouver public post-secondary institutions (PSIs) and their student associations have entered into renewed U-Pass BC Agreements starting January 1, 2020 and ending on April 30, 2025.

## ADVICE AND RECOMMENDED RESPONSE

- U-Pass BC ensures that eligible public post-secondary students in Metro Vancouver will continue to have access to affordable public transit seven-days-a-week.
- In April 2020, TransLink, ten PSIs (and their respective Student Associations) collectively agreed to temporarily suspend the U-Pass BC program as of May 1, 2020 due to the closure of campuses in response to COVID-19.
- In addition to the suspension, TransLink agreed to allow additional refunds of U-Pass BC fees for a majority of students not requiring use of their pass for April 2020.

s.13

- TransLink, Institutions and Student Associations will be meeting prior to August 2020 to determine if any extension of the suspension is needed from continued impacts related to COVID-19.

## BACKGROUND

- In 2019, 139,000 public post-secondary students were eligible to participate in the Metro Vancouver U-Pass BC Program.
- Students at the following institutions have access to U-Pass BC: University of British Columbia, Simon Fraser University, Capilano University, Kwantlen Polytechnic University, Langara College, Douglas College, Vancouver Community College (including the Native Education College), Emily Carr University of Art and Design, Nicola Valley Institute of Technology's campus in Burnaby, and British Columbia Institute of Technology.
- In 2019, U-Pass BC accounted for 35 million, or 13%, of TransLink's passenger journeys.
- Students at all ten institutions held referenda during 2019 to vote on the mandatory monthly rates over term of the Agreement. All ten student associations overwhelming supported the U-Pass BC Program.
- As of May 1, 2020, the monthly U-Pass BC rate increased from \$41.00 to \$42.50. Over the term of the Agreement there will be annual increases (of approximately 2 %)

each May 1, with the final increase on May 1, 2024 to \$46 which will be effective until April 30, 2025.

- With the suspension of the U-Pass BC Program, public post-secondary students using transit will need to pay posted fares and may choose single tickets rather than a monthly pass.
- The current cost of an Adult 3-zone TransLink monthly pass is \$177. Recognizing the current economic and financial circumstances, TransLink has postponed the scheduled fare increase for 2020 (meaning the fares will not increase on July 1 as set out in the Phase Two Investment Plan).
- Transit fares were scheduled to increase by 20 to 25 cents for single-use fares, 25 cents for Day Passes, and \$3 to \$5 for monthly passes.
- The Province has an agreement with TransLink to financially support the U-Pass BC Program with a total contribution of up to \$86.1 million over 64 months. The provincial contribution has increased from previous agreements due to TransLink's scheduled fare increases. The Province is covering a portion of TransLink's lost fare revenue associated with the low-cost of the monthly U-Pass BC.
- The Agreement between the Province and the Ministry for the U-Pass BC Program contains a clause that reduces the Provincial contribution to TransLink, on a pro-rated basis, to reflect the withdrawal of any PSI from the program.
- With all ten PSIs temporarily suspending the program, Provincial funding of \$1,217,000 per month has also suspended under the U-Pass BC Agreement.
- The Province is working with TransLink to find solutions to improve Translink's financial stability.

## **PROGRAM CONTACT**

Andrea Mercer, Executive Director, Transit Branch, Transportation Policy and Programs  
Cell: s.17

# BC Bus North/Intercity Bus Service Budget/Estimates Note

Ministry of Transportation and Infrastructure

Date: June 15, 2020

## ISSUE

- BC Bus North will continue service through March 31, 2021 with support from the Government of Canada.

## ADVICE AND RECOMMENDED RESPONSE

- Forecast Operating costs and funding contributions for BC Bus North include:  
s.13; s.17

- Northern British Columbians can continue to rely on BC Bus North for inter-city bus transportation.
- During COVID-19 pandemic regular schedules have been maintained with additional safety measures implemented, such as enhanced cleaning and limiting the seating capacity to enable physical distancing.
- There has been a significant decline in ridership due to COVID-19 (60-70 per cent reduction in ridership) from mid-March through May 2020.
- The Province has a cost-sharing agreement with Western Economic Diversification Canada to split the net operating costs of BC Bus North from October 2019 through to March 31, 2021.
- Since BC Bus North began operating in June 2018 through to December 2019, almost 9,000 people have traveled on the bus
- BC Bus North has been funded from BC Transit's existing budget allocation, at a net cost of approximately \$110,000 per month (i.e. net of fare revenue) — without impacts to local or regional transit service. This contribution has been reduced to about \$55,000 per month due to federal funding.
- Private sector intercity bus operators are providing service along abandoned Greyhound routes in the southern part of the province—enabled via the Passenger Transportation Board's (PTB) Simplified Application Process.
- On March 18, 2020 the PTB published an Industry Advisory allowing intercity bus operators the flexibility to temporarily reduce or suspend service indefinitely during COVID-19.
- A coalition of private intercity bus operators approached the federal government requesting funding to maintain operations during COVID-19. The federal government has declined to provide financial assistance to the sector other than the previously

announced suite of federal COVID-19 emergency relief measures.

## BACKGROUND

- In February 2018, the Passenger Transportation Board approved Greyhound's request to reduce service on a number of its routes.
- On June 4, 2018 in response to Greyhound's departure from the North, 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 remaining vacated inter-city bus service routes with interested Provinces.
- In response, B.C. submitted a funding application for BC Bus North to Western Economic Diversification which was successful.
- Operating costs for BC Bus North, net of fare revenue (actual and forecast) are:
  - Fiscal 2018/19 - \$1 million (10 months)
  - Fiscal 2019/20 - forecast at \$1.3 million (7 months shared with Canada for a provincial cost of \$900,000)
  - Fiscal 2020/21 - forecast at \$1.3 million (12 months shared with Canada for a provincial cost of \$650,000).
- Western Economic Diversification required a competitive process to choose an operator. The successful proponent, and only respondent, was the current operator.
- Western Economic Diversification also required that respondents identify conditions which would make the intercity bus service viable in the long-term without government support. One of the proposals was to move to a distance-based fare structure.
- On March 1, 2020 BC Bus North implemented a distance-based fare structure which is a standard industry practice. The fares are available at the BC Bus North website (bcbus.ca) and is provided on next page.
- Fares remain unchanged on 3 route segments, decreased on 6 route segments and increased on 6 route segments.
- In April 2020, a decision was taken to only operate the Valemount – Prince George service when seats were reserved, rather than running the bus empty. As of May 18, there was one day when the bus did not make the trip. Typically, there are two round-trips per week between Valemount and Prince George.
- B.C. also co-chaired a Federal Provincial Territorial Working Group looking at intercity ground transportation over the past year.<sup>s.13; s.16</sup>

s.13; s.16

- The Province is currently studying intercity bus services in British Columbia with a view to understanding the need and the best approach for reliable service.

## PROGRAM CONTACT

Andrea Mercer, Executive Director, Transit Branch, Transportation Policy and Programs Department, Cell:<sup>s.17</sup>

RESERVATIONS REQUIRED

# Schedules and Fares

EFFECTIVE MARCH 1, 2020



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# BC Transit Progress on 2019/20 Mandate Letter Estimates Note

Ministry of Transportation and Infrastructure

Date: May 25, 2020

## ISSUE

- BC Transit 2019/20 Mandate Letter included five priority actions.

## ADVICE AND RECOMMENDED RESPONSE

- BC Transit has either completed or is on track to complete each of the priority action items included in its 2019/20 Mandate Letter.

## BACKGROUND

Mandate Letter Commitment	Status
Work with local governments to improve transit services across the province.	<b>Completed:</b> In partnership with local governments, BC Transit implemented transit service expansions in 16 communities in 2019/20, which has contributed to a forecast 3% increase in transit passenger trips.
Implement BC Transit's custom transit recommendations provided to the Ministry in 2018 to improve transit services for those unable to use conventional transit and provide a formal update to the Ministry on service improvements by October 31, 2019.	<b>Completed:</b> BC Transit provided a report to the Ministry, which identifies its progress in implementing the 2018 recommendations to improve the availability and effectiveness of handyDART service.
Ensure BC Transit is well positioned to meet or exceed provincial targets for reduced greenhouse gas emissions and provide a formal update on status by August 31, 2019.	<b>Completed:</b> BC Transit provided a report to the Ministry which identifies its initial progress in implementing its Low Carbon Fleet Program.
Complete all Public Transit Infrastructure Fund (PTIF) projects within budget by March 31, 2020 as per provincial and federal agreements.	<b>In Progress/Deadline extended:</b> Canada has agreed to a one-year extension for the Central Fraser Valley Operations and Maintenance Facility, which is expected to complete by Winter 2020, as well as two minor COVID related extensions for final fit and finishing of facilities in Campbell River and Cowichan.
Work with the Ministry to ensure public transit continues to be part of the solution to reducing congestion in Southern Vancouver Island.	<b>Completed:</b> BC Transit implemented transit service expansion in the Victoria Regional Transit System and has been working closely with the Ministry on the South Island Transportation Strategy. The strategy is expected to be finalized in spring 2020.

## PROGRAM CONTACT

Andrea Mercer, Executive Director, Transit Branch, Transportation Policy and Programs  
Cell: s.17

# BC Transit & COVID-19

## Estimates Note

Ministry of Transportation and Infrastructure

Date: June 24, 2020

### ISSUE

- COVID-19 has had a significant impact on BC Transit.

### ADVICE AND RECOMMENDED RESPONSE

- The impacts to BC Transit from COVID-19 have been significant.
- Although buses have continued to operate and BC Transit has been providing an essential service for those who rely on public transit in all 130 communities outside of Metro Vancouver, ridership has fallen significantly resulting in substantial revenue losses.
- BC Transit has not laid off any staff, nor is it forecasting any workforce layoffs. BC Transit's normal service pattern sees service reductions over the summer with 20% of operators off on vacation (so no layoffs are required during summer months) and full service is expected to be restored in September.
- Transit ridership initially declined by up to 85% in some systems; however, ridership levels have begun to improve.
- Record low ridership levels, coupled with the decision to suspend fare collection (between March 20 to June 1 to allow for rear-door loading) has resulted in significant revenue loss for local governments.
- Resuming fare collection as of June 1st, will help to mitigate revenue loss; however, it is expected that it will take time for ridership levels to rebound to pre-COVID-19 levels which will continue to negatively impact revenues.
- Regaining pre-COVID-19 ridership levels will be critical in order to ensure continued support for public transit, which is instrumental in our efforts to reduce congestion, lower our carbon footprint and create livable, vibrant communities.
- The ministry is continuing to work closely with BC Transit, Local Government, and the federal government to ensure that public transit is able to respond to the challenges and in order to ensure a successful recovery.
- The Province is urging the federal government to financially support relief measures to help offset the significant revenue losses for the local government partners.

### BACKGROUND

- BC Transit has made a number of changes to its operations in response to COVID-19 to protect the health and safety of transit drivers and passengers on both its conventional and handyDART fleet, including:
  - Implementing enhanced "Level 3" cleaning protocols for all buses;
  - Procurement of PPE (masks/gloves) for its operators;
  - Suspension of fare collection (March 20 – June 1), to allow for rear-door boarding and to eliminate the need for passengers to come in close contact with the driver;
  - Service level reductions across most systems to better reflect the lower demand/ridership levels;

- Restrictions on the number of passengers allowed on board buses to allow for physical distancing; and
- Installation of full driver doors.
- As part of BC Transit's 'Re-start Plan', many of these measures (including enhanced cleaning, restricting passenger loads) will be maintained which will result in ongoing financial pressures for the foreseeable future.
- Starting June 1<sup>st</sup>, BC Transit will be gradually increasing the number of passengers permitted on the bus at any given time to a 'comfortable load' and is encouraging passengers to bring a face covering with them when travelling and to use their face coverings when physical distancing onboard (or at a bus stop) is not possible.

s.13; s.17

- In addition to revenue losses, there are also incremental COVID-19 related costs (including as PPE and enhanced cleaning protocols). BC Transit estimates these incremental COVID-19 costs to be approximately \$500,000 per month.
- The ministry is continuing to work closely with BC Transit, Local Government, and the federal government to ensure that public transit is able to respond to the challenges and in order to ensure a successful recovery.
- The Province is also working with the Federal government to access funding under the \$14 billion envelope in increased transfer payments to help mitigate the revenue losses for transit due to COVID-19.

## PROGRAM CONTACT

Andrea Mercer, Executive Director, Transit Branch, Transportation Policy and Programs Department, Cell: s.17

# School Bus Safety Estimates Note

Ministry of Transportation and Infrastructure

Date: May 27, 2020

## ISSUE

- The ministry is partnering with Transport Canada to deliver a pilot project focussed on school bus safety.

## ADVICE AND RECOMMENDED RESPONSE

- School bus safety is important for B.C.
- We are looking forward to working with Transport Canada to participate in a pilot project will provide important information that will help guide decisions on school bus safety.
- As a result of the \$880K provided by Transport Canada, the Ministry of Transportation is partnering with the Ministry of Education for the purchase of three new school buses with (3) point seat belts.
- The pilot projects are anticipated to launch in school year 2020/21 (September) and be in effect for 1.5 years.

## BACKGROUND

- Recent incidents have highlighted the importance of school bus safety (particularly seat belts) in B.C.:
  - A petition from former school bus driver urging to make seatbelts in school buses mandatory (to date the petition has 131,995 signatures).
  - In November 2019, a private members bill was tabled in the B.C. legislature September 1, 2021 to be equipped with seat belts.
  - In addition, there was a tragic accident in September 2019 where a motor coach carrying 45 University of Victoria students rolled down an embankment, resulting in two student deaths and 17 injuries, some critical. This incident has further raised the importance of seat belts for the transportation of students on school buses.
- B.C. has signed an MOU with Transport Canada to undertake a pilot project to help assess/validate the seatbelt guidelines.
- The pilot project will consist of three buses equipped (two will be electric). Buses will be equipped with seat-belts and potentially other technologies (e.g. extended stop arms or cameras) as well as observers on each bus that will record information and data for the pilot. The pilot will take place on two school districts.

## PROGRAM CONTACT

Kathy Kirby, Executive Director, Policy and Legislation, Cell: s.17

# Federal Rail Speed Change

## Estimates Note

Ministry of Transportation and Infrastructure

Date: May 27, 2020

### ISSUE

- Federal minister's order limiting the maximum speed of trains carrying dangerous goods.

### ADVICE AND RECOMMENDED RESPONSE

- We support Transport Canada's actions in limiting the maximum speed of trains carrying dangerous good.
- To date all railways operating on provincially regulated lines are voluntarily complying with the federal minister's order.
- We are working with TechnicalSafetyBC to determine whether any additional action is required for railways operating on provincially regulated lines.

### BACKGROUND

- The federal minister of transportation issued an order under the *Railway Safety Act of Canada* requiring all railway companies operating on federally regulated lines to abide by a maximum speed of 25 mph in rural areas and 20 mph in urban environments when 20 or more cars are loaded with goods regulated under the *Transportation of Dangerous Goods Act of Canada* or when a single car is loaded with a toxic gas as defined by the *Transportation of Dangerous Goods Regulation of Canada*.
- The order was in response to the derailment on February 6<sup>th</sup> of a CP train near Guernsey Saskatchewan, which was the second incident on this stretch of track in the last year. On December 9<sup>th</sup> another CP train derailed within 10 km of this incident. Both incidents are currently under investigation by the Transportation Safety Board.
- The order took effect on February 8<sup>th</sup> and was to remain in effect until March 8<sup>th</sup>. It has since been replaced by a new federal minister's order that requires key trains (trains with 20 or more cars are loaded with goods regulated under the *Transportation of Dangerous Goods Act of Canada* or when a single car is loaded with a toxic gas as defined by the *Transportation of Dangerous Goods Regulation of Canada*) to abide by a maximum speed of 40 mph in non-signaled rural areas and 35 mph in signaled urban environments. The new order also requires higher risk key trains (all cars are loaded with a single commodity regulated under the *Transportation of Dangerous Goods Act of Canada* or 80 or more cars are loaded with goods regulated under the *Transportation of Dangerous Goods Act of Canada*) to abide by a maximum speed of 25 mph in all non-signaled areas and 30 mph in signaled urban environments.
- The new order took effect on February 16<sup>th</sup> and remains in effect until April 1<sup>st</sup>. It may have been shortened or extended depending on the findings from the Transportation Safety Board's investigation of both incidents in Saskatchewan.
- On April 1, 2020 Transport Canada issued a final order (under section 19(1)(a) of the *Railway Act*), to make restrictions introduced under previous interim orders

- permanent requirements by revising the *Rules Respecting Key Trains and Key Routes*.
- We are working with TechnicalSafetyBC to determine whether similar action is required for railways operating on provincially regulated lines. To date all railways are voluntarily complying with the federal minister's order while operating on provincially regulated lines.

#### **PROGRAM CONTACT**

Brad Gerhart, Registrar of Railway Safety, Ministry of Transportation and Infrastructure, Cell  
s.17

# Oil by Rail Estimates Note

Ministry of Transportation and Infrastructure

**Date:** February 18, 2020

## ISSUE

- Oil is transported by rail through British Columbia (B.C.) for export to the United States, for domestic consumption at refineries, and for export by ship.
- Expanded oil extraction in Alberta without increases in pipeline or refining capacity has led to increasing volumes of oil being exported through B.C. by rail.

## ADVICE AND RECOMMENDED RESPONSE

- The safe movement of goods by rail through B.C. is a priority for the B.C. Government.
- Inter-provincial rail transportation regulation is the jurisdiction of the federal government, which has recently strengthened rail safety rules.
- However, the Ministry of Transportation and Infrastructure actively monitors the movement of oil by rail through B.C. and collaborates closely with the B.C. Ministry of Environment and Climate Change Strategy as well as Transport Canada.
- For more information on the province's programs for environmental monitoring and spill prevention, I would refer you to the Minister of Environment and Climate Change.

## BACKGROUND

- Oil originating in Alberta is transported by rail through British Columbia for export to the United States for domestic consumption at refineries and for export by ship.
- Most oil (96%) exported through B.C. by rail, pipeline, ship, and truck is destined for the United States.
- Of the total amount of oil exported to the United States from Canada by rail, 4.6 percent travelled through B.C. in 2019 (62 million barrels). During this same period, 1,906 barrels were exported by truck, 5.6 million barrels were exported by ship, and approximately 42 million barrels were exported through the Trans Mountain spur line across the United States border.
- Over the past decade, exports of oil by rail have experienced large fluctuations in the yearly volumes shipped through B.C.
- The amount of oil exiting the province by rail has experienced an average annual growth rate of 52.6% over the last five years and increased by 71% from 2018 to 2019.

- On June 6, 2015, the Government of Canada made amendments to the *Canada Transportation Act* and *Railway Safety Act*. Changes include a new liability and compensation regime for federally regulated railways, including minimum insurance requirements.
- On March 11, 2015, Transport Canada announced it would require shippers to upgrade tank cars to a new standard, which Transport Canada is calling TC-117. This standard will apply to all trains hauling flammable goods, including crude oil, by 2025. By the end of 2017, 20% of North American fleets were TC-117 certified.<sup>i</sup>
- Railways are required to submit a range of data to the federal government but much of this data is aggregated to protect confidentiality and commercial sensitivity. The federal government has the most reliable data on the movement of oil by rail in B.C. Critical information is passed to municipal emergency response agencies on request.
- CN is currently conducting a pilot to introduce CanaPux technology to their supply chain, which will allow bitumen to be shipped in rail hopper cars along the existing coal supply chain. CanaPux may allow bitumen to be designated as a non-hazardous product due to its solid, buoyant properties. It is currently anticipated that 10,000 barrels per day of CanaPux will be transported from the Edmonton region to the Port of Prince Rupert for international export, beginning in 2021.<sup>ii</sup> CN is also collaborating with Advantage Heavy Oil Development Ltd. on the development of a 100,000 barrels per day CanaPux solidification facility in Alberta.

## PROGRAM CONTACT

Sohee Ahn, Executive Director, Integrated Transportation Planning Branch  
ph:778 698-2870; cell:<sup>s.17</sup>

<sup>i</sup> US Bureau of Transportation Statistics, 2018 Rail Tank Car Safety Report, September 5, 2018. Rail tank cars travel in a North American pool, so Canadian statistics are likely to be similar.

<sup>ii</sup> Media interview with James Cairns, VP of Petroleum Products at CN: BNN Bloomberg, CN's CanaPux Pellets Aim to Take Risks Out of Crude-by-Rail Transport

# Disruption at B.C. Ports

## Estimates Note

Ministry of Transportation and Infrastructure

Date: February 19, 2020

### ISSUE

- Impact of blockades on rail corridors and at port access points at the Ports of Prince Rupert and Vancouver

### ADVICE AND RECOMMENDED RESPONSE

- Our government needs to remain engaged and supportive of the collaborative work among the railways, Transport Canada, the ports and industry, and ensure that the trade network in the province remain resilient and appropriate recovery plans are in place.
- We support Transport Canada's February 16 Ministerial order re-establishing some of the train speeds. We believe this is an important step to aiding in system recovery.
- Our government is concerned about the impact of protesters on the rail network and at port access points; at the same time, we are committed to finding a peaceful resolution to the impasse regarding the Coastal GasLink project and support the right to peaceful demonstrations within the law.
- We remain in close contact with transportation stakeholders, and provincial and federal government partners to monitor progress on network recovery and impasse resolution.

### BACKGROUND

- Extreme weather as well as intensified and targeted protests in opposition to the Coastal GasLink pipeline stopped cargo traffic on B.C.'s Northern railway corridor through the Port of Prince Rupert and slowed the flow of cargo through the Port of Vancouver; both disruptions had adverse impacts on the economy and reputation of B.C.'s trade network and the exporters that use it.
- Historically, Canada has had impacts to its rail networks in January and February due to cold weather. When temperature go lower than minus 30 degrees Celsius, air brakes become less effective and train lengths must be reduced for safety. More engines and engineers are required to move the same amount of cargo.
- This winter has been particularly bad with prolonged periods of cold with temperatures below -30 degrees Celsius.
- In B.C., there have been record rainfall which have resulted in landslides and washouts damaging the rail lines on the Fraser Canyon and ceasing operations for three days.

- Over the last decade, the railways, industry, ports and the federal government have engaged collaboratively on winter planning to develop recovery plans and improve visibility and communication during such events.
- Despite winter planning and new procedures, in early February 2020 the dwell time of cargo at the ports reached 10 days, three times the normal. For the Port of Prince Rupert, long dwells are rare.
- Protests against the Coastal GasLink pipeline project at various location along the transportation trade network are compounding the problem. Protests blocking the rail line in New Hazelton have brought the CN system to a complete stop between Prince Rupert and Prince George. Rail and cargo is backed up and will take weeks, if not months to catch up to normal operations.
- As a result of rail blockages, ships and cargo are being diverted to other gateways. Protests are also seen as a new risk for users of B.C.'s trade network.
- On Feb. 7, TC lowered the speed for all trains carrying 20 or more cars of dangerous from 40 mph in metropolitan areas and 50 mph elsewhere to 20 and 25 mph respectively.
- On Feb 16, TC modified the order to differentiate between high risk and key trains to limit the impact of the lower speeds and better target the safety measures.
- High risk train are trains with a dedicated (unit) train of a single dangerous good or over trains with 80 cars of dangerous goods. The speed for high risk trains is 30 mph in metropolitan areas, 25 mph with no track signal and 50 mph with signals.
- Key trains include one or more cars of dangerous goods that are toxic by inhalation or include 20 or more tank cars with dangerous goods. The speed for key trains 35 mph in metropolitan areas, 40 mph with no track signals and 50 mph with signals.
- The order was extended from March 9 to April 1, 2020.

## **PROGRAM CONTACT**

Sohee Ahn, Executive Director, Integrated Transportation Planning Branch  
ph:778 698-2870; cell: s.17

# BC Railway Mandate Estimates Note

Ministry of Transportation and Infrastructure

Date: June 1, 2020

## ISSUE

- BC Railway Company (BCRC) mandate.

## ADVICE AND RECOMMENDED RESPONSE

- BCRC is a self-supporting Crown corporation incorporated under the *British Columbia Railway Act* and has been under the direction and control of the Ministry since 2010.
- As a wholly-owned subsidiary of the BC Transportation Financing Authority (BCTFA), BCRC's mandate includes:
  - **Western Trade Corridor** – support the Western Trade Corridor (previously known as Pacific Gateway) strategy by acquiring/holding strategic lands and making infrastructure investments to benefit the Province.
  - **CN Partnership** – retain ownership of the former BC Rail right-of-way and assets leased to CN and provide ongoing management of the Revitalization Agreement.
  - **Ports** – retain ownership of strategic port land holdings and manage the long-term operating lease agreements for Vancouver Wharves and Squamish Terminals.
  - **BCR Properties** – complete environmental remediation and commercial disposition of all non-railway and non-port related (i.e. surplus) land holdings, generating proceeds for the Province.
  - **Port Subdivision Rail Line** – continue to own and maintain the rail line, fund capital investments and manage joint rail operations for the three user railways (CN, CPR and BNSF) on the shared rail line serving the marine terminals at Roberts Bank.
- BCRC's financial highlights for 2020/21 through 2024/25 include an average annual revenue, excluding property sales, of \$25 million, and an average annual net income of \$9.5 million.

## BACKGROUND

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

- Since then, BCRC has completed the CN Investment Partnership, divested its marine operations and sold surplus real estate holdings, generating over \$1.5 billion in proceeds. This allowed the Province to retire BCRC's \$500 million debt and establish significant legacies, including the Northern Development Initiatives Trust, the First Nations Trust, and investment in other provincial priorities.
- Since 2002, BCRC completed the following transactions, generating proceeds of more than \$1.5 billion:
  - In 2002, sold Canadian Stevedoring Company and Casco Terminals to P&O Ports for \$105 million.
  - In 2004, entered into the CN Revitalization Agreement, generating proceeds of approximately \$1 billion.
  - In 2007, sold the Vancouver Wharves business and entered into 40-year land lease with Kinder Morgan worth <sup>s.17</sup>
  - Between 2005 and 2017/18, sold 467 properties, generating proceeds of <sup>s.17</sup>
- BCRC received its current mandate when it moved under the direction and control of MoTI and became a wholly-owned subsidiary of the BCTFA on April 1, 2010.
- In partnership with government and industry, BCRC has also invested in Western Trade Corridor (previously known as Pacific Gateway) strategic rail and port infrastructure in the Province, such as:
  - \$21 million committed to the Roberts Bank Rail Corridor Program.
  - \$10 million committed on behalf of the Province to the North Shore Trade Corridor Program.
  - Approximately \$30 million in rail improvements (upgrades and expansion) to improve capacity on the Port Subdivision, of which \$11 million was invested in track expansion to facilitate the Third Berth expansion project at the Deltaport Container Terminal at Roberts Bank.
  - Approximately \$49 million in rail improvements to support the Terminal 1 expansion under the Deltaport Terminal, Road and Rail Improvement Project.
- In May 2015, the Province also directed BCRC to purchase and hold Arctos Coal Licences for <sup>s.17</sup>

## **PROGRAM CONTACT**

Gord Westlake, President and CEO, BCRC, Cell: <sup>s.17</sup>

# TI Corp Status Update

## Estimates Note

TI Corp / Ministry of Transportation and Infrastructure

Date: Updated May 27, 2020

### ISSUE

- Status of Transportation Investment Corporation (TI Corp).

### ADVICE AND RECOMMENDED RESPONSE

- TI Corp's mandate is to:
  - Provide procurement, cost effective delivery and commercial oversight of transportation major projects
  - Build major project delivery capacity within the public sector
  - Apply robust and consistent controls across major projects
- The major projects that will be delivered by TI Corp are the Pattullo Bridge Replacement, the Broadway Subway and the Kicking Horse Canyon - Phase 4.
- TI Corp will have full accountability and will report through the Minister of Transportation and Infrastructure.

### BACKGROUND

- Effective April 1, 2018, TI Corp became a subsidiary of BCTFA.
- In June 2018, Treasury Board approved a new mandate for TI Corp to deliver major transportation projects – Pattullo Bridge Replacement, Broadway Subway Project and the Kicking Horse Canyon Phase 4.
- TI Corp has been repurposed and restructured to provide procurement, delivery and commercial oversight over select major transportation projects.
- TI Corp's new mandate is to:
  - Provide procurement, cost effective delivery and commercial oversight of transportation major projects
  - Build major project delivery capacity within the public sector
  - Apply robust and consistent controls across major 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.
- The transfer was made to achieve operational efficiencies through government's ability to manage all rights, property, and assets in one entity (BCTFA), to ensure consistent governance and oversight of all provincial roads and bridges, and to allow TI Corp to focus on its new mandate.
- There are no fiscal impacts associated with the transfer as TI Corp is a subsidiary of BCTFA and all assets and liabilities are already reported in BCTFA's consolidated financial statements.

- TI Corp's annual budget for 2020/21 is \$9.9 million, which includes costs of management and oversight for the three major projects.
- Expenses include salaries and benefits, and other operating costs including, office rent, travel, systems costs, Board of Directors fees and audit fees for the OAG annual audit and are fully recovered from BCTFA, through the overall Project budgets.
- TI Corp currently has a staff of 63 employees.

#### **PROGRAM CONTACT**

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