

# Ministry of Transportation & Infrastructure

## Estimates 2023 - Table of Contents

### 1. Table of Contents

#### **1 MoTI Budget Overview**

- 2. Budget 2023 - MoTI Service Plan – SCPD
- 3. Ministry Estimates – FRM
- 4. Ministry Operations – Supplement – FRM
- 5. Comparison of 2022/2023 – 2024/2025 – FRM
- 6. New Capital Programs – (All divisions)

#### **2 Federal Engagement and Funding**

- 7. Leveraging Federal Funds – ITIS
- 8. New Building Canada Fund – ITIS
- 9. ICIP Phase 2 – ITIS
- 10. National Trade Corridor Fund, Supply Chain, Supply Chain Task Force Report – ITIS
- 11. CTAP or other Electrification Funding (e.g. for Ferries or Buses) – ITIS/PPP

#### **3 Major Capital Projects**

- 12. Major Capital Projects overview
  - a. 264<sup>th</sup> to Hwy 11 – HRS
  - b. Highway 1 to AB Border – HRS/ITIS
  - c. 91/17 – ITIS
  - d. Pattullo – ITIS
  - e. FRTP – ITIS
  - f. SLS – ITIS
  - g. UBCx – ITIS
  - h. Belleville – ITIS
- 13. Highway Reinstatement Program – HRS
- 14. TIP – ITIS
- 15. Labour Objectives: CBA, PLA/PCT Projects and Outcomes – ITIS/HRS

# Ministry of Transportation & Infrastructure

## Estimates 2023 - Table of Contents

### **4 Highways and Regional Projects**

- 16. South Coast Region – HRS
- 17. Northern Region – HRS
- 18. Cariboo Flood and Recovery – HRS
- 19. Side Road Improvements – HRS
- 20. Winter Maintenance Facts – HRS

### **5 BC Ferries**

- 21. BC Ferries – Budget – PPP
- 22. PT6. Service Disruption and COVID Recovery MOU/Expectations – PPP

### **6 Transit**

- 23. TransLink – Budget/Funding/Governance - PPP
- 24. BC Transit – Overview - PPP
- 25. Inter-City Bus – PPP

### **7 Active Transportation**

- 26. Active Transportation Investments – PPP/ITIS/HRS

### **8 Climate Action**

- 27. Mitigation and Adaption (Highways) – HRS
- 28. Fraser Valley Climate Resilience – IT IS

### **9 Integrated Transportation and Development**

- 29. Integrated Transportation and Development Strategy – ITIS
- 30. Fraser Valley Integrated Planning – ITIS
- 31. Transit Oriented Development – ITIS
- 32. Permitting Strategy Housing – ITIS/HRS/SDP

# Ministry of Transportation & Infrastructure

## Estimates 2023 - Table of Contents

### **10 Goods Movement**

- 33. CVSE – HRS
- 34. Goods Movement – ITIS
- 35. Supply Chain Issues – ITIS
- 36. Commercial Trucking Update – IT IS

### **11 Passenger Transportation Services**

- 37. Passenger Transportation Accessibility Program – HRS/PPP
- 38. Ride Hailing Update, including upcoming special committee, user fees and accessibility – HRS

**TOPIC: 2023/24 – 2025/26 Ministry of Transportation and Infrastructure Service Plan****ISSUE: 2023/24 – 2025/26 Ministry Service Plan****KEY MESSAGES:**

- This year's Ministry Service Plan highlights core priorities and actions to deliver an integrated, sustainable, reliable, and resilient transportation network for British Columbia, consistent with the Minister and Minister of State's mandate letters from December 2022.
- The Crown Agencies Secretariat (CAS) in the Ministry of Finance determines the template and guidelines and approach for all ministry service plans to meet the requirements of the *Budget Transparency and Accountability Act*.
- For 2023/24, CAS implemented administrative changes to all ministry service plans that helps better communicate and provide more clarity on how the ministries' work supports British Columbians.
- The Ministry strives for a meaningful, comprehensive, evolving and transparent Service Plan consistent with government's strategic priorities, the Minister(s)' mandate letter, and meets government's reporting and accountability requirements.

**KEY FACTS:**

- Service Plans are required under the Budget Transparency and Accountability Act.
- Templates and guidelines for ministry and Crown Agency service plans are developed by CAS in the Ministry of Finance.
- The BC Transportation Financing Authority and the British Columbia Railway Company, as non-reporting Crown Corporations, report through the Ministry Service Plan.
- BC Transit and TI Corp develop separate service plans.
- New format for 2023/24 prescribed by CAS. Key changes include:
  - 'Purpose of the Organization and Alignment with Government Priorities' section has been added;
  - An 'operating environment' section has been added;
  - New format for the Performance Planning section: performance measures now linked to 'goals' (rather than 'objectives'), and additional context now required for goals and objectives.

**FINANCIAL SUMMARY:**

- Financial content (Financial Summary, BCTFA Statement of Operations, Transportation Investments) provided by the Ministry's Finance and Risk Management Division (FRMD) and aligns with Budget documents.
- Capital Expenditures - Major Capital Projects (over \$50 million in total) financials provided by FRMD and aligns with Budget documents, Descriptions provided project leads.



## ADVICE TO MINISTER

### CONFIDENTIAL ISSUES NOTE

Ministry of Transportation and  
Infrastructure

Date: February 28, 2023

Minister: Rob Fleming

# Budget 2023 and Service Plan

### ADVICE AND RECOMMENDED RESPONSE:

- Over the next year, Government will take steps to ensure British Columbia builds back stronger.
- With Budget 2023, we are building on our strengths to prepare us for the challenges – and opportunities – of tomorrow, while continuing to respond to the effects of the pandemic and recent storm events, which still impact us today.
- Physical and economic recovery, as well as the impacts of climate change will guide the decisions my ministry makes as we work to provide affordable, efficient, and accessible transportation options for all British Columbians.
- As part of this year's budget plan, we will make investments in:
  - transit-oriented development to support affordable housing, expansion of public transit and population growth;
  - finalizing our clean transportation action plan to combat climate change;
  - expanding active transportation networks across the province
  - rebuilding the public infrastructure people depend on;
  - ensuring safe and reliable road infrastructure;
  - supporting mode shift with convenient public transit;
  - supporting the coastal and inland ferry services; and,
  - strengthening the economy through capital projects with a strong focus on the supply chain movement of goods and services.
- This year, the ministry's operating budget increases by \$65 million over last year to a total of \$1.02 billion.
- In Budget 2023, the province is investing \$11.5 billion over three years in strategic public infrastructure investments in every corner of the province, helping support a resilient economic recovery by putting people to work and strengthening our trade corridors.
- And when you consider federal funding and other partner funding, over \$13 billion dollars will be invested in priority transportation investments over the next 3 years that will help keep people and our economy moving as we build back stronger.

- **Budget 2023 highlights:**
  - **\$1.01 billion for Highway Corridor Rehabilitation, including \$80 million for the Climate Adaptation Program**  
**\$539 million to improve side roads, including \$30 million to support infrastructure improvements in more remote or vulnerable communities in consultation with First Nations**
  - **\$500 million for BC Ferries to support fare affordability and climate initiatives.**
  - **\$1.483 billion to repair roads and highways damaged during extreme rain and flooding events.**
  - **\$394 million in capital funding for future transit-oriented development featuring affordable and market housing.**
  - **\$100 million capital fund for Active Transportation improvements**  
**\$163 million for Safety Improvements, including \$28 million for a new Safety Rest Area Improvement Program**
  - **\$63 million for Community and other projects/programs**
- **We continue our commitment to funding 40% of the capital costs of approved projects in the TransLink Mayors' Vision and we've accounted for this in our own 10-year transportation investment plan.**
- **With Budget 2023, Government is continuing its work to ensure that the supports and services that we invest in are working for people, businesses, and communities, today and into the future.**

### **Housing**

- **\$394 million in capital funding for future transit-oriented development featuring affordable and market housing.**
- **This will mean shorter commutes to school and work, better access to services and amenities people depend on, and greater capacity to support population growth.**

### **Affordability**

- **We're investing \$500 million to ensure BC Ferries provides the best possible service with the lowest possible fares.**

### **Clean Transportation**

**We're investing in active transportation and transit to give people cleaner and more affordable transportation options.**

### **Active Transportation:**



## **ADVICE TO MINISTER**

- At the Ministry of Transportation and Infrastructure, we continue moving forward with our commitment to a long-term clean growth strategy that includes improving our active transportation networks.
- New investments in active transportation will make getting around safer and more convenient — all while helping protect our environment.
- We're investing \$100 million into the Active Transportation Capital Program that will support improved connections between various active transportation networks along provincial corridors, build additional capacity and convenience in supporting the required shift in travel to meet CleanBC targets.
- This funding is in addition to the \$60 million over three years committed in Budget 2022 to fund the B.C. Active Transportation Infrastructure Grants program.

### **Public Transit:**

- Our government continues to work in partnership with various levels of government and First Nations to expand public transit including bus service and rapid transit.
- In 2023/24, government has budgeted to provide operating grants of up to \$145.89 million to BC Transit and \$108 million in capital grants.
- Over the next three years, the province is projected to provide \$438 million in operating contributions and \$512 million in capital contributions to BC Transit including funding for the provincial share of projects under the Investing in Canada Infrastructure Program (ICIP) in BC Transit communities.
- BC Transit, in partnership with local and regional governments, provides service in over 130 communities through 84 different transit systems.

### **Climate adaption:**

- The ministry is making climate adaptation a priority in Budget 2023, investing \$345 million over ten years via the Climate Adaptation Program to fund hundreds of resiliency projects across the province.
- We are developing our Clean Transportation Action Plan to help meet the CleanBC Roadmap 2030 emissions reduction goals by increasing mode share and reducing vehicle kilometres traveled.

### **Rebuilding our Highways**

- The Highway Reinstatement Program was created to complete the repairs on the three most heavily damaged highways (1, 5, and 8) following the atmospheric river event in November 2021.

- All three highways are open to vehicle traffic; however, there are speed reductions, less active lanes, and temporary structures in place.
- Highway 1 is in the design phase and major construction will begin in summer 2023.
- Highway 5 is under construction and work is expected to be substantially complete in December 2023 and fully complete in Spring 2024. The approved budget for this work is \$350 million.
- Highway 8 is in the planning stage. Construction is not expected to begin until late 2023.
- The ministry is working with the federal government to recover costs to repair the damage from the event through the Federal Disaster Financial Assistance Arrangement (DFAA) funding program.

### **Goods Movement**

- A strong, sustainable transportation system is critical to economic health. That's why the ministry is advancing the Goods Movement Strategy (GMS).
- The GMS will help ensure B.C.'s goods movement ecosystem evolves and responds to a shifting landscape by becoming smarter, cleaner and more competitive.
- The GMS will make our trade networks more competitive and enable B.C. businesses to scale up by focusing on key areas including (but not limited to):
  - Advancing digitization;
  - Ensuring sufficient capacity; and,
  - Improving resilience.
- We are working closely with experts, stakeholders and other levels of government to identify actions and partnership opportunities to
  - Strengthen the B.C. transportation and logistics sector;
  - Support B.C. Exporters; and,
  - Accelerate B.C. innovation and advancing our climate objectives.
- The result of the strategy will be sustainable economic growth throughout the province, including partnerships with Indigenous Peoples.
- The Goods Movement Strategy is anticipated to be completed this spring.

### **Safety**

## **ADVICE TO MINISTER**

- **We continue to invest significantly in transportation infrastructure construction and maintenance, delivering important safety upgrades in all corners of the province to keep people safe on the roads they rely on:**
  - **\$1.01 billion for highway corridor rehabilitation to support resurfacing, bridge rehabilitation, bridge replacement and seismic upgrades.**
  - **\$539 million for side road improvements to support gravelling, drainage, road base improvements, brushing, shoulder improvements and culvert replacement.**
- **\$163 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.**
  - **This includes \$28 million for a new Safety Rest Area Improvement Program for enhancements to rest areas across the province including facility improvements, addressing accessibility challenges and improving access.**

### **Ferries:**

- **People traveling on BC Ferries will continue to have safe, reliable and affordable transportation options, with financial contributions from government.**
- **We're investing \$500 million to keep fares low for all ferry users, building off the historic investments we made during the height of COVID to flatten fare increases.**
- **In Budget 2023, we dedicated \$200.7 million in 2023/24 to support BC Ferries and their operations.**

### **Key Facts:**

- **Over the next 3 years, the Ministry of Transportation and Infrastructure is investing \$11.5 billion in transportation projects across B.C.**
- **We are investing in the infrastructure we need to strengthen local communities as we build our way out of this challenging time.**
- **When you include federal cost-sharing and contributions from other partners, such as local governments and other agencies over the next 3 years, a total of \$13.2 billion will be invested.**
- **The ministry's three-year operating budget is:**
  - **2023/24 \$1.021 billion**

- 2024/25 \$1.021 billion
- 2025/26 \$1.021 billion

Communications Contact: Max Gordon, GCPE  
 Program Area Contact: Barb Klassen/Ellen Slanina/ Heather Hill

Minister's Office	Program Area	ADM	Comm. Dir
	BK/ES	HH	DC

## 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 2022/23 <sup>1</sup>	Estimates 2023/24
<b>VOTED APPROPRIATION</b>		
Vote 45 — Ministry Operations.....	955,980	1,020,919
<b>OPERATING EXPENSES</b>	<u>955,980</u>	<u>1,020,919</u>
<b>CAPITAL EXPENDITURES <sup>2</sup></b>	5,005	5,261
<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 2022/23 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 2023/24 *Estimates*. A reconciliation of restated operating expenses and capital expenditures 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)

	2022/23	2023/24 ESTIMATES		
OPERATING EXPENSES	Net	Gross	External Recoveries	Net
<b>Core Business</b>				
Transportation and Infrastructure Improvements.....	29,258	2,720,218	(2,689,785)	30,433
Public Transportation.....	344,255	2,239,945	(1,889,510)	350,435
Highway Operations.....	556,555	728,245	(115,369)	612,876
Commercial Transportation Regulation.....	3,283	16,773	(14,441)	2,332
Executive and Support Services.....	22,629	35,576	(10,733)	24,843
<b>TOTAL OPERATING EXPENSES .....</b>	<b>955,980</b>	<b>5,740,757</b>	<b>(4,719,838)</b>	<b>1,020,919</b>
<b>CAPITAL EXPENDITURES</b>	Capital Expenditures	Capital Expenditures	Receipts and P3 Liabilities	Net
<b>Core Business</b>				
Highway Operations.....	5,005	5,261	—	5,261
<b>TOTAL .....</b>	<b>5,005</b>	<b>5,261</b>	<b>—</b>	<b>5,261</b>



## MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

## VOTE DESCRIPTIONS

(\$000)

Estimates  
2022/23Estimates  
2023/24

## VOTE 45 — MINISTRY OPERATIONS

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

## TRANSPORTATION AND INFRASTRUCTURE IMPROVEMENTS

## Voted Appropriations

Transportation Policy and Programs.....	26,032	26,708
Transportation Investments.....	1	1
Partnerships.....	1	1
Port and Airport Development.....	2,346	2,661
Enhancing Economic Development.....	878	1,062
	<u>29,258</u>	<u>30,433</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, the development of legislation, and integrated multi-modal transportation planning; capital program development and monitoring; integrated multi-modal 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, transit-oriented developments, and infrastructure; asset preservation, including roads and bridges; surfacing, rehabilitation, replacement, seismic retrofit, and safety improvements; rehabilitation of ferries and ferry landings; electrical installations and upgrades; minor roadwork; development and monitoring of public-private partnerships; land base and property management, including port and airport *Land Act* and other tenures; and managing funding to communities to build and improve infrastructure that contributes to their sustainable development. This sub-vote also provides for transfers to other parties to support transportation initiatives. Costs may be recovered from ministries, the BC Transportation Financing Authority and other Crown corporations, other levels of government, agencies, organizations, individuals, and private sector partners for activities described within this sub-vote.

## PUBLIC TRANSPORTATION

## Voted Appropriations

Public Transit.....	143,608	149,735
Coastal Ferry Services.....	200,647	200,700
	<u>344,255</u>	<u>350,435</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.....	517,506	570,858
Commercial Vehicle Safety and Enforcement.....	28,379	31,228
Inland Ferries.....	10,670	10,790
	<u>556,555</u>	<u>612,876</u>

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

## MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

## VOTE DESCRIPTIONS

(\$000)

	Estimates 2022/23	Estimates 2023/24
<b>COMMERCIAL TRANSPORTATION REGULATION</b>		
<b>Voted Appropriations</b>		
Container Trucking Commissioner.....	1	1
Passenger Transportation Board.....	890	502
Passenger Transportation Branch.....	2,392	1,829
	<u>3,283</u>	<u>2,332</u>
<p><b>Voted Appropriations Description:</b> This sub-vote provides for the offices of the Container Trucking Commissioner, Passenger Transportation Board, and Passenger Transportation Branch and for costs associated with the administration of the <i>Container Trucking Act</i> and the <i>Passenger Transportation Act</i>. The Container Trucking Commissioner issues, audits, and enforces container trucking licences, sets container trucking rates, oversees key drayage industry activities, and facilitates ongoing policy and regulatory review. The Passenger Transportation Board reviews and approves applications to operate inter-city buses and passenger-directed vehicles in British Columbia, and decides appeals on administrative sanctions imposed by the Registrar of Passenger Transportation. The Registrar of Passenger Transportation reviews and approves applications for passenger transportation operations, such as sightseeing buses and hotel and airport shuttles, which are not adjudicated by the Board. The Passenger Transportation Branch verifies safety requirements, conducts investigations, when required, and in cooperation with other programs and agencies, provides overall provincial coordination and direction for enforcement and compliance activities against both licensed and unlicensed operators. This sub-vote also provides for transfers to other parties to support accessible passenger transportation programs. Costs may be recovered from ministries, other levels of government, agencies, organizations, individuals, and private sector partners for activities described within this sub-vote.</p>		
<b>EXECUTIVE AND SUPPORT SERVICES</b>		
<b>Voted Appropriations</b>		
Ministers' Offices.....	1,011	1,082
Corporate Services.....	21,618	23,761
	<u>22,629</u>	<u>24,843</u>
<p><b>Voted Appropriations Description:</b> This sub-vote provides for the office of the Minister of Transportation and Infrastructure and the Minister of State for Infrastructure and Transit; the deputy minister's office; and services to support program delivery, including finance, administration, strategic human resources, service planning and performance measurement, information technology and management, oversight of Crown corporations, and facilities management. Costs may be recovered from ministries, the BC Transportation Financing Authority and other Crown corporations, other levels of government, agencies, organizations, individuals, and private sector partners for activities described within this sub-vote.</p>		
<b>VOTE 45 — MINISTRY OPERATIONS</b>	<b>955,980</b>	<b>1,020,919</b>

## MINISTRY GROUP ACCOUNT CLASSIFICATION SUMMARY

## GROUP ACCOUNT CLASSIFICATION

Salaries and Benefits .....	151,207	171,668
Operating Costs .....	3,710,640	4,915,537
Government Transfers .....	400,940	666,312
Other Expenses .....	1,160	1,161
Internal Recoveries .....	(13,657)	(13,921)
External Recoveries .....	(3,294,310)	(4,719,838)
<b>TOTAL OPERATING EXPENSES.....</b>	<b>955,980</b>	<b>1,020,919</b>

# MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

## (\$000)

### VOTE 45 Ministry Operations

Description	Total 2021/22 Operating Expenses	50	51	52	54	Total Salaries and Benefits	55	57	59	60	63	65	67	68	69
<b>Transportation and Infrastructure Improvements</b>	<b>16,497</b>	<b>59,829</b>	<b>101</b>	<b>15,197</b>	<b>—</b>	<b>75,127</b>	<b>—</b>	<b>5,524</b>	<b>4,715</b>	<b>239,128</b>	<b>3,197</b>	<b>2,231</b>	<b>—</b>	<b>11</b>	<b>193,514</b>
Transportation Policy and Programs	13,295	3,633	—	923	—	4,556	—	59	24	341	38	126	—	—	—
Transportation Investments	1	50,237	76	12,760	—	63,073	—	5,250	4,250	233,307	2,995	1,953	—	8	191,153
Partnerships	1	2,219	—	564	—	2,783	—	95	387	5,249	38	44	—	3	2,361
Port and Airport Development	2,334	1,696	25	431	—	2,152	—	45	22	38	20	65	—	—	—
Enhancing Economic Development	866	2,044	—	519	—	2,563	—	75	32	193	106	43	—	—	—
<b>Public Transportation</b>	<b>327,986</b>	<b>3,503</b>	<b>7</b>	<b>890</b>	<b>—</b>	<b>4,400</b>	<b>—</b>	<b>121</b>	<b>539</b>	<b>93,210</b>	<b>174</b>	<b>135</b>	<b>—</b>	<b>—</b>	<b>315,729</b>
Public Transit	129,697	3,503	7	890	—	4,400	—	121	539	93,210	174	135	—	—	70,759
Coastal Ferry Services	198,289	—	—	—	—	—	—	—	—	—	—	—	—	—	244,970
<b>Highway Operations</b>	<b>550,680</b>	<b>35,593</b>	<b>1,631</b>	<b>9,215</b>	<b>—</b>	<b>46,439</b>	<b>—</b>	<b>1,530</b>	<b>4,654</b>	<b>1,924</b>	<b>7,789</b>	<b>1,038</b>	<b>—</b>	<b>248</b>	<b>541,646</b>
Maintenance and Operations	511,727	17,032	1,426	4,501	—	22,959	—	878	4,654	1,830	6,518	696	—	58	511,191
Commercial Vehicle Safety and Enforcement	28,283	17,922	205	4,552	—	22,679	—	632	—	15	1,267	331	—	190	153
Inland Ferries	10,670	639	—	162	—	801	—	20	—	79	4	11	—	—	30,302
<b>Commercial Transportation Regulation</b>	<b>3,059</b>	<b>2,567</b>	<b>7</b>	<b>652</b>	<b>—</b>	<b>3,226</b>	<b>185</b>	<b>66</b>	<b>50</b>	<b>182</b>	<b>39</b>	<b>72</b>	<b>—</b>	<b>1</b>	<b>10</b>
Container Trucking Commissioner	1	610	—	155	—	765	—	25	50	1	12	35	—	—	10
Passenger Transportation Board	890	392	—	100	—	492	185	13	—	181	14	5	—	1	—
Passenger Transportation Branch	2,168	1,565	7	397	—	1,969	—	28	—	—	13	32	—	—	—
<b>Executive and Support Services</b>	<b>17,900</b>	<b>17,402</b>	<b>32</b>	<b>4,486</b>	<b>95</b>	<b>22,015</b>	<b>—</b>	<b>480</b>	<b>4</b>	<b>2,271</b>	<b>3,658</b>	<b>695</b>	<b>—</b>	<b>5</b>	<b>5</b>
Ministers' Offices	1,003	603	—	191	95	889	—	74	—	—	10	38	—	—	—
Corporate Services	16,897	16,799	32	4,295	—	21,126	—	406	4	2,271	3,648	657	—	5	5
<b>Total</b>	<b>916,122</b>	<b>118,894</b>	<b>1,778</b>	<b>30,440</b>	<b>95</b>	<b>151,207</b>	<b>185</b>	<b>7,721</b>	<b>9,962</b>	<b>336,715</b>	<b>14,857</b>	<b>4,171</b>	<b>—</b>	<b>265</b>	<b>1,050,904</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 2022/23 Operating Expenses
52,861	1,439,760	—	778	1,941,719	—	—	33,095	33,095	—	—	421	421	—	(201)	(201)	(1,928,924)	(91,651)	(2,020,575)	29,586
—	—	—	—	588	—	—	22,665	22,665	—	—	15	15	—	—	—	(1,248)	(216)	(1,464)	26,360
52,816	1,425,790	—	10	1,917,532	—	—	7,700	7,700	—	—	285	285	—	(1)	(1)	(1,897,719)	(90,869)	(1,988,588)	1
45	10,689	—	768	19,679	—	—	200	200	—	—	100	100	—	(200)	(200)	(21,995)	(566)	(22,561)	1
—	—	—	—	190	—	—	2,530	2,530	—	—	4	4	—	—	—	(2,530)	—	(2,530)	2,346
—	3,281	—	—	3,730	—	—	—	—	—	—	17	17	—	—	—	(5,432)	—	(5,432)	878
1	720,612	—	—	1,130,521	—	—	367,845	367,845	—	—	4	4	—	(11,498)	(11,498)	(982,458)	(164,567)	(1,147,025)	344,247
1	720,612	—	—	885,551	—	—	367,845	367,845	—	—	4	4	—	(1)	(1)	(982,458)	(131,741)	(1,114,199)	143,600
—	—	—	—	244,970	—	—	—	—	—	—	—	—	—	(11,497)	(11,497)	—	(32,826)	(32,826)	200,647
2,809	62,959	5,077	619	630,293	—	—	—	—	—	—	509	509	—	(1)	(1)	(112,992)	(3,068)	(116,060)	561,180
127	62,959	3,999	271	593,181	—	—	—	—	—	—	292	292	—	(1)	(1)	(92,444)	(1,760)	(94,204)	522,227
2,682	—	1,078	348	6,696	—	—	—	—	—	—	216	216	—	—	—	—	(1,308)	(1,308)	28,283
—	—	—	—	30,416	—	—	—	—	—	—	1	1	—	—	—	(20,548)	—	(20,548)	10,670
13	—	100	80	798	—	—	—	—	—	—	14	14	—	(1)	(1)	—	(978)	(978)	3,059
—	—	—	80	213	—	—	—	—	—	—	—	—	—	—	—	—	(977)	(977)	1
—	—	—	—	399	—	—	—	—	—	—	1	1	—	(1)	(1)	—	(1)	(1)	890
13	—	100	—	186	—	—	—	—	—	—	13	13	—	—	—	—	—	—	2,168
—	—	1	190	7,309	—	—	—	—	—	—	212	212	—	(1,956)	(1,956)	(9,300)	(372)	(9,672)	17,908
—	—	—	—	122	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,011
—	—	1	190	7,187	—	—	—	—	—	—	212	212	—	(1,956)	(1,956)	(9,300)	(372)	(9,672)	16,897
55,684	2,223,331	5,178	1,667	3,710,640	—	—	400,940	400,940	—	—	1,160	1,160	—	(13,657)	(13,657)	(3,033,674)	(260,636)	(3,294,310)	955,980

# MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

(\$000)

## VOTE 45 Ministry Operations

Description	Total 2022/23 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>29,258</b>	<b>64,331</b>	<b>101</b>	<b>16,341</b>	—	<b>80,773</b>	—	<b>5,535</b>	<b>4,703</b>	<b>307,069</b>	<b>4,021</b>	<b>2,292</b>	—	<b>11</b>	<b>277,080</b>
Transportation Policy and Programs	26,032	4,151	—	1,054	—	5,205	—	48	12	341	32	120	—	—	—
Transportation Investments	1	53,823	76	13,672	—	67,571	—	5,272	4,250	303,557	2,570	2,020	—	8	274,307
Partnerships	1	2,219	—	564	—	2,783	—	95	387	2,940	584	44	—	3	2,773
Port and Airport Development	2,346	1,947	25	495	—	2,467	—	45	22	38	20	65	—	—	—
Enhancing Economic Development	878	2,191	—	556	—	2,747	—	75	32	193	815	43	—	—	—
<b>Public Transportation</b>	<b>344,255</b>	<b>3,666</b>	<b>7</b>	<b>931</b>	—	<b>4,604</b>	—	<b>132</b>	<b>551</b>	<b>135,463</b>	<b>174</b>	<b>135</b>	—	—	<b>352,812</b>
Public Transit	143,608	3,666	7	931	—	4,604	—	132	551	135,463	174	135	—	—	107,525
Coastal Ferry Services	200,647	—	—	—	—	—	—	—	—	—	—	—	—	—	245,287
<b>Highway Operations</b>	<b>556,555</b>	<b>42,395</b>	<b>1,631</b>	<b>10,943</b>	—	<b>54,969</b>	—	<b>1,530</b>	<b>15</b>	<b>1,769</b>	<b>7,779</b>	<b>1,040</b>	—	<b>98</b>	<b>593,647</b>
Maintenance and Operations	517,506	20,333	1,426	5,340	—	27,099	—	878	15	1,675	5,560	696	—	58	563,042
Commercial Vehicle Safety and Enforcement	28,379	21,327	205	5,417	—	26,949	—	632	—	15	2,215	333	—	40	303
Inland Ferries	10,670	735	—	186	—	921	—	20	—	79	4	11	—	—	30,302
<b>Commercial Transportation Regulation</b>	<b>3,283</b>	<b>5,485</b>	<b>2</b>	<b>1,393</b>	—	<b>6,880</b>	<b>335</b>	<b>115</b>	<b>50</b>	<b>371</b>	<b>445</b>	<b>164</b>	—	<b>1</b>	<b>10</b>
Container Trucking Commissioner	1	610	—	155	—	765	—	25	50	1	12	35	—	—	10
Passenger Transportation Board	890	1,187	—	301	—	1,488	335	62	—	370	83	69	—	1	—
Passenger Transportation Branch	2,392	3,688	2	937	—	4,627	—	28	—	—	350	60	—	—	—
<b>Executive and Support Services</b>	<b>22,629</b>	<b>19,329</b>	<b>32</b>	<b>4,980</b>	<b>101</b>	<b>24,442</b>	—	<b>480</b>	<b>4,643</b>	<b>2,271</b>	<b>4,558</b>	<b>700</b>	—	<b>5</b>	<b>5</b>
Ministers' Offices	1,011	647	—	207	101	955	—	74	—	—	10	43	—	—	—
Corporate Services	21,618	18,682	32	4,773	—	23,487	—	406	4,643	2,271	4,548	657	—	5	5
<b>Total</b>	<b>955,980</b>	<b>135,206</b>	<b>1,773</b>	<b>34,588</b>	<b>101</b>	<b>171,668</b>	<b>335</b>	<b>7,792</b>	<b>9,962</b>	<b>446,943</b>	<b>16,977</b>	<b>4,331</b>	—	<b>115</b>	<b>1,223,554</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 2023/24 Operating Expenses
53,907	1,945,432	—	610	2,600,660	—	—	38,565	38,565	—	—	421	421	—	(201)	(201)	(2,657,726)	(32,059)	(2,689,785)	30,433
—	—	—	—	553	—	—	22,665	22,665	—	—	15	15	—	—	—	(1,108)	(622)	(1,730)	26,708
53,781	1,939,393	—	10	2,585,168	—	—	7,700	7,700	—	—	285	285	—	(1)	(1)	(2,629,851)	(30,871)	(2,660,722)	1
126	6,039	—	600	13,591	—	—	200	200	—	—	100	100	—	(200)	(200)	(15,907)	(566)	(16,473)	1
—	—	—	—	190	—	—	8,000	8,000	—	—	4	4	—	—	—	(8,000)	—	(8,000)	2,661
—	—	—	—	1,158	—	—	—	—	—	—	17	17	—	—	—	(2,860)	—	(2,860)	1,062
1	1,137,886	—	—	1,627,154	—	—	619,945	619,945	—	—	4	4	—	(11,762)	(11,762)	(1,511,171)	(378,339)	(1,889,510)	350,435
1	1,137,886	—	—	1,381,867	—	—	619,945	619,945	—	—	4	4	—	(1)	(1)	(1,511,171)	(345,513)	(1,856,684)	149,735
—	—	—	—	245,287	—	—	—	—	—	—	—	—	—	(11,761)	(11,761)	—	(32,826)	(32,826)	200,700
2,784	58,492	4,995	619	672,768	—	—	—	—	—	—	509	509	—	(1)	(1)	(110,108)	(5,261)	(115,369)	612,876
102	58,492	3,999	271	634,788	—	—	—	—	—	—	292	292	—	(1)	(1)	(89,560)	(1,760)	(91,320)	570,858
2,682	—	996	348	7,564	—	—	—	—	—	—	216	216	—	—	—	—	(3,501)	(3,501)	31,228
—	—	—	—	30,416	—	—	—	—	—	—	1	1	—	—	—	(20,548)	—	(20,548)	10,790
303	—	203	80	2,077	—	—	7,802	7,802	—	—	15	15	—	(1)	(1)	—	(14,441)	(14,441)	2,332
—	—	—	80	213	—	—	—	—	—	—	—	—	—	—	—	—	(977)	(977)	1
—	—	—	—	920	—	—	—	—	—	—	2	2	—	(1)	(1)	—	(1,907)	(1,907)	502
303	—	203	—	944	—	—	7,802	7,802	—	—	13	13	—	—	—	—	(11,557)	(11,557)	1,829
25	—	1	190	12,878	—	—	—	—	—	—	212	212	—	(1,956)	(1,956)	(10,143)	(590)	(10,733)	24,843
—	—	—	—	127	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,082
25	—	1	190	12,751	—	—	—	—	—	—	212	212	—	(1,956)	(1,956)	(10,143)	(590)	(10,733)	23,761
57,020	3,141,810	5,199	1,499	4,915,537	—	—	666,312	666,312	—	—	1,161	1,161	—	(13,921)	(13,921)	(4,289,148)	(430,690)	(4,719,838)	1,020,919

# MINISTRY SUMMARY

(\$000)

	Restated Estimates 2022/23	Estimates 2023/24	Increase (Decrease)	Variance Explanations
--	----------------------------------	----------------------	------------------------	-----------------------

## VOTED APPROPRIATION

Vote 43 - Ministry Operations

955,980

1,020,919

64,939

Advice/Recommendations; Cabinet Confidences; Government  
Financial Information

## CAPITAL EXPENDITURES

5,005

5,261

256

## LOANS, INVESTMENTS AND OTHER REQUIREMENTS

-

-

-

## REVENUE COLLECTED FOR, & TRANSFERRED TO, OTHER ENTITIES

-

-

-

# MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

## CORE BUSINESS SUMMARY

(\$000)

OPERATING EXPENSES	Restated Estimates 2022/23	Estimates 2023/24	Increase (Decrease)	Variance Explanations
<b>Core Business</b>				Advice/Recommendations; Cabinet Confidences; Government Financial Information
Transportation and Infrastructure Improvements	29,258	30,433	1,175	
Public Transportation	344,255	350,435	6,180	
Highway Operations	556,555	612,876	56,321	
Commercial Transportation Regulation	3,283	2,332	(951)	
Executive and Support Services	22,629	24,843	2,214	
<b>TOTAL OPERATING EXPENSE</b>	<b>955,980</b>	<b>1,020,919</b>	<b>64,939</b>	
<b>CAPITAL EXPENDITURES</b>				Advice/Recommendations; Cabinet Confidences; Government Financial Information
<b>Core Business</b>				
Highway Operations	5,005	5,261	256	
<b>TOTAL CAPITAL EXPENDITURES</b>	<b>5,005</b>	<b>5,261</b>	<b>256</b>	



# MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

## OPERATING EXPENSE BY CORE BUSINESS

(\$000)

Voted Appropriations	Restated Estimates 2022/23	Estimates 2023/24	Increase (Decrease)	Variance Explanations
<b>TRANSPORTATION AND INFRASTRUCTURE IMPROVEMENTS</b>				
Transportation Policy and Programs	26,032	26,708	676	Advice/Recommendations; Cabinet Confidences; Government Financial Information
Transportation Investments	1	1	-	
Partnerships	1	1	-	
Port and Airport Development	2,346	2,661	315	
Enhancing Economic Development	878	1,062	184	
	<u>29,258</u>	<u>30,433</u>	<u>1,175</u>	
<b>PUBLIC TRANSPORTATION</b>				
Public Transit	143,608	149,735	6,127	Advice/Recommendations; Cabinet Confidences; Government Financial Information
Coastal Ferry Services	200,647	200,700	53	
	<u>344,255</u>	<u>350,435</u>	<u>6,180</u>	
<b>HIGHWAY OPERATIONS</b>				
Maintenance and Operations	517,506	570,858	53,352	Advice/Recommendations; Cabinet Confidences; Government Financial Information
Commercial Vehicle Safety and Enforcement	28,379	31,228	2,849	
Inland Ferries	10,670	10,790	120	
	<u>556,555</u>	<u>612,876</u>	<u>56,321</u>	

# MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

## OPERATING EXPENSE BY CORE BUSINESS

(\$000)

### COMMERCIAL TRANSPORTATION REGULATION

Container Trucking Commissioner	1	1	-	Advice/Recommendations; Cabinet Confidences; Government Financial Information
Passenger Transportation Board	890	502	(388)	
Passenger Transportation Branch	2,392	1,829	(563)	
	<u>3,283</u>	<u>2,332</u>	<u>(951)</u>	

### EXECUTIVE AND SUPPORT SERVICES

Minister's Office	1,011	1,082	71	Advice/Recommendations; Cabinet Confidences; Government Financial Information
Corporate Services	21,618	23,761	2,143	
	<u>22,629</u>	<u>24,843</u>	<u>2,214</u>	
<b>Vote 43 - Ministry Operations</b>	<b>955,980</b>	<b>1,020,919</b>	<b>64,939</b>	

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

GROUP ACCOUNT CLASSIFICATION	Restated Estimates 2022/23	Estimates 2023/24	Increase (Decrease)	Variance Explanations
<b>Salaries and Benefits</b>	151,207	<b>171,668</b>	20,461	Advice/Recommendations; Cabinet Confidences; Government Financial Information

<b>Operating Costs</b>	3,710,640	<b>4,915,537</b>	1,204,897	
STOB 60 Consulting				
STOB 69 Maintenance & Operating contracts				
STOB 70 Operating Equipment				
STOB 72 Capital Projects				

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

<b>Government Transfers</b>	400,940	<b>666,312</b>	265,372	Advice/Recommendations; Cabinet Confidences; Government Financial Information
Grants: BCTFA, BC Transit, Translink, Local Govts,				

<b>Other Expenses</b>	1,160	<b>1,161</b>	1	
-----------------------	-------	--------------	---	--

<b>Internal Recoveries</b>	(13,657)	<b>(13,921)</b>	(264)	
Recoveries between ministries				

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

(3,294,310)      **(4,719,838)**      (1,425,528)

Advice/Recommendations; Cabinet Confidences; Government  
Financial Information

**TOTAL OPERATING**

<u>955,980</u>	<u><b>1,020,919</b></u>	<u>64,939</u>
----------------	-------------------------	---------------

**TOPIC: New Capital Programs**

**ISSUE:** New capital programs including Sumas Prairie, Rest Area, Indigenous Community Access, and Active Transportation programs.

**KEY MESSAGES:**

- **Safety Rest Area Improvement Program**

- The Safety Rest Area Improvement Program will target various rest area improvements, such as washroom upgrades, lighting improvements, expanded parking, new picnic tables, and Wi-Fi installation, as well as improvements at several locations to support the trucking industry.
- This new funding stream will invest \$100M over the next nine years (23/24 to 31/32) to ensure drivers and commercial traffic have better facilities available to encourage breaks and improve safety.
- \$28M will be invested over the next three years (23/24 to 25/26).

- **Indigenous Community Access and Resiliency Program**

- The Indigenous Community Access and Resiliency Program will support the Ministry's implementation of the *Declaration Act Action Plan*, to enhance safety and reliability by improving access for communities and increasing resiliency of the Ministry's road network to the effects from natural disasters or other events.
- This new funding stream will invest \$120M over the next nine years (23/24 to 31/32), including \$30M over the next three years (23/24 to 25/26), to support projects that improve access and resiliency for Indigenous communities, such as intersection safety improvements and repairs and upgrades to critical access routes, Advice/Recommendations  
Advice/Recommendations

- Many of the projects delivered under this program will include partnering with Indigenous communities to deliver the work.

- **Highway 11 to Vedder Canal (Sumas Prairie) – Fraser Valley Highway 1 Corridor Improvement Program**

- The Ministry is committed to investing in the Fraser Valley Highway 1 Corridor Improvement Program.
- New funding will support two complementary project development activities:
  - Participation in the Sumas River 4G MOU, a multi-agency development of a Sumas River Flood Mitigation Strategy.
  - An integrated planning process, to assess future expansion of Highway 1 improvements into Chilliwack.
- The Ministry of Emergency Management and Climate Readiness (EMCR) is the Provincial Lead for the Sumas River 4G MOU.

- **Active Transportation Capital Fund**

- \$100M in funding over three years to enhance active transportation infrastructure in Ministry capital projects.
- Investments will improve network AT connections within communities to increase safety, accessibility and ensure continuous connections between origins and destinations.
- The investments will focus on achieving CleanBC Roadmap to 2030 targets to reduce vehicle kilometres traveled and increase mode shift to cleaner modes of transportation.

**KEY FACTS:**

- **Safety Rest Area Improvement Program**

- The Ministry operates over 200 rest areas throughout the province, which supports travel to all communities.
- An online map of all BC provincial rest areas is available on Drive BC that shows the location and amenities available at each rest area to help drivers plan their trips.

- **Indigenous Community Access and Resiliency Program**

- Projects that improve road access and resiliency for Indigenous communities can include:
  - Shoulder widening or intersection improvements, including things like crosswalk installations, better signs and lighting, and speed reader boards.
  - Culvert replacements, road resurfacing, gravelling, grading, road base repairs, and ditching to improve road condition, safety, and resiliency during weather events.
- The *Declaration Act Action Plan*, item 3.9, tasks MOTI to “identify and implement multi-modal transportation solutions that provide support and enable the development of sustainable, safe, reliable and affordable transportation options for First Nations communities.”

- **Highway 11 to Vedder Canal (Sumas Prairie) – Fraser Valley Highway 1 Corridor Improvement Program**

- Both activities enabled by this funding are complimentary and will support informed decision making about the future of Highway 1 through the Fraser Valley.
- In addition to the concept plan being advanced for the Fraser Valley Corridor Improvement Program, there is an additional \$30M budget allocation for project development of highway improvements between Highway 11 and the Vedder Canal.
- Sumas River 4G MOU
  - Participants include: Sumas FN, Leq’a:mel FN, City of Abbotsford, City of Chilliwack, EMCR (Provincial lead), Ministry of Forests, Ministry of Agriculture and Food, and MOTI.

- A variety of flood mitigation strategies are being contemplated by local governments, including raising the elevation of the highway, building a viaduct, and nature-based solutions.
- New funding will support technical assessments along Highway 1 that support informed decision making (survey, geotechnical, hydrotechnical, archaeology, environmental, etc.).
- Integrated Planning Process
  - As part of the Fraser Valley Highway 1 Corridor Improvement Program, planning work will continue to evaluate integrated transportation improvements through the Fraser Valley into Chilliwack (Highway 11 to the Vedder Canal).
  - New funding will support assessment of need for additional lanes, transit, active transportation, mobility hubs, and land use decisions.
  - First Nations Consultation and engagement with local governments, transit authorities, special interest groups, as well as the public are anticipated as part of this planning initiative.
- Active Transportation Capital Fund
  - The Active Transportation Capital Fund is a \$100 million three year envelop within the Transportation Investment Plan to support the construction of active transportation infrastructure.
  - The program will help connect Provincial and community owned infrastructure, support the creation of safe alternatives to road travel within and between communities, and support reaching our mode shift targets.
  - Advice/Recommendations; Government Financial Information
- 

**FINANCIAL SUMMARY:**

Advice/Recommendations; Government Financial Information

**TOPIC: Leveraging Federal Funds**

**ISSUE:** Leveraging funding available through federal infrastructure programs for transportation improvements funded under the Transportation Investment Plan

**KEY MESSAGES:**

- 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.
- The Ministry was successful in securing \$296.9 million under the merit-based National Infrastructure Component (NIC) and \$1.09 billion under the Provincial-Territorial Infrastructure Component of the 2014 Building Canada Fund.
- \$3.924 billion was allocated to BC through the Investing in Canada Infrastructure Program (ICIP), including \$2.691 billion under the Public Transit Infrastructure Stream (PTIS) and as of March 31, 2023, will be fully committed.
- \$420 million of the \$460 million allocated to BC under the Public Transit Infrastructure Fund (PTIF) was committed to project that are complete or completing.
  - The Government of Canada's Budget 2022 reallocated \$40M of uncommitted PTIF funding towards other priorities without consultation with the Provinces and Territories.
- The Ministry continues to pursue funding available through national merit-based infrastructure programs:
  - \$4.7 billion National Trade Corridor Fund.
  - \$3.4 billion Disaster Mitigation and Adaptation Fund.
  - \$680 million Zero Emission Vehicle Infrastructure Program.
- The Ministry continues to work with the federal government to take advantage of the \$14.9 billion in new public transit funding announced in February 2021.
- The Ministry continues to engage the Federal Government on new or expanded infrastructure funding to support provincial priorities such as:
  - Fraser River Tunnel Project.
  - Belleville Terminal Replacement; and
  - Other critical infrastructure requirements.



**KEY FACTS:****Building Canada Fund**

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

**Public Transit Infrastructure Fund (PTIF)**

- \$460 million was allocated to BC under the Public Transit Infrastructure Fund
- \$420 million was committed under PTIF to projects underway or are completed.
- As part of Budget 2022, Canada reallocated \$40 million of uncommitted funding to other Government of Canada priorities.
- Projects that were committed before the reallocation are complete or are in the processes of being completed.

**Investing In Canada Infrastructure Program (ICIP)**

- \$3.924 billion was allocated to BC under the Investing in Canada Infrastructure Program, including \$2.691 million through the Public Transit Infrastructure Stream (PTIS).
  - \$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 fully commit PTIS funding including:
  - \$12.1 million for program administration (for all infrastructure streams under IBA)
  - \$2.222 million in federal funding is committed towards various TransLink projects including:
    - \$888.4 million for \$2.827 billion Broadway Subway project
    - \$493.3 million for the Expo-Millennium Line (EMUP)
    - \$577.0 million for the Surrey Langley Skytrain Project (the remaining \$729 million will be funded from the new Federal Public Transit Fund).
    - \$263.3 million for non-major projects (Millennium Line Brentwood Station North/South, West Coast Express Locomotive Refit, Onboard Technology Assets Program, OMC4, Burrard Station Upgrades, Phibbs Exchange)

- \$469 million in federal funding is committed towards various BC Transit and Ministry projects including:
  - \$383 million for various BC Transit Infrastructure projects including:
    - Vehicle Acquisition and Retrofits
    - Victoria HandyDART O&M Facility replacement
    - Smart Bus Technology
    - Exchange rehabilitation and Bus Shelter upgrades.
  - Intergovernmental Communications
  -
- Ministry of Municipal Affairs and Housing is the lead for the remaining ICIP infrastructure streams under the Integrated Bilateral Agreement.
- As part of Budget 2022, Canada advanced the funding commitment date for projects to March 31, 2023 from March 31, 2025.
- BC will fully commit its ICIP allocation for all streams by March 31, 2023.

## **\$4.65 billion National Trade Corridor Fund (NTCF)**

- Budget 2017 allocated 1.9 billion over 11 years with subsequent increases in Budget 2019 (\$400M over 8 years), Budget 2021 (\$1.9 billion over 4 years) and Budget 2022 (\$450 million over 5 years) for a total of \$4.65B,
- The NTFC is a merit based application program administered by Transport Canada with seven proposal calls to date.
- The first four calls have resulted in \$627 million in federal funding committed to 29 projects in BC, including:
  - \$15.1 million for the proposed Highway 16 Terrace Commercial Vehicle Inspection Station (CVIS) Relocation which is under construction.
- Other successful proponents include Ashcroft Terminal Limited, Canadian National Railway, Nanaimo Port Authority, Prince George Airport Authority, Prince Rupert Port Authority, Vancouver Fraser Port Authority, Metlakatla Development Corporation, Southern Rail of BC Ltd, Stewart World Port and private sector entities.
- In December 2021, a 5<sup>th</sup> call was opened and focused on increasing the fluidity of Canada's supply chains with five projects invited to submit comprehensive projects plans including:
  - Intergovernmental Communications
  - 
  - Moray Area Planning Study - \$0.675 M

## Intergovernmental Communications

- 
- 
- The Ministry has received approval in January 2023 for the Moray Area Planning Study and is awaiting the decision on the subsequent applications.
- There have been two subsequent targeted calls since the 4<sup>th</sup> call including:
  - Relieving Supply Chain Congestion at Canadian Ports: focuses on measures that addresses congestion at Canadian Ports. (closed February 2022 with applications under review); and
  - Advancing Supply Chain Digitalization: focuses on projects that strengthen Canada's digital infrastructure to enhance our supply chains (call open to April 2023).

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

- Administered by Infrastructure Canada
- All of the initial \$2.0 billion available nationally has been committed through application calls. Budget 2021 provided a further \$1.4 billion over 12 years with \$138 million allocated to Indigenous Recipients
- \$217.0 million in federal funding was committed to 7 projects in BC, including:
  - Skwah First Nation & City of Chilliwack flood protection (\$45.0 million)
  - Victoria Climate & Seismic Resilient Underground Infrastructure (\$15.4 million)
  - Kelowna Mill Creek Flood Protection (\$22.0 million)
  - Surrey, Delta & Semiahmoo FN Coastal Flood protection (\$76.6 million)
  - Richmond Flood Protection Program (\$13.8 million )
  - Grand Forks and KBRD Flood Mitigation (\$20.0 million )
  - Cowichan Tribes FN Watershed Resiliency Program (\$24.2 million )
- Advice/Recommendations; Government Financial Information; Intergovernmental Communications
- A new DMAF project intake is now open and set to close July 19<sup>th</sup>, 2023.

**\$680 M Zero Emission Vehicles Infrastructure Program**

- Administered by Natural Resources Canada
- \$0.9 million secured by the ministry for electric charging stations.

**New Public Transit Funding**

- Prime Minister announced (February 10, 2021) \$14.9 billion in new public transit funding over the next eight years.
- \$5.9 billion will be made available over the first 5 years, starting in 2021, to support the near-term recovery of Canadian communities:
- Zero Emission Buses Fund (\$2.750 billion).
  - to help systems plan for electrification, support the purchase of zero-emission buses, and build associated infrastructure across Canada. The program is a partnership between Infrastructure Canada (\$1.25 billion) and the Canadian Infrastructure Bank (\$1.5 billion) and is now accepting applications until fully committed.
- Active Transportation Fund (\$400 million).
  - first-ever active transportation fund, dedicated to building active transportation networks that provide the space for human powered forms of transportation such as cycling and walking, and including hybrid forms of transportation such as scooters, bikes, and wheelchairs. The program is currently assessing submissions from its March 2022 intake.
- Major Public Transit projects (\$2.500 billion)
  - Expansion of large urban transit systems and dedicated planning funding to accelerate future major projects. \$729 million of the \$1.306 billion commitment for the Surrey Langley Skytrain will be provided from this fund.
- Rural Transit Solutions Fund (250 million)
  - Planning & deployment of innovative mobility solutions in rural, remote, and small communities; from on-demand services, to publicly owned electric vehicle ride shares and volunteer community car-pooling. The program is accepting ongoing applications for the Capital projects stream.
- A second phase will deliver on the Government's commitment to ongoing transit through a \$3 billion per year permanent and indexed transit fund, beginning in 2026-27.
- Allocation of the second phase will be determined based on consultations with provinces, territories and other stakeholders and lessons learned from the first phase.

**TOPIC: New Building Canada Fund****ISSUE:** Funding for infrastructure projects under the New Building Canada Fund (NBCF).**KEY MESSAGES:**

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

**KEY FACTS:**

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

- 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.
- Canada announced its contribution to 2 Highway 1 projects that MoTI is still advancing through the Provincial approvals process:
  - Advice/Recommendations
  -
- NIC was a merit-based program directed at supporting larger scale projects of national significance with a soft threshold of \$100 million:
  - BC secured \$296.9 million in federal funding for two projects:
    - \$215.2 M for Kicking Horse Canyon Phase 4 (\$601 M total); and,
    - \$81.7 M for Hwy 17-Hwy 91-Deltaport Way Corridor (\$260.2 M total).
  - Approximately \$1.65 B of the \$4.0 B allocated to NIC was committed, but the program has been terminated and the remaining funds rolled into the Investing in Canada Plan (ICIP).
- The Building Canada Plan also included:
  - \$21.8 billion indexed Gas Tax Fund (GTF);
  - \$10.425 billion incremental GST Rebate for Municipalities; and,
  - \$1.25 billion over 5 years to renew the P3 Canada Fund (Public-Private Partnerships)

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

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

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

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



### FINANCIAL SUMMARY:

- Appendix A provides the full list of projects approved under the program.





Final Date: March 10, 2023

## Appendix A: New Building Canada Program Projects

Projects	Total	BC	3rd Party	Federal		AIP	Announced	Note
				Announced	Approved			

Advice/Recommendations



## TOPIC: Investing in Canada Plan – Phase 2

**ISSUE:** Infrastructure funding in BC under Phase 2 of the Federal Investing in Canada Plan

### KEY MESSAGES:

- Phase 2 of the Investing in Canada Plan provides \$81.2 B in new infrastructure funding over 11 years, starting 2017/18.
- \$3.925 B was allocated to BC under the Integrated Bilateral Agreement (Amendment 3) for Public Transit, Green, Rural & Northern Community and Culture & Recreation infrastructure.
  - \$2,691 M Public Transit Infrastructure Stream (PTIS).
    - \$2,222 million for TransLink
    - \$469 million for BC Transit
  - \$843 M Green Infrastructure Stream (GIS).
  - \$102 M Rural and Northern Community Infrastructure Stream (RNCIS); and,
  - \$161 M Community, Culture and Recreation Infrastructure Stream (CCRIS).
  - \$128 M COVID Response Infrastructure Stream (CVRIS)
    - \$45.6 M in GIS and \$64.2 M in RNCIS funding the was reallocated for projects that could be initiated and completed over the short term to stimulate economic activity.
    - A further \$17.8 M was provided for Ventilation projects under CVRIS.
- MoTI is the lead for the Public Transit Infrastructure Stream
- MUNI is the lead for the Green, Rural and Northern Community and Community, Culture and Recreation and COVID Response infrastructure streams.
- BC will fully commit their remaining ICIP funds before the federal commitment deadline of March 31, 2023. Approved projects have until 2033 to complete.
  - This includes utilizing \$42 M towards the Belleville Terminal Replacement project and Intergovernmental Communications
  - Intergovernmental Communications
- \$10.4 B is available nationally through-merit based programs such as the:
  - \$4.7 B National Trade Corridor Fund;
  - \$3.4 B Disaster Mitigation and Adaptation Fund; and,
  - \$680 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 continues to work with the federal government to fully utilize funding available under federal infrastructure programs.

## KEY FACTS:

- 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<sup>1</sup> in new infrastructure funding over 11 years, starting in 2017/18:

Public Transit Infrastructure.	\$ 25.3
Trade and Transportation Infrastructure.	\$ 10.1
Green Infrastructure.	\$ 21.9
Rural and Northern Community Infrastructure	\$ 2.0
Social Infrastructure.	\$ 21.9

- These funds will flow through bilateral agreements and national programs, and to federal departments and agencies:

Integrated Bilateral Agreements	\$ 32.7
Housing, Early Learning & Child Care and Home Care Programs	\$ 18.6
National Merit Based Programs	\$ 9.5
Federal Departments and Agencies	\$ 4.3
Indigenous Peoples	\$ 4.2
Green Infrastructure Reserve	\$ 2.0
Canada Infrastructure Bank	\$ 15.0

## 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 previously approved for Lions Gate Secondary Wastewater Treatment).
- Funding was allocated on a “base + per capita” basis except for the Public Transit Infrastructure Steam for which “ridership + per capita was used.
- As part of Budget 2022, Canada made several amendments to ICIP program including:
  - Advancing the commitment date for submission of ICIP projects to March 31, 2023 from 2025.
  - Allowing projects to complete in 2033 from the original 2028.

<sup>1</sup> Note: Total of \$86.3 B (above) exceeds the referenced \$81.2 B in new federal funding as some of the funds (\$1.7 B) were previously included in fiscal framework/revenues and \$3.4B in additional funding announced as part of Budget 2021

- Any uncommitted funds by the March 2023 date would be repurposed for other priorities.
- Amendment 3 (March 2023) accounted for the above changes and finalized allocations before the March 31, 2023 commitment deadline.

### **Public Transit Infrastructure Stream**

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

### **Green Infrastructure Stream**

- \$903 M as an initial allocation under the Green Infrastructure Stream (GIS) with
  - \$45.7M reallocated to COVID Resilience Infrastructure (CVRIS)
  - \$14.3 M was reallocated to Community, Culture and Recreation Infrastructure Stream (CCRIS)
- The GIS allocation as of Amendment 3 IBA (March 2023) is \$843 M and has been fully committed.

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

- \$166 M as an initial allocation under the Rural and Northern Community Infrastructure Stream (RNCIS) with:
  - \$64.2 M reallocated to the CVRIS
- The GIS allocation as of Amendment 3 IBA (March 2023) is \$102 M and has been fully committed.

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

- \$157 M as an initial allocation under the Community, Culture and Recreation Infrastructure with:
  - \$14.3 M transfer from GIS
  - \$10.5 M reallocated to meet the federal commitment to the Vancouver Sunset Seniors Centre project (not part of the ICIP Program)
- The CCRIS allocation as of Amendment 3 IBA (March 2023) is \$161 M and had been fully committed.

### **COVID Infrastructure Stream**

- The CVRIS was introduced in 2020 and allowed for quick start projects through and accelerated approvals process that was funded from:
  - \$109.9 M from CVRIS and RNCI allocations; and
  - \$17.8 M funding increase from INFC for Ventilation Project.

- The program provides 80% federal funding for local government/not-for-profit projects and 100% federal funding for aboriginal projects.
- The CCRIS allocation as of Amendment 3 IBA (March 2023) is \$127.7 M and had been fully committed.

## Housing, Early Learning & Child Care and Home Care Programs and Agreements:

- \$18.6 billion has been allocated to support programs directed at Housing, Early Learning and Child Care and Home Care:
  - \$7.0 B for Early Learning and Child Care (allocation based)
  - \$5.0 B for National Housing Fund (merit based)
  - \$3.2 B for Federal-Provincial-Territorial Housing Partnership (allocation based)
  - \$2.1 B for Tackling Homelessness (merit based)
  - \$1.0 B for Home Care Infrastructure under Health Accord (allocation based)
  - \$300 M for Northern Housing (allocation based - Territories)

## National Merit Based Programs:

- \$10 billion was allocated to merit based National Programs under which eligible project proponents from BC can apply for funding (province, local government, not-for profit, and for-profit projects):

\$4.7 B – National Trade Corridor Fund (NTCF)	\$220 M – Diesel Reliance South of 60 <sup>th</sup> Parallel
\$3.4 B – Disaster Mitigation & Adaption Fund (DMAF)	\$200 M – Emerging Renewable Energy Technologies
\$400 M – Arctic Energy Fund (Territories)	\$100 M – Smart Grid and Clean Electricity
\$300 M – Smart Cities Challenge	\$280 M – Electric Vehicles and Alternative Fuels
\$300 M – Superclusters Challenge	\$80 M – Community Educational Infrastructure

- The \$10 billion includes \$9.6 Billion announced in previous Budgets plus an additional \$450 million for the NTCF as part of Budget 2022.

## 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.

## Green Infrastructure Reserve:

- \$2.0 Billion reserve held by Infrastructure Canada to support Green Infrastructure projects has been utilized for green initiatives announced in Budget 2018 and Budget 2019.

## Indigenous Peoples:

- \$4.225 billion has been allocated for Improving Indigenous Communities. Funding will be administered through Indigenous and Northern Affairs Canada and the distribution will be determined in partnership with Indigenous Peoples
  - \$2 B from Green Infrastructure and \$2B from Social Infrastructure
  - \$225 M for Housing for Indigenous Peoples Not On Reserve (Social Infrastructure)

## Canada Infrastructure Bank (CIB):

- The arm's length agency has \$15 B in program funding and \$20 B in debt and equity capacity to support transformative infrastructure.
  - CIB invests in revenue generating projects to leverage private sector investment and involvement in the design, construction, financing, operation, and maintenance of assets.
  - CIB uses financial instruments such as loans, equity, and loan guarantees to support commercially viability and relate financial returns to project usage and revenue risk.
  - "Bankable" projects contribute to economic growth, draw in private capital, and help the bank earn back what it pays out.
  - Initial commitment was \$5B on Public Transit, \$5B on Green Infrastructure and \$5B on Trade and Transportation, but this was later expanded to:
    - \$1B for broadband access (Budget 2019),
    - Electricity projects such as interties between provinces and territories; and,
    - \$5 B Clean Power Fund (Liberal Election Platform).
  - Federal government outlined a new Growth Plan (October 1, 2020) that retools \$10 B of the CIB allocation for new infrastructure in 5 priority sectors to accelerate transition to a low carbon economy and strengthen economic growth:

\$1.5 billion – zero-emission buses.	\$2 billion – building retrofits.
\$2.5 billion – clean power.	\$2 billion – broadband; and,
\$1.5 billion – agriculture infrastructure	

## FINANCIAL SUMMARY:

- BC will fully commit its ICIP allocation by the March 31, 2023 date.
- Appendix A provides a summary by stream of BC's ICIP allocation.

# Estimates Note

Final Date: March 10, 2023

## Appendix A: BC Investing in Canada Infrastructure Plan Allocation (as at March 1, 2023)

British Columbia ICIP Bilateral Agreement	Public Transit		Green	Rural and Northern	Community, Culture & Recreation	Arctic Energy Fund	COVID-19 Resilience Infrastructure	Total	Note
	Translink	BC Transit							
IB Agreement Allocations	2,222,311,944	468,789,950	903,194,721	166,001,827	157,081,719			3,917,380,161	
COVID Stream Redistribution			(45,635,035)	(64,230,000)			109,865,035	-	①
Ventilation Projects (Cat 5)							12,179,870	12,179,870	②
Less Sunset Senior Centre					(10,573,600)			(10,573,600)	③
IB Agreement #3 reallocation			(14,323,169)	(62)	14,323,231		5,666,872	5,666,872	④
<b>Total per IB Agreement #3</b>	<b>2,222,311,944</b>	<b>468,789,950</b>	<b>843,236,517</b>	<b>101,771,765</b>	<b>160,831,350</b>	<b>-</b>	<b>127,711,777</b>	<b>3,924,653,303</b>	
<b>Less: Program Allocations</b>									
Administration Fee	(9,946,107)	(2,163,852)	(4,064,376)	(747,008)	(706,868)			(17,628,211)	⑥
Major Projects	(1,958,677,608)	-						(1,958,677,608)	⑦
Other ICIP Projects	(253,688,229)	(377,827,887)						(631,516,116)	⑧
MOTI Projects	-	(88,798,211)						(88,798,211)	⑨
BC Hydro Projects			(241,319,175)					(241,319,175)	⑩
Intake (grant) Projects			(597,159,918)	(101,024,757)	(160,124,482)		(127,124,567)	(985,433,724)	⑪
<b>Total - ICIP Allocations</b>	<b>(2,222,311,944)</b>	<b>(468,789,950)</b>	<b>(842,543,469)</b>	<b>(101,771,765)</b>	<b>(160,831,350)</b>	<b>-</b>	<b>(127,124,567)</b>	<b>(3,923,373,045)</b>	
<b>Remaining ICIP Allocation</b>	<b>-</b>	<b>-</b>	<b>693,048</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>587,210</b>	<b>1,280,258</b>	

- ① Approved reallocation of Green and Rural and North stream to the new COVID-19 Resilience stream.
- ② Approved \$12.2M increase for Category 5 Ventilation projects
- ③ Reallocation of \$10.6M from Community and Culture Stream to fund Sunset Seniors Centre Federal commitment
- ④ Amendment 3 reallocation between Green / CCR stream and provides an additional \$5.7M for additional Ventilation Projects.
- ⑥ Allocation of administration fee to manage the ICIP program in BC
- ⑦ Allocation of ICIP funding for Broadway Subway, Expo Millenium Line upgrades and Surrey Langley Skytrain projects
- ⑧ ICIP allocations for other Translink / BC Transit projects
- ⑨ ICIP allocations for MOTI delivered projects including: South Island Transportation Projects and Belleville Terminal Replacement
- ⑩ Various BC Hydro projects
- ⑪ Allocations for various grant intake programs through various stream.

**TOPIC: National Trade Corridor Fund****ISSUE:** Funding for infrastructure projects under the National Trade Corridor Fund (NTCF)**KEY MESSAGES:**

- The National Trade Corridor Fund (NTCF) is a \$4.65 billion infrastructure fund that invests in well-functioning trade corridors within Canada to improve the flow of good and people and keep supply chains competitive.
- In past calls, BC has received \$627 million in NTCF funding for 29 projects in BC including \$15.1 million for the \$34.3 million Highway 16 Terrace Commercial Vehicle Inspection Station (CVID) relocation.
- BC is currently seeking a further \$16 million for 5 projects under the Increasing the Fluidity of Canada's Supply Chains call that closed on June 30, 2022.
- BC has received approval for the Moray Area Planning Study project and continues to await the outcome of Transport Canada's evaluation of the current proposal call.

**KEY FACTS:**

- NTCF is a \$4.65 billion program administered by Transport Canada to fund infrastructure projects across Canada that improve the flow of goods and people and strengthen supply chains.
- These projects improve and increase the transportation system along Canada's trade corridors, including helping to withstand the effects of climate change and better adapt to new technologies and innovation.
- Canada's Budget 2017 allocated 1.9 billion over 11 years with subsequent increases in Budget 2019 (\$400M over 8 years) and Budget 2021 (\$1.9 billion over 4 years). Budget 2022 provides an additional \$450 million over 5 years.
- The NTCF is a merit-based application program that has had seven calls for proposals including:
  - National Call to Address Capacity Constraints: In July 2017, the first call for proposals was launched to improve supply chain performance.
    - Under this call, Transport Canada has approved more than \$800 million to fund 39 projects across Canada.
  - Canada's North: This call for proposals was launched on November 19, 2018, and focused specifically on targeting transportation-related infrastructure investments in the North.
    - This call closed on March 29, 2019, and provided \$230 million for 11 projects in the Yukon, Northwest Territories and Nunavut.

- Continuous Call for Trade Diversification: Launched on January 15, 2019, this call targeted projects that would:
  - Improve the performance of the transportation system to contribute to an increase in the goods exported from Canada to overseas markets; and/or
  - Increase existing, or generate new, overseas trade because of the investment.
  - The call closed on December 9, 2021, and resulted in approval of 60 projects.
- Arctic and Northern Call: the call targeted projects that address transportation challenges in Canada's northern regions. To date this call has resulted in approval of 7 projects and closed on March 15, 2021.
- Increasing the Fluidity of Canada's Supply Chains: Launched on December 9, 2021, this NTCF call for proposals prioritizes infrastructure projects that will:
  - strengthen the national supply chain, support critical investments in digital infrastructure and technology adoption to ensure a more efficient supply chain that can adapt and support national freight movements while ensuring it is adapting to the impacts of a changing climate.
  - Transport Canada will advance funding under two major investment themes: Strengthening Canada's Connections to Global Markets and Building Internal Trade Corridors.
  - The call closed on June 30, 2022, and has resulted in the approval of 2 projects to date.
  - Proposals are still being evaluated by Transport Canada with successful projects being announced over the coming months.
- Relieving Supply Chain Congestion at Canadian Ports: Launched on January 31, 2022, this targeted call for proposals prioritized projects that will assist Canadian Ports with measures to relieve immediate supply chain congestion and facilitate the movement of goods.
  - The call closed on February 25, 2022, and has resulted in 2 project approvals to date.
  - Proposals are still being evaluated by Transport Canada with successful projects being announced over the coming months.
- Advancing Supply Chain Digitalization: Launched on February 13, 2023, this targeted call for proposals will prioritize projects that will strengthen Canada's digital infrastructure to enhance the efficiency and reliability of our transportation supply chains.



- Transport Canada is accepting applications under this call for proposals until April 11, 2023.
- As part of the Increasing the Fluidity of Canada's Supply Chains call, the Ministry was invited to submit comprehensive projects plans for 5 projects:
  - Intergovernmental Communications
  - 
  - Moray Area Planning Study - \$0.675 M
  - Intergovernmental Communications
  -
- BC has received approval in January 2023 for the Moray Area Planning Study and is awaiting the decision on the remaining 4 projects.
- BC continues to look for opportunities to leverage the NTFC fund to support BC economic development and supply chain improvement projects.

**FINANCIAL SUMMARY:**

- The first four calls have resulted in \$627 million in federal funding committed to 29 projects in BC, including:
  - \$15.1 million for the Highway 16 Terrace Commercial Vehicle Inspection Station (CVIS) Relocation currently under construction.
- Other successful proponents under these calls include Ashcroft Terminal Limited, Canadian National Railway, Nanaimo Port Authority, Prince George Airport Authority, Prince Rupert Port Authority, Vancouver Fraser Port Authority, Metlakatla Development Corporation, Southern Rail of BC Ltd, Stewart World Port and private sector entities.
- As part of the Increasing Fluidity of Canada's Supply Chain call, BC is seeking a further \$16 million for 5 projects.
- Table 1 provide a list of Provincially Lead NTCF funding applications and table 2 provide a list of externally lead NTCF applications that are seeking Provincial support under consideration by Transport Canada.

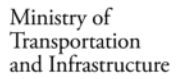
## Estimates Note

Final Date: March 10, 2023

**Table 1: Provincially Lead NTCF Funding Applications**

Project (Total Project Cost)	Lead	Description	NTCF Status	MOTI Funding Status & Requests	Partnerships, Letters of Support
Intergovernmental Communications					
Moray Area Planning Study (\$1.35M)	ITPB	The Moray Area Planning Study will assess options and strategies that support safe, reliable and sustainable travel for all travel modes between Sea Island and Highway 99. Supported by technical analysis, the Study will inform infrastructure planning, transportation investments and land development, enabling integrated provincial, municipal and airport planning.	EOI accepted CPP due June 30	ITPB has secured \$0.675M from CPB.	MOTI has been working closely with YVR on NTCF submission, however they are not a funding partner. MOTI will be seeking letters of support from stakeholders.

Intergovernmental Communications



Final Date: March 10, 2023

**Table 2: External Lead NTCF Funding Applications Seeking Provincial Support**

Project (Total Project Cost)	Lead	Description	NTCF Status	MOTI Funding Status & Requests	Partnerships, Letters of Support
Business Information; Intergovernmental Communications					

**TOPIC: Clean Transportation Action Plan (CTAP)**

**ISSUE: CTAP to provide comprehensive plan to meet the CleanBC 2030 targets**

**KEY MESSAGES:**

- The transportation sector is the largest single source of GHG emissions in B.C., accounting for approximately 40% of our annual total.
- The CleanBC Roadmap 2030, released in Oct. 2021, included a commitment to release a Clean Transportation Action Plan (CTAP) in 2023 to address these emissions.
- The Ministry of Transportation and Infrastructure (MOTI), in partnership with the Ministry of Energy, Mines and Low Carbon Innovation, will release CTAP later in 2023.
- CTAP is working collaboratively to engage with internal and external partners to identify actions in people and goods movement, including shifting to cleaner modes, increasing energy efficiency of transportation, and continuing the transition to zero-emission vehicles (ZEVs) and low carbon fuels.
- Assessment and engagement is underway to identify the best way to reach the CleanBC targets. The reduction in GHG emissions will be balanced with equity and economic development goals, including affordability.

**KEY FACTS:**

- The CleanBC: Roadmap to 2030 committed to developing the CTAP to achieve the following targets:
  - Reducing light-duty Vehicle Kilometers Traveled (VKT) by 25% by 2030, compared to 2020;
  - Increasing the share of trips made by walking, cycling, and transit to 30% by 2030, 40% by 2040, and 50% by 2050;
  - Reducing the energy intensity of goods movement by at least 10% by 2030, 30% by 2040, and 50% by 2050, compared to 2020;
  - Accelerating Zero Emission Vehicle Act requirements – to 26% of new light-duty vehicles by 2026, 90% by 2030, 100% by 2035; and
  - Reducing the carbon-intensity of gas and diesel use 30% by 2030.
- In 2020, 34% of total transport sector emissions came from heavy-duty on-road vehicles, 15% from off-road vehicles, 33% from light-duty vehicles, with the remainder from domestic marine, rail, and aviation.
- Overall, the Province is targeting a 27-32% reduction in transportation emissions by 2030, relative to 2007.
- As the Ministry continues to work with the Ministry of Energy, Mines and Low Carbon Innovation to develop the Clean Transportation Action Plan, investments to support Roadmap to 2030 targets are included in the 2023/24 budget.

- The Active Transportation Capital Program will allow connections between Provincially and community owned infrastructure, support the creation of safe alternatives to road travel within and between communities all of which are necessary to reach our mode shift targets.
- The fund will be allocated to projects that align with the targets of the Clean Transportation Action Plan and allow for the greatest opportunity for a shift to cleaner modes.

## FINANCIAL SUMMARY:

- Budget 2023 includes investments to reach Roadmap to 2030 targets and develop the Clean Transportation Action Plan.

	2022-23	2023-24	2024-25	2025-26
Clean Transportation Action Plan	\$0	\$0.5M	\$0.5M	\$0.5M
Active Transportation Capital Fund	\$0	\$10M	\$40M	\$50M
B.C. Active Transportation Infrastructure Grant Program	\$20M	\$20M	\$20M	\$20M
Active Transportation Programs	\$4M	\$4M	\$4M	\$4M
CleanBC Heavy-Duty Vehicle Efficiency Program	\$3.5M	\$3.5M	\$0.9M	\$0.9M
EV Charging Stations in Rest Areas Program	\$1.6M	\$1.6M	\$1.6M	\$1.6M
Climate Studies and Pilot Projects	\$1.7M	\$1.7M	\$1.7M	\$1.7M

Advice/Recommendations; Government Financial Information

**TOPIC:** Highway 1 – 264th Street to Highway 11

**ISSUE:** Fraser Valley Highway 1 Corridor Improvement Program – 264<sup>th</sup> Street to Highway 11

**KEY MESSAGES:**

- The Province is committed to continued investment in the Fraser Valley Highway 1 Corridor Improvement Program.
- The Atmospheric River impacted several kilometers of Highway 1 and changed the way we view the highway.
- The ministry is taking steps to ensure that the project is both resilient to future climate events and supports clean, sustainable modes of transportation.
- A comprehensive integrated planning process is underway, and we will have more information later this year about the next phase of the Program.

**KEY FACTS:**

- It is a mandate commitment to widen through the Fraser Valley, ensure a more integrated transportation corridor with greater capacity and inclusion of transit and active transportation amenities, and assess extension to Chilliwack.
- Fraser Valley Highway 1 Corridor Improvement Program:
  - 216th Street Interchange – Completed 2020 (\$61.9M - \$22.3M in Federal funding / \$11.8M from the Township of Langley / \$27.8M from the Province of B.C.)
  - 216th Street to 264th Street – Under Construction (\$345M - Government of Canada is contributing \$95.9M / Province of B.C. is contributing \$225.58M / Township of Langley is contributing \$23.37M.)
  - 264th Street to Highway 11 – In Development
  - Highway 11 to Vedder Canal – In Development
- Advice/Recommendations; Government Financial Information
- The ministry is actively engaged with multiple levels of government, participating in a multi-agency process to develop a flood mitigation strategy for the Sumas Prairie (\$30M).
- The multi-agency response will help inform planning and project development for future infrastructure improvements into Chilliwack.



### FINANCIAL SUMMARY:

- In Budget 2023, funding for the Fraser Valley Highway 1 Corridor Improvement Program is in the Transportation & Trade Network Reliability category of the Transportation Investment Table.
- Advice/Recommendations; Government Financial Information

**TOPIC: TransCanada Highway 1: Kamloops to Alberta****ISSUE:** TransCanada Highway 1 (TCH): Kamloops to Alberta Four-Laning Program**KEY MESSAGES:**

- I'm continuing to upgrade Highway 1 to the Alberta border with \$728million committed over the next three years.
- In 2021, we completed the Illecillewaet project, more than \$10M under budget.
- In 2023, there are five projects in construction, including the Kicking Horse Canyon Phase 4, Chase Creek Road to Chase West, Chase West to Chase Creek Bridge, Salmon Arm West, and Quartz Creek Bridges.
- All five projects represent a \$1.1 Billion dollar investment.
- In 2023, we are planning to tender the Ford Road to Tappen Valley Road and Bruhn Bridge projects. Together an over \$400 million investment.

**KEY FACTS:**

- There are currently 123km (36%) that are four lanes or more, out of the total 338km under provincial jurisdiction between Kamloops and Alberta. (102km is under the federal jurisdiction where Highway 1 runs through Mount Revelstoke National Park, Glacier National Park, and Yoho National Park.)
- A full summary of the program is provided below. By 2027, the projects in construction and design will be complete, and the amount of four-laning will increase by ~30km, bringing the total amount four-laned or more to 151km (44%).
- The Program has completed a prioritization of future four-laning projects, resulting in a suite of projects to advance if investment continues in the corridor, recognizing November 2021 Atmospheric River events have highlighted needs on other corridors.
- All projects on the corridor are being delivered under the CBA.
- Undertaking a four-laning program of this magnitude requires traffic coordination at the corridor level, and in 2021, the ministry implemented a corridor-wide traffic coordination plan. The plan details how coordination happens between projects (including KHCP4 and Parks Canada), road maintenance activities, and during incidents. This plan worked well to inform travellers of the overall estimated additional travel time.
- The Chase West and Salmon Arm projects will now be completed in spring 2023 versus fall 2022 because of delays in completing paving.



## Highway 1 to Alberta Border – Service Plan Break Down

<b>Current (\$M)</b>	2023/24 Budget	2024/25 Plan	2025/26 Plan	Total	
	330	232	166	728	
<b>2022 (\$M)</b>	2022/23 Budget	2023/24 Plan	2024/25 Plan	Total	
	283	277	172	732	
<b>2021 (\$M)</b>	2021/22 Budget	2022/23 Plan	2023/24 Plan	Total	
	267	311	259	837	

The Service plan changes reflect:

- Reduction in ongoing program investment (2025/26 and beyond)
- Adjustments in tender and completion dates
  - Projects are completing later (Chase West and Salmon Arm West)
  - Projects are tendering later (Bruhn, Ford to Tappen)

## PROJECTS

Project (West to East)	Budget	On Budget	Year Announced	Year Complete	On Schedule	KM
<b>Completed Projects</b>						
Pritchard to Hoffman's Bluff	\$61.6M	Yes	2013	2017	No	6.5
Monte Creek to Pritchard	\$68.9M	No	2011	2016	No	10.7
North Fork Bridge	\$32.6M	Under	2016	2018	Yes	3.8
Donald to Forde Station Road	\$19.4M	Under	2017	2019	Yes	2.5
Malakwa Bridge	\$35.0M	Under	2014	2016	Yes	<u>2.7</u>
Illecillewaet*	\$85.0M	Under	2015	2021	Yes	2.0
<b>Total completed projects</b>						<b>28.2</b>

\*Note this project received a budget uplift prior to construction contract award and public announcement.

Projects in Construction	Budget	On Budget	Tender Date	Year Complete	On Schedule	KM
Chase Four-Laning – Chase Creek Road to Chase West	\$97.8M	Advice/Recommendations	2020	2023	No – 1 yr	3.3
Chase Four-Laning – Chase West to Chase Creek Bridge	\$122.5M (\$12.0M fed)		2021	2023	Yes	1.6
Salmon Arm West – 1 <sup>st</sup> Ave to 10 <sup>th</sup> Ave	\$115.6M (\$26.3M fed)		2020	2023	No – 1 yr	2.2
Quartz Creek Bridge	\$123.7M (\$50.0M fed)	Yes	2021	2024	Yes	4.4
Kicking Horse Canyon Phase 4	\$601.0M (\$215.0M fed)	Yes	2020	2024	Yes	<u>4.8</u>
<b>Total Projects in construction</b>						<b>16.3</b>

Projects in Design	Budget	On Budget	Tender Date	Year Complete	On Schedule	KM
Ford Road to Tappen Overhead	\$243.0M (\$82.1M fed)	Yes	2023	2025	Yes	4.3
Salmon Arm West – 10 <sup>th</sup> Ave to 10 <sup>th</sup> St.****	\$39.8M (\$5.0M fed)	Yes	2024	2023	Yes	1.0
Bruhn Bridge	\$224.5M (\$91.0M fed)	Yes	2023	2027	No	1.9

Advice/Recommendations; Cabinet Confidences; Government Financial Information

<b>Total Projects in design**</b>						<b>13.7</b>
-----------------------------------	--	--	--	--	--	-------------

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

Advice/Recommendations; Cabinet Confidences; Government Financial Information

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

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

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

**TOPIC: Highway 91 and 17 DeltaPort Way Upgrade Project**

**ISSUE:** Estimate Note for Highway 91 and 17 DeltaPort Way Upgrade Project

**KEY MESSAGES:**

- The \$260.2M Highway 91/17 and DeltaPort Way Upgrade Project (Project) provides highway improvements that will enable B.C.'s economy to continue to grow while reducing congestion along this important corridor.
- These upgrades will increase capacity, efficiency, and safety, improve industrial, container trucking and local traffic access, and provide significant economic advantages and broad public benefits.
- The improvements to 27B Avenue, delivered in partnership with Tsawwassen First Nation, were completed in November 2019.
- The Project team completed the procurement for the Design-Build portion of the Project and awarded the contract to Pacific Gateway Constructors (PGC) on December 13, 2019.
- Construction of the Design-Build component of the Project began in April 2020, reached substantial completion in December 2022 with total completion in summer 2023.

**KEY FACTS:**

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

## FINANCIAL SUMMARY:

### 2022/23 - 2023/24 Service Plan (\$)

	Prior Years	2022/23	2023/24	Total
MOTI	\$53,094,314	\$24,766,405	\$9,639,283	\$87,500,002
Partners	\$123,520,515	\$37,738,412	\$11,417,744	\$172,676,671
Total	\$176,614,829	\$62,504,817	\$21,057,027	\$260,176,673

## COVID IMPACT:

- No identified COVID impact.

**TOPIC: Pattullo Bridge Replacement Project****ISSUE: Project Overview****KEY MESSAGES:**

- The replacement of the Pattullo Bridge is a key component of the Mayors' Council 10-Year Vision for Metro Vancouver Transportation. In February 2018, the Province announced it would fund and deliver the PBRP.
- PBRP's total project budget is \$1.377 billion.
- In February 2020 a design-build-finance (DBF) contract was awarded to Fraser Crossing Partners (an Aecon/Acciona joint venture) to design, build and partially finance the new four-lane bridge, and demolish the existing bridge. The contract value is \$967.5 million.
- Construction is currently underway. Pile driving on the main bridge foundations is complete, and construction continues on the bridge tower. In Surrey and New Westminster, construction of the bridge foundations continues, and roadworks are underway.
- On-site investigative work and permitting processes have taken longer than anticipated due to the complexities of the project and challenges presented by the COVID-19 pandemic. As a result, the construction timeline for the project has been adjusted, moving the bridge opening date from late 2023 into 2024.
- PBRP is being delivered under the provincial Community Benefits Agreement (CBA). A CBA increases employment opportunities for locals, Indigenous people, women and other underrepresented groups who want to start a career in the skilled trades. The Agreement provides greater training opportunities for apprentices, so they can complete their certification, building our skilled trade workforce of tomorrow. Costs associated with the CBA are reflected in the Project budget.

**KEY FACTS:**

- 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, will continue to monitor the performance of the existing bridge, as well as operate and maintain the bridge until all traffic is diverted to the new bridge in 2024.
- The Mayors' Council has called for replacement of the Pattullo Bridge with modern lane widths and better connections for vehicles, cyclists, and pedestrians.
- The new bridge will feature four-lanes built to modern safety standards, two-way pedestrian and cyclist facilities and wider lane widths to accommodate commercial vehicles. The PBRP will also include network improvements in Surrey and New

Westminster, and removal of the existing Pattullo Bridge once the new bridge is operational.

- The new bridge is being built to allow for potential expansion to six lanes in the future if needed. The Province will monitor the new bridge's traffic performance and will consult with the municipalities and the Mayors' Council to develop an appropriate response to the bridge's traffic performance based on regional transportation planning and a transportation demand management framework.
- Expansion to six lanes would be put into place only after consultation among the Province, Indigenous groups, the cities of New Westminster and Surrey and the Mayors' Council.
- The ministry engaged with the Identified Indigenous groups through the Environmental Assessment Office's consultation process, which is now complete. Consultation is continuing through Project implementation and the Project has completed Project Agreements with nine out of ten Identified Indigenous groups that include funding for community initiatives and both contracting and employment opportunities.
- The decision to fund and replace the bridge will allow the Mayors' Council to focus on other important priorities in their 10-Year Plan.
- Completion of the project is scheduled for 2024.

## FINANCIAL SUMMARY:

- Total capital cost \$1.377 billion
- Contractor: Fraser Crossing Partners (50/50 Acciona & Aecon), \$967.5 million design-build-finance agreement

	Budget Year	2022/23	Budget Estimate 2023/24	Plan 2024/25	Plan 2025/26
<b>Provincial Investments:</b>					
- Pattullo Bridge Replacement	<b>2023</b>	270	324	227	70
	<b>2022</b>	300	206	191	-
		(30)	118	36	70

- Increased spending in F23/24 onwards mainly due to schedule re-sequencing of construction works.

**TOPIC: Highway 99 Tunnel Program****ISSUE: Fraser River Tunnel Project****KEY MESSAGES:**

- We are moving ahead with a new toll-free, eight-lane tunnel to replace the George Massey Tunnel.
- The Fraser River Tunnel Project is the right project for the region and has been endorsed by the Metro Vancouver Board.
- It will result in travel time savings for all modes, particularly those who choose transit, as well as providing new opportunities for those who cycle or walk.
- The project is being designed to improve safety, reliability and connectivity while aligning with regional interests.
- The project is in the Environmental Assessment process and awaiting a Readiness Decision from the Environmental Assessment Office so we can proceed to the next phase.
- This includes ongoing engagement with Indigenous groups and stakeholders and preparation for procurement.
- The Fraser River Tunnel Project is one element of the Highway 99 Tunnel Program, which also includes the Steveston Interchange Project as well as transit and cycling improvements.
- Improvements to transit and cycling infrastructure along Highway 99 are underway with two projects already completed.
- Site preparation for the new Steveston Interchange is underway with major construction beginning in early 2023.
- The new tunnel is estimated to cost \$4.15 billion and will be completed in 2030. The estimated Highway 99 tunnel program total costs are \$4.29 billion.

**KEY FACTS:**

- June 2021: Corridor Improvements announced, including the Steveston Interchange Project and three Transit and Cycling Improvements.
- August 18, 2021: New immersed tube tunnel announced.
- January 2022: Work on corridor improvements underway.
- April 2022: Early engagement phase of Environmental Assessment process began.
- April 2022: Contract awarded to Flatiron Constructors Canada Limited for design and construction of the new Steveston Interchange.
- November 2022: Submission of the Detailed Project Description to the Environmental Assessment Office.
- December 2022: Two of the three Transit and Cycling Improvements complete: Bridgeport Road Bus Connection and Highway 17A Interchange Improvements.
- January 2023: Detailed Project Description accepted and posted on January 11, 2023. Engagement with Indigenous nations underway.

## FINANCIAL SUMMARY:

- Highway 99 Tunnel Program total capital cost: \$4.29 billion.
- Fraser River Tunnel Project: \$4.15 billion.
- Steveston Interchange/Transit Cycling Improvements Project: \$137 million.

	Budget Year	Budget Estimate 2022/23	Budget Estimate 2023/24	Plan 2024/25	Plan 2025/26
<b>Provincial Investments:</b>					
- Highway 99 Tunnel Program	<b>2023</b>	80	138	425	372
	<b>2022</b>	91	149	318	-
		(11)	(11)	107	372

- Increased spending in FY24/25 mainly due to earlier anticipated technical work during the FRTTP procurement phase.
- Steveston Interchange – Construction contract awarded to Flatiron on April 12, 2022, for \$44.26M.



**TOPIC: Surrey Langley SkyTrain Project****ISSUE: Overview of the Surrey Langley SkyTrain Project****KEY MESSAGES:**

- Surrey, Langley, and other communities across Metro Vancouver are growing quickly, and we are committed to building and investing in transit and transportation projects that meet the needs of people in Metro Vancouver.
- The Project will extend the Expo Line 16 kilometres, primarily along Fraser Highway on an elevated guideway from King George SkyTrain Station in Surrey to 203 Street in Langley City. It includes eight stations and three transit exchanges, and 14 kilometres of active transportation upgrades.
- This project – the first major investment in rapid transit south of the Fraser in nearly 30 years – will transform the transit experience for people in Metro Vancouver, especially those south of the Fraser.
- It will provide sustainable transportation choices, as well as create opportunities for transit-oriented development, job growth, housing, and improved access to services.
- It will also contribute to meeting the government's CleanBC climate-change goals and supporting our StrongerBC economic recovery initiative.
- Once complete, the travel time between Langley City Centre and King George SkyTrain Station will be about 22 minutes, and just 65 minutes between Langley City Centre and Waterfront Station in downtown Vancouver, moving people to and from their destinations faster.

**KEY FACTS:**

- In July 2022, the Province approved the SLS Business Case at an estimated total cost of \$4.01 billion, which includes capital costs and active transportation investments.
- The Surrey Langley SkyTrain budget includes a contribution of \$1.3 billion in federal funding.
- The Project is in the procurement phase and is being delivered through three different contracts:
  - **Guideway** – Design-Build-Finance (DBF) contract for the construction of the elevated guideway and active transportation elements along the guideway.
    - RFQ issued August 2022, RFP issued January 2023.
  - **Stations** – Design-Build (DB) contract for the construction of eight new SkyTrain stations, including cycling and pedestrian paths around the new stations.
    - RFQ issued October 2022, RFP to be issued March 2023.
  - **Systems and Trackwork** – Target Price contract which includes the design, installation, and integration of electrical systems, such as power, telecommunications, and automatic controls.
    - RFQ issued November 2022, RFP to be issued March 2023 (TBC).
- Contract awards are expected to begin in late 2023, with major construction to begin in 2024.
- Advance works are well underway with the relocation of utilities (ongoing) and the widening of Fraser Highway through Green Timbers (almost complete).
- The opening of the Surrey Langley SkyTrain is targeted for late 2028.

**FINANCIAL SUMMARY:**

- The total project cost is \$4.01 billion including \$3.94 billion capital and \$0.07 billion operating costs.

- The project is funding from various sources including: \$2.476 billion from the Province, \$1.306 billion from the Government of Canada with the remaining \$228 million coming from local government.
- Active Transportation investment of \$60 million (included in the total Provincial investment).

Transportation Investment Plan	Budget Year	2022/23	Budget Estimate 2023/24	Plan 2024/25	Plan 2025/26
<b>Provincial Investments</b>					
- Surrey Langley Skytrain Project		15	455	286	535
Advice/Recommendations; Cabinet Confidences; Government Financial Information					
- Total Surrey Langley Skytrain	2023	19	567	431	535
Advice/Recommendations; Cabinet Confidences; Government Financial Information					

- Notional project cashflow for the SLS projects were programmed under the Transit Infrastructure program as part of Budget 2022 and were reallocated to a separate program line in TIP once the project's business case was approved in July 2022.

**TOPIC: Millennium Line UBC Extension Project (UBCx)****ISSUE:** UBCx Concept Plan and Business Case development**KEY MESSAGES:**

- The Ministry of Transportation and Infrastructure (the Ministry) has committed to working with its project partners to advance the Concept Plan for UBCx.
- For this project to be successful, it will take the combined efforts of the federal and provincial governments, City of Vancouver, TransLink, UBC and the Indigenous nations on whose traditional territories the line would be located.
- Planning for the UBC Extension is in the early stages.
- We are looking to work with our partners to maximize the housing, employment, and other opportunities at future stations.

**KEY FACTS:**

- While extending rapid transit to UBC has been discussed for many years, several recent developments have advanced the concept forward (or toward) to the formal planning stage.
- Supporting the advancement of a SkyTrain project to UBC is specifically mentioned in Premier Eby's December 2022 mandate letters to Minister Fleming and Minister of State Coulter.
- UBCx has also been identified as a regional priority in TransLink's Transport 2050 10-Year Priorities Plan
- UBCx, like many future transit projects, will have a focus on transit-oriented development to advance the creation of sustainable, connected communities along transit corridors and help achieve government's housing and affordability goals, also outlined in Premier Eby's mandate letter to Minister Fleming.
- Transit-oriented development will allow the Province to deliver affordable, attainable, and sustainable housing solutions more quickly and effectively. As plans progress, the ministry will work with UBCx partners to connect communities, activities and public spaces with transit and active transportation infrastructure.

**FINANCIAL SUMMARY:**

- In April 2021, UBC, City of Vancouver, and Musqueam, Squamish, Tsleil-Waututh Development Corporation called for federal-provincial funding support and pledged to fund the regional share of 20% for the UBCx business case.
- In July 2021, the Federal and Provincial governments announced they would contribute a 40% cost share towards the UBCx concept plan and business case.
- In January 2022, the Mayors' Council on Regional Transportation adopted Transport 2050, which included a plan to construct a SkyTrain extension to UBC.

- In April 2022, the Mayors' Council on Regional Transportation approved a horizontal alignment and scope for UBCx, specifying station locations.
- In June 2022, the Mayors' Council Adopted its 2022 Investment Plan, including a "UBCx Major Project Study" to produce a business case, reference concept design, and related assessments
- In Budget 2023, \$14 million in provincial funding is in the Transportation and Trade Network Reliability program in the Transportation Investment Plan table to advance planning on the UBCx project.

**TOPIC: Belleville Terminal Redevelopment Project****ISSUE: Belleville Terminal Redevelopment****KEY MESSAGES:**

- This Project has been a long time coming.
- The terminal currently generates \$189 million in economic output and supports approximately 1,700 jobs on southern Vancouver Island.
- The proposed new Terminal is anticipated to support approximately \$257 million in visitor spending and 3,200 jobs over the next 20 years.
- We just completed public engagement in fall 2022 and based on the survey responses 88% of people were in support of the Project moving forward.
- The proposed new Terminal will be a modern facility equipped to support the growth in our tourism sector and will demonstrate our leadership in clean building strategies. We're also working with the Indigenous groups to identify opportunities for cultural recognition.
- We are finalizing our business case, and we are working hard to secure federal and other partner funding.
- Given this is an international border crossing, we are asking the federal government to be a key funding partner by making a significant contribution towards the Project.
- We look forward to progress on this Project in 2023.

**KEY FACTS:**

- Belleville is located on the traditional territory of the Lekwungen peoples in Victoria's inner harbour and is a major tourism gateway. It also provides international cross-border service for transporting travellers, goods and services, and connecting families and businesses between Vancouver Island and the US Pacific Northwest.
- Since 1959, Black Ball has been operating the Coho, which is a vehicle and passenger ferry services from downtown Victoria to Port Angeles, WA. In 1993, Clipper relocated to a "temporary" home at the existing Terminal in advance of the 1994 Commonwealth Games to provide passenger ferry services from downtown Victoria to downtown Seattle. Canadian Border Services Agency and the US Customs and Border Protection are also located on site and are responsible for providing border control security services.
- Black Ball and Clipper operations have grown considerably over the decades and Belleville now serves as a major tourism gateway and port of entry with 681,000 travellers transported in 2019. The City of Victoria views Belleville as a major component of its "liveable and working harbour" plan while also being critical to south Vancouver Island's visitor economy.
- The current Terminal does not meet the United States Customs pre-clearance border security model or abide by the Canada-US Agreement on Land, Rail, Marine, and Air Transport Preclearance (LRMA).

- United States Customs and Border Protection has notified B.C. that if the Belleville Redevelopment Project does not continue to advance, they will withdraw their services permanently from southern Vancouver Island, which would definitely have a negative economic impact.
- In addition, the terminal's marine assets and buildings are at the end of their economic life and will become a public safety risk.
- The Belleville Terminal Redevelopment Project proposes construction of a new terminal and wharf with modern border security standards that abide by the LRMA, and construction of a Canadian Border Services Agency commercial vehicle processing facility.
- The proposed new terminal will respond to current and long-term environmental requirements by implementing the highest energy efficiency standards, increasing the resilience of the transportation system to a changing climate, reducing greenhouse gas emissions, mitigating site contamination, and integrating renewable materials into its design.
- The ministry completed public engagement in fall 2022, and there was tremendous support for the Project to move ahead.

**FINANCIAL SUMMARY:**

- The ministry is in the process of finalizing the business case, including the cost estimate.
- This project is included in the 10 Year Transportation Investment Plan under the Transportation and Trade Network Reliability program line.

**COVID IMPACT:**

- A preclearance Belleville facility has been identified as the priority tourism infrastructure project by Destination Greater Victoria. The economic loss of not replacing the facility would be substantial to the tourism sector and result in a loss of \$1.6B in GDP over the next 30 years of operation. If the Belleville Terminal Redevelopment Project did not proceed, this lost economic opportunity within the tourism sector would compound those already experienced due to Covid-19.

**TOPIC: Highway Reinstatement Program**

**ISSUE:** Highway Reinstatement Program repairs to Highways 1, 5, and 8 following the Atmospheric River Event in November 2021.

**KEY MESSAGES:**

- The Province is working with the federal government to recover costs to repair the damage from the atmospheric river event through the Federal Disaster Financial Assistance Arrangement (DFAA) funding program.
- All three highways are open to vehicle traffic; however, there are speed reductions, less active lanes, and temporary structures in place.
- Highway 5 is under construction, and work is expected to be substantially complete in December 2023 and fully complete in spring 2024.
- Highway 1 is in the design phase, and major construction will begin in summer 2023.
- Highway 8 is in the planning stage.
- The approved budget for Highway 5 is \$350 million. The budget development work for Highway 1 is in progress.

**KEY FACTS:**

- The storm event that precipitated the creation of the Highway Reinstatement Program occurred in November 2021.
  - Over 350 sites were identified following the event:
    - South Coast Region: more than 230 sites
    - Southern Interior Region: more than 137 sites
- The severity of the damage varied by corridor, with the most extensive damage occurring on Highways 1 (Fraser Canyon), 5 (Coquihalla), and 8 (Nicola Valley).
- While the majority of sites were repaired in 2021, there were three sites on Highway 5 and six sites on Highway 1 that required additional work to permanently repair these sites. The number of sites that require additional work is still being determined on Highway 8.
- The ministry is delivering the permanent repairs using traditional and new contract models, including Alliance Contracting.
- The Alliance Contracts have Project Labour Agreements setting out the terms for wages, benefits and living out allowances.

- Alliance Contracting is a type of collaborative contracting where the contractor and design team are selected together and, with the Owner, form a fully integrated team to design and construct the project in a shared risk model with incentives for achieving on specific objectives (e.g., Traffic management, Indigenous work opportunities).
- Over the next three years an estimated \$1.4 billion is expected to be invested in rebuilding transportation infrastructure damaged by flooding events. In addition to the approximately \$240 million that has been spent on immediate response to date.
- The program qualifies for federal funding through the DFAA Program. The size of the event means that eligible response and recovery costs may draw up to 90% federal cost sharing. EMCR and MOTI staff continue to work closely with Public Safety Canada staff to ensure DFAA cost sharing opportunities are maximized.
- The program is approved for DFAA funding until 2027; construction completion by highway is estimated as follows:
  - Highway 1 – 2025
  - Highway 5 – Substantial completion December 2023
  - Highway 8 – 2027

### FINANCIAL SUMMARY:

	Year of Completion	Project Cost to Dec 31, 2022	Estimated Cost to Complete	Anticipated Total Cost
Highway 5 Corridor	2024	\$58M	\$292M	\$350M



**TOPIC: Transportation Investment Plan**

**ISSUE:** Comparison of transportation investments under the Transportation Investment Plan reported in the 2023 Service Plan against those reported in the 2022 Service Plan

**KEY MESSAGES:**

- MOTI will invest \$11.488 billion over the next three years under the 2023 Service Plan; \$5.105 more than the \$6.383 billion under the 2022 Service Plan.
- Funding partners will invest \$1.681 billion over the next three years under the 2023 Service Plan, \$19 million more than the \$1.662 billion under the 2022 Service Plan
- Total investment over the next three years under the 2023 Service Plan is \$13.169 billion; \$5.124 million more than the \$8.045 billion under the 2022 Service Plan.

**KEY FACTS:**

- Transportation investments under the Transportation Investment Plan (TIP) are reported in the Budget and the Ministry's annual three-year Service Plan.
- The TIP provides both the operating and capital expenditures for both Provincial and sector investments over the fiscal plan period by aggregated program.
- The TIP programs for Budget 2023 include:
  - Highway Corridor Rehabilitation: preservation (asset management) program funding for Highway corridors which includes road resurfacing, bridge upgrades and climate adaptation to existing assets.
  - Side Road Improvements: preservation program focused on provincial side roads and includes the new Indigenous Community Access funding envelope.
  - Separate programs for major projects including: Pattullo Bridge Replacement, Broadway Subway, Highway 99 Tunnel Program (include Tunnel and Steveston Interchange) and Surrey Langley Skytrain.
  - Transportation Infrastructure Recovery: a new program to reflect recovery of assets damaged in previous climate events. The program includes the Cariboo Road Recovery Project (roads in the Quesnel region damaged by a 2020 event) and Highway Reinstatement Program (recovery of the Highways 1, 5 and 8 corridors).
  - Highway 1 to Alberta Border: program includes several highway expansion and bridge replacement projects between Kamloops and the Alberta boarder including the Phase 4 Kicking Horse Canyon project.
  - Transit Infrastructure: investments in transit infrastructure for TransLink, BC Transit and includes the Transit Oriented Development property acquisition fund.

- Transportation and Trade Network Reliability: program includes investments in various highway infrastructure expansion, bridge replacements and planning projects.  
Advice/Recommendations; Government Financial Information  
Advice/Recommendations; Government Financial Information
- Safety Improvements: preservation program focused on road safety asset improvements and includes the Rest Area Safety Improvements envelope.
- Community and other Programs: provides investment in environment monitoring, conservation, Active Transportation and BC Air Access grant programs.
- MOTI will invest \$11.488 billion over the next three years under the 2023 Service Plan: \$5.105 more than the \$6.383 billion under the 2022 Service Plan.
- Funding partners will invest \$1.681 billion over the next three years under the 2023 Service Plan, \$19 million more than the \$1.620 billion under the 2022 Service Plan.
- Total investment over the next three years under the 2023 Service Plan is \$13.169 billion; \$5.124 million more than the \$8.045 billion under the 2022 Service Plan.
- The 2023 Service Plan covers the three-year period 2023/24 through 2025/26, while the 2022 Service Plan covers the three-year period 2022/23 through 2024/25; so, under the new Service Plan fiscal 2022/23 is dropped and fiscal 2025/26 is added.
- The 2022 Service Plan was based on the 2021/22 expenditure forecast as of Quarter 3 while the 2023 Service Plan is based actual expenditures for 2021/22 and the 2022/23 expenditure forecast as of Quarter 3.

**FINANCIAL SUMMARY:**

- Provincial expenditures over the three-year Service Plan period (SP 2023 vs 2022) increased by \$5.105 billion. Explanations for variances by category are provided in the table below.

Program (\$ millions)	Budget 2023	Budget 2022	Var	Advice/Recommendations; Cabinet Confidences
Highway Corridor Rehabilitation	1,011	808	203	•
Side Road Improvements	539	424	115	•
Pattullo Bridge Replacement	620	697	(77)	•
Highway 99 Tunnel Program	935	558	377	•
Transportation Infrastructure Recovery	1,483	-	1,483	• •
Highway 1 to Alberta Border	728	732	(4)	•
Broadway Subway	1,172	921	251	•
Surrey Langley Skytrain	1,533	-	1,533	•
Transit Infrastructure	1,044	1,048	(4)	•
Transportation and Trade Network Reliability	2,197	1,035	1,162	•
Safety Improvements	163	102	61	•
Community and other programs	63	58	5	•
<b>Total Provincial Transportation Investments</b>	<b>11,488</b>	<b>6,383</b>	<b>5,105</b>	
Contributions from all partners	1,681	1,662	19	•
<b>Total Investment in Transportation Infrastructure</b>	<b>13,169</b>	<b>8,045</b>	<b>5,124</b>	

**TOPIC: Labour Objectives: Projects and Outcome Reporting for CBA, PLA, and PCT Projects**

**ISSUE:** How the Ministry of Transportation and Infrastructure (MOTI) is meeting the labour objectives of the Environmental, Social and Governance Framework for Capital.

**KEY MESSAGES:**

- We know there is a skilled trades shortage in the province and the labour models we are using will help to grow and diversify the construction workforce by increasing opportunities for under-represented people, locals, and apprentices in the industry.
- MOTI is using a variety of labour models to deliver labour objectives under the Environmental, Social and Governance Framework for Capital (ESGFC). These models include the Community Benefits Agreement (CBA), Project Labour Agreements (PLA), and Procurement and Contract Terms (PCT).
- Projects are reporting on hiring outcomes under each model so we can monitor success.  
Advice/Recommendations
- As of December 31, 2022, on MOTI projects being delivered under the CBA hours worked by BCIB employees were:
  - 12% by women
  - 14% by Indigenous workers
  - 90% by B.C. residents
  - 8% by youth
  - 9% by trainees or apprentices
- We are continuing to monitor the direct CBA costs for projects in construction; they continue to track in the range of 1%-4% of total project cost.

**KEY FACTS:**

- The construction industry is facing a skilled tradesperson shortage due to challenges with recruitment, retention, and retirement.
- Labour agreements can help address these challenges by creating opportunities for apprentices, provide surety of pay and benefits, and support a respectful and inclusive workplace.
- The ministry is delivering projects using the CBA, PLAs, and PCT.

**Community Benefits Agreement**

- The CBA is a project labour agreement between 19 BC Building Trade unions (Allied Infrastructure and Related Construction Council, or AIRCC) and the Ministry of Finance's crown corporation BC Infrastructure Benefits (BCIB). The CBA is a 'master' PLA that applies to multiple projects as designated by government. Under the CBA, the project workforce become employees of BCIB, which is then responsible for supplying labour to construction contractors through a BCIB-Contractor labour supply agreement. BCIB also manages the implementation of the equity and training related objectives of the ESGFC.

**Project Labour Agreement**

- A PLA can be negotiated on a project-specific basis with the applicable unions involved in the work (e.g., BC Building Trades), and require the successful contractor to execute the pre-negotiated PLA with the unions. To date, government has delegated authority to the Construction Labour Relations Association to assist in the negotiation and administration of these agreements. The contractor and unions manage the supply of workers, and the contractor / subcontractors remain the employer of their workers. Equity and training related objectives are facilitated by the PLA but formally incorporated into the PCT, operationalized by the contractor and unions with oversight from the project Owner (e.g., MOTI) through project reporting. The contractor manages the implementation of the equity and training related objectives of the ESGFC.

**Procurement and Contract Terms**

- PCT are written into the procurement documents and the construction contract respectively and define the contractor's obligations they must fulfill regarding equity hiring, training targets, and/or Indigenous contracting requirements as prescribed by the Province. The contractor is then obligated to regularly report against these targets to the project Owner. PCT can also incorporate an incentive structure (financial or otherwise) to reward contractors for substantially exceeding the set targets. PCT are regularly incorporated into construction contracts (e.g., minimum Indigenous contracting requirements), and PCT financial incentives structures have been incorporated to complement PLAs (e.g., PLA sets equity and apprenticeship terms, PCT financially incentivizes contractors to exceed the targets). The contractor manages the implementation of the equity and training related objectives of the ESGFC.

## Labour delivery models – MOTI projects

Community Benefits Agreement Projects	Project Labour Agreement Projects
Pattullo Bridge Replacement Project	Highway 99 / Steveston Interchange, Transit & Cycling Improvements
Broadway Subway	Highway Reinstatement Projects (Highway 5 & 1)
Kicking Horse Canyon Phase 4	
TransCanada Highway: Kamloops to Alberta Program (multiple projects)	
Surrey Langley Skytrain	

## Project outcomes to date

- MOTI projects being delivered using the CBA and PLA models are successfully meeting the desired labour objectives of the ESGFC, as shown in the table below. <sup>Advice/Recommendations</sup>

## FINANCIAL SUMMARY:

	Project	Trainee/ Apprentice <sup>1</sup>	BC Residents	Female	Indigenous	Youth	Other Equity <sup>2</sup>
CBA Projects <sup>3</sup>	Pattullo Bridge Replacement Project	5%	97%	14%	9%	8%	11%
	Broadway Subway	5%	97%	11%	17%	9%	15%

<sup>1</sup> Definition of trainee may vary across projects

<sup>2</sup> Other Equity category includes (LGBTQ2S+, Persons with Disabilities, and Visible Minorities)

<sup>3</sup> CBA outcomes are from the BCIB Workforce Equity Statistics Report; reporting period is July 2019 to December 2022; percentages are based on hours worked.

	Project	Trainee/ Apprentice <sup>1</sup>	BC Residents	Female	Indigenous	Youth	Other Equity <sup>2</sup>
	Kicking Horse Canyon Phase 4	15%	81%	13%	10%	8%	9%
	TransCanada Highway – Illecillewaet	13%	95%	13%	16%	10%	9%
	TransCanada Highway – Chase East	3%	95%	10%	11%	2%	8%
	TransCanada Highway – Chase West	6%	100%	12%	23%	7%	13%
	TransCanada Highway – Quartz Creek	6%	58%	9%	15%	6%	6%
	TransCanada Highway – Salmon Arm	9%	100%	15%	16%	4%	7%
Project Labour Agreement Projects	Hwy 99 – Bus on shoulder Transit Lanes <sup>4</sup>	11%	100%	11%	15%	7%	0%
	Hwy 99 – Bridgeport <sup>4</sup>	10%	100%	15%	8%	15%	4%
	Highway Reinstatement Program -Hwy 5 <sup>5</sup>	9%	N/A	14%	12%	14%	N/A

<sup>4</sup> Data from Transportation Investment Corp; data is for Q3 2022/23; percentages based on number of workers (headcount)

<sup>5</sup> Data from Transportation Investment Corp; data is for Q3 2022/23; percentages are based on hours; data for women and youth together is 14%

**TOPIC: SCR – Regional Overview****ISSUE:** Major projects within SCR (Lower Mainland & Vancouver Island)**KEY MESSAGES:**

- The South Coast Region (including Vancouver Island and the Lower Mainland) has one of the largest capital programs in its history.

**KEY FACTS:**

- **Highway 4 – Kennedy Hill Safety Improvements**
  - \$54 M (\$40M provincial / \$13.5M federal)
  - Completion spring 2022
- **Highway 14 Corridor Improvements**
  - \$77 (\$48M provincial / \$29M federal)
  - Completion spring 2023
- **Highway 17 – Keating Flyover**
  - \$76.8M (\$57.6M provincial / \$16.7M federal / \$2.5M District of Central Saanich)
  - Posted on BC Bid January 2023
  - Construction expected to get underway by summer 2023
  - Anticipated to complete in the spring 2025
- **Highway 1 – 216th to 264th Street Widening**
  - \$345M (\$225.58M provincial / \$95.9M federal / \$23.37M Township of Langley)
  - Glover Underpass replacement awarded and construction underway (completion summer 2024)
  - 232nd Street, CP Rail Overhead and Highway widening to be posted on BC Bid late spring 2023
  - Overall anticipated completion end of 2025
- **Highway 7 – 266<sup>th</sup> to 287<sup>th</sup> Street**
  - \$106.41M (\$77.2M provincial / \$29.2M federal)
  - Contract awarded and construction underway
  - Overall anticipated completion fall 2025
- **Phibbs Transit Exchange Improvements**
  - \$30.5M (\$18.8M provincial / \$11.7M federal)



- The District of North Vancouver is investing \$2M toward municipal infrastructure.
- Construction underway
- Overall anticipated completion spring 2024
- **North Surrey Truck Parking**
  - \$30M (\$17M provincial / \$13M federal)
  - Construction underway
  - Overall anticipated completion fall 2023
- **Highway 11 & Vye Road Improvements**
  - Delivered by City of Abbotsford with funding contribution from the Province
  - \$46.7M<sup>Intergovernmental Communications</sup>
  - Estimated completion spring 2023
- **Highway 1 – 264<sup>th</sup> to Whatcom**
  - Project development underway
  - Advice/Recommendations; Government Financial Information
  - Advance works proposed to commence summer 2023

**TOPIC: Northern Region Projects Overview****ISSUE:** To provide an overview of major projects in the Northern Region.**KEY MESSAGES:**

- The Northern Region has multiple projects underway, including conceptual planning for the Taylor Bridge and the relocation of a CVSE inspection station east of Terrace.

**KEY FACTS:****Hwy 97 Taylor Bridge Project**

- Advice/Recommendations; Cabinet Confidences

- 

**Hwy 16 Terrace Inspection Station Relocation**

- Construction of a modern commercial vehicle inspection station at Highway 16 intersection in the community of Thornhill (near Terrace).
- Construction is underway, with anticipated completion in fall 2024.
- \$34.2M (\$19.2M provincial/\$15M federal)

**Hwy 16 Toboggan Lake Passing Lane Project**

- Construction of a 1.6km westbound passing lane on Highway 16, west of Smithers.
- Construction is underway, with anticipated completion in fall 2023.
- \$9.7M

**Skeena River Old Bridge Rehabilitation**

- Rehabilitation and recoating of Old Skeena Bridge in Terrace.
- Work is underway, with expected completion in summer 2023.
- \$25M

**Hwy 16 Tamen Creek Culvert Replacement**

- Replacement of a 3.6m structural culvert with a new 5.5m culvert at Rose Lake, west of Burns Lake.
- Construction is underway, with expected completion in fall 2023.

- \$15.1M

### **Hwy 97 Simon Fraser Bridge Rehabilitation**

- Major rehabilitation including joint replacement, re-decking, and partial coating of the southbound bridge on Highway 97 in Prince George.
- Work is underway, with expected completion in fall 2023.
- \$20.5M

**TOPIC: Cariboo Road Recovery Projects**

**ISSUE:** The Cariboo Road Recovery Projects (CRRP) is repairing ten sites in the Cariboo, which were damaged by extensive flooding in the springs of 2020 and 2021.

**KEY MESSAGES:**

- The Cariboo Road Recovery Projects are in the planning phase, with notional funding in the Transportation Investment Plan.
- The CRRP was confirmed as eligible for cost-sharing through the federal Disaster Financial Assistance Arrangement (DFAA) program in March 2022. The provincial government is expecting recovery of up to 80% of the overall program costs for the 2020 and 2021 spring freshet and rainfall events.
- The ministry is continuing engineering and consultation at Kersley Dale Landing Rd, south of Quesnel, to restore long-term access to residences impacted in spring 2020. The ministry is considering community feedback before moving forward with construction.
- At the nine other sites between Williams Lake and Quesnel, the ministry is undertaking site investigations, engineering, and community and First Nations engagement to advance repair works and determine long-term alternate road locations.
- Climate change resilience is being incorporated in all aspects of engineering and remains a guiding principle for determining the long-term solutions at each site.

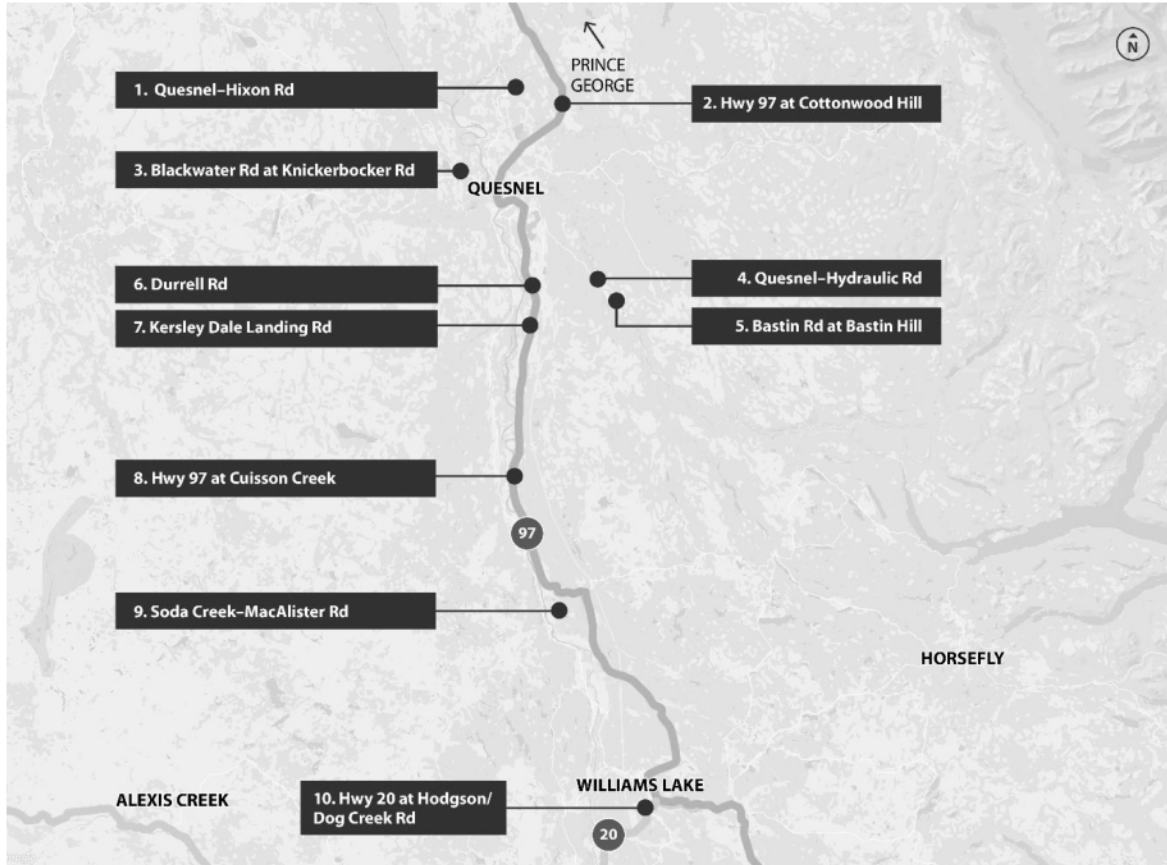
**KEY FACTS:**

- Two major spring freshet events impacted the Cariboo in spring 2020 and spring 2021. Extraordinary precipitation levels, high groundwater, rapid snow melt, and increased freeze/thaw cycles, combined with high groundwater and unstable ground conditions, caused surface flooding and numerous slides.
- The impacts of localized flooding have been repaired. Ten major slides remain.
- Three of the 10 slides are impacting the major routes of Highway 97 and Highway 20. The other seven have closed or impacted major and minor side roads. These sites and road status are listed below (see **Appendix A**):
  1. Quesnel Hixon Road – Closed, with alternative access.
  2. Hwy 97 at Cottonwood Hill – Open, with a 50 km/hr speed reduction and monitoring.
  3. Blackwater Road at Knickerbocker Road – Open, with monitoring.
  4. Quesnel Hydraulic Road – Open, with monitoring.
  5. Bastin Road at Bastin Hill – Open, reduced to one lane with alternating traffic.
  6. Durrell Road – Closed, with alternative access.

7. Kersley - Dale Landing Road – Closed, with temporary access.
  8. Hwy 97 at Cuisson Creek – Open, with monitoring.
  9. Soda Creek - Macalister Road – Closed, with alternative access.
  10. Hwy 20 at Hodgson/Dog Creek Road – Open, with monitoring.
- The CRRP is addressing transportation impacts at these major locations.
    1. Transportation impacts include loss of access, loss of goods movement, loss of community connectivity and impacts to use, and mobility through traditional territories.
    2. Interim repairs, geotechnical investigations, community and Indigenous engagement, and planning is underway on these projects.
  - These slides are geotechnically complex and will be challenging to mitigate. They are massive and extremely difficult to stabilize. The slides have not only impacted the current roads but are large enough to limit or eliminate nearby re-alignment options.
  - Climate change resilience is a key focus and guiding principle for determining the long-term solution at each site.

## Appendix A:

### Cariboo Road Recovery Projects Map



**Cariboo Road Recovery Projects Status****1. Quesnel Hixon Road**

- Quesnel Hixon Road is currently closed at the Cottonwood River from a slide which occurred during in 2021.
- Access to Highway 97 is available on each side of the slide.
- Lidar ground mapping and geotechnical investigations are underway to help explore and develop alternate alignments.

The slide is approximately 3 million cubic metres, equivalent to six BC Place Stadiums.

**2. Highway 97 at Cottonwood Hill**

- Highway 97, at Cottonwood Hill, 18 km north of Quesnel, is open, with a 50 km/hr speed restriction through the slide zone.
- The 2020 freshet reawakened a historic slide, causing extensive ground movement and affecting Highway 97.
- Lidar ground mapping and geotechnical investigations are underway to help explore and develop alternate alignments.
- Design of interim works to ensure the safety of Highway 97 is underway.
- The slide is approximately 1.5 million cubic metres, equivalent to three BC Place Stadiums.

**3. Blackwater Road at Knickerbocker Road**

- Blackwater Road is open after sustaining damage from a slide in 2020.
- The slide remains active and monitoring stations were installed in February 2022 to capture subsurface information.
- Lidar ground mapping and geotechnical investigations are underway to help explore and develop alternate alignments.
- The slide is approximately 1.5 million cubic metres, equivalent to three BC Place Stadiums.

**4. Quesnel Hydraulic Road**

- The Quesnel Hydraulic Road was closed from multiple slides that occurred during the 2020 spring freshet.
- Temporarily access through the slides was opened in summer of 2022 and real-time monitoring stations were installed.
- Lidar ground mapping and geotechnical investigations are underway to help explore and develop long-term, alternate alignments.

- The slide is approximately 1.5 million cubic metres, equivalent to three BC Place Stadiums.

### 5. Bastin Road at Bastin Hill

- Bastin Road is open with single-lane alternating traffic.
- A slide in 2020 damaged a section of the road.
- In January 2022, drainage improvements, slope repair, and stabilization works to improve reliability were completed.
- Investigation and conceptual design, exploring possible alternative alignments as long-term remediation, is underway.
- The slide is approximately 60 thousand cubic metres, equivalent to 24 Olympic swimming pools.

### 6. Durrell Road

- Durrell Road is closed 15 km south of Quesnel due to a 2021 slide.
- Access to homes and businesses has been maintained with alternate detour routes to Highway 97.
- Investigation and conceptual design, exploring possible alternative alignments, is underway.
- The slide is approximately 1.5 million cubic metres, equivalent to three BC Place Stadiums.

### 7. Kersley - Dale Landing Road

- Kersley - Dale Landing Road is closed after multiple slides damaged the road in spring 2020. The road was closed on Nov. 12, 2020.
- This closure led to the temporary relocation of five households.
- In December 2021, the ministry completed a temporary access road, allowing relocated residents to return home.
- Engineering analysis of alignment options and conceptual design is underway.
- The project team is communicating with local residents on the status of the road and gravel source exploration.
- The total slide volume is approximately 90 thousand cubic metres, equivalent to 36 Olympic swimming pools.



**8. Highway 97 at Cuisson Creek**

- Highway 97 at Cuisson Creek approximately 46 km south of Quesnel is currently open, with ongoing monitoring of the site.
- Multiple slides in 2021 created an erosion risk, which will impact Highway 97 if left unaddressed.
- Investigation and conceptual design, exploring possible alternative alignments, is underway.
- The total slide volume is approximately 250 thousand cubic metres, equivalent to half the volume of BC Place.

**9. Soda Creek - Macalister Road**

- Soda Creek - Macalister Road is currently closed, 3 km north of the community of Soda Creek, due to a slide in 2020.
- Access to Highway 97 is available on each side of the slide.
- Investigation and conceptual design, exploring possible alternative alignments, is underway.
- The total slide volume is approximately 250 thousand cubic metres, equivalent to half the volume of BC Place.

**10. Highway 20 at Hodgson/Dog Creek Road Slide Complex**

- Highway 20, and Dog Creek Road, within the Hodgson Slide are open.
- Highway 20, Dog Creek Road, Roberts Drive, and Johnson Way were reconstructed in 2020 and 2021 to restore the driving surface.
- The Hodgson Slide Complex is a deep-seated, slow-moving landslide, which is impacting ministry and City of Williams Lake roads, residential and commercial properties, and utilities.
- A long-term solution requires involvement and participation between the ministry, the municipality, the regional district, and utility owners.
- The ministry has established a technical working group to collect and share technical data with the other jurisdictions.
- There are ongoing geotechnical and hydrogeological investigations to identify the source and movement of water in the area.
- Dog Creek Road is being impacted by an additional landslide. Investigations to characterize movement and impact are underway.

Final Date: March 3, 2023

- Further work on Johnson Way, including additional drainage management, is being explored.
- The slide is approximately 36 million cubic metres, equivalent to 70 BC Place Stadiums.

**TOPIC: Side Road Improvements****ISSUE:** Investment in side roads**KEY MESSAGES:**

- Side roads are a key component of the transportation network, as they:
  - Provide access to remote communities, schools, hospitals, etc.
  - Support tourism
  - Support resource industry
- Over the next three years (23/24 to 25/26), the ministry plans to invest \$539M on side roads.
- This amount of funding has increased by \$115M relative to the funding levels included in last year's Service Plan (\$424M). The ministry received an increase in funding for this program which will allow the ministry to deliver additional projects on side roads, including resurfacing, gravelling, culvert replacements, etc.
- In the past three years, we have invested \$478M through two programs that are targeted to side roads: the Side Road Improvement Program (\$458M) and the Rural and Remote Community Access Program (\$20M) through the Stronger BC Recovery Plan.
- Over the past three years, over 2,600 lane kilometers of side roads have been resurfaced or graveled, providing safe and reliable roads for rural communities.
- In addition, more than \$730M has been spent in the last three years on improvements along the transportation network supporting rural communities.

**KEY FACTS:**

- The Side Road Improvement Program is responsible for resurfacing and minor upgrades of the side road system, including gravelling, ditching, culvert replacement, brushing, and danger tree removal.
- The ministry is responsible for 47,000 kilometers of roads and 3,000 bridges.
  - Numbered highways represent 30% of inventory (14,000 km).
  - Side roads represent 70% of inventory (33,000 km).

## TOPIC: Winter Maintenance Facts

**ISSUE:** Winter 22/23 contractor performance and weather summary.

### KEY MESSAGES:

- The 2018-19 Round 6 Highway Maintenance Agreement requires higher standards and a more proactive approach when a winter weather event occurs as opposed to previous rounds of the highway maintenance agreement.
- Winter 22/23 has been highly variable, with extended arctic outbreaks of severe cold alternating with periods of warm and wet weather and rain creating challenging conditions for maintenance services.
- Ministry staff have been assessing maintenance contractor performance and have completed over 14,000 monitoring records and over 900 audits during Winter 22/23.
- Winter 22/23 mid-season assessments show contractors are providing proactive services and are meeting or surpassing requirements, with an overall performance of almost 90%.
- Ministry staff work in coordination with maintenance contractors to address any specific challenges that were noted over the winter. Contractors continually assess areas of improvement and, where required, take positive approaches to adjust their methods to meet specifications.

### KEY FACTS:

- 2018-19 Round 6 Highway Maintenance Agreement winter maintenance improvements from the last contract include:

Winter Maintenance Improvements		
Class A Highway Performance Criteria	*2018-2019 Round 6 Highway Maintenance Agreement*	2003-2004 Round 5 Highway Maintenance Agreement
Remove compact snow and ice following a weather event providing bare travel lanes	24 hrs, when pavement temperatures are -9°C or warmer	48 hrs, when de-icing is effective
During a weather event patrol frequency	1.5 hrs	4 hrs
Pre weather event patrol frequency	4 hrs	24 hrs
Restore traction at black ice prone locations during a weather event	60 min	120 min
Use of social media platforms to communicate with the public	Included	N/A
Winter abrasive maximum particle size	9.5 mm	12 m

- Winter 22/23 Stats (as of January 31):
  - Overall snowfall for most of the Province has been average, relative to the 10-year average with the exceptions of Vancouver Island and the Lower Mainland.
  - Vancouver Island has received approximately 500% of the average snowfall and the Lower Mainland has received approximately 276% of the average snowfall.
  - The Okanagan, Cariboo, Revelstoke, and northwest B.C. areas have received between 105 to 103% of the annual average snowfall.
  - Prince George, Peace, Robson, and the Kootenays have received between 60 to 90% of the annual average snowfall.
- Snowfall Quick Facts:

<b>Vancouver Island</b>	November snowfall: 300 to 1000% of average. December snowfall: 250 to 500% of average. January snowfall: 0 to 28% of average.
<b>Lower Mainland / Sea to Sky / Fraser Valley</b>	November snowfall: 100 to 500% of average. December snowfall: 61 to 280% of average. January snowfall: 7 to 48% of average.
<b>Thompson</b>	November snowfall: 114 (Coquihalla) to 300% of average. December snowfall: 80 (Coquihalla) to 90% of average. January snowfall: 12 to 52% of average.
<b>Okanagan – Shuswap</b>	November snowfall: 300 to 500 % of average. January snowfall: 23 to 58% of average/
<b>West Kootenay</b>	November and December snowfall: slightly above average. January snowfall: 47 to 65% of average.
<b>East Kootenay</b>	November and December snowfall: slightly above average. January snowfall: 29 to 48% of average.
<b>Revelstoke Area</b>	November snowfall: 90 to 155% of average. December snowfall: near average. January snowfall: 52 to 105% of average.
<b>Cariboo</b>	November snowfall: 175 to 209% of average. December and January snowfall: significantly below average.
<b>Robson – Yellowhead</b>	Below average snowfall throughout.
<b>Prince George Area</b>	November snowfall near average. December and January snowfall: 75 to 85% of average.
<b>Peace District</b>	Below average snowfall throughout.
<b>Bulkley Stikine District</b>	November snowfall: 105 to 160% of average. December snowfall: 74 to 92% of average. January snowfall: 32 to 112% of average.
<b>Skeena District</b>	Below average snowfall throughout.

- Number of pieces of equipment: 1,551 totalling, representing over 12 kilometers in length when placed end to end, equivalent to six Port Mann Bridges.
- Maintenance contractors have applied more than 244,000 tonnes of winter sand to over 560,000 road kilometers as of January 31, 2023.
- Maintenance contractors have applied salt for de-icing to more than 270,000 road kilometers, over six times the earth's circumference. Salt use as of January 31, 2023, is more than 33,000 tonnes, which would fill over 2,900 dump trucks.
- Winter 22/23 liquid anti-icing and de-icer use as of January 31, 2023, is 14.2 million litres and is forecasted to be more than 28 million litres by March 31, 2023. This which would fill 5,600 trucks and, when placed bumper-to-bumper, would stretch from Duncan to Nanaimo.

## FINANCIAL SUMMARY:

**Table 1 – Highway Maintenance Expenditures (\$M)**

	2021/22	2022/23	2023/24
<b>Road and Bridge Maintenance</b>	431.140M	\$439.710M	\$487.617M

**TOPIC:** Coastal Ferries - Budget

**ISSUE:** Budget 2023 - Coastal Ferries

### KEY MESSAGES:

- The Ministry budget for Coastal Ferries remains relatively static as we enter the final year of performance term 5.
- In September 2022, BC Ferries filed its performance term six submission with the BC Ferries Commission.
- On March 31, 2023, the BC Ferries Commissioner published her preliminary decision on price caps for performance term 6 at 9.2%.
- Government recognized that significant fare increases would be required for BC Ferries to fulfill its plans which is why we invested \$500 million for fare affordability.
- By making this funding available our goal is to keep annual average fare increases at 3.0% or less for 2024 to 2028.

### KEY FACTS:

- The Coastal Ferry Services Contract took effect on April 1, 2003 and is a 60-year contract with performance terms renewed every four years.
- Fiscal 2023/24 will be the fourth (and final) year of performance term five.
- BC Ferries raised rates 3% in April 2023 in alignment with the Commissioners final price cap for performance term 5.
- The Provincial operating costs for Coastal Ferries in 2023/24 totals \$245.287 million including the federal subsidy and reimbursement of the Medical Travel Assistance Program by the Ministry of Health.
- The Ministry budget factoring in these reimbursements totals \$200.700 million.

### FINANCIAL SUMMARY:

- The table below shows a break-down of the 2023/24 operating expenses for coastal ferry services.

Estimates (\$000)	2022/23	2023/24	Variance
Coastal Ferries Operating Expenses	244,970	245,287	317
Less Recovery:			
Federal/Provincial Agreement Recovery	(32,826)	(32,826)	-
Medical Travel Assistance Program	(11,497)	(11,761)	(264)
Ministry Budget	200,647	200,700	53

#### Notes:

- The \$317,000 variance in operating expenses includes an increase in the forecast for the Medical Travel Assistance Program of \$264,000 and an increase of \$53,000 for unregulated routes.

**TOPIC: BC Ferries Performance Term 6 (PT6)****ISSUE:** Fare increases for PT6 (April 1, 2024 – March 31, 2028)**KEY MESSAGES:**

- Consistent with the Coastal Ferry Act, on March 31, 2023, the BC Ferry Commissioner published her **preliminary decision on the price cap for PT6 at 9.2%. Contained in the Report on the Preliminary Price Cap Decision for the Sixth Performance Term.**
- The commissioner's preliminary decision was developed and decided prior to the fare affordability agreement with BC Ferries being finalized and therefore did not factor in the \$500 million contribution to support fare affordability announced on February 26, 2023.
- The commissioner has confirmed that the \$500 million contribution will be factored into the final price cap decision to be issued prior to September 30, 2023.
- When BC Ferries submitted the PT6 submission in September 2022 government recognized that significant fare increases would be required in order for BC Ferries to maintain its operations, continue to drive down emissions and carry on with its capital plan.
- That's why our government provided \$500 million to BC Ferries to keep fares affordable.
- By making this funding available for BC Ferries, our goal has been to keep annual average fare increases at 3.0% or less for 2024 to 2028.
- Based on the preliminary price cap decision, the 3% price cap goal will be reached, and will be confirmed with the additional work that the commissioner will do between now and the final price cap decision, to be made before September 30, 2023. The additional work includes reviewing and amendments to the Coastal Ferries Services Contract, additional information provided by BC Ferries, and community members to the BC Ferry Commission.

**KEY FACTS:**

- Performance Term 5 concludes on March 31, 2024 with Performance Term 6 commencing immediately on April 1, 2024
- The performance term process is set out in the Coastal Ferry Act (see attachment 1 for diagram).
  - BC Ferries (BCFS) must file information with the BC Ferry Commission (BCFC) by September 30, 2022, including a PT6 submission with revenue and cost information, a long-term capital plan and an efficiency plan for the upcoming performance term. This was completed by BC Ferries, see attachment 2 for details)
  - Once reports are filed with the BCFC, they must be published on the BCFC's website with a request for public comments. It is available on the Commission website.
  - The Commissioner has released the preliminary price cap decision on March 31, 2023 and noted that it did not yet include the impact of the additional \$500 million in provincial funding.



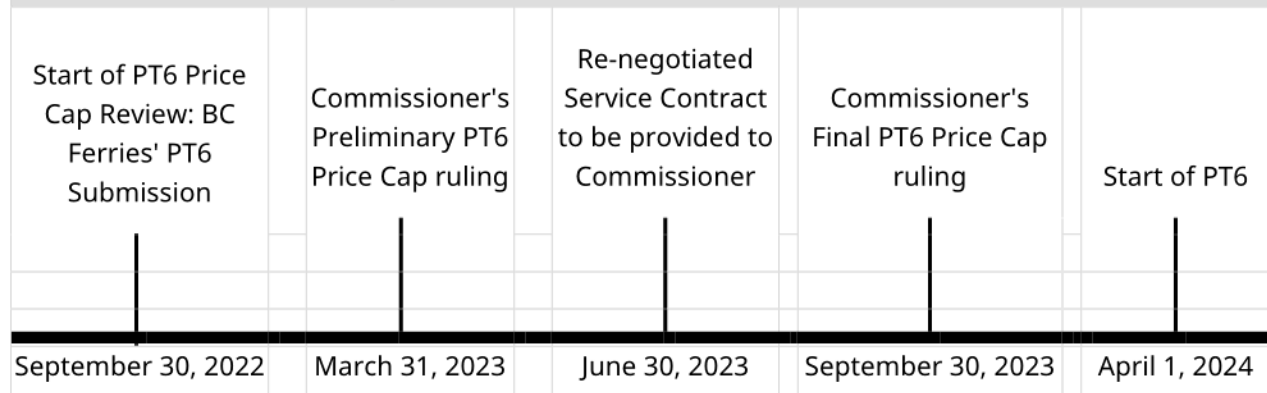
- The Province and BCFS must file a PT6 contract with the BCFC by June 30, 2023, informed by the BCFC's preliminary price cap decision.
- The Commissioner will reconsider the preliminary price cap decision and announce final price caps by September 30, 2023, that considers the updated service contract and any additional information accepted from the ferry operator or government.

**FINANCIAL SUMMARY:**

- The Coastal Ferries Services Contract will be negotiated between the Ministry and BC Ferries and submitted to the commissioner to inform the final PT6 price cap.
- Contract changes may include changes to service levels, changes to the Service Fee and/or administrative amendments. (See attachment 1 for summary of PT6 process, historical ferry transportation fee amounts and annual federal contribution).
- Supplemental information provided by BC Ferries indicated that the price-cap could exceed 10% annually.

## Attachment 1: Summary Diagram of Price Cap Process, Ferry Transportation Fee History and Annual Federal Contribution

### Timelines for PT6 Price Cap Review



### Ferry Transportation Fee – Historical

Performance Term	Length of Performance Term (years)	Total 4-year Service Fee (m)	Increase (m)	Average Annual Amount	Percentage Change
1 (2003-2007)	5	470,309		94,062	
2 (2008-2011)	4	480,630	10,321	120,158	27.74%
3 (2012-2015)	4	583,730	103,100	145,933	21.45%
4 (2016-2019)	4	685,435	101,705	171,359	17.42%
5 (2020-2023)	4	776,184	90,749	194,046	13.24%
6 (2024-2027)*	4	TBD	TBD	TBD	TBD

\*The CFSC will be negotiated between the Ministry and BC Ferries during March and May 2023 with the final submitted to the Commissioner as required by June 30, 2023.

### Federal Funding

The Federal Government provides an annual contribution under the 1977 Federal/ Provincial Marine Agreement for BC Ferries to the Province, which is indexed to the Vancouver Consumer Price Index (CPI) published by BC Stats.

Fiscal Year	Federal Contribution* (\$millions)	Vancouver CPI
2017/18	29.782	2.14%
2018/19	30.504	2.42%
2019/20	31.340	2.74%
2020/21**	32.028	2.19%
2021/22	32.183	0.48%
2022/23	33.344	3.61%

\*The federal contribution is transferred to the Province in equal quarterly payments and in turn are transferred to BCF.

\*\*In 2020/21, Provincial and Federal also contributed \$154 million each to fund BC Ferries through the safe restart funding agreement (\$308 million in total).

**Attachment 2: BC Ferries PT6 Submission - Highlights**

All information is subject to review of Commissioner in setting the price cap for the performance term.

**Traffic growth projections:**

	Private Vehicles	Total Passengers	Commercial
<b>Majors</b>	0.4%	0.4%	1.1%
<b>Minors</b>	0.5%	0.8%	1.7%
<b>North</b>	0.0%	0.4%	1.8%

**Economic Assumptions**

- Inflation – 6% in 2023/24 and 2.5 percent per year after.
- Cost of Borrowing 5.5% for PT6.

**Price Caps information provided by BC Ferries****PT6 – ORIGINAL Projected Price Cap Drivers in BC Ferries PT6 Submission\***

Advice/Recommendations; Government Financial Information

\*Information is not directly available through BC Ferries publicly available submission on the Commission website. Information obtained from supporting models provided by BC Ferries to the Ministry.

**PT6 – REVISED Projected Price Cap Drivers January 2023**

Advice/Recommendations; Government Financial Information



Final Date: March 27, 2023

Advice/Recommendations: Government Financial Information

\*Source: BC Ferries presentation to BC Ferries Authority Board and BC Ferries Services Corporation Board.



Final Date:

**Capital Plan:** Twelve years starting in 2024 is \$5.2 billion.

Advice/Recommendations; Government Financial Information

**GHG emission reduction plan:**

Advice/Recommendations; Government Financial Information

**Service level increases proposed:**

Advice/Recommendations; Government Financial Information

### Attachment 3: Update PT6 Forecast and Indicative Price Caps

**TOPIC: TransLink Budget/Funding/Governance**

**ISSUE:** An overview of provincial capital and operating contributions to TransLink and TransLink's funding model and governance structure.

**KEY MESSAGES:**

- Our government:
  - Committed over \$2.4B to TransLink's 2022 Investment Plan that includes the Surrey Langley Skytrain project;
  - In 2020 and 2022, provided \$850M in pandemic relief funding in partnership with Canada;
  - In 2023, provided a further \$479M in relief funding to TransLink to to help keep the agency's finances stable through 2025 and to continue supporting the Free Transit for Children 12 and Under program;
  - Continues to work with TransLink on potential new regional revenue mechanisms; and
  - Is working, with the Mayors' Council and TransLink's Board of Directors, on the most effective governance model for TransLink.

**KEY FACTS:**
***Funding Model***

- TransLink's regional share of funding comes from a variety of sources outlined in the *South Coast British Columbia Transportation Authority Act (SCBCTA Act)* including specific taxes (fuel, parking, and property), transit fares, and other levies (e.g., hydro levy, development cost charges). See table below.

<b>TransLink Revenue Sources</b>	<b>2021 \$M Actual</b>	<b>2021 % Actual</b>	<b>2022 \$M Actual</b>	<b>2022 % Actual</b>
Transit Fares	270.6	16%	395.5	19
Transit Fare Programs	112.3	7%	127.3	6
Other Transit (Advertising)	31.0	2%	30.1	1
Motor Fuel Tax	389.7	24%	424.5	20
Property Tax	418.8	25%	438.0	20
Replacement Tax	17.9	1%	18.0	1
Parking Rights Tax	50.7	3%	75.1	4
Development Cost Charge	44.8	3%	25.2	1
Hydro Levy	22.4	1%	22.6	1
Senior Government Funding	139	8.5%	360.5	17

Golden Ears Bridge	64.8	4%	67	3
Investment Income	52.9	3%	109.1	5
Amortization Canada Line Payment	23.3	1.5%	23.3	1
Miscellaneous	22	1%	17.5	1
<b>Total Revenue (\$M)</b>	<b>1,660.2</b>	<b>100%</b>	<b>2,133.7</b>	<b>100%</b>

- Given TransLink's access to these funding sources, the Province does not typically fund TransLink's operational costs. However, the impacts of the pandemic on transit revenue required exceptional operational support from senior government to ensure essential transit services continue to operate.
- The *SCBCTA Act* requires TransLink to maintain a positive unrestricted cash and investments position throughout the 10-year Investment Plan period. In each year, planned expenditures cannot exceed revenues plus accumulated surpluses from previous years and established borrowing limits.
- For capital projects, senior governments typically each fund 40%, with 20% being provided by the region.

## **Governance Model**

- TransLink's governance structure includes a Board of Directors (Board) that is responsible for supervising the management of TransLink's affairs and a Mayors' Council on Regional Transportation (Mayors' Council) that provides strategic policy oversight.
- The Mayors' Council is composed of the 21 mayors in Metro Vancouver, the Chief of the Tsawwassen First Nation, and the elected representative of Electoral Area "A".
  - The Mayors' Council has authority over key management, operational and financial affairs of TransLink, such as the approval of investment plans and long-term strategies and approval of supplementary fare increases.
- The Board consists of up to 11 members: seven individuals serving three-year terms appointed by the Mayors' Council (identified by an independent Screening Panel); the Mayors' Council Chair and Vice-Chair; and up to two members appointed by the Province.
  - Among other responsibilities, the Board approves TransLink's annual operating budgets and appoints the CEO.

- For the past several years, the Mayors' Council has advocated for changes to return greater responsibility for decision-making to the region's elected leaders, as they argue that they are held publicly accountable for spending decisions and costs imposed on residents.
- In November 2022, the Mayors' Council created a new position of Mayors' Council Designate to the Board who may attend TransLink Board and Board Committee meetings in a non-voting capacity.

**FINANCIAL SUMMARY:**

- Since 2016/17, the Province has provided approximately \$5.96B in capital funding to TransLink, including:
  - \$246M for Phase 1 of 10-Year Vision (2016/17 to 2019/20).
  - \$1.9B for Phase 2 of 10-Year Vision (2018/19 to 2027/28).
  - \$1.4B for the Pattullo Bridge (2018/19 to 2023/24)
  - \$2.416B for TransLink's 2022 Investment Plan.
  - \$14M for UBCx Business Case Development.
- In 2020/21 TransLink received \$675.8M in emergency operating funding under the federal/provincial Safe Restart Agreement to offset pandemic-related financial losses, including:
  - \$600M in financial relief for TransLink's 2020 and 2021 calendar year operating budgets.
  - \$44M to keep annual fare increases at 2.3% from 2021 through 2024.
  - \$16.9M to offset TransLink's 2020 and 2021 fuel revenue shortfall.
  - \$14.9M to develop and implement a Free Transit for Youth 12 and Under Program.
- Additionally, in April 2022, TransLink received \$176M in provincial and federal funding to offset losses in 2023-2025 due to continued ridership loss.
- In March 2023, \$479M in TransLink funding stabilization was announced to support maintaining transit service levels, avoiding capital project deferrals, and maintaining transit infrastructure.
- In addition to the \$2.4B capital contribution to TransLink's 2022 Investment Plan, the Province provided TransLink with a \$2B advance payment for the Golden Ears Bridge (GEB) toll replacement.
- \$1B of the GEB funding is held by TransLink as restricted investment to provide approximately \$50M in investment income per year and \$1B is used by the agency to fund capital assets and defer borrowing requirements.



**COVID IMPACT:**

- TransLink continues to experience significant fiscal impacts due to slower-than-expected ridership recovery from the COVID-19 pandemic; changing travel patterns and fare revenue structure; and escalating costs (labour, capital, fuel and borrowing).
- The agency is also facing future declining revenues from the regional gas tax due to the continued transition to zero-emission vehicles.
- The Province has been working with TransLink to better understand and mitigate its immediate financial risks.
- In 2022, TransLink deferred over \$330 million in capital projects to reduce its borrowing requirement.
- The agency has also made service adjustments and cancelled over 300,000 annual service expansion hours, reduced corporate/non-service expenditures and is working closely with the Province on new long-term revenue tools to support its next investment plan.
- Although ridership levels are currently at around 78% of pre-pandemic levels and are lower than anticipated in TransLink's 2022 Investment Plan; TransLink has planned an increase in service hours for 2023 to address an unexpected increase in congestion levels across the Metro Vancouver region and potential ridership growth.

## TOPIC: BC Transit Overview

**ISSUE:** Provincial funding provided to BC Transit for operations and infrastructure.

### KEY MESSAGES:

- The Province provides an annual operating grant to BC Transit to cost-share transit service delivery with local governments.
- The 2023/24 operating grant of \$145.890M will allow BC Transit to provide approximately 2,571,000 service hours in communities across B.C.
- The Province also invests in transit infrastructure and partners with local governments and the federal government on transit investments.

### KEY FACTS:

- The total budgeted operating grant for 2023/24 is increasing by \$6.061M to \$145.890M in *Budget 2023*. This increase will address inflationary increases to BC Transit's base service costs.
- Over the next three years, the Province will invest \$512M in BC Transit infrastructure. This will leverage additional federal and local government funding to total \$1.2B over the fiscal plan period.

### FINANCIAL SUMMARY:

#### Operating Funding

Provincial Operating Grant 2022/23 – 2025/26 (\$M)					
	2022/23 Forecast	2023/24 Budget	2024/25 Budget	2025/26 Budget	3-Year Total
<b>Provincial Operating Grant*</b>	139.191	145.890	145.957	145.957	437.804

\* The numbers presented do not include wage increases related to labour agreements that have not been ratified.

- The Province also compensates BC Transit for foregone fare revenue resulting from the Free Transit for Children 12 and Under Program. This is forecast at approximately \$2M in 2022/23 and is budgeted to be \$2.070M in 2023/24. These amounts are included in the 'Operations' revenue amounts shown in BC Transit's 2023/24-2025/26 Service Plan.
- Funding for transit outside Metro Vancouver is cost shared between the Province and local governments according to the funding formulas in the table on the following page:

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 receives a lower provincial contribution as it has access to a regional motor fuel tax, which is currently 5.5 cents per litre.

## Capital Funding

BC Transit Capital Budget for Service Plan Period (\$M)				
	2023/24	2024/25	2025/26	Total
<b>Budgeted Provincial Capital Contributions to BC Transit</b>	107.725	204.016	200.245	511.986
<b>Total BC Transit Capital Expenditure</b>	232,462	485.023	495.414	1,212.898

- Intergovernmental Communications

## COVID IMPACT:

- The Province and federal government provided \$116.38M to BC Transit in 2020/21 and 2021/22 (Safe Restart funding). The funding continues to directly compensate local government partners for fare revenue losses, increased expenses resulting from COVID-19, and motor fuel tax revenue losses for the Victoria Regional Transit System, supporting continued delivery of essential transit service levels to build back ridership.
- BC Transit ridership consistently improved in 2022 and is approaching pre-COVID-19 levels. The Province will continue monitoring ridership, which will inform future funding decisions for BC Transit.

**TOPIC: Inter-City Bus****ISSUE:** Status of inter-city bus service in B.C.**KEY MESSAGES:**

- It is important that people have access to safe, affordable, and reliable transportation so that they can travel for work, appointments, and to see their loved ones.
- The Province is exploring longer-term strategies to help ensure there are connections between communities that support British Columbians.
- Government continues to fund BC Bus North to sustain inter-city routes in the northern part of the Province.

**KEY FACTS:****Private ICB Operators**

- In 2018, due to declining ridership, Greyhound Canada announced it was ending its passenger and freight services in Western Canada,
- Numerous private ICB operators have stepped up since Greyhound's departure. Currently, there are approximately 30 private ICB operators serving most of the Province.
- In March 2020, the pandemic hit B.C. with immediate and long-term impacts for the ICB sector. Travel restrictions and other measures resulted in significant ridership declines.
- Government has implemented several supports for ICB operators:
  - In 2021, the ministry provided \$6.2M in one-time COVID-19 relief grants to 20 ICB operators.
  - The ministry also allowed passenger transportation licensees, including ICB operators, to defer their licence renewal by up to 1 year, or by June 30, 2021 (whichever came first).
  - ICBC made policy changes that allowed ICB operators to suspend insurance without financial implications.
  - The Passenger Transportation Board is allowing ICB operators to temporarily reduce or suspend operations with only public notice required at this time.
- In December 2022, Wilson's Transportation announced it would temporarily suspend service on its Tofino Bus and Vancouver Island Connector routes on Vancouver Island until May 2023, at which time it would resume on a seasonal basis. Wilson's Transportation and Tofino Bus Services received COVID-19 relief grants, receiving \$1,467,223 and \$1,152,184, respectively.
- On January 30, 2023, IslandLink began providing service between Nanaimo and Tofino three times a week. The company has said it plans to increase service to a daily schedule on May 18, 2023.

**NDIT Programs – BC Bus North and the Northern Community Shuttle Program**

- In 2018, the Province responded to the loss of Greyhound service by creating BC Bus North.
- In 2019, the province entered into a cost-sharing agreement with the federal government to support BC Bus North through March 31, 2022. In 2021, B.C. and the federal government provided \$7.9M to the Northern Development Initiative Trust (NDIT) to sustain and enhance transportation services in rural and remote communities.
- As of April 1, 2022, NDIT became responsible for the distribution of funding for northern transportation services through to March 2025. NDIT is using the funding to support BC Bus North and the Northern Community Shuttle Program.
- NDIT has a contract with Diversified Transportation to operate BC Bus North, which offers service on four distinct routes:
  - 1) Prince George - Prince Rupert (Route 100);
  - 2) Valemount - Prince George (Route 200);
  - 3) Prince George - Fort St. John (Route 300); and
  - 4) Dawson Creek - Fort Nelson (Route 400).
- To date, BC Bus North has carried over 22,000 passengers.
- NDIT is also using funding for its Northern Community Shuttle Program. This program provides grants to communities and organizations to operate shuttles in their community, many of which connect riders to BC Bus North routes and BC Transit's Highway 16 routes. NDIT has provided grants to 15 communities and organizations.

**FINANCIAL SUMMARY:**

- In 2021, the ministry provided \$6.2M in one-time COVID-19 relief grants to 20 ICB operators.
- In 2021, B.C. and the federal government provided \$7.9M to NDIT to sustain and enhance transportation services in rural and remote communities through to March 2025.

**TOPIC: B.C. Active Transportation Infrastructure Grants Program**

**ISSUE:** The B.C. Active Transportation Infrastructure Grants Program supports CleanBC and the goals of the Clean Transportation Action Plan.

**KEY MESSAGES:**

- Through the Active Transportation Infrastructure Grants Program, the Province partners with Indigenous and local governments through cost-shared investments in active transportation in communities around the province.
- The program provides grants for infrastructure and network planning and promotes the development of a safe, efficient, and integrated multimodal transportation system to encourage more people to shift to active transportation and reduce the distance travelled by cars.
- The Ministry recently announced that Indigenous applicants (or local governments working in partnership with Indigenous governments) will have access to a rolling intake for year-round application submission.
- The intake for non-Indigenous applicants occurs annually from September to October.
- In 2022/23, the Grants Program provided \$24.8M in funding for 74 projects in 71 communities.
- In addition to AT grants (operating), Budget 2023 has provided \$100M over three years in capital funding to support AT infrastructure projects.

**KEY FACTS:**

- The B.C. Active Transportation Infrastructure Grant includes:
  - funding support for all active transportation modes to a maximum cost-share of \$500,000 per project.
  - funding of up to 80% of eligible project costs for Indigenous applicants.
  - Active Transportation Network Planning grants of up to \$50,000 are available to communities with a population under 25,000.
  - alignment with British Columbia Active Transportation Design Guide to promote best-practices for safety and accessibility.
- The demand for active transportation infrastructure in communities is high. In 2022/23, the Grants Program received 95 applications with a total request of \$33M for a total project value of \$180M.
- Indigenous communities requested \$4.6M in funding.
- Applications are evaluated by an intra-ministry team to ensure safe interactions with Ministry rights-of-way and adherence to engineering standards.
- Considerations when reviewing applications include:
  - Climate change mitigation efforts

- Accessibility for people of all ages and abilities
- Economic opportunities, including tourism
- Health-promoting activities

**FINANCIAL SUMMARY:**

- Since 2018, the Ministry provided \$68M through the Grants Program for active transportation in communities across BC.
- In 2023/24, the budget for the Grants Program will be \$14M from CleanBC and \$6M from BCTFA (Transportation Investment Plan) for a total of \$20M.

**Program budget**
Operating

2022/23 -2024/25 (\$ millions)

FY	2022/23	2023/24	2024/25	Total
CleanBC	\$14.00	\$14.00	\$14.00	\$42.00
BCTFA	\$6.00	\$6.00	\$6.00	\$18.00
Total	\$20.00	\$20.00	\$20.00	\$60.00

Capital

2022/23 -2025/26 (\$ millions)

FY	2022/23	2023/24	2024/25	2025/26	Total
BCTFA Total	\$0	\$10.00	\$40.00	\$50.00	\$100.00

**TOPIC: Mitigation and Adaption**

**ISSUE:** Funding for climate adaptation and resilience in the Ministry of Transportation and Infrastructure (MOTI) infrastructure.

**KEY MESSAGES:**

- Climate-related events like intense rain, extreme freshet, flooding, and wildfires are occurring more frequently and intensely in the past number of years and are threatening the safety and reliability of BC's transportation network.
- MOTI is making climate adaptation of our infrastructure a priority by investing \$345M over 10 years through the Climate Adaptation Program to fund hundreds of resiliency projects across the Province, so that our infrastructure can better withstand the impacts of climate change. In 2022, there were 55 resiliency projects funded with approximately \$15M of expenditures for fiscal 2022/23.
- Resiliency projects can include culvert and drainage improvements, highway and bridge erosion protection, creek channel stabilization, and improved avalanche catchment areas, as well as warning systems for avalanche sites.
- MOTI is also investing \$11.5B in Capital Expansion, Preservation, and Transit programs, all of which include a "Build Back Better" design requirement and contribute to increasing the resiliency of the provincial transportation network.
- The BC Highway Reinstatement Program, which will complete the reconstruction of highways impacted by the November 2021 atmospheric river event (Hwy 1, Hwy 5, and Hwy 8) will further increase the resilience of BC's transportation network.
  - Recovery efforts for Highway 5 will total \$350M. The budget for Highway 1 is being developed, and Highway 8 is in the planning stage.
  - Over the next three years an estimated \$1.4 billion is expected to be invested in rebuilding transportation infrastructure damaged by flooding events. In addition to the approximately \$240 million that has been spent on immediate response to date.
- MOTI is also working with Infrastructure Canada on future funding opportunities for resilient infrastructure that would benefit BC.

**KEY FACTS:**

- Climate resilience and adaptation projects include culvert and drainage improvements, highway and bridge erosion protection, creek channel stabilization, and improved avalanche catchment areas, as well as warning systems for avalanche sites. Additional



innovative solutions, such as monitoring systems for ground saturation, warning systems for avalanche detection, and assessing and modeling the impact of climate-related events on provincial infrastructure, will also be explored and implemented.

- Since 2010, MOTI has recognized the need to account for the impacts of climate change and extreme weather events in infrastructure design criteria and has worked in partnership with climate scientists to develop design practices and policies to adapt ministry design criteria on all projects.
- MOTI's "Resilient Infrastructure Engineering Design" policy, first published in 2015 and updated in 2019, supports the BC Climate Preparedness and Adaptation Strategy in developing strategies to help BC adapt to the effects of climate change and extreme weather events.

## Other Initiatives Underway

### MOTI is:

- Collaborating with Infrastructure Canada (INFC) on Phase 2 of the Systems-Based Approaches for Climate Resilient Infrastructure (SBA) to develop a guidance document and case studies on how to incorporate systems-based approaches into current processes to promote climate resilient infrastructure.
- Participating in the EMCR-led Critical Infrastructure Strategy by demonstrating how we use our Resilient Infrastructure Engineering Design standards, risk assessments, and multiple-account evaluations to identify vulnerable transportation infrastructure design-resilient solutions.
- Developing a provincial GIS-based highway culvert risk database. This database will allow MOTI to direct resources to the most at-risk culverts on the provincial highway network.
- Working with INFC on developing the next generation of federal infrastructure funding programs, thereby promoting a vision of a long-term, stable funding program that emphasizes resilient infrastructure and includes funding opportunities for roads and bridges throughout the Province.

## FINANCIAL SUMMARY:

	22/23	23/24	24/25	25/26	2026-32	10 Year Total
Climate Adaptation Program	\$15M	<b>\$20M</b>	\$30M	\$30M	Advice/Recommendations; Government Financial Information	

**TOPIC: Fraser Valley and Sumas Prairie Flood Resilience****ISSUE: Fraser Valley and Sumas Prairie Flood Resilience****KEY MESSAGES:**

- The transportation network through the Fraser Valley is a critical component of the system level response required in the Sumas Prairie.
- It is important that MoTI be involved in the collaborative, multi-agency response to support flood mitigation planning and ensure any planned future highway improvements are compatible with the strategy developed.
- The multi-agency response required to develop a flood mitigation strategy for the Sumas Prairie is complex and expected to take time to develop. MoTI's contribution to the flood response planning process will benefit the overall flood mitigation strategy and ensure any planned Highway 1 upgrades in the Fraser Valley are compatible with the strategy developed.
- As part of the Fraser Valley Corridor Improvement Program, there is an \$30M budget allocation for project development of highway improvements between Highway 11 and the Vedder Canal. The funding will allow the development of highway improvements (safety, capacity, mobility, active transportation, transit, and land use), as well as participation in the flood mitigation planning noted above (highway alignment, drainage, culverts, structures, etc.)
- Under current proposed governance structure, MoTI would be involved in the Steering Committee and Technical Working Groups, with a focus on the Highway 1 corridor and how the flood mitigation strategy links with the current and planned future infrastructure.

**KEY FACTS:**

- In response to the extensive damage sustained in the Fraser Valley's Sumas Prairie, the Province is supporting planning and mitigation efforts to create a more resilient Fraser Valley and Sumas Prairie.
- Based on a request from Sumas First Nation, EMCR and MoF are in the process of adapting a governance model to support the planning necessary to address local challenges in the Sumas Prairie. The "4 Government Memorandum of Understanding" is envisioned to include four levels of government: First Nations, City of Abbotsford, the Province, and the Federal Government.



### FINANCIAL SUMMARY:

- MOTI has allocated \$30M to contribute in the development of a flood mitigation strategy with multiple levels of government.

**TOPIC: Integrated Transportation and Development Strategy**

**ISSUE:** Advancement of Integrated Transportation and Development Strategy (ITDS), now Planning Together BC (PTBC).

**KEY MESSAGES:**

- Planning Together BC (PTBC), formerly the Integrated Transportation and Development Strategy (ITDS), seeks to align transportation and land use planning for smart and coordinated growth in British Columbia.
- PTBC is intended to support the development of complete, connected communities, enable safe and integrated transportation systems, enhance economic competitiveness and prosperity, and include resilience and climate action.
- It will position the province as a planner and partner in the management of growth across British Columbia.
- This province-wide initiative will enhance current planning processes to help focus government policy, coordinate with municipal and regional economic development and land-use planning initiatives and seek to work with local governments and other partners in a collaborative way.
- We are already applying an integrated planning lens to a variety of projects like the Surrey Langley SkyTrain, TOD Framework, Central Okanagan Integrated Transportation Strategy and the Moray Area Planning Study.
- A coordinated cross-jurisdictional approach to planning matters because decisions about transportation investments and land use have implications for creating livable communities that are healthy, affordable and resilient as the climate continues to change.

**KEY FACTS:**

- For British Columbia to keep pace with the projected population and trade growth, BC needs an integrated planning approach that enables the seamless movement of people and goods and supports the development of complete and compact communities.
- The Minister's November 2020 mandate letter states that "with support from the Minister of Municipal Affairs, lead work on the Integrated Transportation and Development Strategy to ensure greater alignment between transportation and land-use planning."
- In fall 2021, the initial phase of ITDS was completed, which set the context of the initiative and established a framework (vision, goals and objectives). This work also included a global jurisdictional scan of similar jurisdictions that embraces an integrated planning approach. Jurisdictions included Greater Golden Horseshoe (ON), South Australia, Washington, Auckland and Portland.
- PTBC is currently advancing key opportunities such as the Integrated Planning Assessment Tool (ITAP) and Integrated Planning Guide to support provincial investment prioritization.

- While the work on the province-wide initiative progresses, the ministry is already applying these goals and objectives in partnership with local governments and others on region specific projects.
- The Moray Area Planning Study (MAPS) is an example of a ministry (ITPB) initiative underway to support YVR, Musqueam Indian Band and Richmond's current and future transportation and land use needs and develop strategies and options that will ensure co-benefits between the province, YVR, Musqueam and Richmond. The connection between Vancouver International Airport and our provincial highway network is of key importance to our supply chain, and one that needs attention as we plan for future growth.
- Findings and recommendations from MAPS will enable all parties to coordinate all modes of transportation, land use and housing decisions, and investments that would best serve all parties.

## FINANCIAL SUMMARY:

Project	Allocated Budget - 22/23	Notes
Integrated Transportation and Development Program	\$815,024	Program budget includes PTBC Phase 0, 1, & 2, branding and communications (internal and external roll out), ITAP and Integrated Planning Guide development, as well as initiating PTBC enabling opportunities. Future opportunities will seek independent funding (e.g. IDMF)
Moray Area Planning Study	\$1,350,000 (50/50 Cost Share between province and Federal NTCF)	Capital Program Board funding was approved in 2022 and NTCF funding was approved in January 2023

**TOPIC: Fraser Valley Integrated Planning****ISSUE: Integrated Transportation Planning in Fraser Valley****KEY MESSAGES:**

- The ministry recognizes that the various levels of government have initiated simultaneous planning processes (i.e., Fraser Valley Regional Growth Strategy and Mission Waterfront Revitalization Master Plan).
- The 2021 atmospheric river events highlighted for the Ministry and the Province the need to ensure various levels of government not only align long-term planning efforts related to future growth, but also appropriately account for climate change and resiliency.
- Working together with our partners in the region represents an opportunity to enhance relationships with local and Indigenous governments, create a sense of co-ownership, identify opportunities for co-created planning and identify priorities to guide investments and future initiatives.
- We are making unprecedented infrastructure investments in the Fraser Valley, including the ongoing expansion of Highway 1 and the construction of SkyTrain to Langley.
- We look forward to continuing to work with Fraser Valley communities on an integrated approach to enhancing resiliency, managing growth and developing sustainable transportation options.

**KEY FACTS:**

- Fraser Valley integrated planning was included in Budget 2020 and announced in August 2020.
- The initial works associated with integrated planning in the region has included a comprehensive data collection initiative, pre-engagement with stakeholders (fall of 2020) to identify key issues of concern in the Fraser Valley and a Regional Rail Pre-Feasibility Study.
- The Regional Rail Pre-Feasibility Study was launched in early 2021 to respond to the Minister of State's mandate letter concerning exploring regional passenger rail opportunities on existing rail corridors in the Fraser Valley.
- The Pre-Feasibility Study identified potential benefits of a regional passenger rail system; however further analyses of the opportunity were recommended including further staff-level stakeholder engagement, which took place in the summer of 2022.

Advice/Recommendations; Government Financial Information; Intergovernmental Communications

•

•

- 
- 

### FINANCIAL SUMMARY:

- To date, Integrated Planning efforts in the Fraser Valley have been funded through a variety of programs.
- The Province is investing \$345 million to widen a ten-kilometre section of Hwy 1 through Langley between 216<sup>th</sup> Street and 264<sup>th</sup> Street to accommodate new high-occupancy vehicle lanes, including reconfiguring the 232<sup>nd</sup> Street interchange, new underpasses at Glover Road and the CP Rail crossing.
- In addition, planning is moving ahead for the Hwy 1 widening from Langley to Abbotsford to meet the needs of the growing region, increase transit ridership, and ease congestion in key corridors.
- The Ministry is actively engaged with multiple levels of government, participating in a multi-agency process to develop a flood mitigation strategy for the Sumas Prairie (\$30M).

**TOPIC: Transit Oriented Development**

**ISSUE:** Funding for Transit Oriented Development in Budget 2023 supports the Minister's mandate commitment to advance Transit-Oriented Development

**KEY MESSAGES:**

- The ministry is working in partnership across government, with local governments, and with external partners to support the Province's priorities on housing.
- Funding for Transit Oriented Development (TOD) in Budget 2023 supports the Minister's mandate commitment to advance Transit-Oriented Development (TOD) by purchasing land to shape growth near transit hubs, increasing density and helping to create complete, connected communities.
- Currently, the ministry is pursuing TOD opportunities on ministry properties in Metro Vancouver and Victoria and is seeking to expand TOD across the Province.

**KEY FACTS:**

- Budget 2023 provides \$394 million in new capital funding to acquire lands for future transit-oriented affordable and market housing development projects. Funding will support the delivery of over 10,000 housing units along main transit corridors, with an estimated 800 units delivered over the next five years.
- In addition, Budget 2023 includes capital funding to acquire land for TOD in conjunction with the Surrey Langley SkyTrain project.

**FINANCIAL SUMMARY:**

- Budget 2023 allocates \$394 million in capital funding for TOD through a property acquisition fund of \$300 million and \$94 million to advance six TOD projects on land already owned by the BCTFA.



**TOPIC: Housing Development**

**ISSUE:** Ministry of Transportation and Infrastructure work that supports the Province's Housing Strategy

**KEY MESSAGES:**

- The ministry is working in partnership across government, with local governments, and with private sector partners to support the Province's priorities on housing.
- Advancing Transit Oriented Development (TOD) is an important mandate commitment and part of the Province's Housing Strategy that will support the delivery of over 9,000 new homes along transit corridors – 800 of which could be delivered in the next five years.
- Budget 2023 supports advancing TOD by purchasing land to shape growth near transit hubs, increasing density and helping to create complete, connected communities.
- The ministry is also supporting the Province's Permitting Strategy for Housing, through a multi-ministry initiative led by the Ministry of Water, Land and Resource Stewardship to streamline process and facilitate housing development on, near and adjacent to ministry land.
- Through the Permitting Strategy, the Ministry is engaging on strategic work to improve permitting processes and systems that aims to reduce MOTI's permit turnaround times by up to 30%.

**KEY FACTS:**

- The BC Transportation and Financing Authority (BCTFA), a crown of the Ministry of Transportation and Infrastructure (MOTI), has enabling legislation under the *Transportation Act* to facilitate transit-oriented development (TOD) within 800m of a transit station or bus exchange.
- Currently the Ministry is pursuing TOD opportunities on Ministry properties in Metro Vancouver and Victoria (including the Surrey-Langley SkyTrain project), and under the TOD framework, will be expanding TOD across the province.
- The Permitting Strategy for Housing, led by the Ministry of Water, Land and Resource Operations, aims to streamline permitting processes and create a single, coordinated approach to housing permits and authorization.
- The Transportation and Local Government Acts grant MOTI the authority to approve local government land use decisions within 800-metres of a controlled access highway intersection and authorizes use and access to the ministry right-of-way. These include:
  - Municipal land use approvals (bylaw amendments, rezonings, road closures, and development permits).

- Municipal subdivisions adjacent to arterial highways.
- Permits for the use, access or occupation of MOTI jurisdiction (highway access permits, overhead/underground utility lines, etc.).
- For subdivisions outside of municipal jurisdiction, MOTI Development Services coordinates referrals to multiple agencies and engineering disciplines and reviews all aspects of subdivisions including access, land use, environmental, hazards and heritage conservation. MOTI Provincial Approving Officers are the statutory decision makers for these files.
- MOTI's Development Services completes up to 6,000 authorizations per year, ~30% of which are related to housing. Of these, municipal land use approvals represent the majority of housing-related files.

**FINANCIAL SUMMARY:**Transit-Oriented Development

- Budget 2023 notionally allocates \$394 million in capital funding for TOD through a property acquisition fund of \$300 million and \$94 million to advance six TOD projects on land already owned by the BCTFA.
- In addition, Budget 2023 includes capital funding to acquire land for TOD in conjunction with the Surrey Langley SkyTrain project.
- Budget 2023 allocates funding of \$870K in 22/23, and \$1.482M in 23/24 and 24/25 for new positions in MOTI to improve permitting turnaround times.

Permitting Strategy for Housing

- MOTI received \$870K of new funding in 22/23 and Budget 2023 allocates \$1.482M in 23/24 and 24/25 for new MOTI positions to improve permitting processes and turnaround times.

**TOPIC: Permitting Strategy Housing****ISSUE:** MOTI's role in Provincial Permitting Strategy for Housing**KEY MESSAGES:**

- MOTI is working in partnership across government, with local governments, and with private sector partners to support the Province's priorities on housing.
- This includes supporting the Water, Land and Resource Stewardship (WLRS) led Province's Permitting Strategy for Housing, through a multi-ministry initiative to streamline processes and facilitate housing development on, near and adjacent to ministry land.
- Budget 2023 provided MOTI with an additional \$3.8 million over three years to proceed with hiring additional staff to address permit backlogs and undertake cross ministry strategic work to improve permitting processes and systems, which will reduce red tape and is anticipated to improve MOTI's turnaround times for housing approvals by as much as 30%.

**KEY FACTS:**MOTI Permitting Authority

- The Transportation and Local Government Acts grant MOTI authority to approve local government land use decisions within 800-metres of a controlled access highway intersection and authorizes use and access to the ministry right-of-way.  
These include:
  - Municipal land use approvals (bylaw amendments, rezonings, road closures, and development permits).
  - Municipal subdivisions adjacent to arterial highways.
  - Permits for the use, access or occupation of MOTI jurisdiction (highway access permits, overhead/underground utility lines, etc.).
- For subdivisions outside of municipal jurisdiction, MOTI Development Services coordinates referrals to multiple agencies and engineering disciplines and reviews all aspects of subdivisions including access, land use, environmental, hazards and heritage conservation. MOTI Provincial Approving Officers are the statutory decision makers for these files.

Development Services

- 75 MOTI Development Services staff in 22 offices across the province process up to 6,000 files annually, of which ~30% are estimated to be housing related.

- MOTI's Development Services completes up to 6,000 authorizations per year, ~30% of which are related to housing developments. Of these, municipal land use approvals represent most housing-related files.
- Of the over 1,000 municipal referrals that MOTI received in 2022, 90% have been completed. The remaining have either been recently received or are complex files which often take longer than 100 days. Most open files are rezonings in the Lower Mainland and South Island.
- MOTI does not currently have published service timelines for permitting.
- MOTI development permit and by-law text amendment decisions have consistently been made in an average of 20 or fewer days, but the average number of days to approve rezonings and subdivisions has increased since 2018 to an average of 40-50 days. MOTI's initiatives under the Provincial Permitting Strategy for Housing work is anticipated to reduce average response times in the coming months and years.

#### Internal Process Improvements in Addition to Housing Permitting Strategy

- To support the priority to increase housing supply, MOTI is engaging in a series of initiatives:
  - Advice/Recommendations; Intergovernmental Communications
  - 
  - 
  - 
  - Completing a MOTI internal systems and process review to expedite MOTI permitting.

#### **FINANCIAL SUMMARY:**

- MOTI received \$870K of new funding in 22/23 and Budget 2023 allocates \$1.482M in 23/24 and 24/25 for new MOTI positions to improve permitting processes and turnaround times.

**TOPIC: Commercial Vehicle Safety and Enforcement****ISSUE:** Commercial Vehicle Safety and Enforcement in B.C.**KEY MESSAGES:**

- Safety on our provincial roads and highways is the ministry's highest priority. Commercial Vehicle Safety and Enforcement (CVSE) officers patrol our roads daily, helping to enforce safe driving regulations for commercial trucks and passenger vehicles.
- CVSE has 277 positions in total. 200 are assigned to operations, including roadside enforcement activities around the province, either as part of mobile operations, or working from fixed inspection/weigh scales.
- CVSE often collaborates with police and other agencies on compliance and enforcement.
- We also work with the commercial trucking and passenger transportation industries to promote safe driving practices.
- B.C. is supportive of new training and technologies to enhance the safety of commercial vehicles and drivers.
- A few examples of how the Province is committed to enhancing road safety are the recently announced speed limiter mandate, the provincial Electronic Logging Device (ELD) mandate, as well as Mandatory Entry Level Training (MELT) introduced in fall 2021.
- Our work through these and other existing and future programs will continue to increase road safety for all road users.

**KEY FACTS:**

- In 2022, approximately 27,800 were pulled over for a closer look by our officers:
  - 12,200 drivers were issued warnings to fix minor issues.
  - 7,500 were taken out of service for imminent hazards until repairs could be made.
  - 6,300 had violations present where the driver could proceed and have repairs made.
  - 1,800 passed inspection.
- It should be noted that these numbers are not indicative of the industry as a whole, as only those vehicles which present to our officers' trained eyes as requiring further inspection make the tally.

**Speed Limiters**

- As part of new legislation tabled on April 5, 2023, we will be requiring the use of speed-limiter equipment to regulate the maximum speed of heavy-duty commercial vehicles, decreasing GHG emissions, reducing speed-related crashes and making it safer for all road users.
- Subject to passage of the proposed legislation, implementation of regulations to support a speed limiter mandate will occur subject to Cabinet priorities and direction.

**Electronic Logging Devices (ELDs)**

- The Province's recently announced ELD mandate comes into effect August 1, 2023, reducing the likelihood of drivers operating commercial vehicles while tired.
- This effectively mirrors the federal ELD mandate that has been enforced in B.C. for inter-provincial carriers since January 1, 2023.
- B.C. carriers will have approximately six months to install ELDs across their fleets and to complete driver and dispatcher training before the mandate comes into force on August 1, 2023. After that date, commercial drivers caught not using ELDs or using them improperly will be subject to new/increased fines, unless exempted.

**Mandatory Entry Level Training (MELT)**

- MELT for Class 1 driver's license applicants became a pre-requisite October 18, 2021. By bringing in MELT, we help ensure new commercial drivers are trained to a higher, consistent standard.
- ICBC is the regulatory body for driver training schools and instructors in B.C. and, in consultation with the commercial driving industry, the Ministry of Transportation and Infrastructure and the Ministry of Public Safety and Solicitor General developed B.C.'s Class 1 MELT curriculum framework.
- The B.C. MELT program is a robust 140-hour program of classroom, behind the wheel, and in the yard training. The program meets and exceeds the federal ELD requirements and is tailored to B.C.'s unique geography (traversing mountain passes, chain up requirements, etc.)

**FINANCIAL SUMMARY:****CVSE BUDGET:**

- CVSE's 2023/24 operating budget is \$31.2M
- The (former) Passenger Transportation Branch's 2023/24 net budget is \$1.829M (not included in CVSE's budget)

**MELT**

Advice/Recommendations; Government Financial Information

-



### **COVID IMPACT:**

- Throughout the pandemic, the ministry has worked with industry to ensure the continued, safe movement of commercial vehicles, passengers and goods in B.C.

- This effectively mirrors the federal ELD mandate that has been enforced in B.C. for inter-provincial carriers since January 1, 2023.
- B.C. carriers will have approximately six months to install ELDs across their fleets and to complete driver and dispatcher training before the mandate comes into force on August 1, 2023. After that date, commercial drivers caught not using ELDs or using them improperly will be subject to new/increased fines, unless exempted.

**Mandatory Entry Level Training (MELT)**

- MELT for Class 1 driver's license applicants became a pre-requisite October 18, 2021. By bringing in MELT, we help ensure new commercial drivers are trained to a higher, consistent standard.
- ICBC is the regulatory body for driver training schools and instructors in B.C. and, in consultation with the commercial driving industry, the Ministry of Transportation and Infrastructure and the Ministry of Public Safety and Solicitor General developed B.C.'s Class 1 MELT curriculum framework.
- The B.C. MELT program is a robust 140-hour program of classroom, behind the wheel, and in the yard training. The program meets and exceeds the federal ELD requirements and is tailored to B.C.'s unique geography (traversing mountain passes, chain up requirements, etc.)

**FINANCIAL SUMMARY:****ELDs**

- No financial implications to government.

**MELT**

- Advice/Recommendations; Government Financial Information

**COVID IMPACT:**

- Throughout the pandemic, the ministry has worked with industry to ensure the continued, safe movement of commercial vehicles and goods across our province.



**TOPIC: Goods Movement**

**ISSUE:** The Ministry of Transportation and Infrastructure is advancing the Goods Movement Strategy (GMS) to strengthen the goods movement system, support BC Exporters and advance our climate objectives.

**KEY MESSAGES:**

- The ministry is advancing the GMS to help ensure BC's goods movement ecosystem evolves and responds to a shifting landscape by becoming smarter, cleaner and more competitive.
- Ultimately, the result of the strategy will be sustainable economic growth throughout the province, including partnerships with Indigenous Peoples.
- We are working closely with experts, stakeholders, and other levels of government to identify actions and partnership opportunities to:
  - Strengthen the BC transportation and logistics sector;
  - Support BC exporters; and,
  - Accelerate BC innovation and advancing our climate objectives.
- The challenges faced by supply chains during the last few years, including disruptions from extreme weather events, the pandemic and labour shortages, demonstrate the critical importance and value of effective collaboration amongst members of our transportation and trade networks.
- The GMS will make our trade networks more competitive and enable BC businesses to scale up by focusing on actions in key areas, including (but not limited to):
  - Advancing digitalization to support enhanced visibility, collaboration and coordination;
  - Ensuring sufficient capacity within our networks;
  - Improving our network's resiliency; and
  - Accelerating innovation in transportation to reduce emissions.

**KEY FACTS:**

- Transportation and goods movement services are a critical enabler of economic activity and a significant contributor to the provincial economy and revenue base.
- The competitiveness of BC's business community and our standard of living rely on trade corridors and supply chains that can efficiently transport goods to international customers.
- In recent years BC and Canada's supply chains have faced a series of challenges including global economic forces, the pandemic, and infrastructure damage triggered by extreme weather events.

- BC has experienced firsthand how these challenges have strained our transportation and logistics networks, and the corresponding impact it has had on our provincial and national economy.
- The Goods Movement Strategy is a key action identified within BC's Economic Strategy, *StrongerBC* under the theme of Clean Growth.
- The strategy will identify and advance short, medium and long-term actions and will build on recent progress made by provincial government and supply chain partners to support B.C.'s sustainable economic growth.
- The development of the strategy is well advanced and to date has included approximately 40, 1:1 stakeholder interviews, engagement with regional governments across the province and discussions with Indigenous groups, a roundtable session with small medium enterprises from throughout BC, significant cross ministry engagement and comprehensive analytical work.
- Although the strategy remains in development, work is underway to advance strategic initiatives such as the Provincial Truck Data Survey program, that we are confident align with and will support the objectives of the strategic pillars we have identified.
- In addition to provincial strategy development, the ministry actively engages on an ongoing basis 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.

### FINANCIAL SUMMARY:

- The ministry has retained a consultant to develop the Goods Movement Strategy. Advice/Rec  
ommendatio  
Advice/Recommendations; Government Financial Information
-

**TOPIC: Supply Chain Issues**

**ISSUE:** Impact of global supply chain issues and disruption events on B.C. supply chains and exporters.

**KEY MESSAGES:**

- The strength of Canada and B.C.'s economies and our citizens' standard of living rely on competitive and resilient supply chains that can efficiently transport goods to international and domestic customers.
- Following the 2021 atmospheric river event, B.C. is proud of the leadership it provided to coordinate the effort to reopen transportation corridors, including Highway 5 in record time. This demonstrates what can be accomplished when we work together.
- The challenges faced by supply chains during the last few years (extreme weather events, the pandemic and labour shortages, etc.) demonstrate the critical importance and value of effective collaboration amongst members of our transportation and trade networks.
- The Province continues to move forward on the Fraser River Tunnel project; a key connection for communities on both sides of the Fraser River and a vital trade route.
- Work is underway to widen Highway 1 through the Fraser Valley, increasing the reliability of the corridor and facilitating efficient goods movement through improvements such as truck climbing lanes, and truck staging and parking areas.
- Many factors are outside of Provincial jurisdiction, or cannot be controlled (such as weather, and COVID-19). However, informed by the recommendations of the National Supply Chain Task Force, it is time for action and B.C. is ready to do its part.
- Provincial action will be guided by the Goods Movement Strategy (GMS) that will ensure goods are moving as efficiently as possible so BC businesses can scale up, effectively navigate the rapidly changing global economic and transportation environment as well as support continued, sustainable growth.
- The GMS will yield an action plan to advance key initiatives, leverage partnership opportunities, and create new data based tools that can support long-term operational decision making and inform policy and capital investments.

**KEY FACTS:**

- In recent years BC and Canada's supply chains have faced a series of challenges including global economic forces, the pandemic, and infrastructure damage triggered by extreme weather events.
- B.C experienced significant weather events in 2021 that impacted regional supply chains, including wildfires that damaged rail lines during the summer and then the atmospheric river events in November that damaged rail and road infrastructure.

- While rail and road networks were re-established between December 2021 to January 2022, recovery timeframes for the ports have been much slower, indicating there is vulnerability in the supply chain to disruption events.
- On-dock container congestion at the ports of Vancouver and Prince Rupert grew over summer 2022, resulting in a high volume of container vessels at anchor. A variety of factors contributed to congestion including congestion at inland rail hubs in eastern Canada, labour shortages and slow recovery from previous disruptions.
- The Province works closely with its federal, provincial and territorial counterparts in a variety of forums (e.g. the Pan-Canadian Competitive Trade Corridor Task Force) to enhance the competitiveness and resiliency of our supply chains.
- In recent years B.C. has developed and advanced strong policy and made significant investments to supporting the competitiveness of our trade networks and Ports, including:
  - \$25 million dollar investment in 2021 to support the Port of Prince Rupert's Ridley Island Export Logistics Platform
  - Major investments in infrastructure such as the Highway 99 Tunnel Program to replace the George Massey Tunnel; Pattullo Bridge Replacement; Highway 91/17; the re-instatement of the Coquihalla and Kicking Horse Canyon Phase 4
  - Taking action to advance strong and responsive policy including enhanced Drayage Industry Regulation, the Clean Trucking Pilot Program, Mandatory Entry Level Training (MELT) and Wide Base Single Tire use in BC
- In addition, a number of initiatives are underway at B.C. ports to increase capacity and improve operations, including:
  - Fairview Container Terminal expansion at the Port of Prince Rupert will increase its annual capacity from 1.35 million TEU containers to 1.8 million.
  - The Port of Vancouver's Active Vessel Traffic Management Program will increase use technologies and data sharing to increase the efficiency of goods movement while ensuring ship safety and environmental protection.

**FINANCIAL SUMMARY:**

- N/A

**COVID IMPACT:**

- The pandemic triggered a change in consumer demand for imported products, which impacted the supply chain and caused disruptions to global trade.
- Some B.C. and Canadian exporters have experienced supply chain challenges since the start of the pandemic resulting from a variety of factors including carrier management of empty containers, escalating costs and challenges booking space on marine carriers.
- As the global economy restarts from COVID-19 restrictions, we are starting to witness a rise in service purchases, which will help to resolve the situation.

- B.C. Government has limited ability to influence global supply chain factors, such as the rates set by marine carriers. However, the Province is involved in several activities and partnerships to monitor, enhance, and respond to challenges impacting B.C.'s supply chain, including stakeholder engagement, infrastructure investment and strategy development.

**TOPIC: Modernization of the Trucking Sector****ISSUE:** Progress on modernizing B.C.'s trucking sector**KEY MESSAGES:**

- A stable and competitive trucking sector is critical to the sustainable growth of B.C. and Canada's economies and the reliable delivery of essential goods (e.g., food, fuel, and feed).
- That's why B.C. is taking action to continue to modernize the sector by:
  - Ensuring a stable labour force and ensuring owners and drivers have a good standard of living;
  - Ensuring a safe environment for truckers and the public;
  - Improving the performance of the sector;
  - Reducing GHG emissions; and,
  - Contributing to livable communities by reducing congestion and truck traffic.
- Examples of actions to date include:
  - Implementation of Mandatory Entry Level Training (MELT). Over 100 schools in B.C. offer training;
  - Three new Weigh2Go Virtual Weigh-in-Motion facilities have been added in Terrace, Mount Robson, and Highway 5A outside Merritt. They allow trucks to bypass inspection stations, saving driver time and fuel and reducing greenhouse gas emissions; and,
  - B.C. is the first province in Canada to make low emission vehicles more affordable by offering weight allowance incentives for electrically powered or alternatively fueled trucks.

**KEY FACTS:**

- Trucking sector's contributions to B.C.'s economy:
  - Trucking is a \$2.3 billion industry in B.C. with an average growth of 3% per year.
  - The Goods Movement strategy will identify opportunities to improve the competitiveness of the trucking sector, including actions to advance digitalization, reduce emissions and address the shortage of truck drivers.
- Labour:
  - In 2017, there were over 16,000 trucking companies with 39,400 employees in B.C.
  - The Transportation and Logistics sector, including trucking, has identified labour shortages as one of the top challenges it is facing.
  - B.C. is making driver training more affordable and accessible to support the trucking sector to adapt and grow.
- Opportunities to reduce GHG emissions:

- Trucking is one of the transportation sector's heaviest polluters and presents a significant opportunity to contribute to the province's GHG reduction targets.
- In 2018, the transportation sector accounted for approximately 40% of B.C. GHG emissions, with heavy duty trucks accounting for 13.6% of total provincial emissions.
- B.C. is focused on identifying actions to reduce emissions from trucking through the Goods Movement Strategy and the Clean Transportation Action Plan.
- B.C. has already taken steps to accelerate the adoption of low carbon fuels. For example, effective February 23, 2022, hydrogen fuel is classified as a Category 1 alternative motor fuel and is exempt from motor fuel tax.
- Support for communities:
  - Trucking plays a critical role in the movement of essential goods (e.g., fuel, food, feed) to communities.
  - The Goods Movement Strategy will identify opportunities to advance digitalization which can support improved performance and reduce congestion.
- Container Trucking Sector:
  - The container trucking sector has a history of labour unrest that impacts Lower Mainland terminals and the national supply chain.
  - B.C. is taking action to ensure the stability of the sector. For example, the Office of the B.C. Container Trucking Commissioner recently introduced an Electronic Record Keeping Requirement, which makes enforcing overtime violations easier, ensuring drivers are paid fairly for the work they do.
- Work underway to improve the performance of the sector through data:
  - *The Applied Freight Research Initiative (AFRI)* (In Development) – in partnership with the members of the Gateway Transportation Collaboration Forum, the objective is to better understand the kinds of trucks and goods moving throughout the lower Mainland. This data will help develop, assess, and monitor future actions.
  - *Truck Data Survey Program (Underway)* - The B.C. Truck Survey Data Program will improve the ministry's understanding of the trucking activity throughout the province and the commodities being transported. The program will identify key goods movement routes within the province by commodity and quantify the value of the goods being transported. This will enable improved data-driven planning and decision making to enhance the resiliency of the system.

**FINANCIAL SUMMARY:**

Not applicable.

**TOPIC:** Passenger Transportation Accessibility Funding

**ISSUE:** Continued modernization of BC's passenger-directed transportation industry and development of the Passenger Transportation Accessibility Program (PTAP).

**KEY MESSAGES:**

- The Province has been working with the passenger-directed transportation industry and the accessibility community since before the introduction of ride hailing to support accessible transportation in BC.
- PTAP will further support the provincial taxi industry to provide better services for people who require accessible vehicles.
- It will also support our government's commitment, made under the Accessible British Columbia Act, to improve accessibility standards in a range of areas, including transportation.
- In Q4 2022/23 the ministry launched the PTAP and provided \$2.6M to eligible taxi owner-operators under the first PTAP funding stream for costs associated with maintaining their wheelchair-accessible taxis.
- Over the next two years, the ministry will launch additional funding streams to reduce the cost of operating, purchasing, and converting wheelchair accessible vehicles, and providing training to better support the passengers who rely on them. The ministry will continue to communicate with the industry as our PTAP-related work progresses.

**KEY FACTS:**

- On July 8, 2019, the ministry announced a per-trip fee of \$0.30 for every trip in a ride-hailing vehicle.
  - Ride-hailing relies on private household vehicles as opposed to maintaining a fleet of taxi vehicles with a proportion modified to be wheelchair accessible.
  - This fee was levied to offset the costs associated with regulating the ride-hailing industry and enabling taxi modernizations, as well as to support accessibility within the passenger-directed vehicle industry.
- On September 16, 2019, the Passenger Transportation Amendment Act, and changes to the Passenger Transportation Regulation, came into force, including the \$0.30 per-trip fee. Two months later, the first ride-hail company was approved by the Passenger Transportation Board (the Board) to operate in BC.
- Ministry consultations in 2021 and 2022 underscored the necessity to provide support to improve wheelchair-accessible services. They identified several accessibility related issues:



- Taxi associations and wheelchair accessible vehicle owner/operators expressed concerns regarding wheelchair accessible taxi purchase costs, limited availability, maintenance costs, attraction of accessible vehicle drivers, and ramp repairs, among other issues.
- The accessibility community expressed concerns regarding limited availability and wait times for accessible vehicles, untrained drivers, discrimination against service dogs, and trip refusals, among other issues.
- On October 3, 2022, an OIC was approved increasing regulatory per-trip fees for trips in ride-hailing vehicles from \$.30 to \$.90 effective January 1, 2023, to ensure continued offsetting of regulatory costs to the ministry and to create and support a sustainable and impactful accessibility program.
  - Government Financial Information which contributed to the 2019 launch and resulting implementation of the new ride-hailing framework.
- On November 24, 2022, Bill 40 - Passenger Transportation Amendment Act (No. 2), 2022, received Royal Assent, continuing the government's modernization of B.C.'s taxi and ride-hailing industries. Among other changes, this legislation establishes new responsibility and authority for the Registrar to support improved passenger transportation accessibility.
- On February 1, 2023, the Province launched the PTAP. In a phased approach over the next two years, the PTAP will design and launch funding streams to:
  - Reduce the costs of upkeep and repair for wheelchair accessible vehicle owner/operators.
  - Reduce the earning disparity between drivers of conventional vehicles versus wheelchair accessible vehicles.
  - Provide access to learning opportunities that will improve drivers' service to people who depend on wheelchair accessible vehicles.
  - Reduce extra costs associated with purchasing/converting an accessible vehicle.
- On January 27, 2023, the ministry opened the intake for the first PTAP funding stream – the Maintenance Rebate - which provided funding to eligible taxi owner-operators for costs incurred to maintain their wheelchair-accessible taxis. The ministry made approximately \$3M available for this intake. The intake closed on March 1, 2023.
- The ministry received applications from 53 companies for 381 wheelchair accessible taxis. Following application review, the ministry provided grants to all applicants/taxis totalling \$2.6M. The ministry used the remaining balance to fund other passenger modernization-related expenditures.

March 22, 2023

- The ministry used an online application portal to help facilitate the submission of applications and the distribution of funds.
- Advice/Recommendations; Cabinet Confidences; Government Financial Information
- We will continue to engage with stakeholders and industry partners to inform the design of the future funding streams and to evolve the PTAP over time.

### FINANCIAL SUMMARY:

Advice/Recommendations; Cabinet Confidences; Government Financial Information

**TOPIC: Ride-hailing Update****ISSUE:** Status of Ride-hailing in B.C., Per-Trip Fees, Upcoming Special Committee**KEY MESSAGES:**

- To date, the independent Passenger Transportation Board (the Board) has approved 25 ride-hailing companies to operate in B.C., with operating regions dependent on the Board's conditions of license for each company.
- A per-trip fee is collected for all trips taken in ride-hailing vehicles to offset costs associated with regulating the ride-hailing industry and enabling taxi modernizations and to support accessibility in the passenger-directed vehicle industry, including through the ministry's recently announced Passenger Transportation Accessibility Program (PTAP).
- By July 1, 2023, the Legislative Assembly will appoint a special committee to review legislative changes made in 2019 to modernize the taxi industry and introduce ride-hail in B.C., as well as to report out on any related impacts on B.C.'s passenger transportation industry.

**KEY FACTS:**

- In B.C., the Board is responsible for independently reviewing and issuing decisions on ride-hailing applications based on:
  - Whether the applicant is a fit and proper person capable of providing that service and, if they are, then:
    - Whether there is a public need for the proposed service; and
    - Whether the application would promote sound economic conditions in the BC passenger transportation business.
- To date, the Board has received 54 ride-hail applications:
  - 25 were approved
  - 27 were refused by the board or withdrawn by applicants
  - 2 are currently pending
    - One of these is an application to transfer a license from ReRyde Technologies Inc. over to Uber Canada which, if approved, would allow them to operate in all regions of the province outside the Lower Mainland.
    - This application first appeared in the Board's September 7, 2022, bulletin, and submissions on this application were received by the Board until September 20.
    - This application, and any submissions made in response to this application, are currently under review by the Board.
- Ride-hailing relies on private household vehicles as opposed to maintaining a fleet of taxi vehicles, with a proportion modified to be wheelchair accessible.

- A regulatory per-trip fee charged for rides in ride-hailing vehicles came into effect in September 2019 to offset the costs associated with regulating the ride-hailing industry, enable taxi modernizations, and support accessibility in the passenger-directed vehicle industry.
- On January 1, 2023, the per-trip fee increased from \$.30 to \$.90. This increase will help the ministry and the passenger transportation industry better serve British Columbians, including through the recently announced PTAP.
- The Legislative Assembly will appoint a special committee by July 1, 2023, to conduct a review of the changes made to the *Passenger Transportation Act* (PTA) in 2019 to modernize passenger directed vehicle services (e.g., taxis, limousines, small shuttle buses) and introduce ride hail, as well as their impacts on the passenger transportation industry. The review will include consideration of the following:
  - Whether the provision of licences under the PTA promotes an adequate supply of passenger directed vehicles, including accessible vehicles, and promotes passenger and driver safety;
  - The effectiveness of the test the independent Passenger Transportation Board applies when making determinations on applications for passenger directed vehicle and transportation network services authorizations;
  - Whether the PTA promotes employment in the passenger directed vehicle and transportation network services industries;
  - Impacts on public transportation and traffic congestion; and
  - Whether the PTA promotes passenger directed vehicle services and transportation network services in small, rural, or remote communities.
- Within one year of being appointed, the committee must submit a report on the results of the review.

### FINANCIAL SUMMARY:

- On October 3, 2022, an OIC was approved increasing regulatory per-trip fees for trips in ride-hailing vehicles from \$.30 to \$.90, effective January 1, 2023, to ensure continued offsetting of regulatory costs to the ministry and to create and support a sustainable and impactful accessibility program.
- Government Financial Information which contributed to the 2019 launch and resulted in the implementation of the new ride-hailing framework.
- The ministry made approximately \$3 million available for the fiscal year 2022/23 intake of the PTAP's Maintenance Rebate Funding Stream.
- The ministry received applications from 53 companies for 381 wheelchair accessible taxis. Following application review, the ministry provided grants to all applicants/taxis totaling \$2.6M.

The ministry used the remaining balance to fund other passenger modernization-related expenditures.

- Advice/Recommendations; Cabinet Confidences; Government Financial Information

Advice/Recommendations; Cabinet Confidences; Government Financial Information

### COVID IMPACT:

- The Special Committee was originally scheduled to be appointed before January 1, 2022; however, due to the pandemic's arrival in B.C. in early 2020 shortly after ride-hail operations began, data reflecting normal operating conditions for passenger directed vehicle services and transportation network services was not available in sufficient quantities to support the special committee conducting its review and developing evidence-based recommendations.
- By delaying the date by which the special committee must be appointed, the Legislative Assembly allowed additional time for the collection of data that will more closely resemble normal operating conditions.
- The Board has also committed to reviewing ride-hailing fleet sizes and operating areas but has not yet done so due to an absence of normal operating conditions during the pandemic. They are in the process of receiving industry feedback on proposed taxi and ride-hail rates changes but no decisions have been made.
- The Board hired Hara Associates in 2021 to conduct an investigation into the impact of the COVID-19 pandemic on the B.C. passenger transportation industry, and the resulting report did consider impacts to accessible vehicle service. A follow-up investigation by Hara Associates was initiated mid-December 2022 and is expected to take up to six months, barring any unforeseen circumstances.



## Estimates Note

Final Date: April 12, 2023