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TOPIC: 2025/26 – 2027/28 Ministry of Transportation and Transit Service Plan

ISSUE: Key information regarding the 2025/26 – 2027/28 Ministry Service Plan

LEAD: Strategic Planning, Priorities and Engagement, Strategic and Corporate Priorities

KEY MESSAGES:

- The Ministry Service Plan highlights core priorities and actions to deliver an integrated, sustainable, reliable, and resilient transportation network for British Columbia.
- The 2025/26 format for the Service Plan is materially the same as 2024/2025.

KEY FACTS:

- The BC Transportation Financing Authority (BCTFA) 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 per requirements of Crown agencies.
- New Minister Mandate Letters were released on January 16, 2025.
- Key updates for the 2025/26 Ministry Service Plan include:
 - Updates to content in the Performance Plan to better align with the January 2025 Mandate Letter including the addition of new Key Strategies for transit, taxi and ride-hail and BC Ferries and removal of references to the Clean Transportation Action Plan.
 - The format of the content in Capital Expenditures table was updated to better communicate project location and benefits.

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 \$50M in total) financials provided by FRMD and aligns with Budget documents and quarterly \$50M table descriptions.

PROGRAM CONTACT:

- Vanessa Thomson, Executive Director Strategic Planning, Priorities and Engagement
- Sara Haskett, Director, Corporate Planning



ADVICE TO MINISTER

CONFIDENTIAL ISSUES NOTE

Ministry of Transportation and Transit
Updated: March 3, 2025

Minister Responsible: Mike Farnworth

Budget 2025 and Service Plan

OVERALL KEY MESSAGES

- Already faced with high costs, our country is now dealing with a tariff fight that could be devastating for people on both sides of our border.
- We're hoping for the best but preparing for the worst.
- B.C. is ready to defend against Trump's unjustified threat.
- You'll see a budget focused on protecting the services people count on and ensuring we're ready to deliver targeted services to workers and businesses, if we need to.
- What is certain is that we have a responsibility to make sure we're making the best possible use of our public dollars.
- Our number one priority is protecting B.C. families, jobs, businesses and the key government services people rely on.

MINISTRY KEY MESSAGES

- We are committed to building the safe and reliable road and transit infrastructure people need across B.C. – while also providing great jobs for British Columbians.
- Since 2017, we've completed over 2,500 projects, investing more than \$8B in transportation improvements across the province.
- These investments have led to over 27,000 direct jobs and over 20,000 indirect jobs for people in all regions of the province.
- Like all public and private sector infrastructure projects, these projects are being delivered during a time of significant market challenges here in British Columbia, across Canada, and around the world.
- Unlike many other jurisdictions that have made the decision to cancel, curtail, or delay major infrastructure projects, we are committed to investing in the infrastructure British Columbians need.
- We remain committed to bringing vital transportation upgrades through our major projects like the Broadway Subway, Pattullo Bridge Replacement, Surrey Langley SkyTrain, Highway 1 widening in the Fraser Valley, the George Massey replacement as well as the Belleville Terminal Redevelopment project.



- **As part of this year's budget plan, the Ministry of Transportation and Transit will continue to invest in:**
 - transit-oriented developments that support affordable housing, expansion of public transit and complete communities;
 - expanding active transportation networks across the province;
 - building the public infrastructure people need;
 - ensuring safe and reliable roadways;
 - supporting more convenient public transit; and
 - strengthening the economy by providing good jobs for British Columbians, with a strong focus on the movement of goods and services.
- **The ministry will invest \$14.031B over the next three years in Budget 2025; \$509M more than the \$13.522B in Budget 2024.**
- **Budget 2025 highlights:**
 - \$1.1B in transit infrastructure.
 - \$1.2B in transportation and trade corridors to support network reliability including \$120M for the active transportation capital fund.
 - \$1.8B for Highway 1 Fraser Valley Corridor Improvements.
 - \$1.3B for Highway Corridor Rehabilitation and bridge replacements.
 - \$596M to improve side roads.
 - \$1.4B to repair roads and highways damaged during extreme rain and flooding events.
 - \$203M for safety improvements.
 - \$519M for improvements on Highway 1 to Alberta Border.
- **The ministry's three-year operating budget is:**
 - 2025/26 \$1.192B
 - 2026/27 \$1.199B
 - 2027/28 \$1.199B

Active Transportation

- **Investments in active transportation make getting around safer and more convenient — all while helping protect our environment.**
- **The active transportation capital program envelope is \$285M over 10 years, with \$85M committed to projects to date.**
- **Budget 2025 includes \$24M per year, for three years, for the grants program to support local government-led projects and educational programs.**



ADVICE TO MINISTER

BC 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.
- The Province is increasing operating funding for BC Transit in Budget 2025 by \$48M over three years to ensure people continue to have access to the transit services they need.
- By investing in BC Transit services and infrastructure, we are providing more people with safe, affordable and reliable travel options in communities outside Metro Vancouver.
- Since 2017, we have increased the provincial operating grant to BC Transit by more than 70 per cent (from \$108M in 2017/18 to \$184M in 2025/26), supporting transit service levels across the province and continuing to implement transit expansion approved in Budget 2024.
- Over the next three years, our government is investing \$537M to support BC Transit capital projects across the province – taking action to provide public transit solutions that connect people with their communities.

Coastal Ferries

- People travelling on BC Ferries will continue to have safe, reliable and affordable transportation options, with financial contributions from government.
- Through the Coastal Ferry Services Contract (CFSC) with BC Ferries, the Province enables ferry services that connect coastal communities.
- Two years into a new four-year contract, the provincial contribution is \$194M annually.

Inland Ferries

- The Inland ferry system consists of 14 routes which connect communities across the province.
- The ferries and terminals are provincially owned, with operations contracted to third parties.
- The total annual budget for 2025/26 is \$50.571M, which includes \$30.02M in the base budget and \$20.54M from BC Transportation Finance Authority (BCTFA).



Indigenous Community Access and Resiliency

- The ministry is providing \$42M over the next three years to support infrastructure improvements in more remote or vulnerable communities in consultation with Indigenous communities.
- The Northwest Corridor Improvement Program invests \$195M (\$120M provincial and \$75M federal) in partnership with Natural Resources Canada to enhance road safety and reliability, opening up better access to move services for Indigenous and local communities as well as for critical mineral development.
- This includes intersection safety improvements and repairs and upgrades to critical access routes and projects initiated in response to feedback from Indigenous communities.
- Many of the projects delivered under this program include partnering with Indigenous communities to deliver the work.

Highway Rehabilitation Program

- The Highway Rehabilitation program is responsible for the resurfacing and minor upgrades of the main highway system, bridge rehabilitation, and replacement and seismic retrofits of structures.
- Over three years (24/25 to 26/27), the ministry will invest \$1.26B through the Highway Rehabilitation program.

Safety Improvements

- The Safety Improvement Program is responsible for safety-related initiatives around the Province's roadway infrastructure, including:
 - Intersection improvements, such as installation of crosswalks, signage and active transportation improvements;
 - Installation of durable pavement markings;
 - Wildlife and livestock fencing; and
 - Community safety enhancement projects.
- The budget for these improvements has increased to \$203M for 2025 (from \$186M in 2024) to ensure crucial safety improvements can continue to be made across the Province.



MINISTRY OF TRANSPORTATION AND TRANSIT

The mission of the Ministry of Transportation and Transit 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 2024/25 ¹	Estimates 2025/26
VOTED APPROPRIATION		
Vote 45 — Ministry Operations.....	1,135,439	1,191,816
OPERATING EXPENSES	<u>1,135,439</u>	<u>1,191,816</u>
CAPITAL EXPENDITURES ²	3,473	3,135
LOANS, INVESTMENTS AND OTHER REQUIREMENTS ³	—	—
REVENUE COLLECTED FOR, AND TRANSFERRED TO, OTHER ENTITIES ⁴	—	—

NOTES

¹ For comparative purposes, figures shown for the 2024/25 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 2025/26 *Estimates*. A reconciliation of restated operating expenses and capital expenditures is presented in Schedule A.

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

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

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



MINISTRY OF TRANSPORTATION AND TRANSIT

SUMMARY BY CORE BUSINESS

(\$000)

	2024/25	2025/26 ESTIMATES		
	Net	Gross	External Recoveries	Net
OPERATING EXPENSES				
Core Business				
Transportation and Infrastructure Improvements.....	28,497	3,063,947	(3,035,390)	28,557
Public Transportation.....	373,351	2,975,087	(2,579,452)	395,635
Highway Operations.....	705,235	858,116	(119,371)	738,745
Commercial Transportation Regulation.....	1,969	14,683	(12,704)	1,979
Executive and Support Services.....	26,387	37,645	(10,745)	26,900
TOTAL OPERATING EXPENSES	1,135,439	6,949,478	(5,757,662)	1,191,816
CAPITAL EXPENDITURES				
	Capital Expenditures	Capital Expenditures	Receipts and P3 Liabilities	Net
Core Business				
Highway Operations.....	3,473	3,135	—	3,135
TOTAL	3,473	3,135	—	3,135



MINISTRY OF TRANSPORTATION AND TRANSIT

VOTE DESCRIPTIONS

(\$000)

Estimates
2024/25Estimates
2025/26

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.....	24,494	24,504
Transportation Investments.....	1	1
Partnerships.....	1	1
Port and Airport Development.....	2,832	2,872
Enhancing Economic Development.....	1,169	1,179
	<u>28,497</u>	<u>28,557</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.....	165,437	187,721
Coastal Ferry Services.....	207,914	207,914
	<u>373,351</u>	<u>395,635</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.....	642,980	676,415
Commercial Vehicle Safety and Enforcement.....	32,257	32,307
Inland Ferries.....	29,998	30,023
	<u>705,235</u>	<u>738,745</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 TRANSIT

VOTE DESCRIPTIONS

(\$000)

	Estimates 2024/25	Estimates 2025/26
COMMERCIAL TRANSPORTATION REGULATION		
Voted Appropriations		
Container Trucking Commissioner.....	1	1
Passenger Transportation Branch.....	1,968	1,978
	<u>1,969</u>	<u>1,979</u>
Voted Appropriations Description: This sub-vote provides for the offices of the Container Trucking Commissioner 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 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. 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 Passenger Transportation Board. 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.		
EXECUTIVE AND SUPPORT SERVICES		
Voted Appropriations		
Minister's Office.....	1,082	1,261
Corporate Services.....	25,305	25,639
	<u>26,387</u>	<u>26,900</u>
Voted Appropriations Description: This sub-vote provides for the office of the Minister of Transportation and Transit and the Parliamentary Secretary for 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.		
VOTE 45 — MINISTRY OPERATIONS	1,135,439	1,191,816

MINISTRY GROUP ACCOUNT CLASSIFICATION SUMMARY

GROUP ACCOUNT CLASSIFICATION

Salaries and Benefits	186,096	189,552
Operating Costs	5,075,641	6,101,061
Government Transfers	875,057	671,594
Other Expenses	1,189	1,263
Internal Recoveries	(13,992)	(13,992)
External Recoveries	(4,988,552)	(5,757,662)
TOTAL OPERATING EXPENSES.....	1,135,439	1,191,816



MINISTRY SUMMARY
(\$000)

	Restated Estimates 2024/25	Estimates 2025/26	Increase (Decrease)	Variance Explanations
VOTED APPROPRIATION				
Vote XX - Ministry Operations	1,135,439	1,191,816	56,377	Advice/Recommendations; Cabinet Confidences; Government Financial Information
CAPITAL EXPENDITURES				
	3,473	3,135	(338)	Advice/Recommendations; Cabinet Confidences; Government Financial Information
LOANS, INVESTMENTS AND OTHER REQUIREMENTS				
	-	-	-	
REVENUE COLLECTED FOR, & TRANSFERRED TO, OTHER ENTITIES				
	-	-	-	

MINISTRY OF TRANSPORTATION AND TRANSIT

CORE BUSINESS SUMMARY

(\$000)

OPERATING EXPENSES	Restated Estimates 2024/25	Estimates 2025/26	Increase (Decrease)	Variance Explanations
Core Business				Advice/Recommendations; Cabinet Confidences; Government Financial Information
Transportation and Infrastructure Improvements	28,497	28,557	60	
Public Transportation	373,351	395,635	22,284	
Highway Operations	705,235	738,745	33,510	
Commercial Transportation Regulation	1,969	1,979	10	
Executive and Support Services	26,387	26,900	513	
TOTAL OPERATING EXPENSE	1,135,439	1,191,816	56,377	
CAPITAL EXPENDITURES				
Core Business				
Highway Operations	3,473	3,135	(338)	
TOTAL CAPITAL EXPENDITURES	3,473	3,135	(338)	

MINISTRY OF TRANSPORTATION AND TRANSIT

OPERATING EXPENSE BY CORE BUSINESS

(\$000)

Voted Appropriations	Restated Estimates 2024/25	Estimates 2025/26	Increase (Decrease)	Variance Explanations
TRANSPORTATION AND INFRASTRUCTURE IMPROVEMENTS				Advice/Recommendations; Cabinet Confidences; Government Financial Information
Transportation Policy and Programs	24,494	24,504	10	
Transportation Investments	1	1	-	
Partnerships	1	1	-	
Port and Airport Development	2,832	2,872	40	
Enhancing Economic Development	1,169	1,179	10	
	<u>28,497</u>	<u>28,557</u>	<u>60</u>	
PUBLIC TRANSPORTATION				
Public Transit	165,437	187,721	22,284	
Coastal Ferry Services	207,914	207,914	-	
	<u>373,351</u>	<u>395,635</u>	<u>22,284</u>	

HIGHWAY OPERATIONS

Maintenance and Operations	642,980	676,415	33,435
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Advice/Recommendations; Cabinet Confidences;
Government Financial Information

Commercial Vehicle Safety and Enforcement	32,257	32,307	50
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Inland Ferries	29,998	30,023	25
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<u>705,235</u>	<u>738,745</u>	<u>33,510</u>
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COMMERCIAL TRANSPORTATION REGULATION

Container Trucking Commissioner	1	1	-
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Passenger Transportation Branch	1,968	1,978	10
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<u>1,969</u>	<u>1,979</u>	<u>10</u>
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EXECUTIVE AND SUPPORT SERVICES

Minister's Office	1,082	1,261	179
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Corporate Services	25,305	25,639	334
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<u>26,387</u>	<u>26,900</u>	<u>513</u>
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Vote 43 - Ministry Operations	1,135,439	1,191,816	56,377
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MINISTRY OF TRANSPORTATION AND TRANSIT
MINISTRY GROUP ACCOUNT CLASSIFICATION SUMMARY

GROUP ACCOUNT CLASSIFICATION	Restated Estimates 2024/25	Estimates 2025/26	Increase (Decrease)	Variance Explanations
Salaries and Benefits	186,096	189,552	3,456	Advice/Recommendations; Cabinet Confidences; Government Financial Information
Operating Costs	5,075,641	6,101,061	1,025,420	
STOB 60 Consulting				
STOB 69 Maintenance & Operating contracts				
STOB 70 Operating Equipment				
STOB 72 Capital Projects				

MINISTRY OF TRANSPORTATION AND TRANSIT
MINISTRY GROUP ACCOUNT CLASSIFICATION SUMMARY

Government Transfers Grants: BCTFA, BC Transit, Translink, Local Govts,	875,057	671,594	(203,463)	Advice/Recommendations; Cabinet Confidences; Government Financial Information
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Other Expenses	1,189	1,263	74
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Internal Recoveries Recoveries between ministries	(13,992)	(13,992)	-
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External Recoveries BCTFA, Federal Govt, BC Hydro, TI Corp, ICBC, BC Railway Company, and others	(4,988,552)	(5,757,662)	(769,110)
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TOTAL OPERATING	1,135,439	1,191,816	56,377
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TOPIC: Federal Infrastructure Programs

ISSUE: Overview of federal infrastructure programs that provide funding for BC Transportation Sector projects.

LEAD: James Postans, Executive Director, Planning & Programming

KEY MESSAGES:

- Leveraging federal funding for transportation projects increases the level of investment in the transportation network supported through provincial expenditures.
- The Ministry primarily engages with the Federal Government through two departments: Transport Canada (TC) and Housing, Infrastructure and Communities Canada (HICC).
 - TC is responsible for developing and overseeing the Government of Canada's transportation policy and programs for access to a safe, secure, innovative and efficient transportation network.
 - HICC is responsible for developing programs and investing in sustainable, inclusive and climate resilient communities including access to affordable housing, public transit and climate resilient infrastructure.
- The Ministry has previously secured funding for transportation infrastructure investments under a series of federal infrastructure programs including:
 - New Building Canada Fund (nBCF): BC successfully secured \$1.39B (\$297M under the merit-based National Infrastructure Component (NIC) and \$1.09B under the Provincial-Territorial Infrastructure Component) of the nBCF administered by TC.
 - Public Transit Infrastructure Fund (administered by HICC): BC committed \$420M in federal funding to various transit projects that are either underway or complete.
 - Investing in Canada Infrastructure Program (ICIP – administered by HICC): BC received \$3.924B including \$2.691B under the Public Transit Infrastructure Stream (PTIS). The program has been fully committed with projects set to complete before the program ending date of 2033.
- The Ministry, in partnership with the BC Ministry of Mining and Critical Minerals, also secured funding under Natural Resources Canada's (NRCan) Critical Minerals Infrastructure Fund (CMIF):
 - The \$195M Northwest BC Highway Corridor Improvements Project (\$120M Provincial; \$75M Federal) will see improvements along Highway 37, 37A and 51 corridors to improve access, safety, resiliency and goods movement for the expansion of critical mineral mining in Northwest BC.



- The Ministry continues to pursue funding available through national merit-based infrastructure programs including:
 - \$4.7B National Trade Corridor Fund through Transport Canada.
 - \$3.4B Disaster Mitigation and Adaptation Fund through HICC.
 - \$680M Zero Emission Vehicle Infrastructure Program through NRCAN.
- The Ministry also continues to engage with the federal government to take advantage of the \$14.9B that is part of the Canada Public Transit Fund (CPTF) allocated through two phases:
 - Phase 1: \$5.9B over 5 years for Zero Emission Transit fund (\$2.750B), Active Transportation fund (\$400M), Major Public Transit Projects fund (\$2.500B) and Rural Transit Solution Fund (\$250M).
 - Phase 2: \$3B a year starting in 2026/27 delivered through three funds: Baseline Fund (\$500M/yr), Metro-Region Agreement Fund (\$2B/yr) and Targeted Fund (\$500M/yr).

Government Financial Information; Intergovernmental Communications

KEY FACTS:

New Building Canada Fund

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

Public Transit Infrastructure Fund (PTIF)

- BC was allocated \$460M under the PTIF with \$420M committed to projects either underway or complete.



- As part of Budget 2022, Canada reallocated \$40M to other Government of Canada priorities.

Investing In Canada Infrastructure Program (ICIP)

- \$3.924B was allocated to BC under ICIP, including \$2.691M allocated to the Public Transit Infrastructure Stream (PTIS).
- BC has fully committed its PTIS allocation as follows:
 - \$2.222B towards various TransLink projects including Broadway Subway, Expo Millenium Line upgrade and Surrey Langley Skytrain.
 - \$469M towards various BC Transit (\$383M) and Ministry projects including South Island Transportation Strategy projects (\$44M) and Belleville Terminal Redevelopment (\$42M).
- The Ministry of Housing and Municipal Affairs is the lead for the remaining ICIP infrastructure streams under the Integrated Bilateral Agreement.
- BC has fully committed its ICIP allocation and is working to complete all ICIP funded projects before the final program end date of 2033.

\$4.65B National Trade Corridor Fund (NTCF)

- The NTFC is a merit-based application program administered by Transport Canada.
- Budget 2017 allocated \$1.9B over 11 years with subsequent increases in Budget 2019 (\$400M over 8 years), Budget 2021 (\$1.9B over 4 years) and Budget 2022 (\$450M over 5 years) for a total of \$4.65B,
- There have been seven calls to date resulting in \$677M in federal funding committed to 32 projects in BC, including:
 - \$15.1M for the proposed Highway 16 Terrace Commercial Vehicle Inspection Station (CVIS) Relocation.
 - \$0.675M for the Moray Area Planning Study.
- Other successful proponents include the Nanaimo Port Authority, Prince George Airport Authority, Prince Rupert Port Authority, Vancouver Fraser Port Authority, Stewart World Port and various other private sector entities.
- BC continues to look for opportunities to leverage the NTFC fund to support BC economic development and supply chain improvement projects.

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

- The program is administered by HICC.

- The initial \$2.0B was committed through past application calls. Budget 2021 provided a further \$1.4B over 12 years with \$138M allocated to Indigenous recipients.
- \$217.0M in federal funding was committed to seven BC municipal and first nation projects.
- In August 2022, the Ministry received approval for \$28.8M towards the Highway 95 Bridge Replacement project (\$90M total cost).

\$680M Zero Emission Vehicles Infrastructure Program

- The program is administered by Natural Resources Canada (NRCAN) with BC securing \$0.9M for electric charging stations.

\$1.5B Critical Minerals Infrastructure Fund (CMIF):

- The program is administered by NRCAN and will provide up to \$1.5B in federal funding until 2030 for clean energy and transportation project necessary to enable expansion of critical minerals in Canada.
- In June 2024, the Ministry in partnership with the Ministry of Mining and Critical Minerals secured \$75M in federal funding towards the \$195M Northwest Highway Corridor Improvements project.
- The \$195M project will see a comprehensive set of corridor improvement projects along Highway 37, Highway 37A and Highway 51 in northwestern BC to improve quality of service, safety, corridor resiliency, and address the transportation requirements for the expansion of critical mineral mining in Northwest BC.

\$14.9B Canada Public Transit Fund (CPTF)

- The CPTF program is a \$14.9B program administered by HICC and delivered through two phases:
 - Phase One will see \$5.9B allocated over five years starting in 2021 delivered through four funds: the Zero Emission Transit fund (\$2.75B), Active Transportation fund (\$400M), Major Public Transit projects fund (\$2.5B) and the Rural Transit Solutions Fund.
 - Phase Two will see \$3B a year over 10 years starting in 2026/27 for transit infrastructure priorities delivered through three funds: the Baseline fund, Metro Regional Agreement fund and Targeted fund.
- BC has been successful in securing federal funding through the Phase One Zero Emission Transit Fund (\$82M for BC Transit), Active Transportation fund (\$57M for various



projects), Rural Transit Solutions fund (\$1.8M for various projects) and the Major Public Transit fund (\$729M of the \$1.306B for the Surrey Langley Skytrain project).

- The second phase will deliver on the Government's commitment to ongoing transit through a \$3B per year beginning in 2026-27.
- Allocation for the second phase will be provided through three components:
 - Base funding (~\$500M/yr.) : allocated on a per capita and transit ridership basis for all communities with transit service.
 - Metro-Region Agreement (~\$2B/yr.): long term funding to metropolitan regions linked to integrated plans with housing and climate targets. BC's allocation is estimated to be \$270M/yr. (based on pop.)
 - Targeted Funding (~\$500M/yr.): direct application for targeted transit priorities such as rural transit, active transportation and fleet electrification. BC's allocation is estimated to be \$70M/yr. (based on pop.)
- In November 2024, BC received confirmation of \$853M (\$664M for Translink and \$189M for BC Transit) in federal funding over 10 years for the base funding stream starting in 2026/27 subject to executing a contribution agreement.
- The Ministry, in partnership with Translink and BC Transit, have submitted applications under the Metro-Region agreement stream for Metro Vancouver and the Capital Regional District.
- The Ministry continues to work with HICC to refine the CPTF criteria, funding allocations and program delivery within the BC context.

FINANCIAL SUMMARY:

N/A

PROGRAM CONTACT:

- James Postans, Executive Director, Planning & Programming, ^{Government Financial Information}



TOPIC: Fraser Valley Highway 1 Corridor Improvement Program (Phases 2, 3A, 3B & 4)

ISSUE: Status of Program

LEAD: Highways and Regional Services Division

KEY MESSAGES:

- **We recognize there is an urgent need for improvements to Highway 1 through the Fraser Valley.**
- **The province is investing in the Fraser Valley Highway 1 Corridor Improvement Program (Program).**
- **There is over \$1.7B in dedicated funding for planning, design, and construction over the three-year fiscal plan period.**
- **Progress is being made, with almost 30km of construction underway between the Township of Langley and Abbotsford.**

KEY FACTS:

- The Program will widen Highway 1 through the Fraser Valley, ensuring a more integrated transportation corridor with greater capacity and inclusion of transit and active transportation amenities, and assess extension into Chilliwack.
- 15 construction contracts, valued over \$700M, are either complete or awarded and in construction.
- The contractors delivering the work are all Canadian, and primarily local British Columbia companies, employing local workforce and benefiting the local economy.
- Some of the notable contractors: Hall Constructors, Jacob Bros Construction, Tybo Contracting, Jakes Construction, Timbro Contracting, Emil Anderson Construction, BA Blacktop, and Kiewit Infrastructure Canada.

The Program has 4 Phases:

- **Phase 1 – 216th Street Interchange**
 - \$61.9M (\$22.3M – Canada, \$25.3M – Province, and \$14.3M – Township of Langley)
 - Complete 2020
- **Phase 2 – 216th Street to 264th Street**
 - \$345M (\$96M – Canada, \$249M – Province)
 - In Construction – Completion 2026
 - 3 Construction Packages:



- Glover Road Underpass (Complete),
 - 232nd Street Interchange (In Construction), and
 - CPKC Overhead (Tender TBD).
- **Phase 3A – 264th Street to Mt Lehman Road**
 - \$2,340M
 - In Construction – Completion 2028
 - Project Labour Agreement (PLA) with Procurement & Contract Terms (PCT)
 - Advance Works substantially complete
 - 3 Construction Packages:
 - 264th Street Interchange (in construction),
 - Mainline West (in construction), and
 - Mt Lehman Road Interchange (in construction).
- **Phase 3B – Mt Lehman Road to Highway 11**
 - \$2,651M
 - In design and procurement – Completion 2031
 - Advance Works under way:
 - Tree Clearing, Median Soil Removal, Lonzo Creek Rehabilitation, King Road Realignment, and Highway 11 Utilities, Clearing and Test Fills.
 - 3 Construction Packages:
 - Peardonville Road Overpass (in design)
 - Mainline East (in design)
 - Highway 11 (in procurement)
- **Phase 4 – Highway 11 to Yale Road West**
 - Government Financial Information
 - Integrated Planning Study Underway
- The Program has been developed with extensive consultation with local and regional governments, transit authorities, special interest groups, and the public.
- Consultation has been ongoing with the impacted First Nations throughout the development of the Program, with deeper Consultation occurring with 4 Nations: Matsqui, Kwantlen, Leq'a:mel, and Sumas First Nations.



FINANCIAL SUMMARY:

Table 1 - Fiscal Plan Budget

Phase Name	24/25 Budget Estimate	25/26	26/27	27/28	Total Budget 25 (3yrs)
Phase 2 216 th St to 264 th St	43	43	58	47	148
Phase 3A 264 th St to Mt Lehman Rd	216	301	309	216	826
Phase 3B Mt Lehman Rd to Hwy 11	48	207	270	286	763
Phase 4 Hwy 11 to Yale Rd W	8	6	13	0	19
Total	315	556	650	549	1,755

PROGRAM CONTACT:

- Trent Folk, Project Director, South Coast Region, 250-819-9044
- Elena Farmer, Project Director, South Coast Region, Government Financial Information



TOPIC: Pattullo Bridge Replacement Project

ISSUE: Project Overview

LEAD: Integrated Transportation & Infrastructure Services Division

KEY MESSAGES:

- The replacement of the Pattullo Bridge is a key component of the Mayors' Council 10-Year Vision for Metro Vancouver Transportation.
- The Province is funding and delivering the new four-lane toll-free bridge, which will provide important improvements for everyone using the bridge as well as communities on either side of the bridge.
- Fraser Crossing Partners (an Aecon/Acciona joint venture) is contracted to design, build, and partially finance the new bridge, and remove the existing bridge.
- Construction is progressing:
 - The main tower is complete, and bridge girder installation is 70% finished.
 - Bridge deck construction is well underway, with stay cable installation 40% complete.
 - In New Westminister, work continues on the bridge approach, East Columbia Street on-ramp and multi-use paths.
 - In Surrey, work is progressing on the Highway 17 westbound off-ramp, Old Yale Road overpass and other key connections.
- The new bridge is scheduled to open in fall 2025, with remaining infrastructure work continuing into spring 2026.
- The total project budget is \$1.637 billion, reflecting a \$260.2 million increase to account for the extended project schedule and associated costs.

KEY FACTS:

- The Pattullo Bridge, built in 1937 to connect the cities of New Westminister and Surrey, is vulnerable to various risks, including seismic events, river scour, deck delamination, and collisions.
- TransLink remains the owner of the existing bridge and will continue to operate and maintain it until the new bridge opens. The Province is covering maintenance and operating costs until the existing bridge is removed.
- The Mayors' Council called for a replacement bridge with modern lane widths and improved connections for vehicles, cyclists, and pedestrians.
- The new bridge will have four lanes, built to modern safety standards, featuring wider lanes, a centre median barrier, and separated pedestrian and cyclist pathways. The project also includes road network improvements in Surrey and New Westminister and the removal of the existing bridge once the new bridge is operational.



- The new bridge is designed for expansion to six lanes. The Province will monitor traffic performance and consult with Indigenous groups, the City of Surrey, City of New Westminster, TransLink, and the Mayors' Council to assess the need for expansion.
- Supply chain issues and other project complexities contributed to schedule adjustments, and schedule-related risks continue to be monitored as construction progresses.
- The existing bridge will remain in use until the new bridge opens in fall 2025. Full removal of the old bridge is expected to be completed by 2027.
- The Province is working with Musqueam and Kwantlen on the bridge naming process, with the new bridge to receive a hən̓q̓əmin̓əm' [HUN-kuh-MEE-num] name.
- The project continues to engage with 15 Indigenous groups on topics including cultural recognition, environmental impacts, and economic opportunities.
- The PBRP is being delivered under the provincial Community Benefits Agreement (CBA), which supports local hiring, training, and apprenticeships for underrepresented groups, including Indigenous people, women, and new trades workers.

FINANCIAL SUMMARY:

- The project budget is \$1.637 billion.
- The anticipated project cash flow over the fiscal plan period is:

Program name (in millions)	24/25 Budget Estimate	25/26	26/27	27/28	Total Budget 25 (3yrs)	Total Budget 24 (3 yrs)	Variance (\$) with (% in brackets)
\$M							
Pattullo Bridge Replacement	\$232	\$251	\$112	\$147	\$510	\$495	\$15 (3%)

- CBA Workforce Equity Statistics as provided by BCIB (Project start to December 28, 2024):

	Project	Trainee/ Apprentice	BC Residents	Female	Indigenous	Youth	Other Equity
CBA Projects	Pattullo Bridge Replacement Project	8%	96%	10%	10%	8%	13%

PROGRAM CONTACT:

- Wendy Itagawa, Executive Project Director, 778 617-2433

TOPIC: Highway 99 Tunnel Program

ISSUE: Highway 99 Tunnel Program which includes: Fraser River Tunnel Project, Steveston Interchange Project and three Transit and Cycling Improvements for Highway 99.

LEAD: Integrated Transportation & Infrastructure Services Division

KEY MESSAGES

- The Ministry of Transportation and Transit is moving ahead with the Fraser River Tunnel Project (the Project), which will replace the George Massey Tunnel with a new toll-free, eight-lane tunnel, as part of the Highway 99 Tunnel Program.
- The Highway 99 Tunnel Program includes improvements for motorists, transit, and active transportation users from Bridgeport Road in Richmond to Ladner Trunk Road in Delta.
- The Project is being designed to improve safety, reliability and connectivity while aligning with regional interests.
- The Design Early Works Agreement was awarded in September 2024. The Project design is now being finalized, and the start of construction is targeted for 2026.
- At the same time, the Project is advancing through the provincial Environmental Assessment (EA) process. The project is in the Application Development and Review phase, and the application submission will occur within the next few months.
- In advance of the tunnel's construction, four Corridor Improvements were delivered to help ease traffic congestion and support transit along Highway 99.
- They included three completed transit and cycling projects: over 10 kilometres of new bus-on-shoulder transit lanes south of the Fraser, a new Bridgeport Road bus connection, and Highway 99 & 17A off-ramp widening.
- The fourth Corridor Improvement is the new five-lane Steveston Interchange. Phase one of the new interchange opened to traffic in January. It is on schedule for completion this year (2025).
- The new tunnel is estimated to cost \$4.15 billion and will be completed in 2030. All five projects under the Highway 99 Tunnel Program are estimated to cost \$4.29 billion.

KEY FACTS:

- August 2021: the Province announced a new eight-lane, immersed-tube tunnel to replace the existing George Massey Tunnel on Highway 99.
- January and February 2022: the transit and cycling projects began with the extension of the bus-on-shoulder lanes in Delta (Jan.) and improvements at Bridgeport Road (Feb.).



- April 2022: the Steveston Interchange Project was awarded to Flatiron Constructors Canada Limited; the Fraser River Tunnel Project hosted its first public-comment period as part of the EA process.
- December 2022: EA Detailed Project Description submitted to EAO (resubmitted in May 2023 to reflect additional First Nations feedback).
- June 2023: Design Early Works Agreement procurement process started for the Project.
- November 2023: the three transit and cycling projects completed.
- March 2024: the Project received the Process Order and advanced to the EA Application Development and Review phase.
- September 2024: Executed Design Early Works Agreement for the Project with Cross Fraser Partnership: Bouygues Construction Canada Inc., Fomento de Construcciones y Contratas Canada Ltd., and Pomerleau BC Inc.
- November 2024: the Project's geotechnical investigations began.
- January 2025: Completed placement of preload for Highway 99 southbound bus-on-shoulder lane from Westminster Hwy to Steveston Hwy in Richmond.

FINANCIAL SUMMARY:

- Funding amount of \$4.285 billion and includes:
 - Fraser River Tunnel Project – \$4.148 billion
 - Steveston Interchange Project, Transit & Cycling Improvements – \$0.137 billion
- The anticipated project cash flow over the fiscal plan period is:

Program name (in millions)	24/25 Budget Estimate	25/26	26/27	27/28	Total Budget 25 (3yrs)	Total Budget 24 (3 yrs)	Variance (\$) with (% in brackets)
\$M							
Highway 99 Tunnel Program	\$156	\$272	\$576	\$921	\$1,769	\$1,481	\$288 (19%)

PROGRAM CONTACT:

- Donald Trapp, Executive Project Director, ^{Government Financial Information}

TOPIC: Surrey Langley SkyTrain (SLS)

ISSUE: Overview of the Surrey Langley SkyTrain Project

LEAD: Integrated Transportation & Infrastructure Services Division

KEY MESSAGES:

- **Surrey Langley SkyTrain (SLS) – the first major rapid transit project south of the Fraser River in 30 years – is a 16-kilometre elevated SkyTrain extension from King George Station to Langley City Centre, accompanied by separated multi-modal active transportation pathways.**
- **This project will transform the transportation experience for people in Metro Vancouver, especially those who live, work, study, and play south of the Fraser River, by providing them with reliable and sustainable transportation choices.**
- **The project will also unlock opportunities to build transit-oriented communities, particularly around the eight new stations, with more options for housing, employment, and services, like health care and childcare.**

KEY FACTS:

- The SLS project is a 16-kilometre elevated extension of the existing Expo SkyTrain Line from King George Station in Surrey to the new Langley City Centre Station at 203 Street.
- The Project includes 14 kilometres of new fully separated and multi-use pathways, connecting into regional active transportation networks and to the new SkyTrain stations.
- 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.
- The Project is being delivered through three different contracts:
 - Guideway – Construction of the elevated guideway and active transportation elements along the guideway route.
 - Contract award to SkyLink Guideway Partners (Dragados/Ledcor) executed April 30, 2024, announced August 15, 2024.
 - Stations – Construction of eight new SkyTrain stations, including cycling and pedestrian paths around the new stations.
 - Contract award to South Fraser Station Partners (Aecon/Acciona/Pomerleau) executed May 15, 2024, announced August 15, 2024.
 - Systems and Trackwork - Design, installation, and integration of electrical systems, such as power, telecommunications, and automatic controls, as well as the design and installation of the SkyTrain track work.



- Contract award to Transit Integrators BC (AtkinsRéalis/Western Pacific) executed May 31, 2024, announced August 15, 2024.
- The Surrey Langley SkyTrain's capital cost is \$5.996B, which was updated and announced by the Province in August 2024. The original budget as approved in the March 2022 Business Case was \$3.94B.
- This change reflects market conditions, including rising inflation costs and key commodity escalation, supply-chain pressures, and labour market challenges which resulted in higher price proposals from contractors.
- The current anticipated in-service date is late 2029 – this was amended and announced in August 2024 from an original completion date of 2028.
- Major construction started in November 2024, with guideway foundation construction at the site of 152 Street, Bakerview-166 Street, and Hillcrest-184 Street stations. Major progress on guideway construction is expected through 2025.
- Active transportation is a key component of the SLS project which also supports transit-oriented development helping to meet key provincial policy objectives by shaping growth around complete, connected communities.
- The Province continues to work closely with its partners, including TransLink and the City of Surrey, Township of Langley, and Langley City to deliver the Surrey Langley SkyTrain.

FINANCIAL SUMMARY:

- Funding amount of \$5.996B:
 - Government of Canada – \$1.306B
 - Government of British Columbia – \$4.441B
 - TransLink – \$0.249B
- The anticipated project cash flow over the fiscal plan period is:

Program name (in millions)	24/25 Budget Estimate	25/26	26/27	27/28	Total Budget 25 (3yrs)	Total Budget 24 (3 yrs)	Variance (\$) with (% in brackets)
\$M							
Surrey Langley Skytrain Project	\$882	\$1034	\$1185	\$547	\$2766	\$2243 ¹	\$523 (23%)

¹Surrey Langley Skytrain Program within the Transportation Investment Plan for 2024 includes both the SLS project and the SLS Transit Oriented Development project.



Final Date: April 9, 2025

PROGRAM CONTACT:

- Gilles Assier, Executive Project Director, TIC Government Financial Information



TOPIC: Millennium Line SkyTrain Extension to UBC

ISSUE: Millennium Line SkyTrain Extension to UBC (UBCx Integrated Program or UBCx)

LEAD: Integrated Transportation & Infrastructure Services Division

KEY MESSAGES:

- Planning for the UBC Extension is underway using an integrated regional planning framework, but this is a complex project.
- The UBC Extension is about more than improving transit service. It is about creating access to housing and jobs, and finding ways to fund and deliver the related infrastructure for the region in a way that is affordable for families in BC.
- The Province is working with key project partners, consisting of federal, regional, and local governments, First Nations, UBC and TransLink to advance the planning work.
- The planning work includes rigorous technical evaluation, so we know that options are feasible, efficient, and aligned with long-term transit, housing and infrastructure goals.
- The planning work also explores opportunities for transit-oriented development that supports the delivery of housing and other community amenities.
- A stable financial environment is needed to secure project funding and make long-term commitments.
- Planning work positions the project favourably for when funding conditions improve.

KEY FACTS:

Background:

- In July 2021, the Federal and Provincial governments announced they would each contribute a 40 percent cost share towards UBCx planning, based on a cost estimate of \$35M.
- In 2022, the Mayors' Council on Regional Transportation (Mayors' Council) advanced planning efforts to extend the SkyTrain to UBC, as follows:
 - Included the SkyTrain extension to UBC as part of Transport 2050, TransLink's 30-year regional transportation strategy.
 - Included UBCx in their 10-Year Priorities: Access for Everyone Plan¹ for implementation in the later half of the Plan (2030-2035). Implementation would be *"subject to further planning and discussions, and an approved business case that includes a new funding model with third-party contributions and capturing the increase in land values"*.

¹ Approved in June 2022, the Transport 2050: 10-Year Priorities, renamed the Access for Everyone Plan, identifies the projects, programs and actions from Transport 2050 that will be advanced for implementation within the first decade (to 2035). It will be the blueprint for subsequent investment plans and business cases.



- Approved UBCx scope, including a horizontal alignment and opening day stations.
- Adopted its 2022 Investment Plan, including a “UBCx Major Project Study” to produce a business case, reference concept design, and related assessments.
- In September 2022, MOTT took on leadership of UBCx from TransLink and continues to lead the UBCx planning activities in collaboration with regional partners.
- MOTT, First Nations, TransLink, City of Vancouver, Metro Vancouver, UEL, UBC and two Indigenous corporations make up the Strategic Partners Group (SPG) to work collaboratively in achieving shared social, environmental, and economic goals for UBCx and facilitate funding negotiations.
- Extensive geotechnical field investigation work on the UBCx corridor took place in 2024 and lab testing and reporting is underway.
- MOTT’s mandate letter indicates the Minister is to *“lead work to advance progress on the Broadway extension to UBC, including working with the federal government, UBC, the City of Vancouver, First Nations, and all relevant government agency stakeholders.”*
- Additional technical project work is underway. No decisions on final scope, alignment, stations, and funding have been made.

FINANCIAL SUMMARY:

Business Case Funding Source Breakdown

Funding Source		(millions \$)
Federal – Secured	Infrastructure Canada	14.0 (44%)
Provincial – Secured	Transportation Investment Program (TIP): Transportation and Trade Network Reliability program	14.0 (44%)
Regional – Secured	Regional Partners	3.8 (12%)
Total Committed/Approved Funding		31.8

Estimated Capital Costs

- Given the early stage of the project, no capital contributions have been confirmed.
- Funding principles and negotiations will begin with partners once the full scope of the services and programs needed to support housing and population growth are understood within the context of an integrated regional plan. Federal government participation is essential to the development of this plan.
- Any investment in this project would be integrated into future TransLink regional investment plans in coordination with the Mayors’ Council.

PROGRAM CONTACT:

- Sean Nacey, Director, Major Projects Branch, ^{Government Financial}Information

TOPIC: Belleville Terminal Redevelopment Project

ISSUE: Redevelopment of the existing Belleville Ferry Terminal.

LEAD: Integrated Transportation & Infrastructure Services Division

KEY MESSAGES:

- **The Phase I temporary terminal to accommodate Clipper, the Canadian Border Service Agency (CBSA), and United States Custom and Border Protection (USCBP), as well as administration space for USCBP is complete and in operation.**
- **Phase II is in procurement and consists of demolishing the existing Clipper terminal infrastructure and constructing a new pre-clearance terminal with modern border security standards that will include a commercial goods processing facility, two commercial retail units, and will replace aging wharf facilities.**

KEY FACTS:

- The Project consists of two phases to ensure operations are not disrupted.
- Phase I is complete and involved constructing a temporary terminal to accommodate Clipper, the Canadian Border Service Agency (CBSA), and United States Custom and Border Protection (USCBP), as well as administration space for USCBP, while Phase II is in construction.
- Phase II consists of demolishing the existing Clipper terminal infrastructure and constructing a new pre-clearance terminal with modern border security standards that will include a commercial goods processing facility, two commercial retail units, and will replace aging wharf facilities.
- The Project is estimated to be complete in late 2028.

FINANCIAL SUMMARY:

- The total budget for the Belleville Terminal Redevelopment Project is \$331 million with a cost share with the Federal Government of \$42 million, and \$289 million from the Provincial Government.
- Program cashflows are included as part of the Transportation and Trade Network Reliability program in the Transportation Investment Plan table.

PROGRAM CONTACT:

- Lesley Ballman, Executive Project Director, ITIS, (250) 361-6584



TOPIC: Highway Reinstatement Program (HRP)

ISSUE: HRP was created to complete repairs on the three most heavily damaged highways (1, 5, and 8) following the November 2021 atmospheric river event

LEAD: Highways & Regional Services Division

KEY MESSAGES:

- **Cost recovery is through the Federal Disaster Financial Assistance Arrangement (DFAA) program. There are Major Projects (>\$50M) and Minor Projects (<\$50M).**
- **Major projects require Treasury Board approval, Minor projects do not.**
- **Highway 5 is substantially complete (Dec 2023).**
 - **The approved budget is \$350.1M, completed under budget and ahead of schedule.**
- **Highway 1 Falls Creek is substantially complete (Sept 2024)**
 - **The approved budget is \$143.3M, completed under budget and ahead of schedule.**
- **Highway 1 Nicomen River Bridge is substantially complete (Jan 2025).**
 - **The approved budget is \$144.2M, completed under budget and ahead of schedule.**
- **Highway 1 Tank Hill is in Construction. The approved project budget is \$292.6M. The estimated completion date is early 2026, forecasting on budget and schedule.**
- **Highway 1, two minor projects are in design with planned tenders in 2025 and 2026.**
- **Highway 8 has eight minor projects and one major project.** Advice/Recommendations
Advice/Recommendations **The anticipated completion is 2026.**

KEY FACTS:

- The November 2021 storm event created the need for the Highway Reinstatement Program.
- The province has received \$377M in federal DFAA funding for the capital HRP projects to date. The program is approved for DFAA funding until 2027.
- The severity of the damage varied by corridor, with the most extensive damage on Highways 1 (Fraser Thompson Canyon), 5 (Coquihalla), and 8 (Nicola Valley).
- Highway 1 – Five sites required additional work for permanent repairs. Three sites are major capital projects, two are minor projects. Two capital projects are complete, one is in construction, and the minor projects are in design.

- Highway 5 – Three sites required additional work for permanent repairs. Work is complete.
- Highway 8 – 20 sites required additional work for permanent repairs. The sites are split into nine projects. There are eight minor projects and one major project. The major project is included in the Capital Plan. Four projects are in construction and five are in design.
- Traditional and new contract models, including Alliance contracting are being used.
- Alliance is collaborative with performance targets with incentives and penalties.
- A Project Labour Agreement is in effect.

Labour Breakdown

Project	Hours Worked	Indigenous	Female	Apprentice	BC Worker
Highway 1	33,877.00	6%	10%	8%	97%
Falls Creek	119,632.00	15%	18%	12%	99%
Tank Hill*					
Nicomen	164,914.00	24%	13%	4%	98%
Highway 5	321,505.00	11%	9%	14%	72%
Highway 8*					
*No data					

FINANCIAL SUMMARY:

HRP Project Major Capital Budget (\$ millions)	Total Budget	Project Financing	
		Provincial	Federal ¹
Highway 1			
Falls Creek	143	72	71
Nicomen River Bridge	144	89	55
Tank Hill	293	273	20
Highway 5 Corridor	350	119	231
Highway 8 Corridor	TBD	TBD	-

¹ Federal DFAA funding received to date for TIP projects

PROGRAM CONTACT:

- Jennifer Fraser, Executive Director Highway Reinstatement Program, HRS, Government Financial Information

TOPIC: Transportation Investment Plan (TIP) – Budget 2025 versus 2024

ISSUE: Comparison of transportation investments under TIP

LEAD: Finance and Risk Management Division

KEY MESSAGES:

- **The Ministry of Transportation and Infrastructure will invest \$14.031B over the next three years in Budget 2025; \$ 509M more than the \$13.522B in Budget 2024.**
- **Funding partners will invest \$1.728B over the next three years as part of Budget 2025, \$2M less than the \$1.730B in Budget 2024.**
- **Total investment over the next three years in Budget 2025 is \$15.759B; \$507M more than the \$15.252B in Budget 2024.**

KEY FACTS:

- Transportation investments under the Transportation Investment Plan (TIP) are reported in the Budget and the ministry's annual three-year Service Plan.
- As part of Budget 2025, the ministry will invest \$14.031B of provincial funding over the next three years, an increase of \$509M compared to Budget 2024.
- Funding partners will invest \$1.728B over the next three years, \$2M less than Budget 2025.
- Total investment in the TIP over the next three years is \$15.759B in Budget 2025, \$507M higher than in Budget 2024.
- The Budget 2025 covers the three-year period 2025/26 through 2027/28, while Budget 2024 covers the three-year period 2024/25 through 2026/27; so, under the new Budget fiscal 2024/25 is dropped and fiscal 2027/28 is added.
- When comparing Budget 2025 to the previous year there are several changes that factor into the variance explanation. These changes include cash flow reprofiling from a previous year to a future year due to timing of projects, additional approvals during the year or as part of the budget process, and the difference between the two time periods being compared (dropping 24/25 and adding 27/28).
- In addition to the TIP table in the budget document, capital spending for the BCTFA and BC Transit is also presented in a separate table. Note that these amounts differ from the TIP table as they are capital only and do not include operating spending or non-Provincial sources of BC Transit capital spending.
- TIP operating investments include grants, planning projects and some preservation projects.



FINANCIAL SUMMARY:

- Budget 2025 Transportation Investment Plan table is as follows:

Transportation Investment Plan (\$ millions)	Updated 2024/25	Budget 2025/26	Plan 2026/27	Plan 2027/28	Fiscal Total
- Highway Corridor Rehabilitation	355	417	461	383	1,261
- Side Road Improvements	196	198	197	201	596
- Pattullo Bridge Replacement	232	251	112	147	510
- Highway 99 Tunnel Program	156	272	576	921	1,769
- Transportation Infrastructure Recovery	198	428	360	623	1,411
- Fraser Valley Hwy 1 Corridor Improvements	315	556	650	549	1,755
- Highway 1 to Alberta Border	146	219	182	118	519
- Broadway Subway	221	306	238	275	819
- Surrey Langley Skytrain	882	1034	1185	547	2,766
- Transit Infrastructure	137	332	404	379	1,115
- Transportation & Trade Network Reliability	261	455	456	325	1,236
- Safety Improvements	59	61	65	77	203
- Community and other programs	23	21	25	25	71
Total Provincial Transportation Investments	3,181	4,550	4,911	4,570	14,031
- Contributions from all partners	386	857	594	277	1,728
Total Transportation Infrastructure	3,567	5,407	5,505	4,847	15,759

- Appendix A provides a detailed variance analysis between Budget 2025 and Budget 2024.

PROGRAM CONTACT:

- James Postans, Executive Director, Capital Finance and BCTFA, ^{Government Financial}Information



Estimates Note

Final Date: April 9, 2025

Appendix A

Transportation Investment Plan (\$ millions)	Budget 2025	Budget 2024	Variance		Variance Explanations
			\$	%	
Highway Corridor Rehabilitation	1,261	1,052	209	20%	Advice/Recommendations; Cabinet Confidences; Government Financial Information
Side Road Improvements	596	563	33	6%	
Pattullo Bridge Replacement	510	495	15	3%	
Highway 99 Tunnel Program	1,769	1,481	288	19%	
Transportation Infrastructure Recovery	1,411	1,571	(160)	(10%)	
Fraser Valley Highway 1 Corridor Improvements Program	1,755	2,183	(428)	(20%)	
Highway 1 4-laning to Alberta	519	575	(56)	(10%)	
Broadway Subway	819	853	(34)	(4%)	



Estimates Note

Final Date: April 9, 2025

Transportation Investment Plan (\$ millions)	Budget 2025	Budget 2024	Variance		Variance Explanations
			\$	%	
Surrey Langley Skytrain Project	2,766	2,243	523	23%	Advice/Recommendations; Cabinet Confidences; Government Financial Information
Transit Infrastructure	1,115	1,097	18	2%	
Transportation and Trade Corridors	1,236	1,152	84	7%	
Safety Improvements	203	186	17	9%	
Community and Other Programs	71	71	-	0.0%	
Total Provincial Investment	14,031	13,522	509	4%	
External Recoveries	1,728	1,730	(2)	(0.1%)	
Total Transportation Investment Plan	15,759	15,252	507	3%	



TOPIC: Labour Objectives: Projects and Outcome Reporting for Community Benefits Agreement (CBA) and PLA/PCT Projects

ISSUE: How the Ministry of Transportation and Transit (MOTT) is meeting the labour objectives of the Environmental, Social and Governance Framework for Capital

LEAD: Finance and Risk Management Division (ITIS and HRS Support)

KEY MESSAGES:

- The Ministry of Transportation and Transit (MOTT) 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.
- Hiring outcomes on MOTT Projects under the CBA and PLAs to date are as follows:

BCIB employees ¹	PLA project employees ²	BC Industry Average ³
• 9% by women	• 11% by women	• 5 – 6%
• 14% by Indigenous workers	• 8% by Indigenous workers	• 7%
• 92% by B.C. residents	• 93% by B.C. residents	• 80 – 100% ⁴
• 8% by youth	• 7% by youth	• 13%
• 9% by trainees or apprentices	• 8% by trainees or apprentices	• 8 – 15%

- We are continuing to monitor the direct CBA costs for projects in construction, they continue to track in the range of 1 percent – 4 percent of total project cost. Advice/Recommendations; Government Financial Information

KEY FACTS:

- Labour agreements create 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.

¹ BCIB data is cumulative to December 28, 2024

² PLA data is cumulative to December 31m 2024

³ Provided with information sourced from Build Together BC, BC Construction Association, The BC Hydro Site C Project workforce reports, BuildForce Canada, WorkBC Labour Force Survey, and Statistics Canada.

⁴ Depending on the location of the project and trades required.

- 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 Infrastructure'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, who 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., MOTT) 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 meeting or 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 priority equity hiring 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 – MOTT projects

Community Benefits Agreement Projects	Project Labour Agreement Projects (with Procurement and Contract Terms)
Pattullo Bridge Replacement Project	Highway 99 Tunnel Program including: Fraser River Tunnel Project, Steveston Interchange, Transit & Cycling Improvements
Broadway Subway	Highway Reinstatement Program (Highway 5, 8 & 1)
Kicking Horse Canyon Phase 4	Surrey Langley Skytrain (All three major contracts)
TransCanada Highway: Kamloops to Alberta Program (multiple projects)	Highway 1 Fraser Valley Corridor Improvement Program: 264 th to Mt. Lehman Road and Mt. Lehman to Road to Hwy 11

Project outcomes to date

- MOTT 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.



ESG Outcomes for MOTT Projects - Data as of December 31, 2024

Project Name	Labour Model	Total Workforce Hours	BC Resident Hours	Indigenous Hours	Women Hours	Youth Hours	Other Equity Hours	Apprentice & Trainee Hours
Pattullo Bridge Replacement	CBA	1,192,903	96%	10%	10%	8%	13%	8%
Broadway Subway Project	CBA	3,257,537	98%	15%	6%	9%	25%	9%
Kicking Horse Canyon Phase 4*	CBA	1,101,894	78%	12%	12%	9%	8%	13%
Illecillewaet*	CBA	128,354	95%	16%	13%	10%	9%	13%
Chase West*	CBA	134,652	93%	9%	10%	6%	7%	3%
Chase East	CBA	125,873	100%	29%	13%	6%	17%	6%
Quartz Creek*	CBA	328,151	54%	15%	10%	6%	8%	5%
Salmon Arm 1st to 10th*	CBA	80,716	100%	17%	16%	4%	8%	9%
Ford to Tappen	CBA	116,721	94%	13%	16%	6%	7%	5%
Jumping Creek	CBA	4,234	100%	0%	8%	13%	11%	10%
Bruhn Bridge	CBA	8,680	89%	11%	22%	0%	7%	0%
Hwy 99 Tunnel Program Transit & Cycling Improvements	PLA	10,500	97%	1%	8%	0%	43%	11%
Steveston Interchange Project	PLA	89,870	100%	2%	15%	16%	46%	19%
HRP - Highway 5*	PLA	321,505	72%	11%	9%	7%	0%	14%
HRP - Falls Creek*	PLA	119,632	99%	15%	18%	10%	11%	12%
HRP - Nicomen*	PLA	164,914	98%	24%	13%	0%	18%	10%
Surrey Langley SkyTrain - Guideway	PLA	63,221	98%	11%	14%	6%	12%	9%
Surrey Langley SkyTrain - Stations	PLA	5,530	98%	0%	5%	0%	11%	2%
Highway 1 - 264th St Interchange Project	PLA	19,486	96%	8%	11%	6%	23%	4%
Highway 1 - Median Soil Removal 264th to Mt. Lehman (Phase 3A Advanced Works)	PLA	39,894	72%	7%	6%	15%	0%	0%
Highway 1 - Peardonville Road to McCallum Road Median Soil Removal (Phase 3B Advanced Works)	PLA	11,005	100%	1%	9%	12%	0%	0%

Notes

1. BCIB data via Workforce Equity Statistics Report (FY25 Q3) reporting period is project start to December 28, 2024
 2. PLA data from Contractor Reports
 3. Other Equity category includes: LGBTQ2S+, Persons with Disabilities, and Visible Minorities
 4. Apprentice percentage for PLA projects calculated as apprentice hours worked as a percentage of apprenticeable hours (Red Seal trade hours)
 5. HRP data reflects total workforce numbers (craft and staff)
 6. Hwy 1 Tank Hill (PLA project) is in construction but quarterly data reporting was not received as of Feb 25, 2025
- *Project Complete

PROGRAM CONTACT:

Heather Hill, ADM/EFO, Finance and Risk Management Division Government
Financial Information



TOPIC: Broadway Subway Project

ISSUE: Overview of the Broadway Subway Project

LEAD: Integrated Transportation & Infrastructure Services Division

KEY MESSAGES:

- **The Broadway Subway Project (BSP) is a 5.7-kilometre extension of the existing Millennium Line SkyTrain system located within the City of Vancouver. The project extends the line west from VCC-Clark Station to the intersection of Arbutus Street and West Broadway.**
- **It consists of 700 metres of elevated guideway, 5 kilometres of tunnels and 6 new underground stations, including a direct underground connection to the Canada Line at Cambie Street.**
- **The new line will have the capacity to move three times as many people as the current 99 B-Line on opening day.**
- **BSP will provide faster, convenient, and more reliable transit service. The commute from VCC-Clark to Arbutus Station will take 11 minutes, saving the average transit commuter almost 30 minutes a day and relieving congestion along Broadway.**

KEY FACTS:

- The new line is expected to go into service in fall 2027. The original expected completion date was 2025.
 - In November 2022, the completion date was changed from late 2025 to early 2026 due to a concrete supplier strike.
 - In May 2024, the completion date was extended from early 2026 to fall 2027 due to the pandemic and delays in tunnel boring and station construction.
- In 2025, work is focused on station construction, track installation and tunnel fit-out.
- The original budget announced in 2018 was \$2.827B. In September 2024, it was increased by \$127M to \$2.954B through additional provincial funding, to cover costs associated with the extended schedule.
- The elevated guideway structure and tunnel boring were completed in 2024.



FINANCIAL SUMMARY:

- Funding amount of \$2.954B:
 - Government of Canada – \$896.9M
 - Government of British Columbia – \$1.957B
 - City of Vancouver – \$100.3M (in-kind contribution)
- The anticipated project cash flow over the fiscal plan period is:

Program name (in millions)	24/25 Budget Estimate	25/26	26/27	27/28	Total Budget 25 (3yrs)	Total Budget 24 (3 yrs)	Variance (\$ with (% in brackets)
\$M							
Broadway Subway Project	\$221	\$306	\$238	\$275	\$819	\$853	-\$34 (-4%)

- CBA Workforce Equity Statistics as provided by BCIB (Project start to December 28, 2024):

	Project	Trainee/ Apprentice	BC Residents	Female	Indigenous	Youth	Other Equity
CBA Projects	Broadway Subway Project	9%	98%	6%	15%	9%	25%

PROGRAM CONTACT:

- Lauren Matthias, Executive Project Director, TIC, ^{Government Financial}Information





TOPIC: South Coast Region Overview

ISSUE: Major projects within South Coast Region (Lower Mainland & Vancouver Island)

LEAD: Highways and Regional Services Division

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:

Expansion Projects – Under Construction & Upcoming Tenders

Vancouver Island:

- **Highway 1 Colquitz Bridges – Bus on Shoulder Widening**
 - \$31.5M (\$21.5M provincial / \$10M federal); Construction 25 percent complete, completion in winter 2025
- **Highway 1 Bus on Shoulder – McKenzie to Colwood**
 - \$95M (\$68M provincial / \$27M federal); Construction starting, completion fall 2027
- **Highway 1 Tillicum Road Active Transportation Overpass**
Government Financial Information
Advice/Recommendations
- **Highway 1 Goldstream Safety Improvements**
 - \$162M (provincial); construction TBD pending ongoing First Nation Consultations
- **Ravine Way at Highway 1 Transit and Active Transportation Improvements**
 - \$19M (\$15.5M provincial / \$3.5M federal); Construction 5 percent complete, completion fall 2025
- **Highway 17 – Keating Flyover**
 - \$76.8M (\$57.6M provincial / \$16.7M federal / \$2.5M District of Central Saanich)
 - Construction 70 percent complete, completion fall 2025 (flyer open in summer 2025)
- **Highway 4 Beaver Creek Roundabout**
Government Financial Information
Advice/Recommendations
- **Highway 14 – Idlemore Intersection Improvement Project**
Government Financial Information Advice/Recommendations

Lower Mainland:

- **Highway 7 – 266th to 287th Street Widening and Medium**
 - \$130.2M (\$101M provincial / \$29.2M federal); Construction 50 percent complete completion fall 2025
- **Highway 7B Mary Hill Bypass Transit and Active Transportation Improvements**
 - \$10M (provincial); Construction 5percent complete, completion fall 2026

Fraser Valley Highway 1 Corridor Improvement Program (4 Phases):

- **Phase 1 – 216th Street Interchange (completed 2020)**
 - \$61.9M (\$25.3M provincial, \$22.3M federal, \$14.3M Township of Langley)
- **Phase 2 – 216th Street to 264th Street (completion 2026)**
 - \$345M (\$249M provincial, \$96M federal)
 - Glover Road Underpass (Complete),
 - 232nd Street Interchange & Widening (construction 28 percent complete), and
 - CPKC Rail Overhead (tender TBD)
- **Phase 3A – 264th Street to Mt Lehman Road (completion 2028)**
 - \$2,340M (provincial), Project Labour Agreement, Procurement & Contract Terms
 - 264th Street Interchange (construction 18 percent complete),
 - Mainline West (construction 19 percent complete), and
 - Mt Lehman Road Interchange (construction 9 percent complete)
- **Phase 3B – Mt Lehman Road to Highway 11 (completion 2031)**
 - \$2,651M (provincial)
 - Peardonville Rd Overpass (In Design – Construction starts 2026)
 - Mainline East (In Design – Construction starts 2026)
 - Highway 11 Interchange (In Procurement – Construction starts 2026)
- **Phase 4 – Highway 11 to Yale Road West**
 - Government Financial Information
 - Integrated Planning Study underway

FINANCIAL SUMMARY:

- Total investments for SCR projects referenced above include:

SCR Project / Program (\$ millions)	Total Cost	Prov	Fed	Other
Expansion Projects (Van Isld + Lower Mainlnd)	\$584	493	88	3
Fraser Valley Highway 1 Improvement Program	\$5,378	5,282	96	-
Completed Project (FVH1IP Phase 1 202 to 216)	\$62	26	22	14
Total	\$6,024	5,801	206	17

PROGRAM CONTACT:

- Janelle Staite, Deputy Direct, South Coast Region – Government Financial Information
- Ashok Bhatti, Executive Director, South Coast Region – Government Financial Information

TOPIC: Southern Interior Region Overview

ISSUE: Key projects within the Southern Interior Region

LEAD: Southern Interior Region, Highways and Regional Services

KEY MESSAGES:

- **The Ministry of Transportation and Transit is committed to ensuring safe and efficient travel on its highways and roads throughout the Southern Interior Region**

KEY FACTS:

- **Central Okanagan Integrated Transportation Network Program (COITN)**
 - In October 2023, the Ministry completed the Central Okanagan Integrated Transportation Strategy (CO-ITS), a comprehensive multi-modal transportation strategy for the Highway 97 corridor between Lake Country and Peachland.
 - CO-ITS used the province's integrated planning approach to identify and prioritize transportation investments that contribute to an efficient and accessible multi-modal transportation network connecting communities, regions, and global markets.
 - In 2024, planning work for the COITN Program was launched to inform the implementation of the priority infrastructure projects subject to funding availability in partnership with the local governments and First Nations communities.
- **TTeS Kamloops Transportation Network Improvements (Red Bridge)**
 - This project will work with T'Kemplups and the City of Kamloops to identify options to facilitate vehicle and pedestrian traffic across the river after the loss of the Red Bridge.
 - Funding amount of \$15M in pre-project development
 - Currently in Procurement to complete the planning study.
- **Hwy 97 North Beach Slide (North of Summerland)**
 - Completing extensive geotechnical stabilization of a slide and the reopening of Highway 97 to four lanes.
 - Funding amount of \$120M (recoverable through Disaster Financial Assistance Arrangements (DFAA)).
 - Phase 1 is complete for \$70M, Phase 2 is in procurement. Estimated cost \$50M and estimated completion 2026 (BC bid pending).



- **Cariboo Roads Recovery Projects (CRRP)**

- The Ministry's focus is on the ten identified Cariboo Road Recovery Projects (CRRP), which will invest up to \$1.15B of provincial and federal funds to address and repair damaged infrastructure across the region.
- Some projects are eligible for up to 75 percent cost recovery under the federal Disaster Financial Assistance Arrangements (DFAA).
- Five projects complete or in construction, remaining in planning and engineering.

- **Hwy 97 Cariboo Connector**

- The Cariboo Connector is the 440km portion of Hwy 97 between Cache Creek and Prince George.
- Nearly 50 percent of this segment of highway is now three or four lanes.
- \$103M has been invested in the Cariboo Connector since 2017, adding 4km of 4 laning.
- The ministry has \$127M of planned investment in the Cariboo connector from 2025-2027. This investment is focused on the preservation of existing ministry assets, including the resurfacing of approx 30km of Highway 97, rehabilitation of bridges and resiliency improvements such as the significant works at the Cottonwood Slide.

- **Quesnel North-South Interconnector**

- In 2020, the ministry completed early design work for a new 3.7 km section of Highway 97, two bridge replacements and a roundabout to divert traffic from downtown, though the project remains unfunded.
- Since 2020, the Cariboo region has experienced unprecedented landslides and flooding.
- At this time, the Ministry of Transportation and Transit is focused on addressing and repairing the most damaged and aging infrastructure first.
- For example, a design plan is underway for a rehabilitation of the Quesnel Rail Overhead Bridge, which will include a new bridge deck.
- The ministry will continue to monitor Highway 97 and associated structures through Quesnel for safety.

- **Trans-Canada Highway Program**

- Lane expansion with intersection, active transportation, rest area, and CVSE improvements to Highway 1 between Kamloops and Golden\Alberta Border.





- \$1.2 billion investment for 6 projects in active construction with an estimated completion between 2025 and 2027.
- **Kicking Horse River Bridges**
 - Hwy 95 Kicking Horse Bridges Replacement (through Town of Golden).
 - Construction of two bridges to replace aging infrastructure that was not climate change resilient and nearing end of design life.
 - In construction, estimated completion: 2026.
 - Funding amount of \$90M, \$61M in provincial and \$29M federal funding.

FINANCIAL SUMMARY:

SIR Preservation Program	23/24	24/25	25/26 Forecasted	26/27 Forecasted	27/28 Forecasted
\$M					
Highway Rehab	\$106.9	\$98.6	Advice/Recommendations; Government Financial Information		
Bridge Rehab	\$66.0	\$61.6			
Safety	\$18.2	\$15.8			
Side Roads	\$64.0	\$73.8			
Total:	\$255.1	\$249.8			

SIR DFAA Program	23/24	24/25	25/26 Forecasted	26/27 Forecasted
\$M				
Cariboo Road Recovery Projects	\$29.6	\$59.5	Advice/Recommendations; Government Financial Information	
Highway Reinstatement Program	313.2	227.8		
Regional Program	\$84.2	\$68.0		
Total:	\$427	\$355.3		

PROGRAM CONTACT:

Steve Sirett, Executive Director, SIR, Highways and Regional Services, Government Financial Information

TOPIC: Northern Region - Projects Overview

ISSUE: To provide an overview of major projects in the Northern Region

LEAD: Northern Region, Highways & Regional Services Division

KEY MESSAGES:

- **Northern Region projects underway:**
 - **Planning and engineering for a long-term solution for the Taylor Bridge**
 - **Corridor improvements to Highway 37**
 - **A roundabout in Prince Rupert at McBride and 2nd Ave**
 - **Several key bridge replacements**
 - **Replacement of the Red Rock CVSE Inspection Station south of Prince George**

KEY FACTS:

Highway 97 - Taylor Bridge Project

- Advice/Recommendations; Cabinet Confidences
- Since 2020, extensive field assessments and comprehensive geotechnical, structural, environmental, hydrotechnical, utilities, traffic, and economic analyses have been completed, along with two phases of public engagement.
- The following work is planned over the next two years:
 - Pile load tests
 - Archaeological investigations
 - Soil testing for contamination
 - Concept design of north slope stabilization
 - Additional property acquisition
- Government Financial Information

Highway 37/37A/51 – Northwest BC Highway Corridor Improvements Program

- Multiple improvements are planned for 2025-2030 to enhance road safety and reliability for First Nations, local communities, and critical minerals development.
- The work involves installing pullouts along Hwy 37, increasing Wi-Fi access along the corridor, widening narrow highway shoulders, and creating passing opportunities.
- The project budget is \$195M (\$120M Provincial / \$75M Federal).





Highway 16 – Prince Rupert Roundabout

- Construction of a roundabout at McBride Street & 2nd Avenue in Prince Rupert, bringing safety improvements and better traffic flow to the community.
- The project was tendered on BC Bid in February. Construction is expected to begin in 2025 with completion expected by fall 2026.
- The project budget is \$18M (Provincial).

Highway 97 – Fisher Creek Bridge Replacement

- Construction of a new 38m-long bridge on Highway 97, south of Chetwynd.
- The new bridge and highway are open to traffic. Project completion is expected by spring 2025.
- Government Financial Information

Highway 118 – Fulton River Bridge Replacement

- Construction of a new 80m-long bridge on Highway 118, south of Granisle.
- The new bridge piers and girders are in place. Remaining project work is anticipated to be completed by fall 2026.
- Government Financial Information

Highway 97 – Wright Creek Bridge Replacement

- Construction of a new 31m-long bridge on Highway 97, 25 km north of Prince George.
- Detour construction has begun, with the project anticipated to be completed by fall 2026.
- Government Financial Information

Highway 97 – Red Rock CVSE Inspection Station Recovery Project

- The Red Rock CVSE inspection station, located 30 km south of Prince George, was destroyed by an arson fire on December 24, 2024.
- Site demolition and cleanup has been completed, and the local CVSE officers have been reassigned to facilities in Prince George, Vanderhoof, and Quesnel.
- A project team has been formed to develop a recovery plan and create a conceptual design with cost estimates to inform plans for rebuilding the facility.

PROGRAM CONTACT:

- Darrell Gunn, Executive Director, Northern Region, Government Financial Information



TOPIC: Cariboo Road Recovery Program (CRRP)

ISSUE: CRRP is addressing ten sites landslide sites in the Cariboo

LEAD: SIR, Highways and Regional Services Division

KEY MESSAGES:

- **Hundreds of slides and road washouts in 2020-21 caused by a high-water table created significant economic impacts and access to schools, businesses, communities.**
- **The CRRP was formed to complete geotechnical investigations, engineering and options for stabilizing up to 10 major sites, between Williams Lake and Quesnel.**
- **Five projects are complete or in construction. The remaining are in planning and engineering.**
- **The CRRP has an envelope of funding of up to \$1.15B.**
- **Approximately 75% cost recovery under the federal Disaster Financial Assistance Arrangements (DFAA)**

KEY FACTS:

Highway 97 at Cottonwood Hill, worth \$335M

- is in construction, with completion expected in 2026. Highway re-alignment through the slide is nearing completion. Slope stabilization is planned to start in 2025, with completion in 2026.
- Blackwater Rd at Knickerbocker, worth \$203M is in construction, with completion expected in 2026. The installation of pumps and wells to stabilize a portion of the slide is nearing completion. Road re-alignment and stabilization is planned to start 2025, with completion in 2026.
- Kersley-Dale Landing Road will be proceeding to construction this year, completing in 2026, to construct 3 km of new road providing access to affected properties. The tender closed on February 12th and is under review prior to award.
- Quesnel Hydraulic Rd is proceeding to construction in 2025 to re-align 740m of road through the slide, plus additional erosion protection, estimated at \$79.9M, expected to be complete in 2026.
- Quesnel-Hixon Road - planning is now underway to permanently close a 400-metre section of the road and remove the Cottonwood River Canyon Bridge.
 - Development of safety improvement options is underway.



- The province's decision to permanently close this section of road ensures public safety and manages taxpayer funds efficiently.
- The Hodgson Slide in Williams Lake is a large, slow-moving slide causing damage to infrastructure but remains a low risk to public safety.
 - MOTT is working with the City of Williams Lake and the Cariboo Regional District to identify solutions.
 - Final project budget under development
 - \$9M of DFAA funding has been spent for surface water management and engineering investigation with \$3M allocated for construction in the Transportation Investment Plan.
- Climate change resilience is being incorporated into all aspects of engineering and remains a guiding principle for determining long-term solutions at each site.

FINANCIAL SUMMARY:

Cariboo Road Recovery Program (\$ millions - TIP)	Total Budget	Project Financing	
		Provincial	Federal ¹
Major Projects			
Backwater North Fraser Slide	203	197	6
Cottonwood Hill at Highway 97 Slide	335	323	12
Quesnel Hydraulic	80	80	-
Other Projects			
Kersley Dale Landing Road	40	37	3
Hodgson Slide	3	3	-
Quesnel Hixon – Permanent Closure	TBD	TBD	

¹ Federal DFAA funding received to date for TIP projects

PROGRAM CONTACT:

- Greg Bruce, Director, CRRP, 778 349 4779

TOPIC: Preservation Program

ISSUE: Funding for the Preservation Program to support rehabilitation and replacement of roads and bridges throughout the province.

LEAD: Highways & Regional Services

KEY MESSAGES:

- **Rehabilitation work maximizes the life of our infrastructure. Work includes paving, bridge rehabilitation and replacement, as well as road safety improvements, access improvement projects for First Nation communities, rest area improvements and climate adaptation and resiliency projects.**
- **The ministry has a comprehensive asset management system to monitor, analyze and prioritize the rehabilitation and replacement of its road and bridge assets.**
- **In 2024/25, the ministry invested \$610M in the rehabilitation and replacement of network assets.**
- **From 2025/26 to 2027/28, the ministry will invest \$2.06B, including:**
 - **\$1.261B towards highway resurfacing, bridge rehabilitation and replacement, and climate adaptation projects.**
 - **\$596M towards side road resurfacing and other improvements, including Indigenous access improvements.**
 - **\$203M for road safety improvements, including rest area improvements.**
- **The above investment has increased by \$259M relative to the funding levels included in last year's service plan due to the Ministry receiving increased funding to address key bridge replacement projects, as well as other asset needs.**
- **The Ministry's Service Plan through *Budget 2025* represents the largest investment in asset preservation in the Province's history, enabling the Ministry to make significant progress in its asset management efforts.**

KEY FACTS:

- **2024/25 accomplishments of the Preservation Program include:**
 - Over 1,650 lane kilometres resurfaced
 - 42 structures replaced or renewed, including bridges, large culverts, etc.
 - Over 100 safety improvement projects, including:
 - 3,160 metres of guardrail installed
 - 26 intersections improved



- 207 kilometres of durable pavement markings
- Over 90 active climate adaptation projects including culvert and drainage upgrades, improvements to avalanche systems, scour remediation and flood mitigation, and planning and research initiatives to better prepare the Ministry for future events.
- The ministry is responsible for a significant portfolio of assets, including:
 - 47,000 kilometres of provincial highways and rural side roads
 - 3,000 bridges
 - 2,700 other structures (retaining walls, culverts, tunnels)

FINANCIAL SUMMARY:

Program name	24/25 Budget Estimate	25/26	26/27	27/28	Total Budget 25 (3yrs)	Total Budget 24 (3yrs)	Variance
\$M							
Highway & Bridge Rehabilitation	336	417	461	383	1,261	1,052	209 (20%)
Sideroad Improvements	186	198	197	201	596	563	33 (6%)
Safety Improvements	62	61	65	77	203	186	17 (9%)
Total	584	676	723	661	2,060	1,801	259 (14%)

PROGRAM CONTACT:

- Katherine Styba, Director, Rehabilitation and Maintenance, 250-262-5486

TOPIC: Highway 5N Kamloops to Tete Jaune Cache

ISSUE: Road Safety and Vehicle Incidents

LEAD: Highways and Regional Services

KEY MESSAGES:

- The ministry has invested \$6.3M in corridor safety improvements and have increased enforcement over the past two years, collision rates have trended lower this past winter.
- Since February 2023 this includes brushing to improve sight distances; rumble strips; a seasonal speed reduction; and electronic curve, static warning, and overhead message signs and a new commercial vehicle enforcement pullout.
- Planned improvements in 2025 include:
 - Weather sensor activated warning signs in Fishtrap Canyon.
 - A Speed over Distance data collection project, Kamloops to Little Fort and from Vavenby to Avola, complete late spring 2025.
 - Additional drainage and road improvements work at Drinking Fountain Slide to slow the movement of the slide.
- Commercial Vehicle Safety & Enforcement officers have issued approx. \$1M in violation tickets since early 2023.
- The Ministry is exploring the use of front-facing dashboard cameras for commercial vehicles (CV) and is currently consulting with industry and stakeholders to gather feedback on this potential safety improvement.

KEY FACTS:

- The 192-km segment of Highway 5 North between Kamloops and Avola is an undivided rural highway with limited passing opportunities. The highway experienced four fatal crashes in 2022 (two involving CV's), nine in 2023 (four involving CV's) and two in 2024.
- Traffic volumes are approximately 6,500 vehicles per day and growing at about 2 percent annually. This is approximately half of what we see on the Trans-Canada Highway.
- Several passing lane projects have been completed in recent years, including Camp Creek and Chappell Creek (2015), Mclure (2016), Vinsulla (2017), and Darfield (2018) for a total investment of \$21M.
- A geotechnical investigation is ongoing at a known slide site north of Chinook Creek (the Preacher Slide at Drinking Fountain). Geotechnical drilling did not find competent material which complicates traditional mitigation methods. Assessments currently being



Final Date: April 2, 2025

advanced include slope dewatering options, interim road base works and slope buttressing. Budget for this work is still under development.

- The slide has been causing pavement distortion on the highway. Works to redirect water and improve drainage, speed reduction is in place and increased signage is on place. As distortion appears, paving is conducted to smooth the road surface.
- The ministry has taken steps to improve commercial vehicle safety throughout B.C., by helping to establish Mandatory Entry Level Driver Training for all new Class 1 drivers, mandating electronic logging devices to help prevent fatigue-related crashes, and requiring heavy commercial vehicles to have speed limiters activated.

FINANCIAL SUMMARY:

Highway 5N Projects	2023/24	2024/25 (Forecasted)	2025/26 (Forecasted)	Total
Hwy 5N Curve and Static Warning Safety Improvements	\$635K	-	-	\$635K
Hwy 5N Little Fort Dynamic Message Sign	\$810K	-	-	\$810K
Hwy 5N CVSE Pullout	\$200K	\$2.8M	-	\$3M
Hwy 5N Kamloops Area Median Barrier Install	-	\$675K	-	\$675K
Corridor Review, Seasonal Speed Reduction and Rumble Strip Improvements	\$692K	\$526K	\$400K	\$1.6M
Total:	\$2.3M	\$4.0M	\$400K	\$6.7M

PROGRAM CONTACT:

- Steve Sirett, SIR Executive Director, Highway and Regional Services, Government
Financial
Information

TOPIC: Safety Program

ISSUE: Road Safety Performance and Updates

LEAD: Integrated Transportation and Infrastructure Services

KEY MESSAGES

- The Ministry is committed to road safety and advancing Vision Zero – a campaign to eliminate fatal and serious injury collisions.
- Serious collisions on provincial highways have steadily declined over the past five years.
- The Ministry has developed numerous road safety policies, amended Motor Vehicle Act, and invested in technological solutions to improve road safety for all road users.
- The Ministry is actively working with road safety partners to build and maintain a safer and integrated transportation infrastructure.
- Over the next three years (25/26 to 27/28), the Ministry Safety Improvement Program through the preservation program will invest \$203M in safety improvements to existing infrastructure across the province, including \$61M in 2025/26.

KEY FACTS:

Safety Performance

- In 2023, B.C. saw an 8% reduction in serious collisions on provincial highways compared to the previous five years. Complete 2024 data is not yet available.
- 67% of serious collisions on provincial highways occur in rural areas.
- The top three contributing factors resulting in serious collisions were driver inattentive, road conditions, and driving too fast for conditions.
- In 2023, the number of serious collisions during winter months dropped 10% compared to the previous five years.
- Serious collisions involving commercial vehicles saw a 15% reduction in 2023 compared to the average for the five years before.

Policy, Legislation, and Regulation

- June 2024 regulations establish minimum safe passing distances for drivers around cyclists, pedestrians, and other non-motorists.
- Mandatory Entry Level Training regulation provides commercial vehicle operators with comprehensive theoretical and practical training for safe and efficient driving.



- A new technical policy requires median barriers on rural four-lane highways with speeds of 70 km/h or greater, which can reduce cross-over collisions by 97%.
- A 2021 technical policy update expanded Centreline Rumble Strips (CRS) installation to passing zones on two- and three-lane highways to reduce head-on and off-road left departure crashes.

Technology & Digital Initiatives

- The Highway 5 North Pilot Project will launch an average-speed-over-distance data collection system in spring 2025 to measure vehicle speeds and gain insight into driver behavior between Kamloops and Avola. Total project cost for the 1-year pilot is expected to be \$500K.
- Commercial Vehicle Speed Limiters regulations were implemented on April 5, 2024, which limits commercial vehicles to a maximum speed of 105 km/h.
- Strategic Investment Fund (SIF) invested \$1.8M towards four pilot locations in 2024 that used video analytics and machine learning to measure near misses with cyclists, pedestrians and wildlife.

Other Initiatives

- Wider Longitudinal Pavement Marking (WLPM) was installed in over 600 km of inside and outside shoulders. WLPM typically showed a 19% reduction in run-off-road collisions.
- High Friction Surface Treatment (HFST) was installed in 2018 and 2019 at 14 high-collision locations. Evaluation has shown a 51% reduction in serious collisions.
- The Ministry, in collaboration with PSSG, HLTH and ICBC, is participating in the update of the BC Road Safety Strategy 2025 Advancing Vision Zero, a collaborative framework for road safety led by PSSG.
- Active Transportation Capital Projects Fund is investing \$150M over the next three years, and will complete active transportation networks, increase safety for all users and encourage mode shift to active transportation.

Safety Partners

- ICBC contributes between \$2.5M and \$3.5M annually as part of the Road Safety Partnership with the Ministry. Typical projects include intersection improvements, delineation, safety pilots and research.
- The Ministry supports the BC Vision Zero Grant Program, led by HLTH, to support local investments that can improve road safety and protect vulnerable road users (e.g. pedestrians, cyclists). A total of more than \$866K was distributed to 56 communities through 53 awarded projects, including 22 projects in First Nations communities for the 2024-25 intake.





- The Ministry is a member of both the Winter Driving Safety Alliance and the Work Zone Safety Alliance, collaborating with partners such as ICBC, WorkSafeBC, and the Justice Institute of B.C., to improve driver safety, and contributes \$219K annually.
- The Ministry works with PSSG and the RCMP to provide enhanced enforcement on provincial highways projects to reduce collisions in work zones.

FINANCIAL SUMMARY:

Program name	24/25 Budget Estimate	25/26	26/27	27/28	Total Budget 25 (3yrs)	Total Budget 24 (3 yrs)	Variance (\$) with (% in brackets)
\$M							
Safety Improvement Program (Preservation Program)	62	61	65	77	203	186	17 (9%)

PROGRAM CONTACT:

- Brigid Canil, Director, Transportation Systems and Road Safety Engineering, Engineering Services – Cell 604-341-9563
- Joy Sengupta, Principal Highway Safety Engineer, Transportation Systems and Road Safety Engineering, Engineering Services – Cell 250-812-3356
- Karamjeet Deogan, Deputy Director, Transportation Systems and Road Safety Engineering, Engineering Services – Cell Government Financial Information



Final Date: April 9, 2026

TOPIC: Coastal Ferries (BC Ferries)

ISSUE: 2025/26 Coastal Ferries Budget

LEAD: Marine Branch – Policy, Programs, and Partnerships Division

KEY MESSAGES

- Through the *Coastal Ferry Act*, BC Ferries Service Inc. was established as an independent corporation, with strategic oversight from the BC Ferry Authority and regulatory oversight from BC Ferry Commission.
- The Province maintains a 60-year service contract with BC Ferries, renewed every four years to review service fees and service levels, but remains at arm's length from ferry operations.
- Budget 2025 committed \$252.772 million in annual funding to support delivery of the Coastal Ferry Services.
- After recoveries from the federal government and inter-ministry sources, the Ministry of Transportation and Transit's annual appropriation for Coastal Ferry Services is \$207.914 million, consistent with Budget 2024.
- Combined with our government's \$500 million Fare Affordability and Green House Gas Emissions Reduction contribution agreement, the Ministry's total appropriation for Coastal Ferry Services in the next three years (2025/26 to 2027/28) will be \$1.074 billion, and the total funding in performance term 6 will be \$1.332 billion. This represents the largest financial commitment to coastal ferry services to date.
- Through our government's \$500 million Fare Affordability and Green House Gas Emissions Reduction contribution agreement (2023), fare increases over performance term 6 (April 1, 2024 – March 31, 2028) were limited to 3.2% as opposed to the 9.2% that would have otherwise been required.
- We have delivered on our affordability target for BC Ferries fare increases over Performance Term 6, achieving a reduction in total fare increases from 36.8% to 12.8%.

KEY FACTS:

- The 60-year Coastal Ferry Services Contract (CFSC) between the Province and BC Ferries is amended every four years to support coastal ferry services, with the Province providing approximately \$250 million in operating funding annually.
- Capital projects over \$50 million require approval from the BC Ferry Commissioner under Section 55 of the Coastal Ferry Act. The New Major Vessel Program is a key part of BC Ferries' \$5.184 billion 12-year capital plan to replace aging C-Class vessels.

Final Date: April 9, 2026

- The shipyard contract for new vessels is expected to be awarded in Spring or Summer 2025, following completion of a global procurement process by the Company. The award will reflect the BC Ferry Commissioner's decision to approve 4 of the 5 new major vessels submitted to be approved for acquisition by BC Ferries, which was released on March 31, 2025.
- Rising operational costs to meet growing demand and deliver capital investments to address ageing vessels and terminal infrastructure are straining BC Ferries' finances.
- Advice/Recommendations; Cabinet Confidences; Government Financial Information

FINANCIAL SUMMARY:

- For fiscal 2025/26, the Gross Operating Expenses for the coastal ferry services are \$252.772 million, while the Net Operating Expenses, after recoveries from the Federal Government and inter-ministry sources, are \$207.914 million. These figures are consistent with the Budget for fiscal 2024/25.

Table 1: Coastal Ferry Budget Details 2024/25 vs. 2025/26 (000's)				
Item	2024/25	2025/26	Variance	Notes
Social Programs* - costs are for fare reimbursement to BC Ferries for offering fare discounts to participants in the Social Programs, and the costs are based on program usage.				
Student discount and accessibility discount	6,823	6,823	-	Passenger fare discounts are offered to students and passengers with accessibility issues.
Medical travel assistance program	12,032	12,032	-	A 100% fare discount to a driver and a standard height passenger vehicle for ferry users travelling through the Medical travel assistance program. The program cost is fully recoverable from the Ministry of Health.
Other				
Unregulated Routes Service Fee	5,758	5,758	-	Support ferry services that connect small, remote, First Nations' communities in B.C.
Northern Route Fuel Agreement	1,287	1,287	-	Share fuel costs on Northern Routes which connect Port Hardy – Mid-coast – Prince Rupert and Skidegate – Prince Rupert.
Federal/Provincial Agreement	32,826	32,826	-	The funding from the federal government to support coastal ferry services in B.C.

Table 1: Coastal Ferry Budget Details 2024/25 vs. 2025/26 (000's)				
Item	2024/25	2025/26	Variance	Notes
				The funding is adjusted annually based on inflation rate (i.e., the year-over-year change in the Consumer Price Index).
Ferry Transportation Fee*	194,046	194,046	-	The fee remains at the level set in Performance Term 5 as a result of \$500.00 million fare affordability investment to limit fare increases for Performance Term 6. Refer to Table 2 for funding allocation details.
Sub-Total: Gross Operations	252,772	252,772	-	
Less Recoveries				
Federal/Provincial Agreement Recovery	(32,826)	(32,826)	-	An external grant recovery through Transport Canada.
Medical Travel Assistance Program	(12,032)	(12,032)	-	Program cost is fully recovered from the Ministry of Health.
Net Operations	207,914	207,914	-	

*Note: Funding for the Seniors Discount social program is part of the ferry transportation fee as a set notional allocation of \$30 million, the same as Performance Term 5.

- The budget numbers stated above do not include the one-time \$500 million investment provided from the provincial surplus and expensed in March 2023 under the Fare Affordability and Greenhouse Gas Emissions Reduction Contribution Agreement with BC Ferries. This investment includes annual installments to ensure fare affordability throughout the Performance Term 6.

Table 2: \$500 million Fare Affordability investment		
Payment Date	Amount (millions)	PT6 (April 1, 2024 – March 31, 2028)
September 2024	\$50.00	Year 1 – 2024/25
September 2025	\$100.00	Year 2 – 2025/26
September 2026	\$150.00	Year 3 – 2026/27
September 2027	\$200.00	Year 4 – 2027/28
Total	\$500.00	

- Without the \$500 million affordability funding, fare increases would have been 9.2% per year and 36.8% in total over four years.
- With the investment, total fare increases are limited to a 3.2% average annual increase totalling a 12.8% average over the term, a 24% reduction.

PROGRAM CONTACT:

Francois Bertrand, Executive Director, Marine Branch, Government Financial Information

TOPIC: BC Ferries - sailing cancellations and reliability

ISSUE: Insufficient crew and vessel performance

LEAD: Policy, Programs and Partnerships Division, Marine Branch

KEY MESSAGES

- **BC Ferries is a private ferry operator overseen by the BC Ferry Authority, while the BC Ferry Commissioner regulates fare increases and approves capital investments.**
- **The Province maintains a service contract with BC Ferries, renewed every four years to review service fees and service levels, but remains at arm's length from ferry operations.**
- **Year-to-date, sailing cancellations due to crewing issues have declined further (-71%). However, this decline was offset by an increase in cancellations due to mechanical issues (+48%) and weather (+55%). As a result, 2,075 sailings were canceled – a 12% increase (+228 cancellations) from 1,847.**
- **In the current Performance Term, minimum core service level sailings cancelled due to insufficient crew are subject to penalties through a reduction in the service fee. From April to December, 31.5 round trips were canceled against the minimum scheduled, resulting in accumulated penalties of \$31,500.**
- **Staff and BC Ferries are working to establish benefits in lieu of penalties for communities impacted by cancellations.**

KEY FACTS:

- BC Ferries, like other marine operators nationally and internationally, has faced challenges in the recruitment and retention of qualified seafarers and marine personnel.
- BC Ferries is required to follow Transport Canada safety regulations, which mandate the number and type of crew members required to operate the vessel.
- The company employed 5,400 staff in Fiscal 2023/24. Despite the challenges of the last year with crewing and unexpected vessel breakdowns, sailing cancellation due to crewing issues decreased significantly (-44% year-over-year).

	Fiscal 2023/24	Fiscal 2022/23	Variance
Vehicles	9.6 million	9.4 million	+2%
Passengers	22.6 million	21.6 million	+5%
Cancellations	2,328 (1.24% of scheduled sailings)	2,884 (1.60% of scheduled sailings)	-0.4 percentage points
Reliability	98.76%	98.40%	+0.36 percentage points
Total Sailings	187,515	180,434	+7,081 (+4%)

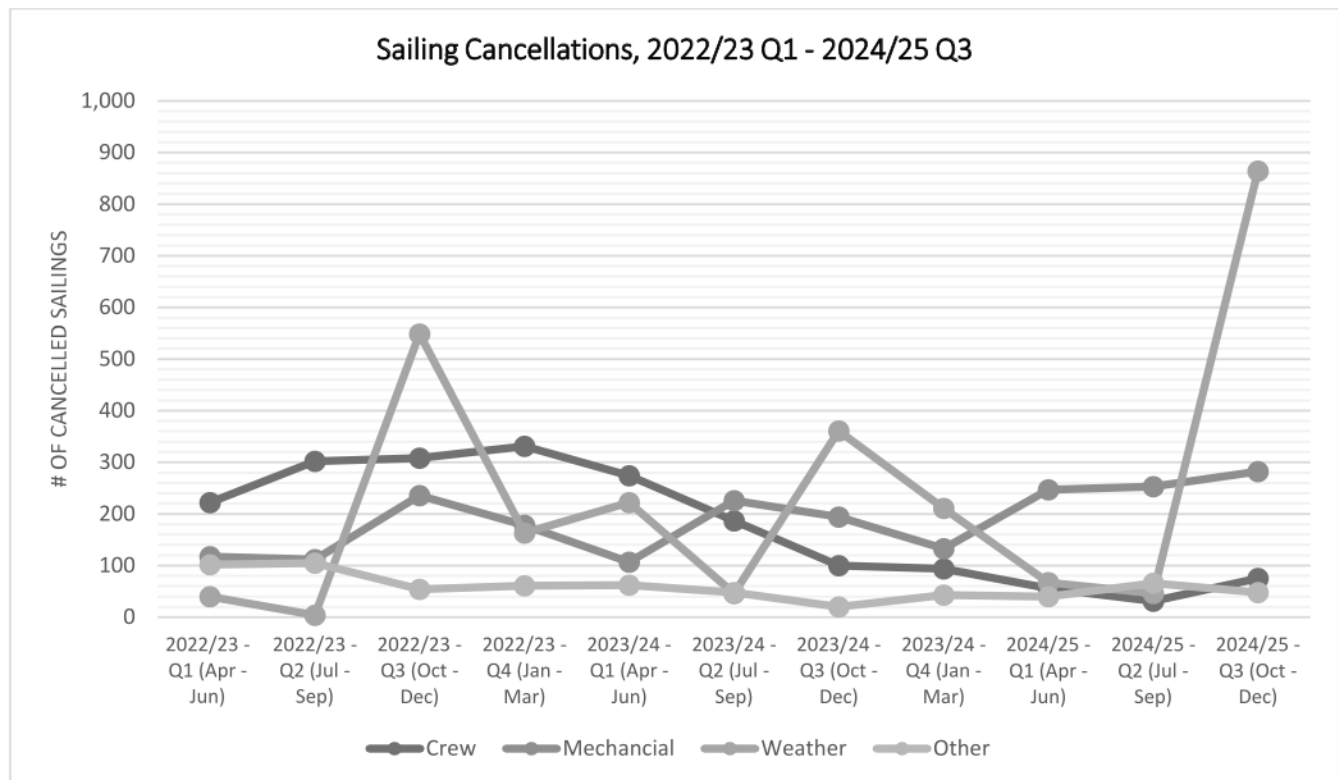
- In Fiscal 2023/24, BC Ferries carried 9.6 million vehicles (+2% year-over-year) and 22.6 million passengers (+5% year-over-year).
- In Fiscal 2023/24, BC Ferries delivered 187,515 sailings, 7,081 more than the company delivered in Fiscal 2022/23.
- Overall reliability remains consistent each year, with over 98% of sailings delivered.
- In Fiscal 2023/24, most sailing cancellations were due to weather, followed by mechanical issues and crew shortages. This pattern has continued in the current fiscal year 2024/25, with 228 more sailings cancelled year-to-date – a 12% increase compared to the same period last fiscal year – as a significant rise in mechanical issues (+48%) and more sailing cancellations due to weather (+55%) offset a decline in cancellations due to crewing issues (-71%).
- In Fiscal 2023/24, cancellations due to crewing issues decreased by 44% year-over-year, while cancellations due to terminal and vessel mechanical issues increased slightly by 2%.
- In Fiscal 2024/25 year-to-date, cancellations due to crewing issues have declined further (-71% or 399 fewer compared to the same period last year), while cancellations due to terminal and vessel mechanical issues have increased (+48% or 255 more). Weather remains the leading cause of cancellations, accounting for 977 sailings (+55% or 348 more year-to-date).
- Year-to-date comparison to the same period in the previous year shows a positive trend in passenger and vehicle volumes, despite an increase in cancellations due to weather and terminal and vessel mechanical issues. However, nearly 99% of scheduled sailings have been delivered.



	2024/25 YTD	2023/24 YTD	Variance
Vehicles	7.8 million	7.6 million	+2.4%
Passengers	18.6 million	18.4 million	+1.1%
Sailings sailed	149,700	148,800	+0.6%
Cancellations	2,075 (1.37%)	1,847(1.3%)	+228
Reliability	98.6%	98.7%	-0.01 percentage points

- Refer to Appendix 1 – Sailing Cancellations and Causes for details.

Figure 1: Sailing Cancellations Trends



*Other includes sailing cancellations due to incident, procedure, traffic and unknown.

FINANCIAL SUMMARY:

- The Coastal Ferry budget for 2025/26 is \$207.914 million, which is consistent with the budget in 2024/25.

PROGRAM CONTACT:

- Francois Bertrand, Executive Director, Marine Branch, Government Financial Information

Estimates & Budget Note

Final Date: April 9, 2025

Appendix 1: Sailing Cancellations and Causes

	Fiscal 2023					Fiscal 2024					Fiscal 2025		
Reasons	2022/23 - Q1 (Apr - Jun)	2022/23 - Q2 (Jul - Sep)	2022/23 - Q3 (Oct - Dec)	2022/23 - Q4 (Jan - Mar)	2022/23 Annual Total	2023/24 - Q1 (Apr - Jun)	2023/24 - Q2 (Jul - Sep)	2023/24 - Q3 (Oct - Dec)	2023/24 - Q4 (Jan - Mar)	2023/24 Annual Total	2024/25 - Q1 (Apr - Jun)	2024/25 - Q2 (Jul - Sep)	2024/25 - Q3 (Oct - Dec)
Crew	222	302	308	331	1,163	274	187	100	94	655	56	31	75
Mechanical	117	112	236	178	643	107	226	194	133	660	247	253	282
Weather	40	4	549	163	756	222	46	361	211	840	67	46	864
Other	102	105	54	61	322	62	48	20	43	173	40	66	48
Total cancellations	481	523	1,147	733	2,884	665	507	675	481	2,328	410	396	1,269
% of Sailings Cancelled	1.1%	1.1%	2.6%	1.7%	1.60%	1.4%	1.0%	1.5%	1.1%	1.20%	0.8%	0.7%	2.6%

*Other includes sailing cancellations due to incidents, procedure, traffic and unknown.



TOPIC: Inland Ferries Stakeholder Fact Sheet

ISSUE: Overview of the Inland Ferries Operations and Budget for FY2025/26

LEAD: Policy, Programs and Partnerships Division

KEY MESSAGES

- The Inland ferry system consists of 14 routes that connect communities across the province to school, work, medical appointments, goods, and services.
- The ferries and terminals are provincially owned with operations contracted to third parties.
- The renewal of the contracted operating agreements occurred over the course of fiscal 2023/24.
- The total annual budget in FY 2025/26 is \$50.571M.
 - \$30.023M in base budget; and,
 - \$20.548M from BCTFA.

FINANCIAL SUMMARY:

Table 1 outlines the budget comparison 2024/25 vs. 2025/26.

Table 1: Inland Ferries Budget Summary – Comparison 2024/25 vs 2025/26			
('000)	2024/25	2025/26	Variance
Gross Operations	50,546	50,571	25
Less: BCTFA Recoveries	(20,548)	(20,548)	-
Net Operations	29,998	30,023	25

Table 2 outlines the detailed budget comparison 2024/25 vs. 2025/26.

Table 2 Inland Ferries Detailed Budget – Comparison 2024/25 vs 2025/26			
('000)	2024/25	2025/26	Variance
Operating Expenses:			
Marine Branch Operations (1)	1,154	1,179	25
Contracted Agreement (2)	47,092	47,092	-
Asset Management Costs (3)	2,300	2,300	-
Gross Operations	50,546	50,571	25
Less: BCTFA Recovery	(20,548)	(20,548)	
Net Operations	29,998	30,023	25



Notes:

- (1) Marine Branch Operations cover the administration costs and salaries for the branch.
- (2) Contract Agreements are the total cost, including cost adjustments for fuel, insurance, additional sailings, and labour to operate the Inland Ferries.
- (3) Asset Management Costs include Regulatory, Safety, and Asset Management requirements.

PROGRAM CONTACT:

- Francois Bertrand, Executive Director, Marine Branch, Information Government Financial





TOPIC: Kootenay Lake Ferry Labour Dispute

ISSUE: Labour Dispute on Kootenay Lake Ferry Operations

LEAD: Policy, Programs and Partnerships Division

KEY MESSAGES

- **Our government recognizes the important role ferries play in connecting people and communities throughout the Kootenay region, as part of a robust and resilient transportation network.**
- **To support resolution of a labour dispute between the BCGEU (the union representing the inland ferry workforce on Kootenay Lake) and Western Pacific Marine (the Ministry's ferry operator under contract), the Minister of Labour appointed a special mediator in March 2025.**
- **On April 9th, the BCGEU and Western Pacific Marine agreed to accept binding recommendations from the special mediator. The recommendations are in the process of being developed, incorporating input from both parties.**
- **In the meantime, strike action has ended effective Friday, April 11th, resulting in a return to a predictable ferry schedule for residents, students, workers and other members of the travelling public.**

BACKGROUND:

- Western Pacific Marine (the contractor) and the BCGEU have been engaged in bargaining on a new collective agreement since June 2024.
- After extensive negotiations, on November 3rd, 2024, strike action was initiated by the BCGEU. Prior to job action, the Labour Relations Board was engaged in defining essential service levels for the Kootenay Lake ferry routes, including the Kootenay Lake service as well as the Harrop and Glade cable ferries.
- Through Fall 2024, essential service levels for the Kootenay Lake, Harrop and Glade ferry routes were amended as a result of applications from the BCGEU and Western Pacific Marine to the Labour Relations Board, resulting in the following schedule:

Route	Schedule	Considerations
Kootenay Lake Ferry (connecting Balfour and Kootenay Bay)	3 roundtrip sailings on weekdays	Priority loading for prescribed user categories, followed with general loading to accommodate public demand.
	2 roundtrip sailings on weekends	Schedule can vary based on mechanical or other operational issues, and does not account for additional



		sailings delivered to accommodate emergency situations such as highway closures due to avalanche control.
Harrop Cable Ferry (link for Harrop and Procter communities)	Runs on demand 24 hours a day	As a result of a stay on Amended Global Order, as per 2025 BC LRB 4.
Glade Cable Ferry (link for Glade community)	Runs on demand between 5:00 AM and 2:20 AM	As a result of a stay on Amended Global Order, as per 2025 BC LRB 4.

- On March 18th, the BCGEU issued a notice to adjust strike action with an implementation date of March 20th, replacing the general strike with an overtime ban while directing, among other issues, that maintenance would no longer be performed by unionized staff on cable ferries.
- On March 30th, the Minister of Labour appointed Vince Ready as special mediator, with a mandate to "...work with the parties for a maximum period of fourteen (14) days from the date of this appointment in an attempt to resolve all of the outstanding issues in dispute...If no settlement is reached with the assistance of the special mediator, then on a period of time that the special mediator may deem appropriate, the special mediator will issue to the parties and to the Minister of Labour's office non-binding recommended terms of settlement which may include an alternate mechanism by which resolution of the issues in dispute can be reached."
- On April 9th, 2025, the BCGEU and WPM formally agreed to accept the special mediator's recommendation for an alternate mechanism by way of a binding process. The process will involve written submissions from the parties, a hearing with the special mediator who will issue binding recommendations, which will form the basis for a new collective agreement. The process is expected to culminate in May, 2025.
- The BCGEU ended strike action as of April 11th.

FINANCIAL SUMMARY:

- The Kootenay Lake Ferry contract was awarded by the Ministry to Western Pacific Marine in October, 2018. The contract involves two terms of 5 years, for a total of 10 years and with an overall estimated value of \$137.5M.
- As part of renewing the Kootenay Lake Ferry contract in 2023, the Ministry worked with the contractor to incorporate adjustments for increases in labour costs for the second 5-year term of the 10-year contract, based on industry standards and data available at the time.





• Advice/Recommendations; Business Information; Government Financial Information

•

PROGRAM CONTACT:

- Francois Bertrand, Executive Director, Marine Branch, Government Financial Information



TOPIC: BC Ferries Commissioner's Decision

ISSUE: BC Ferries seeks approval for the New Major Vessel Program investment

LEAD: Policy, Programs and Partnerships Division, Marine Branch

KEY MESSAGES:

- **BC Ferries continues to invest in new vessels, technology, terminal infrastructure, and its workforce to ensure safe and reliable ferry service for coastal B.C.**
- **As the regulator, the BC Ferries Commissioner approved the purchase of four new major vessels, which will improve reliability and capacity to meet growing demand.**

KEY FACTS:

- BC Ferries is undertaking its most ambitious capital plan, with planned investments of \$5.184B over 12 years (2022/23–2033/34).
- On December 13, 2024, BC Ferries submitted its application (under Section 55 of the Coastal Ferry Act) to the BC Ferries Commissioner, requesting approval to purchase five new major vessels and the life extension of two legacy ships to expand the major vessel fleet from 11 to 12.
- On February 21, 2025, BC Ferries submitted a supplementary application, requesting approval to replace five legacy vessels and to extend only one vessel's life, maintaining a fleet of 11 ships while ensuring greater fleet reliability.
- On March 31, the Commissioner released their decision approving the purchase of four new major vessels, and the life extension of two legacy ships.
- Demand on major routes remains high, with sailings operating at an average of 92% capacity during peak season in 2024, generating over 82% of customer fare revenue.
- Recent vessel breakdowns, such as the *Queen of New Westminster* in September 2024 and delays in the *Queen of Oak Bay's* return to service, have highlighted the urgent need for fleet renewal.
- BC Ferries is also monitoring potential U.S. tariffs and trade uncertainties but does not expect to pay import duties on ferries due to a 2016 Order in Council¹ granting full remission. However, broader tariff impacts remain unpredictable.
- The following are the new major vessel program milestones:
 - Request for Expressions of Interest. (Completed)
 - Request for Pre-Qualification. (Completed)

¹ Ferry-Boats Remission Order, 2016 (P.C. 2016-509 June 14, 2016).

- Request for Proposal. (Completed a fulsome review by January 2025)
- Award contracts (subject to approval in Spring 2025)
- The first new major vessel will plan to be deployed in 2029, with others in the years following.

FINANCIAL SUMMARY:

- Budget 2025, has committed \$252.772M in funding to support Coastal Ferries. After recoveries from the federal government and inter-ministry sources, the Ministry of Transportation and Transit's appropriation for Coastal Ferry Services is \$207.914M, consistent with Budget 2024.
- Combined, with the additional one-time \$500M funding in March 2023 to support fare Affordability and Greenhouse Gas Reduction Initiative, the Ministry's total appropriation for Coastal Ferry Services in the next three years 2025/26 to 2027/28 will be \$1.074B and the total funding in Performance Term 6 will be \$1.332B. This represents the largest financial commitment to coastal ferry services to date.
 - The total of Performance Term 6 of \$1.332B is comprised of:
 - Fiscal 2024/25: \$207.914 + \$50 (affordability initiative)
 - Fiscal 2025/26: \$207.914 + \$100
 - Fiscal 2026/27: \$207.914+\$150
 - Fiscal 2027/28: \$207.914+\$200
- Under the Coastal Ferry Act, BC Ferries must submit an application for capital investments in fleet development exceeding \$50M, requiring approval from the BC Ferry Commissioner.
- The Province does not directly fund BC Ferries' capital program.

PROGRAM CONTACT:

Francois Bertrand, Executive Director, Marine Branch ^{Government Financial Information}



TOPIC: TransLink

ISSUE: An overview of provincial capital and operating contributions to TransLink

LEAD: Transit Strategy and Policy Branch – Policy, Programs, and Partnerships Division

KEY MESSAGES:

- TransLink was facing a significant deficit of more than \$600M per year starting in 2026 and, without action, warned of significant cuts to services.
- The Province is providing \$312M in operating funding to ensure TransLink services remain protected and support priority expansions as part of the agency's 2025 Investment Plan.
- This builds on the more than \$1.3B in provincial operating funding to address TransLink's critical funding pressures since 2020.
- In addition, the Province also introduced legislation to enable an increase in the maximum off-street parking tax rate in Metro Vancouver to 29 percent, from 24 percent which is expected to raise approximately \$20M a year in revenue once applied by the Mayors' Council.
- This new provincial support, which protects and expands transit services, will also allow time for the Province to work with TransLink and the Mayors' Council on a solution to ensure TransLink's long-term sustainability while making progress on TransLink's expansion needs.
- The Province is also providing \$10M in one-time funding towards TransLink's active transportation projects. This funding supports cost-shared active transportation infrastructure projects in municipalities in Metro Vancouver.
- Since 2017, the Province has supported transit and TransLink-related roadway projects in Metro Vancouver with over \$11.6B in funding commitments, a historic and unprecedented level of investment.
- This includes operating funding to ensure transit services were maintained through the COVID-19 pandemic and into recovery, as well as significant capital funding to advance critical projects such as the Surrey Langley SkyTrain and the Broadway Subway.

If asked about a new regional funding tool(s):

- At this time, we are continuing to work with TransLink and the Mayors' Council on a longer-term revenue source that, when combined with the existing regional



revenue mechanisms, can resolve TransLink's remaining deficit and advance priority expansion projects through future Investment Plans.

- **The Province will continue working with TransLink, as needed, to develop the options for a new TransLink revenue source(s).**

KEY FACTS:

- Prior to TransLink's 2025 Investment Plan, the agency was projecting an average annual operating deficit of \$600M set to begin in 2026.
- However, due to new operating funding from the Province and increases to regional revenue sources (property tax, fares, and parking rights tax), TransLink's deficit has been pushed out to 2028 and reduced by almost half (2028-2034).
- 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).
- The TransLink portion of property tax is relatively small, making up approximately seven percent of a household's property tax bill (or \$250 dollars on a median \$3,500 residential property tax bill).
- Given TransLink's funding sources, the Province does not typically fund operating costs. However, the impacts of the pandemic on transit revenue required exceptional operational support from senior government to ensure essential transit services continued to operate.
- For capital projects, senior governments (provincial and federal) each have typically funded 40 percent, with 20 percent being provided by the region. The Province also provides operating funds for some programs:
 - **Canada Line** operating performance payment = ~\$19.3M per year in performance related grants to TransLink as part of its funding commitment for the Canada Line until 2040.
 - **Provincial contribution to U-Pass program** = \$16.85M for 2022, \$17.42M for 2023, \$18.8 M for 2024, and budgeted \$20M in 2025.
 - **BC Bus Pass Program** contribution in 2024/2025 was \$59.0M.
- Since 2017/18, the Province has supported over \$11.6 B¹ in capital and operating funding for TransLink, including \$4.4B for the delivery of the Surrey Langley SkyTrain and more than \$312M for TransLink's 2025 Investment Plan (see Financial Summary).

¹ Includes ~\$850 million in federal/provincial funding cost shared at 50/50



- 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.
- To return TransLink to long-term financial sustainability, the Province is working with TransLink to analyze new revenue source(s) that can address TransLink's remaining operating deficit, enable further expansion in future Investment Plans and account for affordability and equity considerations.

FINANCIAL SUMMARY:

Capital Funding

- Since 2017, the Province has supported TransLink with approximately \$8B in capital funding, a historic and unprecedented level of investment. This includes:
 - \$4.4B for the delivery of the Surrey Langley SkyTrain project.
 - \$1.9B for the delivery of the Broadway Subway Project.
 - \$1.6B for the Pattullo Bridge.
 - \$300M to support TransLink bus purchases as part of the agency's 2024 Investment Plan.

Relief Operating and Other Funding

- TransLink has received a total of \$3.6B in relief operating and other non-capital funding since 2020.
- In 2020, the provincial and federal governments provided TransLink with over \$850M in COVID relief funding:
 - In 2020/21 TransLink received \$675.8M 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 percent from 2021 through 2024.
 - \$16.9M to offset TransLink's 2020 and 2021 fuel revenue shortfall.
 - \$14.9M to develop and implement the Free Transit for Children 12 and Under program (FT12U).
 - Additionally, in April 2022, TransLink received \$176M in provincial and federal funding to offset losses due to continued ridership loss.



- In 2022, The Province provided \$2B to TransLink in compensation for the removal of tolls charged on the Golden Ears Bridge (GEB).
 - \$1B of the GEB funding is held by TransLink as a restricted investment to provide approximately \$50M in investment income per year to help service TransLink's operating needs, while \$1B is being used by the agency to help fund capital assets and defer borrowing requirements.
- In March 2023, the Province provided a further \$479M in pandemic relief funding:
 - \$468M keep TransLink finances stable through 2025; and
 - Almost \$11M to continue to support FT12U to the end of April 2025.
- In March 2025, the Province provided TransLink with \$312M through a tripartite agreement with TransLink and the Mayors' Council to protect services through 2027 and advance priority expansion through TransLink's 2025 Investment Plan.

TransLink's 2025 Investment Plan (TO BE PUBLICLY APPROVED APRIL 30TH BY THE MAYORS' COUNCIL)

- The Province is providing \$312.160M in 2024/25 in operating funding that TransLink can draw down on over three years (2025-2027). When combined with ongoing TransLink savings and increases to the region's existing revenue sources, this will raise over \$960M over the same time period, cutting TransLink's deficit almost in half.
- The Province, once the budget bill is passed, will enable an increase to the maximum allowable rate for TransLink's parking rights tax – one of TransLink's operating revenue sources – from the current cap at 24 percent up to as much as 29 percent through Budget 2025. This parking tax amendment, once approved by the Mayors' Council is expected to raise approximately \$20M in additional annual revenue for TransLink.
- TransLink and the Mayors' Council have agreed to increasing existing regional revenues:
 - \$3M in annual savings through efficiencies.
 - Continuing the \$80M property tax enabled in 2024 and growing by 4.15 percent annually.
 - Implementing **new** property taxes of \$44M in 2025 and growing by 4.15 percent annually.
 - \$20 impact on the median residential property in the region (\$909,000 property value) or a 0.5% increase of the total median property tax bill.
 - Implementing an additional **new** \$160M property tax increase in 2027 and growing by 4.15 percent annually.



- \$73 for the median residential property in the region, or a 1.8 percent increase of the total median property tax bill.
- Five percent fare increases in 2026 and two percent annually thereafter.
 - This increase works out to approximately \$0.14 for an average trip.
- Increasing the off-street parking sales tax from 24 percent to 29 percent.
 - Expected to increase tax amounts by \$0.40 on a \$10 parking fee.

Provincial, TransLink and Mayors' Council Contributions

Provincial, TransLink and Mayors' Council Contributions (\$millions)	2025	2026	2027	Three Year Total
Property Tax – \$80M permanent roll-over of temporary increase in 2024 growing by 4.15% annually	\$83.32	\$86.78	\$90.38	\$260.48
Property Tax - Additional increase of \$44M in 2025 growing by 4.15% annually	\$44.00	\$45.83	\$47.73	\$137.55
Property Tax - Additional \$160M increase in 2027 growing by 4.15% annually			\$160.00	\$160.00
Sub-Total Property Tax	\$127.32	\$132.60	\$298.11	\$558.03
TransLink Operating Savings	\$3.00	\$3.00	\$3.00	\$9.00
Fares		\$5.60	\$11.70	\$17.30
Parking Rights Tax		\$20.00	\$20.00	\$40.00
Total Mayors' Council/TransLink	\$130.32	\$161.20	\$332.81	\$624.33
Prov Funding Commitment	\$100.00	\$104.00	\$108.16	\$312.16
New Tool *			\$25.00	\$25.00
Total Prov	\$100.00	\$104.00	\$133.16	\$337.16
Total Revenue	\$230.32	\$265.20	\$465.97	\$961.49

* Estimate on potential partial revenues for 2027 only, depending on timing of implementation. The choice of measure and timing of introduction is at the sole discretion of the Province.

- In addition to the \$312.16M, the Province intends to introduce a new revenue source(s) in 2027 with full implementation in 2028, that in combination with existing regional revenue tools, will resolve the remaining deficit, and make further progress on the *Access for Everyone Plan* through future Investment Plans.
- TransLink's 2025 Investment Plan includes bus service expansion (approximately five percent) in underserved and overcrowded areas, planning and design for three priority Bus Rapid Transit (BRT) projects for implementation in a future Investment Plan, add capacity to existing West Coast Express trips as demand grows and see additional HandyDART trips in response to growing ridership (see Appendix 1).
- In addition to funding for TransLink's 2025 Investment Plan, the Province is also providing TransLink \$10M in one-time funding towards TransLink's active transportation projects. This funding supports cost-shared active transportation infrastructure projects

in municipalities in Metro Vancouver and will offset TransLink's allocation to these projects, enabling the agency to re-allocate that funding to other priorities.

- The Mayors' Council have identified expansion goals in the *Access for Everyone Plan* for Metro Vancouver.
- Updated projections for the plan total at least \$28B in capital spending over 10 years, with the Mayors' Council seeking to advance a first phase of expansion as soon as possible. The *Access for Everyone Plan* is unfunded and is meant to be delivered in phases, through a series of future Investment Plans.
- The proposed first phase of *Access for Everyone* expected to require additional funding of \$280M per year on average over the next decade.
- TransLink will require a new investment Plan in mid-2027 to address the remaining deficit and continue advancing priorities in the *Access for Everyone Plan* (the 2022, 2024 and 2025 Investment Plans all show service cuts in the outer years of the plans to ensure the plans remain 'balanced').

Federal Funding

- The \$2.1B in capital funding recently announced by Canada includes previously announced funding from the Canada Public Transit Fund (CPTF) "Baseline" funding envelope. This funding is typically used for State of Good Repair projects and other essential upgrades.
- TransLink has already accounted for the Baseline funding in their forecasted deficit, and it is earmarked for existing projects, not expansion. No provincial matching funding is required for federal Baseline funding.
- The remaining \$1.5B announced is for new expansion projects. However, the funding is meant to be drawn down over 10 years and requires matching provincial funding.
- This amount falls woefully short of the capital needs put forward to Canada as part of the *Access for Everyone Plan*.
- For context, TransLink's CPTF application included a \$13B capital plan, which is approximately 1/3 of the *Access for Everyone Plan*, plus \$2.5B to fund construction of an operating and maintenance centre (OMC5) required for the implementation of the Surrey Langley SkyTrain project.
- Typically, the Province and Canada have contributed around 40 percent share each of TransLink's capital plans.
- However, \$1.5B is only 11.5 percent of TransLink's proposed \$13B plan.

Appendix:

1. TransLink Service Expansion and New Investment in the 2025 Investment Plan





PROGRAM CONTACT:

- Kate Mukasa, Executive Director, Transit Strategy and Policy Branch, Government Financial Information (cell)



Appendix 1: TransLink Service Expansion and New Investment in the 2025 Investment Plan

- With provincial commitment and regional revenue tools increase approved by the Mayors' Council in a 2025 Investment Plan, TransLink can implement the following:
 - Overall, five percent increase in bus service, the largest expansion since 2018.
 - Design of three BRT corridors.
 - Additional HandyDART trips in response to growing ridership.
 - Adding West Coast Express train cars to address customer demand.
 - 70 percent increase to funding delivered to local governments for the Major Road Network.
 - Continuing investment for active transportation, road safety, road structures, and bus priority infrastructure.
- The funding will also complete the necessary hiring to support the opening of the Broadway Subway Project in 2027 – a provincial priority which will extend the Millennium Line 5.7 kilometres.
- This five percent bus service increase represents meaningful improvements to every part of the region:
 - 77 percent of the bus service increase is going to Surrey/Langley (28 percent), Vancouver/UBC (26 percent) and Burnaby/New West (23 percent), to address the most urgent needs in Surrey and the extension of the R2².
 - The remaining 23 percent of the increase is spread around the region.
- Scope wise, the five percent bus service increase covers:
 - Frequency improvements and extended hours on up to 50 bus routes to address overcrowding;
 - About 10 new service areas to better serve industrial workers;
 - Extending the North Shore's R2 RapidBus to Metrotown by 2027;
- Table 1 outlines the new transit investments in the 2025 Investment Plan.

² Extending the existing Park Royal to Phibbs route to go over the Ironworkers Memorial Bridge and down Willingdon to Metrotown. This extension is the top priority of the North Shore.



- This Plan extends local government funding programs for one more year, with nearly \$90M of funding in 2026 through the following programs (See Table 2 for distribution of new funding by year):
 - Walking Infrastructure to Transit (WITT)
 - Bicycle Infrastructure Capital Cost Sharing (BICCS)
 - Major Road Network and Bike (MRN-B)
 - Major Road Network Structures (MRN-S)

Table 1: New Investments the in 2025 Investment Plan

New Investments in the 2025 Investment Plan	
Prepare for Bus Rapid Transit • Design for BRT corridors ○ King George Blvd in Surrey to White Rock ○ Metrotown to North Shore, to run from Park Royal in West Vancouver to Metrotown in Burnaby ○ Langley-Haney Place, connecting Maple Ridge, Township of Langley and the City of Langley • R2 Extension from Phibbs Exchange to Metrotown • More bus service to build ridership on corridors with future BRT (R1, 321, 501)	
Expand Service and Address Overcrowding • Add service to address overcrowding • Enhance the Frequent Transit Network (FTN): 1 route added to FTN (335) and more frequency on 7 existing routes • Better serve transit-oriented communities: 1 new peak-only route (68th Ave Crosstown), and extended hours of operation on 2 routes (Harbourside, 88th Ave) • Better serve industrial workers and lands: 3 new or enhanced peak-only service areas (Gloucester, Tilbury, Campbell Heights) and improvements to 10 existing routes • Better serve communities with currently limited access to transit: 1 new service area (Central Royal Oak) and improvements to 23 existing routes • More HandyDART service to respond to growing demand • More rail car capacity on existing West Coast Express trips as ridership growth continues	
Seasonal Service to Parks and Beaches • 7 new or enhanced seasonal services to parks and beaches (Belcarra, Campbell Valley, Centennial Beach, Golden Ears, Minnekhada, Stanley Park, Terra Nova) primarily on summer weekends and 1 new specialized service. Improvements to 10 existing routes.	
Extend streets and roads investments	



- 70 per cent increase to funding delivered to local governments to rehabilitate the Major Road Network
- Extend existing local government funding programs 1 additional year for active transportation, road safety, and road structures
- Extend funding for bus priority infrastructure for 1 additional year

Table 2: New funding for local government programs by year, *in millions*, in year of expenditure.

Program	2026	2027	2028
Active Transportation (BICCS & WITT)	\$35	-	-
Road Safety (MRN-B)	\$31	-	-
Road Structures Rehabilitation (MRN-S)	\$21	-	-
Bus Speed and Reliability (BSR)	\$13	-	-
Major Road Network Pavement Rehabilitation*	\$47	\$48	\$56

*TransLink currently delivers \$66 million per year for Major Road Network Operations, Maintenance and Pavement Rehabilitation. Proposed additional funding is in addition to this amount from 2026-2028.



TOPIC: BC Transit

ISSUE: Provincial operating and capital contributions to BC Transit in Budget 2025

LEAD: Transit Strategy and Policy Branch – Policy, Programs & Partnerships Division

KEY MESSAGES:

- In Budget 2025, our government is providing BC Transit with a \$49M increase in operating grants (over three years) to manage the increased cost of delivering transit and expanding service across the province.
- The Province is increasing operating funding for BC Transit in Budget 2025 to provide more people with safe, affordable and reliable travel options in communities outside Metro Vancouver.
- Since 2017 we have increased BC Transit's operating funding by more than 70 percent (from \$108M in 17/18 to \$184M in 25/26) increasing transit service levels across the province and continuing to implement transit expansion approved in Budget 2024.
- Over the next 3 years, we are investing \$537M to support BC Transit capital projects across the province – taking action to provide public transit solutions that connect people with their communities. This funding leverages \$507M in municipal contributions and \$280M in federal contributions for a total of \$1.32B investment in BC Transit's capital projects.

KEY FACTS:

- Operating expenses for BC Transit is cost-shared between the province and local governments.
- For the Victoria Regional Transit System, the Province provides 31.7 percent (68.3 percent local share) of conventional transit costs and 63 percent (37 percent local share) of custom transit costs; in Regional Transit Systems (all systems outside Victoria) the Province provides 46.7 percent (53.3 percent local share) of conventional costs and 66.7 percent (33.3 percent local share) of custom costs.
- Increased provincial funding in Budget 2025 will enable BC Transit to address inflationary cost pressures and continue expanding service in communities across BC.

FINANCIAL SUMMARY:

- As part of Budget 2025, BC Transit's annual total operating grant funding (provincial share) is increasing by \$22.271M from \$161.548M in 2024/25 to \$183.819M in 2025/26



and by \$6.734M to \$190.553M in 2026/27 and 2027/28. The increase in operating funding includes Budget 2025 decisions:

- \$15.725M to address BC Transit's inflationary cost pressures;
- \$0.513M in 2025/26 and \$0.533M in 2026/27 and 2027/28 to fund Shared Recovery Mandate for negotiated wage increases; and
- Budget 2024 service expansion funding utilized by BC Transit:
 - \$3.299M in 2024/25 for 63,000 expansion hours
 - \$9.332M in 2025/26 for 177,000 expansion hours
 - \$16.046M in 2026/27, ongoing for 303,000 expansion hours in 2026/27, and to fully fund 358,000 expansion hours beginning in 2027/28.

BC Transit - Provincial Operating Funding 2024/25 - 2027/28 (\$ millions)					
	2024/25 Budget	2025/26 Budget	2026/27 Budget	2027/28 Budget	3-Year Total
Budget 2024 Base Budget	158.249	158.249	158.249	158.249	474.747
Budget 2024 Service Expansion	3.299	9.332	16.046	16.046	41.424
Base Operating Grant (includes Expansion)	161.548	167.581	174.295	174.295	516.171
Budget 2025 Increase to Base Funding	-	15.725	15.725	15.725	47.175
Budget 2025 Increase for Shared Recovery Mandate (SRM)	-	0.513	0.533	0.533	1.579
Total Budget 2025 Operating Grant (Base Funding + Increases for Inflationary Pressures + SRM)	161.548	183.819	190.553	190.553	564.925

**Operating funding shown in the table does not include \$2.070M in ministry funding for the Free Transit for Children 12 and Under Program that is provided as a flow-through to municipalities for foregone fare revenue compensation*

- Over the next 3 years (2025/26 to 2027/28), the Province has committed to investing \$537.29M in BC Transit's capital projects. This leverages \$506.92M in local government contributions and \$279.65M in federal funding for a total capital investment of \$1.32B in BC Transit's infrastructure.
- Capital investments over the service plan period will support priority investments including upgrades to transit exchanges and operating facilities, the procurement of electric buses and associated infrastructure to support BC Transit's Low Carbon Fleet Program, as well as maintaining a state of good repair for the transit agency's existing bus fleet and facilities.





BC Transit Capital Program - Provincial and Partner Capital Contributions (\$ millions)					
	2024/25 Forecast	2025/26 Budget	2026/27 Budget	2027/28 Budget	3-Year Total
Provincial	66.954	120.984	226.521	189.784	537.289
Federal	38.054	96.987	151.064	31.601	279.652
Municipal	51.704	71.520	168.304	267.097	506.921
Total Capital Contributions	156.712	289.491	545.889	488.482	1,323.862

PROGRAM CONTACT:

- Kate Mukasa, ED, Transit Strategy & Policy Branch, 778-698-3280



TOPIC: Active Transportation Investments

ISSUE: Investments in active transportation infrastructure

LEAD: Policy, Programs and Partnerships. Supporting: Highways and Regional Services and Integrated Transportation and Infrastructure Services

KEY MESSAGES:

- The Ministry of Transportation and Transit (MOTT) supports Active Transportation (AT) investments through grants to First Nations and local governments, investments in provincial owned rights-of-way and active transportation elements as part of major infrastructure projects.
- In 2024/25 \$24.4M in active transportation grants for Indigenous and local governments will support 53 projects in communities around the province and leverage a total of \$174M in investments.
- The Ministry has identified \$32M to be invested in AT elements in Highways and Regional Services projects, such as:
 - A new AT overpass serving the busy Galloping Goose Regional Trail crossing of Tillicum Rd alongside Highway 1 in Victoria, and
 - Signalization and crosswalk installations at Shorncliffe Avenue on Highway 101 on the Sunshine Coast
- The Ministry has planned \$676.6M of investments in AT as part of major infrastructure projects, such as the Surrey Langley Skytrain, Pattullo Bridge and Fraser River Tunnel projects, including over 13km of Multi Use Pathways which will be delivered as part of the Highway 1 Fraser Valley Corridor Improvement Program.

KEY FACTS:

- MOTT delivers a variety of infrastructure funding and programs to increase access to affordable and sustainable transportation options for people across B.C.
- The work to increase walking and cycling access includes grants for Indigenous and local governments, active transportation infrastructure on ministry rights-of-way and in major projects, as well as education, safety and awareness programs.
- MOTT's work to increase active transportation use helps the Province meet the GHG emissions reduction targets, increase the shift to cleaner modes, increases connections to transit and provides affordable transportation options for British Columbians.

FINANCIAL SUMMARY:



PPP Active Transportation Breakdown

Program name	24/25 Budget Estimate	25/26	26/27	27/28	Total Budget 25 (3 yrs)	Total Budget 24 (3 yrs)	Variance (\$) with (% in brackets)
<i>Capital</i>							
Active Transportation Capital Program	15	40	40	40	120	95	\$25 (26%)
<i>Operating</i>							
Active Transportation Infrastructure Grants Program	6	6	6	6	18	18	\$0 (0%)
Total: Annual MOTT Active Transportation	21	46	46	46	138	113	\$25 (22%)
Min of Energy and Climate Solutions (CleanBC)							
Active Transportation Grants Program	14	14	14	14	42	42	\$0 (0%)
Active Transportation Education/ Safety Programs	4	4	4	4	12	12	\$0 (0%)
Total: ECS (CleanBC) Active Transportation	18	18	18	18	54	54	\$0 (0%)

Government Financial Information

Grand Total Funding (Capital and Operating)	53	64	64	64	192	181	\$11 (6%)
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Highway Regional Services

Region	Total Active Transportation Investment 23/24	Total Active Transportation Investment 24/25 (forecasted)	Total Active Transportation Investment 25/26 (forecasted)
South Coast Region	\$24.32M	\$13.5M	\$31.5M
Southern Interior Region	\$2.98M	\$898K	\$500K
Northern Region	\$892K	\$350k	n/a
TOTAL	\$29.74M	\$31.11M	\$32.0M

MOTT – Major Project Breakdown

Project	Total Active Transportation Investment	Notes/Comments on scope of AT work
Pattullo Bridge Replacement	\$120.0M	Multi-Use Pathways (MUP) including the two pedestrian-only walkways one from the north east connecting Columbia to the bridge, original design cost and incremental cost of MUP widening.
Broadway Subway Project	\$0.4M	Bike parkade & rack. If Active Transportation includes escalators & elevators, which the project has for each station, \$48.7M can be added as an estimated value.
Kicking Horse Canyon Phase 4	\$5.3M	Specifications include shoulders that support active transportation, and the incremental cost approx. of \$5.3M
Highway 99 Tunnel Program		
<i>Fraser River Tunnel Project</i>	<i>\$185.0M</i>	Tunnel MUP



<i>Steveston Interchange Project</i>	<i>\$5.0M</i>	Sidewalk widening & bike lanes on north and south side of overpass and MUPs to buses and prep for F RTP
<i>Transit and Cycling Improvements</i>	<i>\$0.9M</i>	New MUP, signals and shuttle stop.
Surrey Langley SkyTrain	\$60.0M	Pedestrian sidewalk & bike lanes along the transit alignment
Fraser Valley Highway 1 Corridor Improvement Program	\$300M	13.8 km of MUP, 0.9km sidewalk, and 2.9km bike lanes, including upgraded facilities on 10 interchange/overpass structures.
TOTAL	\$676.6M	

PROGRAM CONTACT:

Kate Berniaz, Director, Clean Transportation and Programs, Government Financial Information



TOPIC: Fraser Valley and Sumas Prairie Flood Resilience

ISSUE: Fraser Valley and Sumas Prairie Flood Resilience.

LEAD: Integrated Transportation and Infrastructure Services

KEY MESSAGES

- **MOTT is involved in the collaborative, multi-agency response to support flood mitigation planning in the Sumas Prairie,**
- **This includes helping to ensure any planned future highway improvements are compatible with the strategy developed.**
- **The Sumas River Watershed Flood Mitigation Plan (SRWFMP) is developing a flood mitigation strategy for the Sumas Prairie.**
- **In 24/25 MOTT invested \$525K to support SRWFMP. It included funding to build a new hydraulic model for the Sumas Prairie which is critical to understanding flood risk.**
- **Additional funding was provided to EMCR through MOTT's Highway Infrastructure Climate Adaptation program to enable SRWFMP participants to run additional hydraulic model scenarios.**
- **In 24/25, MOTT invested \$185K on an analysis to quantify the impact of potential Highway 1 closures due to flooding.**

- Government Financial Information

- **This funding also supports flood mitigation planning efforts that are related to Highway 1.**

KEY FACTS:

- The SRWFMP was signed on April 28, 2023. This framework sets out a process for First Nations, local government, the province, and the federal government to work efficiently and collaboratively toward solutions and approaches to address the challenge of flooding risk in the Sumas Prairie.
- The SRWFMP participants include EMCR, AF, WLRS, MOTT, local First Nations (Semá:th, Leq'á:mel, and Matsqui), as well as the cities of Abbotsford and Chilliwack. The federal government has been invited to participate, but its involvement remains minimal.



- Under the current governance structure, MOTT is 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.
- The second SRWFMP Leadership Table Meeting took place on March 7, 2025, in Abbotsford, BC, where leadership set priorities for the coming year. The Steering Committee was tasked with identifying the top three deliverables and will report back on progress within 90 days

FINANCIAL SUMMARY:

Program name		23/24 Budget Estimate	24/25	25/26	26/27	Total Budget 24 -27 (3yrs)
\$M						
Fraser Valley Highway 1 Corridor Improvement Program – Phase 4	Hydraulic Model Development	0	.375	0	Advice/Recommendations; Government Financial Information	
	H1 Network Impact Assessment	0	.185	0		
	Support future MoTT involvement in the SRWFMP	0	0	.15		
Highway Infrastructure Climate Adaptation Program	JV to EMCR to support execution of hydraulic model scenarios	0	.15	0		
		0	0.71	0.15		

PROGRAM CONTACT:

Brayn Crosby, Director, Infrastructure Resilience, ITIS, 250-261-9828



TOPIC: Integrated Transportation and Development Strategy

ISSUE: Planning Together BC (PTBC) Program

LEAD: Integrated Transportation Planning Branch, Integrated Transportation and Infrastructure Services Division.

KEY MESSAGES:

- **Planning Together BC (PTBC) is government's approach to integrating transportation and land use planning decisions.**
- **PTBC informs how the province works with local and regional governments to develop long-range regional plans and individual projects that link multi-modal transportation with housing, community infrastructure, and economic needs/opportunities.**
- **MOTT has developed tools and resources to advance the goals of PTBC and is enhancing current investment decision making processes.**
- **Several projects underway are applying PTBC goals including Surrey Langley SkyTrain, Highway 1 Fraser Valley Corridor Improvement Program, South Mission Integrated Transportation Study, and the Moray Area Planning Study.**

KEY FACTS:

- In 2021, The PTBC framework (vision, goals and objectives) was completed.
- The framework established the integrated transportation planning approach and identified opportunities to apply PTBC to projects, programs, policies and initiatives.
- The ministry is also applying these goals and objectives in partnership with local governments and others on area and region-specific projects, such as:
 - The Moray Area Planning Study (MAPS) is an initiative underway to develop strategies and options to support YVR, Musqueam Indian Band and Richmond's current and future transportation and land use needs and improve the national supply chain between YVR and our provincial highway.
 - The South Mission Integrated Transportation Study (SMITS) is an initiative underway to explore how the provincial transportation network can support the City of Mission's redevelopment plans and enhance the multi-modal movement of goods and people in, around and through the South Mission area.
 - Prioritizing future investments (Investment Decision Making Framework) by applying PTBC goals to future projects.





FINANCIAL SUMMARY:

- In 2024/25, total of \$1.06M was expended by MOTT to continue advancement of PTBC.

Project/ Initiative	23/24 (\$M)	24/25 (\$M)	Total Expenditure to 2024 (\$M)(2 Years)
Investment Decision Making Framework	\$0.200	\$0.300	\$0.500
Integrated Transportation Development Strategy	\$0.310	\$0.070	\$0.380
South Mission Integrated Transportation Planning Study	\$0.280	\$0.350	\$0.630
Fraser Valley Integrated Transportation Planning	\$0.100	\$0.030	\$0.130
Moray Area Planning Study	\$0.600	\$0.300	\$0.9 (50% Federal Cost Share)
Provincial Mobility Hub Strategy	\$ -	\$0.010	\$0.0100

PROGRAM CONTACT:

- Kathryn Weicker, Executive Director, ITPB, ^{Government Financial}Information



TOPIC: Fraser Valley Integrated Planning

ISSUE: Integrated Transportation Planning in Fraser Valley

LEAD: Integrated Transportation Planning Branch, Integrated Transportation and Infrastructure Services Division.

KEY MESSAGES:

- **We are making unprecedented infrastructure investments in the Fraser Valley, including the ongoing expansion of Highway 1 and the construction of the SkyTrain to Langley.**
- **The 2021 atmospheric river events highlighted the need to ensure all levels of government not only align long-term planning efforts related to future growth, but also appropriately account for climate change and resiliency.**
- **The ministry is facilitating this work by bringing cross ministry partners, local governments, transit agencies and First Nations together to identify how to align resources and efforts and achieve shared goals.**
- **An integrated transportation plan for the Fraser Valley will help the province make the most of its transportation infrastructure so that people can get home and to work faster and that goods get to markets more efficiently.**
- **The first phase of the planning work is underway, focused on defining those shared goals.**

KEY FACTS:

- The Fraser Valley continues to experience rapid growth and rising congestion resulting in increasing pressure on development, transportation infrastructure and housing.
- These pressures have highlighted the need for various levels of government to align their long-term planning efforts and in response, the Ministry of Transportation and Transit, is collaborating with local governments, transit agencies and First Nations to advance integrated transportation planning in the region.
- The initial works included a comprehensive data collection initiative, an environmental scan, and a regional passenger rail pre-feasibility study on existing rail corridors.
- The rail pre-feasibility study identified potential future benefits of a regional passenger rail concept. Further analyses would be required to assess corridor and infrastructure condition, commercial interests, ridership, governance, emerging technologies and overall costs and benefits of integration with other major transportation projects in the region.



- Prior to advancing any analysis of higher-order transit (BRT, rail), the ministry is first taking a big-picture look at what can be done to make the most of all its transportation infrastructure in partnership with local governments, transit agencies and First Nations.
- The ministry has engaged with elected officials and staff from the six municipalities in the region (Abbotsford, Chilliwack, Hope, Kent, Mission, and Harrison Hot Springs) and the Fraser Valley Regional District (FVRD), and transit agency staff from BC Transit and TransLink.
- The ministry also engaged Fraser Valley First Nations including Cheam First Nation, Sumas First Nation and Popkum First Nation as well as presenting to the S'ólh Téméxw Stewardship Alliance with represents seventeen First Nations within the Fraser Valley.
- The ministry has developed a draft vision that builds off and supports regional transportation plans such as the Fraser Valley Regional District's Regional Growth Strategy vision and transportation goals and BC Transit's Transit Future Action Plans: Abbotsford – Mission.
- The Visioning process will be complete this Spring and staff are currently working to develop a potential path forward for future integrated transportation planning in the region.

FINANCIAL SUMMARY:

- Since 2023, \$130k has been invested in Fraser Valley Integrated Planning; the remaining \$220k will help advance additional work in 2025/26.

Project/ Initiative	23/24 (\$M)	24/25 (\$M)	25/26 (\$M)	26/27 (\$M)	Total Budget 2024 (\$M)(3 Years)
Fraser Valley Integrated Transportation Planning	\$0.100	\$0.030	\$0.220	\$ -	\$0.350

PROGRAM CONTACT:

- Peter Webber, Director, ITPB, ^{Government Financial}Information



TOPIC: Transit Oriented Development – Provincial Properties

ISSUE: The Minister's mandate letter includes a commitment to champion transit-oriented development

LEAD: Integrated Transportation & Infrastructure Services

KEY MESSAGES:

- The *Transportation Act* gives MOTT the authority to acquire land for transit-oriented development (TOD).
- TOD is the co-location of housing, services, retail and/or public amenities at densities that support transit, near transit stations.
- Provincial delivery of TOD, on properties the province owns through the BC Transportation Financing Authority (BCTFA), is a MOTT mandate letter commitment that can help the province meet its housing targets, help people get home and to work faster, and optimize provincial capital investments in transit and other provincial infrastructure services.

KEY FACTS:

- MOTT administers \$394M to acquire land for TOD and to advance TOD at six sites enabling approximately 10,000 units of housing. MOTT also administers \$262M for TOD as part of the Surrey-Langley SkyTrain (SLS) project.
- Priority TOD projects for Fiscal 2025/26 include: SLS 152 St Station in Surrey, Uptown in the District of Saanich, ICBC at 151 W. Esplanade in the City of North Vancouver and Moody Centre Station in Port Moody.
- On December 7, 2023, the Province passed the Housing Statutes (Transit-Oriented Areas) Amendment Act to define 104 transit-oriented areas (TOA).
- All impacted local governments have adopted the bylaws to designate TOA, except for Township of Langley.
- In TOAs, local governments must allow minimum levels of density (Floor Area/Space Ratio) and building height (storeys) when making zoning decisions. As well, local governments must allow the provision of off-street residential parking spaces to be determined by the market.

FINANCIAL SUMMARY:

The following table provides the forecasted cash flow of the TOD program in the Transportation Investment Plan (TIP):





TIP - TOD Program Allocations (in \$ thousands)	Prior Years	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	Total
Total - TOD Properties Envelope		32,131	17,770	Advice/Recommendations; Government Financial Information				
Total - TOD Pilot Projects		10,479	-					
Total - Transit Oriented Development		42,610	17,770					
Total - SLS TOD Program	5,099	38,485	17,187					
Total - TIP TOD Programs	5,099	81,095	34,957					

PROGRAM CONTACT:

- Alycia Traas, Project Director, Integrated Development, 250-650-6553



TOPIC: Transit Oriented Development - Municipal TOAs

ISSUE: Transit-Oriented Area (TOA) legislation implementation and compliance.

LEAD: Ministry of Transportation and Transit (MOTT), supported by Ministry of Housing and Municipal Affairs (MHMA) Land Use Management Branch.

KEY MESSAGES:

- In fall 2023, as part of the Province's Homes for People action plan, the Province passed a suite of housing legislation to help deliver more homes across B.C., faster.
- This included changes through Bill 47 - the *Housing Statutes (Transit-Oriented Areas) Amendment Act* which designates Transit-Oriented Areas (TOA) to enable higher density neighbourhoods near key transit stations and eliminate minimum parking requirements near these transit stations.
- TOAs aim to create high-density housing and mixed-use development within walking distance of transit hubs, supporting 'complete communities.'
- Within TOAs, municipalities must not reject rezoning or development applications solely on the basis of density and height, if the proposed density and height do not exceed the minimum allowable density prescribed by the Province.

KEY FACTS:

- By June 30, 2024, 31 municipalities were required to:
 - Designate TOAs by bylaw within 800m of passenger rail stations (e.g., SkyTrain stations) and 400m of bus exchanges and West Coast Express stations that are listed in the regulations; and
 - Adopt parking bylaws establishing that the provision of off-street residential parking is not required in TOAs.
- Municipalities must also consider the provincial [TOA policy manual](#) when designating TOAs, developing or amending zoning bylaws, developing or amending official community plans (OCPs), and developing or amending parking bylaws.
- 30 out of 31 municipalities complied with the legislative requirements and adopted TOA bylaws.
- The Township of Langley did not adopt a TOA bylaw for its portion of the 196 Street (Willowbrook) Station. This TOA also falls within the jurisdiction of the City of Surrey and the City of Langley, both of which have designated their respective portions of the TOA.
- The province has designated the portion of the outstanding TOA in the Township of Langley.





- This designation provides clarity for the development community and the public so there is no uncertainty or inconsistency with the application of the TOA requirements. Economic modeling suggests that Transit-Oriented Development (TOD) and small-scale multi-unit housing (SSMUH) legislative changes could result in 261,000 to 369,000 net new housing units over the next 10 years.
- The province has also made an administrative update to the Aberdeen Station TOA in Richmond to exclude 11 parcels in the Burkeville neighbourhood, on Sea Island near the Vancouver International Airport. The update provides regulatory certainty and addresses concerns from the City of Richmond and the airport about safe airport operations.

FINANCIAL SUMMARY:

- MOTT's Integrated Development Branch has allocated 1.5 FTEs to TOA policy work.
- The Ministry of Housing's Planning and Land Use Management Branch has allocated 0.5 FTEs to support TOD implementation.

PROGRAM CONTACT:

Emily Sinclair, Senior Executive Director, Integrated Transportation & Infrastructure Services Division, (250) 952-0853





TOPIC: Permitting Strategy Housing

ISSUE: Role of Ministry of Transportation and Transit in the Provincial Permitting Strategy for Housing

LEAD: Highways and Regional Services Division

KEY MESSAGES:

- **The Ministry of Transportation and Transit is doing its part to support the Province's priority to provide homes for people faster.**
- **We are working in partnership across government to make improvements to the permitting system, including:**
 - **Creating a housing Strike Force of 9 dedicated staff to accelerate priority housing-related approvals,**
 - **Developing agreements with local governments to speed up approvals by pre-approving lower risk approvals,**
 - **Streamlining approvals associated with small-scale multi-unit housing rezonings,**
 - **Working as part of the Housing Action Taskforce, led by WLRS, which is focused on streamlining housing permitting for projects that require approvals across multiple ministries, and**
 - **Hiring 21 additional staff, which was approved in Budget 2023.**
- **Examples of what this work has achieved include:**
 - **Average housing rezoning approval timelines in the Lower Mainland were reduced from 60 days prior to Strike Force creation to just 7 days in 2024.**
 - **In 2024, the ministry received 388 referrals in the lower mainland and processed 385 of those. Provincially, the ministry received an additional 420 applications, processing 100% of those by the end of 2024.**
 - **These approvals enabled over 33,958 housing units in the province since January 2023.**
 - **In 2024, a Ministerial Order was signed that exempts local governments from having to submit a bylaw or text amendment for an approval to the ministry if the bylaw follows the Small-Scale Multi-Unit Housing legislation.**
 - **The ministry has collaborated with five local governments in developing agreements to expedite the approvals processes, entering into agreements with the Cities of Duncan, Prince George and Nelson. Two other agreements with the**





City of Kelowna and the Regional District of Okanagan-Similkameen (RDOS) are in process.

KEY FACTS:

MOTI Permitting Authority

- The Transportation and Local Government Acts grant the ministry authority to approve local government land use decisions within 800m of a controlled access highway intersection and authorizes use and access to ministry right-of-way.
- For subdivisions outside of municipal jurisdiction, the ministry's Development Services team coordinates referrals to multiple agencies and engineering disciplines and reviews all aspects of subdivisions. The ministry's Provincial Approving Officers are the statutory decision makers for these files.

Development Services

- 85 ministry Development Services staff in 22 offices across the province complete appx. 6,000 authorizations per year which includes local government approvals, permits, and rural subdivisions.
- Of these authorizations, approximately 30% support housing developments.

Changes to 800m Controlled Area

- The ministry is reviewing the 800m controlled area authority to ensure better alignment with current conditions and Provincial affordable housing initiatives and priorities.
- This work is underway and will be used to assess possible changes to legislation, policy, and operations, that balance the needs of a safe, functional highway system and facilitates development in a manner conducive to stakeholder and local government needs.

FINANCIAL SUMMARY:

- The following table summarizes the ministry budget lift to increase staffing to support priority permitting (housing and connectivity).

	2023/24	2024/25	2025/26
Budget 2023 lift for Permitting Staff (in \$000)	\$870	\$1,482	\$1,482

PROGRAM CONTACT:

- Darrell Gunn, Executive Director, Highway and Regional Services, ^{Government Financial}Information



TOPIC: Taxi & Ride Hail

ISSUE: Status of Taxi and Ride Hail Industry in BC

LEAD: Policy, Programs, and Partnerships Division (Support: Highways and Regional Services)

KEY MESSAGES

- **Government remains committed to supporting a level playing field between taxi and ride-hail through made-in-BC regulatory framework.**
- **The taxi and ride-hail industry is regulated by the independent Passenger Transportation Board, and we respect the Board's authority to make decisions in the best interests of industry and British Columbians.**
- **The Ministry continues to improve BC's passenger directed transportation industry, including supporting accessibility in the taxi industry through the Passenger Transportation Accessibility Program (*see note on the Passenger Transportation Accessibility Program*).**
- **As is common across other jurisdictions, the Province levies a per-trip fee on non-accessible ride-hail trips to support accessible services, as well as increased administration and enforcement costs related to the introduction of ride-hail in BC.**

KEY FACTS:

- Since collection of per-trip fees began in 2019, revenues have been used to:
 - Increase roadside enforcement presence of the Ministry's Passenger Transportation Enforcement Officers;
 - fund staffing resources for the Passenger Transportation Board and CVSE modernization;
 - create and maintain information management systems;
 - develop policies needed to ensure appropriate oversight;
 - regulate an evolving passenger-directed vehicle industry; and,
 - provide funding to taxi companies to support the purchase, maintenance, and operation of wheelchair-accessible taxis.
- In 2023, per-trip fees for trips in ride-hail vehicles increased from \$.30 to \$.90 to ensure continued offsetting of regulatory costs to the Ministry and create and support a sustainable and impactful accessibility program (*see note on the Passenger Transportation Accessibility Program*).



Advice/Recommendations

- In May 2024, the Special Committee to Review Passenger Directed Vehicles released its report with 34 recommendations. This spring, the Ministry is consulting with industry and other stakeholders on responses to the Special Committee's recommendations (see *note on Special Committee for information on work underway to implement recommendations*).
- In February 2025, the Passenger Transportation Board announced new requirements for taxi meters to support compliance with provincial data submission requirements, starting May 1, 2026.

FINANCIAL SUMMARY:

- Total per-trip fees collected from 2020/21 through 2023/24 were \$42.4M.
- During the same period \$5M was spent from the Ministry's base budget for a total of **\$47.4M in expenditures to support passenger transportation accessibility**.
- Total per-trip fees collected for FY 2024/25 were approximately \$35.4M with \$20.3M of the total collected expensed on passenger transportation accessibility programming as per the table below.

Categories	Expenditures (\$000s)					TOTAL
	2020/21	2021/22	2022/23	2023/24	2024/25	
Salaries and Benefits (IT and Program Administration Staff) and Enforcement costs	2,664	3,824	4,046	4,787	7,318	22,639
IT Amortization and Maintenance (IT Systems)	630	1,995	3,219	4,494	3,967	14,305
Program Grants to taxi industry	-	-	2,563	14,107	6,965	23,635
Passenger Transportation Board	643	923	1,689	1,786	2,003	7,044
Total	3,937	6,742	11,517	25,174	20,253	67,623

- In 2020/21 and 2021/22, per-trip fees of \$2.604M and \$4.437M respectively were paid into the Consolidated Revenue Fund (CRF). The Ministry utilized \$3M per year in voted appropriation to fund ride-hail start-up in 2020/21 and 2021/22.
- In 2022/23, fees started to be recovered by MOTT and \$9.347M from fees and an additional \$2.17M from the ministry's base budget was allocated as shown for a total expenditure of \$11.517M.





- In 2023/24, per-trip fees of \$811K lapsed into the CRF as unallocated.
- In 2024/25, per-trip fees of \$15.2M lapsed into the CRF as unallocated.

PROGRAM CONTACT:

Government Financial

Ardys Baker, Executive Director, Strategic Policy and Legislation (Cell: Information)

Steven Haywood, Executive Director and Registrar, CVSE (Cell: 604 220-7176)





Advice/Recommendations



TOPIC: CVSE Overview

ISSUE: CVSE Overview

LEAD: CVSE, Highways and Regional Services Divisions

KEY MESSAGES:

- **CVSE officers patrol B.C.'s roads and highways daily, working with other agencies to enforce safe driving regulations for commercial trucks and commercial passenger vehicles.**
- **CVSE's Provincial Permit Centre issues oversize/overheight permits to commercial carriers, along with approved routes to help drivers and their vehicles travel safely.**
- **CVSE works strategically to advance policies and programs that support and modernize the industries they regulate.**
- **Working with the commercial trucking, passenger transportation and vehicle inspection industries, CVSE promotes practices and standards that help keep B.C. highways safe.**

KEY FACTS:

CVSE has 238 positions, 177 of which are assigned to operations, including roadside enforcement activities around the province, either as part of mobile operations, or working from fixed inspection stations/weigh scales. The other positions are dedicated to program management, engineering and the provincial permit centre.

CVSE officers use their expertise to visually inspect hundreds of thousands of commercial trucks and to complete routine school bus inspections each year. In 2024, approximately 27,300 vehicles were identified and pulled over for a closer look by our officers with the following results:

- 10,300 vehicles taken out of service until repairs could be made;
- 15,000 vehicles with less serious violations requiring repairs; and
- 2,000 passed inspection.

It should be noted that these numbers are not indicative of the industry as a whole. Generally, only those vehicles which our trained officers flag for further inspection make the tally.

Each year, CVSE staff:

- Inspect 27,000+ commercial vehicles at scales and on the roadside for safety;
- Inspect 3,000+ school buses;
- Issue 150,000+ permits;
- Monitor 37,000+ carriers with 185,000+ commercial vehicles for compliance; and



- Designate 1,600+ inspection facilities and authorize 6,100+ inspectors, who conduct approximately 370,000 inspections annually.

Overview of CVSE implemented safety improvements 2021-2024:

- Mandatory Entry Level Training became a pre-requisite for Class 1 driver's license applicants on October 18, 2021 (now falls under the regulatory responsibility of ICBC).
- Electronic Logging Devices were mandated for commercial vehicles on August 1, 2023, reducing the likelihood of drivers operating while tired.
- Progressive Enforcement Framework was formalized on December 14, 2023, in response to commercial vehicle highway infrastructure crashes.
- Speed Limiters were mandated for heavy commercial vehicles on April 5, 2024, preventing acceleration over a maximum speed of 105 km/h.
- In-cab warning devices were mandated for commercial vehicles with a dump box capable of rising above 4.15 metres on June 1, 2024. These alert drivers if their box is raised, helping to prevent infrastructure crashes.

FINANCIAL SUMMARY:

2025/26 budgets for CVSE and the (former) Passenger Transportation Branch (PTB) are as follows:

CVSE

- Gross Operating: \$36,562,000
- Recoveries: (\$4,255,000)
- Net budget: \$32,307,000

**Recoveries include TNS, NSC & GVTA recovery amounts. Overall total also includes \$345k for Facilities/Weigh Scales (administered separately through the ministry's Finance & Risk Management Division)*

PTB (not included in CVSE's budget)

- Gross Operating: \$13,706,000
- Recoveries: (\$11,728,000)
- Net budget: \$1,978,000

PROGRAM CONTACT:

Steven Haywood, Executive Director and Registrar, CVSE - Cell: 604 220-7176

TOPIC: Commercial Vehicle Safety & Enforcement (CVSE) Officer Safety

ISSUE: Increased incidents of vandalism and aggression toward CVSE facilities and officers

LEAD: CVSE, Highways and Regional Services Division

KEY MESSAGES:

- Incidents of vandalism and aggression involving CVSE officers and facilities are always taken seriously, investigated both by RCMP and internally by CVSE.
- CVSE has provided officers with safety equipment, technology, and training, while building a robust Violence Prevention Program and internal joint Operational Health and Safety (OHS) committees.
- The ministry is in the process of engaging a qualified, independent third party to conduct a comprehensive CVSE program review, in conjunction with the BC Public Service Agency.
- CVSE anticipates the review will be completed ^{Advice/Recommendations}

KEY FACTS:

- Over the past five years, there have been nearly a dozen incidents of vandalism and aggression involving CVSE facilities, vehicles and officers. Examples include inspection stations shot at and set on fire (scales were closed at the time); vehicles damaged by axe, gunfire and wheel/tire removal (staff not present); and officers grabbed, pushed and pointed at with a pellet gun.
- RCMP investigations have found they were motivated by hostility toward government or law enforcement generally, and not CVSE specifically.
- Following any safety-related incident, CVSE communicates with all staff, providing policy reminders and directing interim safety measures while RCMP and internal investigations are underway. Officers involved in incidents are followed up with to check on their wellbeing, and all staff are provided with links to workplace mental health supports, should they be needed.

Personal Security



Advice/Recommendations; Security Concern

FINANCIAL SUMMARY:

While the cost of an independent third-party review can range from \$25K - \$75K, there will not be a confirmed amount until a successful proponent has been identified. The cost will be funded from within the Ministry's budget.

PROGRAM CONTACT:

Steven Haywood, Executive Director and Registrar, CVSE - Cell: 604 220-7176



TOPIC: Goods Movement

ISSUE: The Ministry of Transportation and Infrastructure is advancing the Goods Movement Action Plan (GMAP) to strengthen B.C.'s economy and diversify trade.

LEAD: Integrated Transportation and Infrastructure Services Division

KEY MESSAGES:

- **GMAP will help ensure B.C.'s goods movement ecosystem evolves and responds to a shifting landscape and contributes to strengthening B.C.'s economy.**
- **The challenges faced by supply chains during the last few years (extreme weather events, pandemic, labour shortages and disruptions, etc.) demonstrate the critical importance of effective collaboration with our partners.**
- **Tariff threats by the U.S. make it even more important to strengthen domestic and international trade to find new markets for our products and reduce trade barriers within Canada.**
- **The action plan will help the Province tackle economic challenges by growing B.C. exports overseas, creating economically vibrant community, and championing B.C.'s international reputation for trade and investment.**
- **Ultimately, the action plan will support trade diversification and sustainable economic growth throughout the province.**

KEY FACTS:

- B.C. businesses have faced numerous supply chains challenges over the last few years, including extreme weather events, pandemic, labour shortages and disruptions, and now tariff threats.
- GMAP is focusing on short and medium-term actions that are being delivered in partnership with transportation providers, stakeholders, Indigenous groups, and other levels of government.
- Examples of actions underway include:
 - Implement the Truck Survey Data Program to collect and publish data on the movement of goods through B.C.'s highways.
 - Expand the Weigh2GoBC program to Highway 5A and Mount Robinson to provide time, fuel and cost savings to carriers and improve safety.
 - Establish a multi-agency approach to address community challenges, transportation barriers, and to capitalize on economic growth and employment opportunities at Prince Rupert and along the Northern Corridor.
 - Explore new transportation links between Vancouver Island and YVR to enhance inter-regional movement of air cargo and passenger.





- Advance the Fraser Valley Highway 1 Corridor Improvement Program to improve the capacity, fluidity, connectivity and resiliency.
- The ministry will continue to work with transportation industry and business stakeholders to address emerging needs and opportunities to diversify B.C. and Canada's trade.
- Federal regulatory responsibility and provincial / territory coordination sometimes limit B.C.'s ability to influence many components of the goods movement ecosystem.
- This makes alignment and partnership with the federal government and provincial and territorial counterparts even more important.
- The Ministry will work with the other levels of government to address supply chain vulnerabilities by advancing initiatives that support resiliency and enhance coordination between supply chain partners.

FINANCIAL SUMMARY:

- Funding for GMAP actions fall under a number of ministry program areas including Highways and Regional Services, Integrated Transportation and Infrastructure Services, and Policy, Programs and Partnerships.

PROGRAM CONTACT:

- Sohee Ahn, Executive Director, Transportation Supply Chain Branch, 778-698-2870



TOPIC: Office of the B.C. Container Trucking Commissioner

ISSUE: Office of the B.C. Container Trucking Commissioner (OBCCTC)

LEAD: Integrated Transportation and Infrastructure Services Division

KEY MESSAGES:

- **Commercial trucking plays a critical role in the movement of crucial goods (fuel, food, feed) to communities as well as enables interprovincial and international trade.**
- **A stable, fair and competitive container trucking sector supports the competitiveness of our goods movement network and strengthens B.C.'s economy.**
- **The OBCCTC is independent of the Ministry.**
- **The OBCCTC issues tags to companies and audits companies for compliance per the conditions of license. License terms are set by the Commissioner, as the sector's independent regulator.**

KEY FACTS:

- Supporting a stable and competitive trucking sector is critical to the overall competitiveness of the trade network and the sustainable growth of BC and Canada's economies. Trucking is a \$2.3B industry in B.C.
- To better understand commercial trucking movements, the Ministry has initiated a data collection and analysis program to enhance understanding of goods movements by road in the province. This data can help inform operational decisions by trucking companies and cargo owners as well as support government's strategic planning and investment decision making and response to disruption events like fires and floods.
- The Office of the BC Container Trucking Commissioner (OBCCTC) undertakes the following to ensure stability in the sector and that drivers are fairly compensated):
 - Establishes rate regulation for drayage companies servicing the Port of Vancouver
 - Ensures compliance through audits and investigations
 - Provides better accountability and accessibility of the drayage sector
- Funding for the OBCCTC comes from a portion of the fees collected by the Port of Vancouver from trucking companies to access the terminals.



- Fines issued by the Commissioner go to government's consolidated revenue fund eliminating conflicts between the OBCCTC's operational funding and the exercise of its statutory responsibilities.
- The Commissioner's objective is to have a fair and balanced sector that pays drivers a competitive rate while maintaining the goods movement sector's overall competitiveness.
- The Commissioner's Office has a Deputy Commissioner and Commissioner appointed by Order in Council. Their remuneration is set by Crown Agencies Board Resourcing Office, in line with other Boards and Commissions.
- In late 2024, two of trucking companies, Gulzar Transport Inc. and Jet Speed Transport Ltd. (Gulzar/Jet Speed), filed for judicial review of the Commissioner's 2024 licencing and truck tag allocation process when the Commissioner switched 50 company driver tags to 50 independent operator tags.
- While a decision was pending, the Court allowed Gulzar/Jet Speed to continue to operate under their old licence with provisional company tags. On March 7, 2025 the Court upheld the Commissioner's licensing process and provisional tags were cancelled.
- Since the court decision, some impacted drivers have found work elsewhere within Gulzar/Jet Speed. The OBCCTC takes regular meetings with drivers who have been laid off to support informal efforts to facilitate finding them alternative work in the drayage sector.
- Some drivers have also made claims that they were laid off, in breach of the *Employment Standards Act*. These drivers have been advised that the Ministry of Labour's Employment Standards Branch (ESB) is responsible for administering and enforcing the Act in relation to employees not covered by a collective agreement.

FINANCIAL SUMMARY:

- The OBCCTC is funded through fees collected by the Port of Vancouver through their port access agreements.

PROGRAM CONTACT:

- Sohee Ahn, Executive Director, Transportation Supply Chain Branch
(778) 698-2870 / Cell (250) 507-7932



TOPIC: Commercial Vehicle Infrastructure Crashes

ISSUE: Commercial vehicle infrastructure crashes continue to occur

LEAD: CVSE, Highways & Regional Services Division

KEY MESSAGES:

- While the majority of commercial vehicle drivers and carriers operate safely and responsibly, infrastructure crashes continue to occur, for the most part due to inattentiveness.
- It has never been easier for commercial vehicles to follow a route safely through our highway system and avoid impact with infrastructure.
- The ministry has implemented tough new enforcement measures to deter these crashes, including mandated safety equipment, some of the highest violation ticket fines in Canada, suspensions of entire fleets, and the ability to recommend increased penalties through the courts.
- The ministry is taking a hard line when it comes to infrastructure crashes.
- To date, more than \$50,000 in violation tickets have been issued by the ministry's Commercial Vehicle Safety and Enforcement (CVSE) officers to more than 40 drivers/carriers involved in these crashes. More than 30 carriers have been suspended, costing far more than the expense of a ticket in missed business.
- We are also working with the federal government and other provinces Cabinet Confidences; Intergovernmental Communications
- The ministry continues to explore new measures to prevent infrastructure crashes.

KEY FACTS:

- As this issue has gained public awareness, even minor incidents are getting attention. Since December 2021, 70 infrastructure crashes have been reported.
- CVSE officers investigate every incident to determine what enforcement action will be taken and report the information online as a caution to other commercial operators.
- During enforcement checks, CVSE officers measure loads and look for permits and in-cab warning systems. They remind commercial drivers of their responsibilities, including pre-trip checks, proper load securement, and following the approved route for their permit.
- The ministry also provides industry with resources, like DriveBC's Height Clearance Tool and educational videos for Transporting and Measuring Commodities via CVSE's website.

- On December 14, 2023, the ministry announced new enforcement measures relating to infrastructure crashes, including:
 - Increased fines, from \$115 to \$575, for offences related to over-height vehicles;
 - A new regulatory requirement for commercial vehicles with dump boxes capable of rising over 4.15 meters to have in-cab warning devices installed by June 1, 2024, with contraventions resulting in a fine of \$598; and
 - CVSE's formalized Highway Infrastructure Crash Progressive Enforcement Framework, with increasingly severe enforcement for carriers involved in repeat infrastructure crashes, including suspensions up to possible cancellation of their carrier safety certificate, preventing operation in B.C.
- On March 14, 2024, amendments to the *Commercial Transport Act* were brought into force, enabling the courts to impose a fine up to \$100,000, imprisonment of up to 18 months or both, upon conviction for height-related violations. ^{Legal Information}
Legal Information
- During the February 2025 meeting of Canada's Council of Ministers Responsible for Transportation and Highway Safety (CoM), the Canadian Council of Motor Transport Administrators presented recommendations to address carriers with problematic safety records that continue to operate from one province or territory to another, including:
 - Cabinet Confidences; Intergovernmental Communications
- Ministry staff have been asked to begin working on these recommendations.

FINANCIAL SUMMARY:

- While many incidents require minimal or no repairs, some estimates have exceeded \$2M.
- When crashes damage infrastructure, repairs are covered under a claims process within the Highway Maintenance Agreement that allows the work to be completed quickly and the ministry to pursue cost recovery from the vehicle operator's insurance provider.
- If a driver is found responsible for causing an infrastructure crash, their insurance provider pays repair costs of the damage up to the limits of the policy. For heavy commercial vehicles, they must have \$1M in coverage and \$2M if dangerous goods are





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carried. These vehicle owners typically increase their insurance coverage to \$5M or \$10M. Liability insurance is included as part of ICBC basic coverage for vehicles. Additional private insurance can be purchased through ICBC and private insurers.

PROGRAM CONTACT:

Steven Haywood, Executive Director and Registrar, CVSE - Cell: 604 220-7176





TOPIC: Passenger Transportation Accessibility Program

ISSUE: Development, implementation and administration of the Passenger Transportation Accessibility Program (PTAP)

LEAD: Policy, Programs and Partnerships Division (supported by Highways and Regional Services Division)

KEY MESSAGES:

- **The Passenger Transportation Accessibility Program (PTAP) supports government's commitment, made under the *Accessible British Columbia Act*, to improve accessibility standards in a range of areas, including transportation.**
- **PTAP is designed to support the taxi industry in increasing the availability of accessible taxis and providing equitable access to passenger-directed transportation services to those who rely on it.**
- **The program launched its third phase of funding in December 2024.**
- **An estimated \$7M in funding will be provided to taxi companies for fiscal year 2024/2025 which is in addition to close to \$17M in funding provided since 2022 to 69 taxi companies for a total of \$24M.**
- **PTAP has two grant programs which support the purchase, conversion, and ongoing maintenance of wheelchair-accessible taxis and an additional one-time grant program for sedan taxis. As well there was one-time funding for fiscal 2024/25:**
 1. **The Maintenance and Operation Rebate subsidizes maintenance, fuel, and insurance costs for wheelchair-accessible taxi operators. In 2024/25, approximately \$7M has been provided to the industry.**
 2. **The Acquisition and Conversion Rebate subsidizes costs associated with purchasing or converting wheelchair-accessible taxis. This program will be open throughout the year and rebates processed as applications are received..**
 3. **The One-Time Sedan Grant provided \$970K to drivers of sedan taxis who have completed accessible trips in 2024.**
 4. **In Fiscal 2024/25, close to \$7M in funding was provided to the industry.**

KEY FACTS:

- PTAP is funded from revenues collected from the Transportation Network Services (ride-hail) per-trip fee launched in September 2019.



- The Ministry increased the fee from \$0.30 to \$0.90 per trip in January 2023 to ensure continued coverage of regulatory costs and to support a sustainable and impactful accessibility program.
- First Intake - February 2023: PTAP distributed **\$2.6M** for 382 wheelchair accessible taxis in 51 companies, through the **Maintenance Rebate**, to support increased maintenance and operating costs.
- Second Intake: January 2024, where **\$7M** was provided for 463 wheelchair accessible taxis in 59 companies through the **Maintenance and Operation Rebate** and **Acquisition and Conversion Rebate**.
 - An **additional one-time grant** of **\$7.4M** was provided to support additional accessibility measures in the taxi industry in 2023/24.
- Third Intake: December 2024 to February 14, 2025, will allocate **\$7M** to taxi companies through the **Maintenance and Operation Rebate**.
 - Included in this amount, an **additional one-time grant** of **\$970K** was provided to support drivers of sedan taxis who complete accessible trips.
 - Acquisition and Conversion Stream is still open and rebates will be allocated ongoing as received through FY 2025/26.
- Total funding provided through the three intakes plus the one time funding is \$24M (\$2.6M + \$7M + \$7.4M + \$7M)
- The Wheelchair Accessible Vehicle (WAV) **Maintenance and Operation Rebate** subsidizes applicants for the added maintenance costs associated with operating a WAV taxi compared to operating a non-accessible taxi.
- The WAV **Acquisition and Conversion Rebate** subsidizes applicants for the added costs associated with purchasing or converting a WAV taxi compared to a non-accessible taxi. this year's intake was opened December 2024 and application will be processed as received for better planning for the industry.
- The Ministry conducted consultations in 2021, 2022, and 2023 that demonstrated the need for PTAP funding to improve wheelchair-accessible vehicle services.
- The Ministry will continue to engage with stakeholders to inform program improvements and expansion, including future PTAP funding streams.

FINANCIAL SUMMARY:

- The Registrar has currently approved \$9M for PTAP for FY 2025-26.
- In 2024/25 the Ministry
 - collected approximately \$35.4M in per-trip TNS fees.
 - Allocated \$6.97M in PTAP grants





- Used \$11.29M of the fees to cover Ministry expenses associated with PTAP, as well as costs associated with regulating the ride-hail industry and enabling taxi modernization (e.g. salaries, benefits and enforcement costs, IT amortization and maintenance).
- \$2.00M covered costs of the Passenger Transportation Board.
- Allocated the remaining TNS fees of \$15.2M into the Consolidated Revenue Fund

PROGRAM CONTACT:

Trish Rorison, Executive Director, Clean Transportation and Programs Branch, Policy, Programs and Partnerships Division, 250-880-2153

Elmas Atabay, Director of Programs, Clean Transportation and Programs Branch, Policy, Programs and Partnerships Division, 250-882-4975





TOPIC: Special Committee to Review Passenger Directed Vehicles

ISSUE: The Ministry is engaging with the sector to inform potential responses to the Special Committee Report

LEAD: Policy, Programs, and Partnerships (Support: Highway and Regional Services)

KEY MESSAGES:

- The Ministry has reviewed the Special Committee report and will be engaging with the sector to inform potential responses to the recommendations.
- We will continue to work with stakeholders to improve services and support a level playing field between taxi and ride-hail sector.

KEY FACTS:

- As mandated by the *Passenger Transportation Act (PTA)*, the Legislative Assembly appointed a Special Committee to review legislative and regulatory changes made in 2019 to modernize the taxi industry and introduce ride-hail services in BC.
- The Special Committee had a one-year mandate to report out on items, including vehicle supply, safety, employment, environmental impacts, and service to rural and remote communities.
- In May 2024, the Special Committee released its report containing 34 non-binding recommendations (see appendix 1). Themes in the report include improvements to operator licensing, supply, passenger and driver safety, accessibility, employment in the industry, congestion and environment, rural and remote communities and data.
- The Ministry has heard early perspectives from key stakeholders on both the report and other areas of opportunity to improve the sector.
- The Ministry is advancing work to respond to recommendations within its purview and is actively engaging with the sector to inform potential regulatory and legislative changes.

FINANCIAL SUMMARY:

- NA

PROGRAM CONTACT:

Chelsea Patrick, Manager, Policy, Programs and Partnerships, ^{Government Financial Information}

Appendix 1: Special Committee recommendations

Recommendation 1: Work with the Passenger Transportation Board to clarify the board's authority.

Recommendation 2: Enable all licensed passenger directed vehicles to use an online platform for booking and paying for a ride without requiring a separate TNS licence.

Recommendation 3: Explore how to better support the viability of smaller local TNS companies, including those operating in small, rural, and remote communities, including consideration for developing an alternative framework for these companies.

Recommendation 4: Facilitate regional business licensing models to serve passengers, drivers and the transportation ecosystem in a more efficient and cost-effective manner.

Recommendation 5: Review the impacts of various fees and regulations placed on passenger directed vehicles by municipal and provincial governments with the aim of streamlining the system.

Recommendation 6: Ensure the Passenger Transportation Board uses a proactive, evidence-based approach to monitoring and managing supply of passenger-directed vehicles that considers factors such as demand, safety, congestion, capacity and licence utilization, trip data, and other transportation modes.

Recommendation 7: Increase the Passenger Transportation Board's flexibility in setting and adjusting fleet size for different sectors and regions of the commercial passenger transportation industry.

Recommendation 8: Review the Passenger Transportation Board's power to remove unused operating licences to ensure that licensees are actively using their licences.

Recommendation 9: Prioritize a detailed analysis of the potential impacts of harmonizing the operating boundaries of TNS and taxis, including examining deadheading and any effects on the provision of services to outlying or neighbouring communities.

Recommendation 10: Improve fare transparency for passenger-directed vehicles by:

- a. Requiring TNS to provide the full cost of the trip with a detailed breakdown of all fees prior to booking; and
- b. Having taxis provide the estimated cost prior to booking or starting a trip.



Recommendation 11: Review driver licensing requirements to ensure public safety, driver professionalism, and equitability between taxis and TNS while lowering barriers to entry.

Recommendation 12: Review the record check process for individual taxi and ride-hailing drivers to ensure:

- a. It is thorough, timely, consistent, and cost effective; and
- b. Supports confidence in public safety with a more active role for police in issuing and revoking Record Check Certificates.

Recommendation 13: Implement a mandatory standardized training program for all taxi and ride-hailing drivers.

- a. The curriculum should include vehicle safety, quality customer service, handling customer concerns or complaints, avoiding assaults, route planning and collision avoidance, as well as accessibility awareness.
- b. The program must be equitable, affordable, consistent, accessible online and in-person, and multi-lingual.

Recommendation 14: Work with the Passenger Transportation Board and the Information and Privacy Commissioner to implement a revised camera program that:

- a. Applies equitably to all passenger directed vehicles;
- b. Is affordable for drivers and companies;
- c. Is adaptable to changing technology and meets security requirements; and
- d. Adheres to privacy legislation.

Recommendation 15: Strengthen enforcement efforts and impose stricter penalties for non-compliant TNS operators as a deterrent against unauthorized TNS drivers.

Recommendation 16: Review taxi and TNS insurance rates to improve harmonization and affordability for companies and drivers.

Recommendation 17: Implement a unified driver code of conduct for taxi and TNS drivers under the Passenger Transportation Regulation focused on appropriate driver behavior, safety, and accessibility related matters.

Recommendation 18: Require all passenger directed vehicle drivers to take standardized accessibility and sensitivity training, offered virtually and in multiple languages.



Recommendation 19: Ensure that all passengers are provided with a taxi vehicle number when they book a trip to ensure a means of recourse if the taxi does not show up or is suspected of denying a ride to a person with a disability.

Recommendation 20: Implement a formal complaint process for passengers who have experienced discrimination and improved accountability mechanisms for companies, including an escalating fine structure and/or remedial accessibility training.

Recommendation 21: Explore removing operating boundaries for wheelchair accessible passenger directed vehicles.

Recommendation 22: Consider implementing a centralized dispatch model for wheelchair accessible passenger directed vehicles, similar to WAV Calgary.

Recommendation 23: Review the application and amount of the per-trip fee to ensure an adequate supply of wheelchair-accessible vehicles, with a view to potentially including all passenger-directed vehicles, which could enable a lower fee.

Recommendation 24: Improve the accountability, administration, and distribution of PTAP to better support the provision of accessible transportation service for persons with disabilities and those with mobility issues, including:

- a. Expanding eligibility for funding to include TNS;
- b. Expanding the range of supports and incentives covered under the program, such as operational or per-trip subsidies for wheelchair accessible vehicle drivers;
- c. Prioritizing grants for underserved communities; and
- d. Requiring accessibility and sensitivity training as a condition of receiving PTAP grant funding.

Recommendation 25: Continue to engage on and monitor the labour standards of ride-hailing drivers, including increasing the collection of data on working conditions, wages, and hours of work, to ensure the labour standards framework is fair and meets the needs of workers and the industry.

Recommendation 26: Ensure ride-hailing drivers are provided with more detailed trip information in a standardized format, including anticipated earnings, before accepting a trip.

Recommendation 27: Implement an independent process to review TNS driver account deactivations to ensure fairness and transparency for drivers.



Recommendation 28: Promote the integration of transportation systems and services, including passenger-directed vehicles, to provide a cohesive, unified, and affordable network and more seamless transportation and mobility options for British Columbians.

Recommendation 29: Continue to monitor and study the impacts of passenger-directed vehicles on traffic congestion and the environment and make appropriate evidence-based adjustments as necessary within regulatory frameworks.

Recommendation 30: Take a holistic approach to improve transportation connectivity within and between communities in small, rural, and remote areas that recognizes their unique needs and includes viable passenger directed vehicle options in conjunction with other transportation modes.

Recommendation 31: Consult with key partners to ensure that appropriate data is collected to support evidence-based decision making and public policy development in the sector.

Recommendation 32: Simplify data reporting processes to enable all taxi and ride-hailing operators to comply with requirements to provide data.

Recommendation 33: Facilitate the integration of instantaneous or “real time” PDV trip data into the Passenger Transportation Data Warehouse.

Recommendation 34: In accordance with provincial privacy legislation, ensure that public bodies have reliable access to quality data from the Passenger Transportation Data Warehouse and that aggregated data can be shared publicly to support decision-making and transparency.



TOPIC: Encampments

ISSUE: Response to encampments on the Ministry's right-of-way or owned lands.

LEAD: Highway and Regional Services Division

KEY MESSAGES

- The Ministry has a vested interest in resolving encampments that pose a safety risk to the campers, the travelling public or compromise the integrity of ministry-owned assets.
- In some cases, encampments can limit the ability to perform critical maintenance activities such as snow plowing, bridge inspections or removal of hazards such as danger trees, necessitating action to address the encampment.
- The Ministry relies on other agencies trained to assist individuals within encampments for their safety and the safety of Ministry staff, and redirects them to a designated site.
- The Ministry of Housing and Municipal Affairs (MHMA) leads all coordination for the encampment response plan, including outreach and support to displaced individuals and coordination with local governments, Indigenous communities, and other ministries for the decampment process.
- Ministry staff work in conjunction with lead agencies to advise campers of our intent to address our safety concerns and move campers off Ministry owned right-of-ways or properties.
- The timeline to move campers off Ministry owned right-of-ways varies from site to site. It is dependent on a variety of factors, including:
 - safety/risk profile
 - available supply of shelters and/or housing
 - resources from local support agencies connected to shelters and housing,
 - the size of the encampment and the number of campers
 - willingness for campers to be relocated regardless of whether shelter and/or housing is available; and
 - availability of local enforcement to provide a safe environment for all agencies to operate in.
- Following de-encampment, the Ministry is responsible for cleaning up materials left behind as well as, in some cases, securing the site to prevent further trespass and ongoing monitoring. Cleanup of sites is done with specialized contractors trained to deal with hazardous waste.

KEY FACTS:

- As part of regular operations, the Ministry right-of-ways and properties are monitored for encampments. Stakeholders, such as local governments, also inform the ministry of encampment development.
- Once discovered, Ministry staff assess safety impacts and property ownership, and coordinate with the MHMA engagement and encampment response (EERB) branch to seek direction on the next steps.
- Monitoring of the encampment is advised where there are no safety or operational implications. This allows MHMA to undertake outreach and provide alternative housing options for campers.
- If de-encampment is necessary to protect public safety or ministry-owned assets, EERB will work with BC Housing and MOTT to develop an encampment response plan and coordinate meetings.
- The authority to prohibit campers from using public highways without prior authorization lies within sections 62 and 63 of the *Transportation Act*, and in the case of transportation-related fee-simple land, sections 2 and 4 of the *Trespass Act* may apply. MOTT will utilize that authority under the direction and support of MHMA.
- The encampment response plan will inform when MOTT notifies campers to vacate the area. Typically, law enforcement issues two notices spaced 7-14 days apart.
- MOTT do not enter, address, or engage in encampments or with people in these areas unless a safety plan has been developed. The Ministry of Housing (or other authorities as determined by HMA) will take the lead on any contact with persons residing in encampments.

FINANCIAL SUMMARY:

- MOTT covers costs for cleaning and securing the site once it is vacated. These costs are currently managed within existing program area allocations.

PROGRAM CONTACT:

- Steve Sirett, Executive Director, Southern Interior Region, ^{Government Financial Information}
- Ashok Bhatti, Executive Director, South Coast Region, ^{Government Financial Information}

Appendix A

- List of known provincial encampments on MOTT ROW

Vancouver Island District (12):

Encampment	Timeline	Comments:
Hwy 4 Lost Shoe #2	n/a	Monitoring since 2023
Nanaimo River Road	n/a	RESOLVED
Scannel Road	n/a	Engaged with RDN and informed they cannot assist. Will require RCMP assistance. Monitoring since July 3 2024
Chappel Road	n/a	Monitoring since Aug 16 2024
Westheight Road	n/a	Monitoring since Sept 17 2024
Stroulger Road	n/a	Monitoring since Sept 24 2024
Higginson Road	n/a	Monitoring since Oct 2 2024
Allsbrook Road	n/a	Monitoring since Oct 3 2024
Hwy 19 NB Qualicum Bay	n/a	RESOLVED
Hwy 1 Cedar Road	n/a	Monitoring since Jan 28 2025
McColl Road	n/a	Monitoring since Jan 28 2025
Hwy19A Buckley Bay	n/a	Investigating - recently discovered
Hwy1 Burnside Rd West	n/a	Investigating - recently discovered

Lower Mainland District (18):

Encampment	Timeline	Comments:
Hwy 1 / Capilano Rd (North Vancouver)	Summer 2025	Personal Information with RVs and small vehicles on-site. Engagement with MHMA has been initiated. A multi-agency site visit occurred on January 29, 2025, to assess the site. Clean up is being prioritized, and a strategy is being developed with cross-ministry partners. Future unencumbered access is required for BC Hydro maintenance activities and MOTT highway maintenance.
Boundary Rd / Cornett Rd (Vancouver)	Spring 2025	Safety concerns due to proximity to the rail line. The site became vacant in March 2025 and was cleaned. Personal Information have since returned. Engagement with MHMA is being re-initiated.
Hwy 1 / Whatcom Rd Park and Ride (Abbotsford)	Pending shelter space availability	Priority site for Abbotsford. Clean up is being prioritized while MHMA works with Abbotsford to create new shelter spaces. Within Phase 4 of the FVH1CIP (currently in planning with no timeline for when these areas will need to be available for construction activities).
Hwy 1 / Cole Rd Rest Area (Abbotsford)	Pending shelter space availability	Discussed with MHMA. Currently being monitored until an approach is determined to move forward. Within Phase 4 of the FVH1CIP (currently in planning with no timeline for when these service areas will need to be available for construction activities).

Hwy 99 / Vanguard Rd (Richmond)	Monitoring	Personal Information Discussed with MHMA. Working with the City of Richmond Bylaw Enforcement, who have been leading in connecting with Personal Information Personal Information Currently being monitored until an approach is determined to move forward.
Queensborough Bridge (on Stewardson Way, underneath the north end) (New Westminster)	Monitoring	Personal Information tent structures, Personal Information inhabitants. Engagement with MHMA is being initiated. Located within the evacuation zone established by the Southern Railway, posing safety concerns to inhabitants. Working with the City of New Westminster. Bylaw enforcement has been leading the way in connecting with the occupants. Currently being monitored until an approach is determined to move forward.
Hwy 99 at Westminster Hwy / No. 5 Rd IC (Richmond)	Monitoring	Personal Information There is a camper trailer with Personal Information occupants. This site was previously occupied by Personal Information trailer, which has since burned down. Engagement with MHMA is being initiated. Several coordinated site visits were conducted with the City of Richmond Bylaw Enforcement and Richmond Fire. Due to debris, fire safety concerns remain for this site. Currently being monitored, and periodic cleanup is being prioritized (when safe to do so) until an approach is determined to move forward.
Hwy 91 / East Channel Bridge (Delta)	Monitoring	Personal Information Approx. Personal Information occupants. Several separate camps with structures, some only accessible by water. Discussed with MHMA. Working with City of Delta Bylaw Enforcement and Delta Police Department to monitor and prioritize periodic cleanup (when safe to do so) until an approach is determined to move forward.

Hwy 91 / Nordel Connector (Delta)	Monitoring	Approx. ^{Per}son occupants. Several sites, including inside an existing wildlife tunnel. Engagement with MHMA is being initiated. Working with the City of Delta Bylaw Enforcement and Delta Police Department to monitor and prioritize periodic cleanup is being prioritized (when safe to do so) until an approach is determined to move forward.
Nordel Truck Parking Lot (Delta)	Monitoring	Motorhomes and unhoused individuals use the truck parking lot at varying frequencies to overnight and shelter in the washroom facilities. Engagement with MHMA is being initiated. The maintenance contractor regularly cleans the restroom facility. There have been several medical interventions within the past 12 months. A recent safety incident involving Ministry staff required police intervention. Ministry staff have temporarily stopped attending the site until safe work procedures and approach are determined to move forward.
Hwy 1 / Boundary Rd On-ramp (Vancouver)	Monitoring	Personal Information and P structure. Existing security fencing is compromised. Personal Information Personal Information Discussed with MHMA. Working with the City of Burnaby Bylaws and MHMA to monitor until an approach is determined to move forward.
3550 Lougheed Hwy (underneath Hwy 1 within right-of-way) (Vancouver)	Monitoring	Personal Information The site was cleaned up in March and is now reoccupied. Discussed with MHMA. Working with the City of Vancouver, the Vancouver Police Department, and the MHMA to monitor until an approach is determined to move forward.

Hwy 99 / 152nd St (Surrey)	Monitoring	Approx. ^{Pe} separate campers are under the overpass, preventing inspections/maintenance work. The Surrey Police Service and City of Surrey Bylaw Enforcement have been leading in connecting with ^{Personal} Personal Information. Engagement with MHMA is being initiated to determine the approach to move forward.
Hwy 7 / Hwy 11 and Cedar Valley Connector (Mission)	Monitoring	Approx. ^{Pe} separate campers are located under the overpass, preventing inspections/maintenance work. Engagement with MHMA is being initiated, and working with the City of Mission Bylaws and MHMA to monitor and cleanup is being prioritized until an approach is determined to move forward.
Hwy 7 at Glasgow St / N Railway Ave (Mission)	Monitoring	Person ^{son} separate sites. Approx. ^{Per} people. Discussed with MHMA. Working with the City of Mission Bylaws and MHMA to monitor until an approach is determined to move forward.

FVH1CIP (3 current, 5 total)

Encampment	Timeline	Comments:
Hwy 1/264 th I/C	July 2024	Resolved
Hwy 1/Hwy 11 I/C	April 2024	Resolved
Peardonville Underpass	Spring/Summer 2026	Removal required for FVH1CIP Phase 3B construction planned to begin in 2026
Clearbrook Road I/C	Spring/Summer 2026	Removal required for FVH1CIP Phase 3B construction is planned to begin in 2026.
McCallum Road I/C	Spring/Summer 2026	Removal required for FVH1CIP Phase 3B construction planned to begin in 2026

Southern Interior Region (1):

Encampment	Timeline	Comments:
Highway 97 Fairview Road intersection	n/a	Monitoring. Not a safety or maintenance concern for the travelling public or occupants. The City of Penticton (CoP) and the Penticton Indian Band (PIB) would like housing to be available before decampment. Mott staff met with HOUS, BC Housing, the Ministry of Health, and SDPR on January 7th, 2025. BC Housing and MHMA supported the decision not to decamp, which was provided to CoP and PIB in January 2025.

