

Ministry of
Transportation and Infrastructure

2008/09
Annual Service Plan Report



For more information on how to contact the British Columbia
Ministry of Transportation and Infrastructure
see Ministry Contact Information on Page 43 or contact:

Ministry of Transportation and Infrastructure

PO BOX 9850
STN PROV GOVT
VICTORIA BC
V8W 9T5

or visit our website at
www.gov.bc.ca/tran/

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Message from the Minister and Accountability Statement



In the 12 months since we issued last year's Annual Service Plan Report, the world has changed significantly. The global economic downturn has presented new challenges, requiring a strong response from governments around the world – and British Columbia is no exception. In today's economic climate, it is more important than ever to invest in capital projects that will keep the economy moving and provide much needed employment.

Since February, our ministry has announced joint Provincial-Federal investments of \$979 million for road, transit and community infrastructure projects across B.C. These investments will not only help families weather the current economic situation, they form the foundation of a stronger future for British Columbia.

That is also why the Province, along with our public and private sector partners, has put approximately \$15 billion into the Pacific Gateway Strategy. Improvements to road, rail, port and airport infrastructure will ensure a reliable link between North America and Asia, solidifying our position as North America's gateway to the Asia-Pacific.

The Gateway program in the Lower Mainland has continued to move forward, focussed on improving the movement of goods and people through key corridors. Construction has begun on the Port Mann/Highway 1 project that will, for the first time in 20 years, restore transit service across the bridge, and include expanded networks for high-occupancy vehicles, cyclists and pedestrians. Construction continues on the new seven lane Pitt River Bridge, which will open in late 2009. Three prequalified bidding teams have been invited to submit proposals to design, build, finance and operate the South Fraser Perimeter Road, due for completion in 2012.

The Sea-to-Sky Highway Improvement Project is improving the safety, reliability and capacity of the highway and is on budget and on time for a fall 2009 completion.

In just over one year, we have made substantial progress on the \$14 billion *Provincial Transit Plan*, setting us on the path of reducing greenhouse gas emissions by eliminating 160 million car trips annually by 2020. The Vancouver-Richmond Canada Line will be operational in September, fully two months ahead of schedule. Project development has begun on the new transit line to the University of British Columbia, as well as the Evergreen Line (connecting Lougheed Mall in Burnaby with Port Moody and Coquitlam Town Centre) and the Expo Line expansion in Surrey. Elsewhere in the province, development has begun on a RapidBus service in Kelowna. Eight new Malahat commuter buses went into operation in October, providing daily service from Duncan to downtown Victoria. Vernon, Kamloops and Kelowna received a total of \$19.4 million for the construction of new maintenance buildings to service their expanded transit vehicle fleet. Transit ridership, outside of Metro Vancouver, saw an average increase of just under seven per cent; some communities, like Prince George, saw a 15.6 per cent increase

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(1.5 million) in ridership. Further, BC Transit in production to put into operation the world's first fleet of hydrogen-powered buses, due to arrive at the beginning of summer 2009.

Construction has been advanced by a full year on Phase 3 of the Kicking Horse Canyon section of the Trans-Canada Highway. The widening of this 26 kilometre stretch of highway will ensure safer and more efficient movement of people and goods on this important route linking B.C. with the rest of Canada.

In May 2008, the William R. Bennett Bridge opened in Kelowna, reducing congestion and improving safety for traffic in the Okanagan. The completed Campbell Road and future Westside Road interchanges will further increase efficiencies in this growing corridor.

Construction has been proceeding well on the twinning of the Simon Fraser Bridge, a key component of the Cariboo Connector strategy to widen Highway 97 from Cache Creek to Prince George. The bridge is scheduled to open this summer. Other Cariboo Connector projects are well underway and our government will exceed our target to initiate over \$200 million in projects in this corridor by 2010. As well, our government committed \$127 million in 2008/2009 to rehabilitate interior and rural side roads, including those used for oil and gas exploration and the transportation of mountain pine beetle-killed timber.

These are just some examples of the many projects that are improving our transportation infrastructure and putting British Columbians to work. I would like to thank ministry staff, whose dedication and expertise has resulted in a greener, better transportation system and quality of life for all British Columbians.

The Ministry of Transportation and Infrastructure's *2008/09 Annual Service Plan Report* compares the actual results to the goals identified in the ministry's *2008/09-2010/11 Service Plan*. I am accountable for those results as reported.



Honourable Shirley Bond
Minister of Transportation and Infrastructure

July 31, 2009

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Highlights of the Year

Gateway Program

The program focuses on reducing congestion and improving the movement of people, goods, and transit. The planned improvements along and across the Fraser River are targeted for completion by 2013. In 2008/09, the program reached these important milestones:

- The Pitt River Bridge and Mary Hill Interchange project is 75 per cent complete and will be open to traffic in late 2009;
- The South Fraser Perimeter Road Project received regulatory approvals and construction has started. The federal government has committed \$365 million under Asia-Pacific Gateway and Corridor initiative. The project is scheduled for completion by the end of 2012; and
- The Port Mann/Highway 1 Project received environmental certification and construction has started. A design-build contract with Kiewit/Flatiron General Partnership was signed in March 2009. The new 10 lane Port Mann Bridge will be operational in December 2012, with work on some other components of the project extending into 2013. The project will be paid for with electronic user tolls.

Building Canada Fund

The Building Canada Fund consists of a communities component and a major infrastructure component. The major infrastructure component focuses on larger projects with two-thirds of the funding for national priorities and the remaining one-third can be for local and community priorities. The communities component focuses on small scale municipal infrastructure and is restricted to communities with populations less than 100,000. Major announcements in 2008/09 include:

- Major infrastructure component
 - \$328 million in improvements on Highways 1, 97 and 97A in partnership with the federal government (\$140 million)
 - \$350 million for the Evergreen Line Rapid Transit Project
 - \$88.3 million for transit projects
- Communities component - Through the first call for applications under the \$278 million Canada/British Columbia Building Canada Fund – Communities Component Agreement, the Province and Canada have approved \$110 million in funding for 41 local government infrastructure projects in communities across the province.

Canada's Pacific Gateway

The Ministry continued to work with its partners in government and industry to make Canada's Pacific Gateway the gateway of choice for Asia-North America trade and travel. The partners continue to add to capacity through operational improvements and new infrastructure to be ready for a recovery of the current global economy. Select key achievements in 2008/09 include:

- Vancouver North Shore Trade Area - Announcement of five road/rail infrastructure projects in excess of \$225 million in conjunction with Pacific Gateway partners to enhance rail and port operations and accommodate anticipated growth in rail and road traffic, while providing local quality of life and environmental benefits.
- Through partnership in these projects and the Roberts Bank Rail Corridor projects announced in 2007, the Ministry has been able to use its commitment of \$188 million to leverage a further commitment of over \$450 million from partners.
- The Ports Property Tax Act, first enacted in 2004 and renewed for a further ten years in 2008, establishes common tax rates for port property and new port investment and provides tax certainty for existing and prospective port terminal operators. Affected municipalities are compensated by the Ministry. This tax certainty is critical to competitiveness and is expected to stimulate nearly \$2 billion in port terminal investment.
- The Vancouver port, Vancouver port terminal operators, railways and the Province collaborated to implement North America's first container delivery standards and establish winter recovery plans (to minimize the effects of severe weather on operations). Work also was started to develop similar performance standards for bulk traffic. In Prince Rupert, container delivery standards and delivery service to Chicago performance standards were implemented, in addition to establishing a strategic reserve of railcars for unforeseen events.
- With its partners, the Ministry organized and/or participated in several missions to Asia and the US Midwest to promote Canada's Pacific Gateway to shippers, shipping lines, airlines, governments and major retailers.

As a result of these achievements and others, Canada's Pacific Gateway share of total West Coast container traffic has increased from nine per cent in 2005 to 12 per cent in 2008.

Kicking Horse Canyon

Improvements to the Trans-Canada Highway in the Kicking Horse Canyon are providing a safer and more efficient movement of people and goods on this vital trade route. The improvements are also having a positive effect on the environment by reducing vehicle emissions, fuel consumption and enhancing bicycle use.

Achievements in 2008/09 include:

- The project received the Transportation Association of Canada's 2007 Environmental Achievement award in September 2008;
- Phase 3 Construction commenced on the nine kilometre Brake Check to Yoho Park segment which will deliver a new 112 metre long bridge across Mt. Hunter Creek, provides wildlife crossing structures at Vacation Creek and Glenogle Road along with continuous wildlife exclusion fencing and access improvements at Beaverfoot Road. The contract was awarded to Ledcor CMI in September 2008. Work is planned to be completed in March 2011;

- A request for qualifications a design-build delivery of the four kilometre Golden Hill to West Portal Project was issued in April 2009. The work will include grade and horizontal alignment improvements from the entrance to the steep canyon sections through to the intersection with Highway 95. Day labour activity started in May to construct a fourth lane down Golden Hill to tie into the design-build project; and



Removing large rock cut east of Mt Hunter Bridge.

- Work on the rugged Phase 4 canyon sections is planned for future years.

Provincial Transit Plan

In January 2008, the \$14 billion *Provincial Transit Plan* was announced as a major part of the broader provincial transportation strategy. The plan contributes to climate action efforts and the reduction of greenhouse gas emissions by significantly increasing transit ridership, reducing automobile use, and providing a foundation of transportation infrastructure to support the development of healthier communities in the future.

The main goals of the plan are to double transit ridership to over 400 million trips per year, to increase transit market share, and to reduce transportation greenhouse gas emissions cumulatively by 4.7 million tonnes by 2020. The major components of the plan include:

- \$1.6 billion for up to 1,600 new clean technology buses for use across the province (1,000 in Metro Vancouver and 600 across the rest of B.C.);
- \$10.3 billion for four new and expanded advanced light rapid transit lines across Metro Vancouver;
- \$1.2 billion for nine RapidBus BC corridors in Metro Vancouver, Victoria and Kelowna;
- 1,000 new secure bike lockers; and
- Improved transit security measures.

Approximately \$2.9 billion is for projects underway at the time the *Provincial Transit Plan* was announced. These include the Canada Line, rapid bus service on the Trans Canada Highway across the Port Mann Bridge and the Hydrogen Fuel Cell Bus project. Since the announcement of the plan, \$1.9 billion has been committed to a number of new initiatives with the provincial and federal governments providing \$1.1 billion of these costs. These initiatives include:

- Construction of the Evergreen Line;
- Expo Line Upgrades;
- 38 additional SkyTrain cars;
- 132 new buses;
- Capacity improvements on West Coast Express;
- Expanded transit service centres;
- Shoulder Bus Lanes on Highway 99 for rapid bus service;
- One new SeaBus;
- Transit studies for the Fraser Valley, Island Corridor Foundation (E&N rail corridor), Victoria Regional Rapid Transit, UBC Rapid Transit Line, Surrey Rapid Transit Expansion, and Expo Line Upgrade Strategy; and
- Initial project development for the introduction of fare gates and smart cards.
- Increased capital and operating contributions to BC Transit.

Sea-to-Sky Highway Improvement Project

Construction has been underway since early 2003 improving the safety, reliability and capacity of the Sea-to-Sky highway. The project reached the 80 per cent completion mark in January 2009, with work on time and on budget. The improvements to the 99 kilometre highway linking West Vancouver to Whistler will be complete by the fall of 2009.

Construction includes highway widening for additional passing lanes, softer curves, improved sightlines and other design innovations to further increase safety, reliability and mobility for residents, visitors and movers of goods. These improvements will meet population growth and increasing travel demand through to 2025.

Significant achievements in the past year include:

- Completion of the four lane divided highway from West Vancouver to Ansell Place (north of Horseshoe Bay) which features smoother curves and double the capacity of the old two lane highway. There is now 12 kilometres of continuous four lane highway from West Vancouver to Lions Bay;
- Completion of one of the larger rock cuts on the project at Doodson's Corner (just north of Lions Bay) that eliminated a high accident severe corner; and
- Major construction in the three remaining work areas at Lions Bay, Squamish and south of Whistler is nearing completion.

William R. Bennett Bridge

The old Okanagan Lake Bridge was replaced by the new five-lane William R. Bennett Bridge.

The new bridge, built under a design-build-finance-operate public-private partnership arrangement, opened for traffic in May 2008, over three months ahead of schedule. The bridge is one of fewer than 10 large floating bridges worldwide and includes a high level navigation span for marine traffic.

Key accomplishments in 2008/09 include:

- Campbell Road Interchange completed in April by West Bank First Nation;
- Completed all final safety features including lighting, median barrier, monitoring cameras and systems, signage and pavement markings for the bridge and its approaches;
- Premier Campbell and former Premier Bill Bennett formally opened the bridge on May 25, 2008, and by May 30, 2008, two-way traffic was fully utilizing all five lanes;
- Decommissioned the old Okanagan Lake bridge including the removal of transition spans and all 12 floating pontoon sections followed by the taking down of the towers and lift span sections; and
- Completed the environmental remediation, restoration and landscaping of both the east and west causeways of the old bridge.

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Remaining to be completed are the taking down of the old lift span piers, the final disposal by reuse or demolition of the 12 floating pontoons, and the decommissioning and restoration of the graving dock site.



View of the William R. Bennett Bridge taken from City Park, on the east side of Okanagan Lake.

Cariboo Connector Program

Work is well underway on the first five year phase of a new Cariboo Connector strategy to widen the 460 kilometre portion of Highway 97 from Cache Creek to Prince George. Our government will exceed our target to initiate over \$200 million in projects in this corridor by 2010. The improvements to Highway 97 will increase safety and decrease travelling times while providing northern communities with a first-class trade corridor that will support increased commercial traffic that is meeting the needs of a rapidly expanding economy.

Key accomplishments in 2008/09 include:

- \$45.8 million spent in 2008/09 bringing total expenditures since the program was initiated to \$77.9 million;
- The Simon Fraser Bridge Project reached the 80 per cent completion mark and is on track for completion in summer 2009;
- The design of seven additional projects is underway with construction scheduled to begin in 2009 or 2010;
- \$87 million in federal partnerships have been secured for 13 Cariboo Connector Projects; and
- Construction has also been initiated on the following projects:
 - Simon Fraser Bridge to Sintich Road – completion 2010
 - Prince George South Scale Relocation and Four Laning- Completion 2009
 - Hixon Creek Bridge – Completion 2009
 - Dale Lake Rd to Dragon Lake – Completion 2009
 - Likely Road to Williams Lake IR – Completion 2009
 - Wright Station Curves – Completion 2009
 - Horse Lake Road Intersection improvements – Completion 2009

Purpose of Ministry

The Ministry of Transportation and Infrastructure plans transportation networks, provides transportation services and infrastructure, develops and implements transportation policies, and administers many transportation-related acts and regulations. The Ministry also administers federal-provincial funding programs to build sustainable communities.

The Ministry is committed to opening up B.C. through innovative, forward-thinking transportation strategies that move people and goods safely throughout B.C., while helping maintain our provincial economy.

To accomplish its mandate, the Ministry:

- Develops provincial transportation plans to expand and integrate various modes of transportation in consultation with local and regional authorities and stakeholder groups, and in cooperation with the transportation-related Crown corporations;
- Pursues policies and other initiatives to enhance the competitiveness of British Columbia's ports and airports which are gateways for economic growth and development;
- Works with partners and other levels of government, and provides funding for the development and delivery of cost-effective public transit, ferry services and cycling networks;
- Builds highway infrastructure to fulfill the economic and social needs of British Columbians;
- Maintains highways to a high standard through contracts with private sector road maintenance providers;
- Undertakes vehicle safety inspections and sets commercial vehicle operating standards;
- Licenses and regulates commercial passenger transportation;
- Manages funding for high quality, modern public infrastructure that supports the development of strong communities by contributing to long term economic growth and a clean environment; and
- Operates in cooperation with the BC Transportation Financing Authority which is a Crown corporation that supports the financing of the capital program.

Information regarding the Ministry's Core Business Areas can be found on the Ministry website at: www.th.gov.bc.ca/publications/ministry_reporting/documents.htm.

Legislation governing the Ministry's activities can be found on the Ministry website at: www.th.gov.bc.ca/key_initiatives/legislation/statutes.htm.

Crown Corporations

The Minister of Transportation and Infrastructure is also responsible for the following Crown Corporations:

- **BC Transportation Financing Authority** - The BC Transportation Financing Authority is a provincial Crown corporation continued under the *Transportation Act*. It owns provincial highways and provides for their rehabilitation and expansion through dedicated fuel taxes and other revenues. The Authority can also acquire, hold, construct, or improve other transportation infrastructure throughout British Columbia. Financial statements are available at: www.th.gov.bc.ca/publications/ministry_reporting/BCTFA/08-09_financial_statement.pdf.
- **British Columbia Railway Company** – The primary mandate of the British Columbia Railway Company is the effective management of the Revitalization Agreement between British Columbia Railway Company and the Canadian National Railway Company while ensuring the efficient wind down and/or disposition of British Columbia Railway Company’s remaining businesses, assets, and non-railway related real estate. In addition, British Columbia Railway Company is to provide advice and support for the Pacific Gateway Strategy and to implement alternative operating options for Vancouver Wharves. More information can be found at, **Error! Hyperlink reference not valid.** www.bcrproperties.com/bcr1/.
- **BC Transit** – BC Transit is the provincial Crown agency charged with coordinating the delivery of public transportation throughout British Columbia (outside the Greater Vancouver Regional District). More information can be found at www.bctransit.com/;
- **Transportation Investment Corporation** - The Transportation Investment Corporation is established under the *Transportation Investment Act*. Its primary purpose is to enter into concession agreements to facilitate the implementation of the Port Mann / Highway 1 Project. More information about the project can be found at, www.th.gov.bc.ca/gateway/index.htm; and
- **Rapid Transit Project 2000 (RTP 2000)** – Rapid Transit Project 2000 completed its mandate to build the Millennium Line and concluded direct project activities in 2006. The Ministry is responsible for any continuing Rapid Transit Project 2000 administration and financial reporting. Rapid Transit Project 2000 Financial Statements are available at: www.th.gov.bc.ca/publications/ministry_reporting/RTP2000/08-09_financial_statement.pdf.

Strategic Context

An efficient and effective provincial transportation system is vital to achieving economic growth and job creation, increasing trade and providing British Columbia with access to goods and services. During the year, many factors have influenced the Ministry's service delivery, including the following:

- Population growth.
- Accelerated harvesting of mountain pine beetle-killed wood resulted in increased wear and tear on the highway system.
- Delivery of the \$14 billion *Provincial Transit Plan*.
- British Columbia and Canada identified infrastructure development as critical to stimulating the economy.
- World-wide economic activity slowing down in the second half of 2009.

British Columbia's real GDP contracted by 0.3 per cent in 2008, following periods of significant growth. Private sector forecasters expect economic weakness in B.C. to continue well into 2009. In Budget 2009, zero growth is anticipated for 2009/10, growth is projected at 2.8 per cent in following year. Risks to B.C.'s economic outlook include a prolonged U.S. recession, continued turmoil in global financial markets, slower global demand for B.C. products, volatile commodity prices and further moderation of domestic demand in B.C.

- The Province and federal government continue to collaborate and work closely with partners to develop the Canada's Pacific Gateway as an economic generator. This includes joint investments in infrastructure, regulatory changes to attract investment and joint marketing efforts. As a result, the global recession was not immediately felt by British Columbia as significantly as other west coast ports in 2008. U.S. west coast container traffic fell eight per cent between 2007 and 2008, while British Columbia volumes (Prince Rupert and Vancouver) were essentially unchanged. As U.S. container traffic had already been dropping between 2006 and 2007, whereas B.C. ports have seen a steady rise, the net result is that B.C.'s market share has increased from 2005 to 2008 from nine per cent to 12 per cent of west coast traffic.

Report on Performance

Performance Plan Summary Table

Goal 1: Reduction of greenhouse gas for the transportation sector For greater detail see pages 17 to 19	2008/09 Target	2008/09 Actual
Increase use of transit, cycling and other alternative modes of personal transportation Annual public transit ridership in B.C.	225 million	229 million EXCEEDED
Goal 2: Key infrastructure is improved to drive economic growth and trade For greater detail see pages 19 to 20	2008/09 Target	2008/09 Actual
Available provincial investment dollars are used as effectively as possible The percentage of projects that meet their budget and schedule	91.5%	91.1% SUBSTANTIALLY ACHIEVED
Goal 3: British Columbia is provided with a safe and reliable transportation system For greater detail see pages 20 to 24	2008/09 Target	2008/09 Actual
Contractors maintain the provincial highway system to a high standard Rating of the maintenance contractors' performance using Contractor Assessment Program	92.5%	92.4% SUBSTANTIALLY ACHIEVED
Improved highway safety and reliability Crash reduction after construction on safety improvement capital projects (number of crash reduction from 152 crashes baseline)	8% reduction	18% reduction EXCEEDED
Goal 4: British Columbia's transportation industries become more globally competitive For greater detail see pages 25 to 26	2008/09 Target	2008/09 Actual
Developing Canada's Pacific Gateway Growth in container volume handled at west coast ports in TEUs (twenty-foot equivalent units)	2.88 million TEUs	2.67 million TEUs NOT ACHIEVED
Goal 5: Excellent customer service For greater detail see pages 26 to 27	2008/09 Target	2008/09 Actual
Excellent service is provided to all British Columbians Customer satisfaction survey: Stakeholder satisfaction with existing Ministry services and deliver processes, rated on a scale of 1 to 5	4.05	4.05 ACHIEVED

Goal 6: All British Columbians live in prosperous regions and are able to achieve their economic potential For greater detail see page 28	2008/09 Target	2008/09 Actual
Advance economic growth and enhance business competitiveness and productivity in every region Federal, municipal and private funds invested to match provincial investment in community infrastructure	\$10 million provincial funds \$20 million leveraged	\$18 million provincial funds \$52 million leveraged EXCEEDED

Goals, Objectives, Strategies and Performance Results

This section describes the Ministry’s overall goals, the supporting objectives that should be met along the way, the major strategies the Ministry uses and targets against which performance are measured. Ministry staff and the public are able to gauge how well these strategies are working by comparing the performance targets below with the actual measured results.

Goal 1: Reduction of greenhouse gas for the transportation sector

Objective 1.1: Increase use of transit, cycling and other alternative modes of personal transportation

Strategies

- Build a rapid transit backbone and supportive rapid and frequent bus service to enhance and increase rider options;
- Invest in public transit infrastructure;
- Improve high occupancy vehicles and transit priority measures;
- Encourage increased land use density around transit stations and along transit corridors through policy and funding agreements; and
- Invest in an integrated cycling and walking network.

Performance Results

Performance Measure	2006/07 Actual	2007/08 Actual	2008/09 Target	2008/09 Actual
Annual public transit ridership in B.C.	215 million*	221 million*	225 million	229 million** EXCEEDED

Data Source: Estimates of future public transit ridership provided by BC Transit and TransLink.

* Recalculated - previously reported with calendar year figures but changed to fiscal year reporting to maintain future consistency.

** Estimated - includes forecast for last quarter of fiscal 2008/09.

Discussion:

Transit ridership increased over four per cent during last fiscal year while the previous fiscal years’ (2006/07 to 2007/08) ridership increased by three per cent. The current trend supports the *Provincial Transit Plan* goal to double transit ridership by 2020.

Objective 1.2: Improve supply chain efficiency for the movement of goods

Strategies

- Reduce ship wait times in harbour;
- Reduce ship idling through port electrification;
- Reduce truck idling minimizing wait times and empty kilometres travelled;
- Build rail grade separations; and
- Free up road capacity for goods movement through reducing the use of single occupant vehicles.

Objective 1.3: Reduce greenhouse gases through the adoption of new technologies

Strategies

- Support the development of the hydrogen highway;
- Put into operation the world's first fleet of hydrogen powered buses;
- Electrify truck stops to reduce idling;
- Increase the use of weigh-in-motion technology to reduce the need for trucks to stop and idle at inspection stations; and
- Implement intelligent traffic control systems to reduce idling and create time advantages for transit.

Goal 2: Key infrastructure is improved to drive economic growth and trade

Objective 2.1: Improved mobility servicing major economic gateways

Strategies

- Improve mobility and reliability and reduce bottlenecks on major urban and rural trade corridors using partnership cost-sharing where feasible;
- Reduce congestion at inspection stations (formerly known as weigh scales) by relocating and/or redesigning them, and by using intelligent transportation systems to process truck traffic more efficiently; and
- Reduce congestion at Canada/U.S. border crossings through the use of intelligent transportation systems initiatives.

Objective 2.2: Identify and select priority improvement projects

Strategies

- Identify key safety and mobility improvement to enhance the movement of goods;
- Develop options for improvements;
- Evaluate and prioritize options;
- Develop business cases for individual projects; and
- Amalgamate into integrated investment strategy.

Objective 2.3: Available provincial investment dollars are used as effectively as possible

Strategies

- Complete projects on budget and on time;
- Develop public-private partnerships in consultation with Partnerships BC, where appropriate;
- Capture value from surplus lands to fund transportation improvements; and
- Secure federal funding for infrastructure projects in British Columbia.

Performance Results

Performance Measure	2006/07 Actual	2007/08 Actual	2008/09 Target	2008/09 Actual
The percentage of projects that meet their budget and schedule.	90.6%	91.0%	91.5%	91.1% SUBSTANTIALLY ACHIEVED

Data Source: Ministry of Transportation and Infrastructure. The data are approved budgets and schedules compared to actual expenditures and completion dates.

Discussion of Results

During 2008/09 the Ministry had approximately 750 active projects of which 440 were planned to complete. Of the 440 projects planned to complete, 401 (91.1 per cent) were completed on time and on budget.

The Ministry considers this level of program delivery on time and on budget remarkable given the massive scale of the ministry program and the highly variable nature of many of the inputs to projects and the rapid cost escalation experienced in all areas including; labour and materials such as steel, concrete, fuel, and asphalt, particularly in the early part of the 2008 construction season. The very large program also found industry operating at or near capacity reducing the number of bids submitted by industry for ministry work.

Goal 3: British Columbia is provided with a safe and reliable transportation system

Objective 3.1: Contractors maintain the provincial highway system to a high standard

Strategy

Administer the highway maintenance contracts and assess, through the Contractor Assessment Program, how well the contractors are delivering their services.

Performance Results

Performance Measure	2006/07 Actual	2007/08 Actual	2008/09 Target	2008/09 Actual
Rating of the maintenance contractors' performance using Contractor Assessment Program.	92%	91%	92.5%	92.4% SUBSTANTIALLY ACHIEVED

Data Source: Ministry of Transportation and Infrastructure, Construction and Maintenance Branch. Ratings measure whether the contractors exceed contract requirements based on the results of local and regional assessments and road user satisfaction ratings. Contractors that exceed basic requirements of 85 per cent are entitled to a bonus. The performance measure is a provincial average of the combined summer and winter ratings for all 28 contractors in the province for the period between October 1, 2007 and September 30, 2008.

Discussion of Results

Ratings measure whether the contractors exceed contract requirements based on the results of local and regional assessments and road user satisfaction ratings. Contractors that exceed basic requirements are entitled to a performance incentive. A rating between 85 and 90 per cent warrants a one per cent performance incentive, between 90 and 95 per cent warrants a 1.5 per cent performance incentive, and above 95 per cent warrants a two per cent performance incentive. The performance measure is a provincial average of the combined summer and winter ratings for all 28 contractors in the province. The targets remain at a constant level of 92.5 per cent which reflects a level of effort significantly above the required basic maintenance contract service levels.

The target was substantially achieved. To enhance and promote the continual improvement of highway maintenance services being delivered to the people of B.C., the Ministry of Transportation and Infrastructure will continue to closely monitor and audit our highway maintenance contractors' performance. Ministry staff in all areas of the province will work closely with the highway maintenance industry to engage stakeholders in a meaningful way, enhance responsiveness to maintenance issues, coordinate efforts with other agencies to respond to emergency situations on the highway system, and promote superior service delivery opportunities.

Objective 3.2: The main highway system is rehabilitated on a lowest life-cycle cost basis

Strategies

- Maintain the current condition of the main highway system (roads and structures) and mitigate the onset of deterioration in ways that provide the “least cost over the life-cycle” of the infrastructure; and
- Systematically assess the condition of the main highways to determine which needs should take priority in the annual resurfacing and structure rehabilitation and replacement programs.

Objective 3.3: Improved road access for resource industries and rural residents

Strategies

- Strategically invest in roadway rehabilitation and improvements on the roads serving industry and rural residents as follows:
 - Interior and Rural Side Roads Program - Invest \$55 million in 2008/09; and \$50 million per annum for 2009/10 and 2010/11
 - Heartlands Oil and Gas Road Rehabilitation Strategy – Invest \$42 million in 2008/09
 - Support British Columbia’s *Mountain Pine Beetle Action Plan*, through the strategic investment of \$30 million per annum in 2008/09, 2009/10 and 2010/11



Logging trucks transporting mountain pine beetle-attacked wood at Nazko Road in the Cariboo.

Objective 3.4: Improved highway safety and reliability

Strategies

- Monitor highway safety and improve high risk locations in consultation with local and regional authorities and stakeholders;
- Maximize highway safety and reliability through both safety-focused enhancements and low-cost improvements, such as signs, lighting, and lane markings; and
- Work with safety partners such as the Insurance Corporation of British Columbia, the RCMP, and the Ministry of Public Safety and Solicitor General to identify areas for safety improvements.

***Improving Public Safety
Inter-Agency Agricultural Compliance Team***

The Ministry's Commercial Vehicle Safety & Enforcement Branch joins the Employment Standards Branch, WorkSafeBC and the RCMP to conduct regular voluntary and road-side checks to ensure that the rights and safety of workers in the agriculture sector are protected; focusing on education, prevention, and enforcement. The positive results, dedication and commitment of agencies involved has earned a Premier's Award, (a Silver in the Partnerships Category), for 2008/09. The team is a product of the Agriculture Inter-Agency Committee, which was formed in May, 2007 as a critical response to the tragic crash that took the lives of three farm workers in Abbotsford.

Performance Results

Performance Measure	Baseline	2008/09 Target	2008/09 Actual
Crash reduction after construction on safety improvement capital projects.	152 crashes	8% reduction from baseline	18% reduction from baseline EXCEEDED

Data Source: The crash data is gathered by the RCMP as part of their on-site accident investigation. The RCMP completes MV 6020 forms and passes those on to ICBC. From there, the data (provincial roads only) is passed on to the ministry and input into the Collision Information System (CIS). Data reliability is dependent on RCMP attendance at crashes and the accuracy of the form completion.

Discussion of Results

The *2008/09 to 2010/11 Service Plan* introduced a new performance baseline. The previous baseline used a group of projects that have been completed and whose overall reduction in crashes exceeded the target. In order to continue to measure safety improvements due to new construction, a new set of projects was chosen. The new baseline and the crash reduction targets are based on 19 new road infrastructure projects across the province to be delivered through the reporting period up to 2011/12.

The new baseline is 152 crashes per year measured over five years for the data period 2000 to 2004. This period was chosen due to superior data quality. The crash reduction for the first target year 2008/09 is eight per cent from the baseline. This target was based on five projects being completed.

Based on two years of post construction collision data, crashes were reduced by 18 per cent.

The Ministry has exceeded the target. Based on the historical data, it is anticipated that the overall collision reduction will be close to the projected target in the long term. Therefore, the Ministry intends to continue with the same strategies.

Objective 3.5: Effective road safety enforcement, education and programs for the commercial transport industry

Strategies

- Establish and enforce regulations to enhance vehicle safety in British Columbia;
- Work with other jurisdictions to coordinate and harmonize commercial transport and vehicle safety standards;
- Introduce systems improvements to enhance the quality and timeliness of commercial vehicle safety data for law enforcement; and
- Implement technologies to enhance safety and improve efficiency for the commercial transport industry.

Goal 4: British Columbia’s transportation industries become more globally competitive

Objective 4.1: Developing Canada’s Pacific Gateway

Strategies

Key strategies for this objective include:

- Implement the Pacific Gateway Strategy Action Plan;
- Work closely with other levels of government and stakeholders to achieve the objectives of the British Columbia Ports Strategy; and
- Provide leadership through the Pacific Gateway Executive Committee.

Performance Results

Performance Measure	2006/07 Actual	2007/08 Actual	2008/09 Target	2008/09 Actual
Growth in container volume handled at west coast ports in TEUs (20-foot equivalent units).	2.30 million TEUs	2.51 million TEUs	2.88 million TEUs	2.67 million TEUs NOT ACHIEVED

Data Source: Growth in container volumes is based on traffic statistics reported annually by B.C.’s key trading ports. This includes Port Metro Vancouver and the Port of Prince Rupert. TEUs are twenty foot equivalent units, a standard measure for containers where one TEU = one 20-foot container.

Discussion of Results

Container traffic is a key indicator of trade throughput at ports. Growth in container volumes is driven by market demand, but is influenced by many factors including provision of appropriate infrastructure, creation of sufficient capacity to accommodate demand, a supportive policy environment for trade and investment and sound security measures. Container traffic targets were developed in 2006 (prior to the global recession) based on these factors and are included in the container forecast demand outlook contained in the *Pacific Gateway Strategy Action Plan*. The target for 2008 of 2.88 million TEUs was not achieved.

Container traffic handled by British Columbia’s key trading ports is analyzed from 2006 through 2008 in order to compare year-on-year growth. The increase in volumes at B.C. ports over this period reflected continued growth in Asia-Pacific container trade. Total container traffic handled at B.C. ports’ in 2008 was 2.67 million TEUs, a six per cent increase over 2007 volumes. This follows growth of nine per cent and seven per cent in 2007 and 2006 respectively. During this period, B.C. ports market share of total west coast container traffic increased from nine per cent to 12 per cent. Additionally, B.C. ports were the only west coast ports to experience container traffic increases in 2008.

While container volumes to B.C. ports increased in 2008, the rate of growth slowed compared to 2007 (six per cent vs. nine per cent). This can be attributed to a slowdown in consumption due to the onset of the global recession. In particular, volumes through Port Metro Vancouver began to fall in September and were down seven per cent for the last four months of 2008 compared to a year earlier. This slowdown is expected to continue into 2009.

The Port of Prince Rupert opened its container terminal in November 2007, making last quarter comparisons between 2007 and 2008 difficult. There was a 31 per cent increase in volumes between the third and fourth quarters of 2008. This is significant even taking into account the seasonal differences in these quarters.

The ministry has a role to play in creating a competitive industry environment in order to attract trade to B.C. ports. Through the *Pacific Gateway Strategy*, in partnership with industry and other levels of government, the ministry continues to advance critical infrastructure, operational efficiencies and policy initiatives needed to meet long term (2020) Asia-Pacific trade targets.

Goal 5: Excellent customer service

Objective 5.1: Continue to improve service levels to the British Columbia business community

Strategies

- Participate in cross government integration of permitting (e.g. electronic licensing and FrontCounter BC);
- Streamlined application and review processes for rural sub-divisions; and
- Implement online application and tracking tools to support reduced turn-around times.

Objective 5.2: Excellent customer service is provided to all British Columbians

Strategies *Continuous improvement of Ministry services*

- Undertake annual surveys and focus group sessions to measure general highway users and stakeholder groups' satisfaction with Ministry services;
- Analyze feedback to develop and implement action plans based on public priorities;
- Develop and utilize leading technology to communicate current highway information to the public through systems such as Drive BC, Ministry web cams, changeable message signs, and toll free services; and

- The Ministry, in partnership with its maintenance and construction contractors, will engage highway users at public information sessions, regarding highway maintenance and improvement projects.

Performance Results

Performance Measure	2005/06 Baseline	2006/07 Actual	2007/08 Actual	2008/09 Target	2008/09 Actual
Customer Satisfaction Survey: Stakeholder satisfaction with existing Ministry services and delivery processes, rated on a scale of 1 to 5.	3.89	4.10	4.09	4.05	4.05 ACHIEVED
<p>Data Source: Ministry of Transportation and Infrastructure. The Ministry's 2008 Customer Satisfaction Survey is based on the Common Measurement Tool, a survey framework designed by the Institute for Citizen Centered Service to be administered by public-sector organizations to facilitate the measurement of citizen satisfaction. BC Stat's 2005 -2007 methodology for distribution and analysis has been duplicated to ensure this year's survey results allow the Ministry to continue benchmarking service delivery changes with all business unit, district, and regional stakeholders while measuring customer satisfaction against previous year's performance and projected targets.</p>					

Discussion of Results

The Ministry asked 1699 respondents a common set of questions based on questions from the Common Measurement Tool as well as a series of non-Common Measurement Tool questions relating to communication and service delivery. Measuring stakeholder satisfaction is a critical means of measuring the Ministry's success in improving service quality.

Survey results suggest that the Ministry is meeting client expectations and providing customer-focused service delivery.

Goal 6: All British Columbians live in prosperous regions and are able to achieve their economic potential

The government reorganization in June 2008 resulted in the addition of community infrastructure to the Ministry of Transportation and Infrastructure. To reflect this change, the Ministry is reporting the associated performance results against the stated performance targets from the Ministry of Economic Development's 2008/09 to 2010/11 Service Plan.

Objective 6.1: Advance economic growth and enhance business competitiveness and productivity in every region

Strategy

- Strengthen federal and provincial relationships to enhance and continue the delivery of joint infrastructure funding programs.

Performance Results

Performance Measure	2006/07 Actual	2007/08 Actual	2008/09 Target	2008/09 Actual
Federal, municipal and private funds invested to match provincial investment in community infrastructure	\$93 million provincial funds \$210 million leveraged	\$55 million provincial funds \$90 million leveraged	\$10 million provincial funds \$20 million leveraged	\$18 million provincial funds \$52 million leveraged EXCEEDED

Data Source: Actual expenditures resulting from the programs administered. Using actual payment figures gives a high degree of confidence in the accuracy of the information provided

Discussion of Results

This performance measure gauges the success of the ministry in maximizing the efficiency of provincial contributions in leveraging federal, municipal and private funding to support transportation and other infrastructure projects located throughout the province. The conclusion of the Major Post-Secondary Sports Training Facilities Initiative, previously reported in 2006/07 and 2007/08 resulted in a reduction to the 2008/09 bench mark figure. The acceleration of the Municipal Rural Infrastructure Fund resulted in more payments in 2008/09 than initially expected resulting in the actual 2008/09 figure exceeding the benchmark.

Expenditures resulting from the programs administered are used to support the construction or improvement of a wide range of recreation, community and transportation infrastructure.

Report on Resources

Ministry of Transportation and Infrastructure

Core Business Areas	Estimated	Other Authorizations	Total Estimated	Actual	Variance
Operating Expenses (\$000)¹					
Transportation Improvements	31,105	0	31,105	14,707	(16,398)
Public Transportation	298,753	18,531	317,284	317,894	610
Highways Operations	494,450	20,000	514,450	528,570	14,120
Commercial Passenger Transportation Regulation	2,610	0	2,610	2,571	(39)
Executive and Support Services	13,722	0	13,722	15,429	1,707
Total	840,640	38,531	879,171	879,171	0
Full-time Equivalents (FTEs)²					
Transportation Improvements	391	0	391	332	(59)
Public Transportation	20		20	16	(4)
Highways Operations	944	0	944	960	16
Commercial Passenger Transportation Regulation	25	0	25	24	(1)
Executive and Support Services	110	0	110	109	(1)
Total	1,490	0	1,490	1,441	(49)
Ministry Capital Expenditures (Consolidated Revenue Fund) (\$000)					
Transportation Improvements	637	0	637	790	153
Highways Operations	7,623	0	7,623	7,048	(575)
Commercial Passenger Transportation Regulation	325	0	325	160	(165)
Executive and Support Services	70	0	70	102	32
Total	8,655	0	8,655	8,100	(555)

Ministry of Transportation and Infrastructure

Core Business Areas	Estimated	Other Authorizations	Total Estimated	Actual	Variance
Other Financing Transactions (\$000)³					
Public Transportation	39,233	0	39,233	39,233	0
Revenue (\$000)⁴					
Total Receipts	102,181	0	102,181	79,992	(22,189)

¹ The ministry manages its operating budget to the bottom line by monitoring expenditures during the year, identifying potential savings and cost pressures, and reallocating funds accordingly. Government contingency of \$18.5 million was accessed for BC Ferry Services fare reductions in December and January. Supplementary Estimates of \$20 million was provided for Enhanced Highway Maintenance. These numbers reflect the government reorganization which resulted in Enhancing Economic Development transferring to Transportation Improvements and Public Transit Debt Servicing transferring to the Management of Public Funds and Debt.

² FTE staff usage was 49 under budget due largely to recruitment lag.

³ Prepaid Capital Advances are made to support Public Transportation around the province.

⁴ Revenue was \$22.2 million lower than expected due to the closure of the Coquihalla Toll Plaza in September 2008.

BC Transportation Financing Authority

2008/09	Total Estimated	Actual	Variance
Revenue (\$000)			
Dedicated taxes ¹	437,600	421,100	(16,500)
Amortization of deferred contributions ²	144,727	144,443	(284)
Other revenue ³	41,161	36,257	(4,904)
Total	623,488	601,800	(21,688)
Expenditures (\$000)			
Amortization	336,071	340,360	4,289
Interest ⁴	220,700	211,813	(8,887)
Interior and rural side roads ⁵	34,005	27,676	(6,329)
Grant programs ⁶	108,669	31,367	(77,302)
Operations and administration ⁷	66,467	52,146	(14,321)
Total	765,912	663,362	(102,550)
Net Earnings (Loss) (\$000)			
Net operating loss	(142,424)	(61,562)	(80,862)
Unrealized gains	0	124,859	124,859
Net Earnings (Loss)	(142,424)	63,297	(205,721)
Capital Plan (\$000) ⁸			
Transportation Improvements	851,954	763,069	(88,885)

¹ Dedicated taxes include 6.75 cents per litre motor fuel tax and a provincial sales tax on short-term car rentals of \$1.50 per day.

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

³ Other revenue includes interest income, property and economic development revenues.

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

⁵ Improvements to interior and rural side roads are included in capital expenditures; repairs are expensed. Total interior and rural side roads program expenditures are \$56 million for 2008/09, \$61 million for 2009/10 and then \$50 million every year thereafter. The split between capital and repairs in 2008/09 is approximately 50/50.

⁶ Grant programs include grants paid under the transportation partnerships program for ports and airports and the provincial contribution to the Canada Line Rapid Transit project.

⁷ Operations and administration expenditures include public-private partnership project performance payments, inland ferries operations and maintenance, and the write-down and transfer of assets.

⁸ Capital Plan numbers are net of federal funding.

Major Capital Projects

Kicking Horse Canyon

Objective: Upgrade the 26 kilometre section of the Trans-Canada Highway to a modern, four lane standard from the junction of Highway 95 at Golden to the western boundary of Yoho National Park. This highway corridor was originally constructed throughout the 1950s and is mostly two lanes wide. It is an important route for tourism and inter-provincial trade, serving as a gateway between British Columbia and the rest of North America. Additionally, by connecting remote resource extraction sites with processing, manufacturing and distribution centres, this portion of the Trans-Canada Highway is a key part of our province's resource economies, particularly forestry and mining.

The Kicking Horse Canyon Project has four phases, of which the first two, the \$64 million Yoho Bridge and the \$143 million Park Bridge are complete and in use.

Costs: The total cost was \$207 million for the first two phases. The estimated cost for Phase 3 is \$134.5 million.

- Phase 3 has been separated into two segments: Golden Hill to West Portal and Brake Check to Yoho National Park. Federal funding partnership has been secured under the Building Canada Fund.

Construction of the Brake Check to Yoho National Park segment was awarded to Ledcor Construction for \$45.975 million in September 2008. Work commenced in September and has a planned completion date of March 2011. Construction expenditures to March 31, 2009 are approximately \$7.2 million. The contractor has commenced construction of the 118 metre bridge at Mount Hunter Creek, clearing and excavation over the nine kilometre four lane widening.

Total expenditures to date are \$13.5 million in engineering and land acquisition.

Preparations for design-build procurement of the Golden Hill to West Portal segment commenced in 2008/09 and will be completed in 2009/10. Procurement is targeted for fiscal 2010.

Preparations for design-build procurement of the Golden Hill to West Portal segment commenced in 2008/09 and will be completed in 2009/10. Procurement is targeted for fiscal 2010 with a request for qualifications issued in April 2009 and day labour activities commencing in May 2009. A request for proposals for the design-build of the Golden Hill to West Portal section will be issued in May 2009. Completion of construction is targeted for 2012.

- Phase 4 of the project is also underway with the preliminary engineering work on the challenging segment from West Portal to Five Mile Hill was conducted in fiscal 2008.

Benefits:

- Safer roads and increased capacity on a critical provincial and national gateway;
- Fewer road closures due to slides and accidents; and
- Economic development through increased tourism and more efficient movement of goods and services.

Risks:

- Challenging climatic and geographic conditions; and
- Managing traffic during construction.

William R. Bennett Bridge

Objective: Construct a new five lane floating bridge to replace the existing 50 year old bridge which was at the end of its service life, and reduce the increasing traffic congestion in Kelowna. A competitive procurement process resulted in the selection of SNC-Lavalin as the private partner to design, build, finance and operate the new bridge and related improvements to the highway approaches.

Costs: Construction of the William R. Bennett Bridge project was encompassed in a 30 year performance-based public-private partnership between the Ministry and SNC-Lavalin.

The capitalized value of the new bridge and east approach improvements is projected to be \$185 million. This includes costs incurred directly by the Ministry, an estimate of the private partner's construction costs for the base requirements and additional capital works undertaken (as determined by the private partner and without an increase in the Province's financial obligations under the 30 year contract) to defray future maintenance and rehabilitation costs, the cost of decommissioning the existing bridge and interest costs during construction.

The bridge opened for traffic in May 2008, three months ahead of schedule. The old bridge concrete pontoons have all been disconnected and are awaiting disposal while the liftspan and other steel spans have been taken apart and recycled.

Benefits:

- Improved safety;
- Reduced congestion and travel time;
- Reliable 75 year life for new bridge; and
- Economic development through more efficient movement of goods and services.

Risks:

Risks encountered during construction included:

- Engineering and construction challenges for this unique floating structure; and
- Environmental risks within Okanagan Lake and archaeological risks on shore.

Sea-to-Sky Highway Improvement Project

Objective: Improve safety, reliability and capacity of the Sea-to-Sky Highway which links communities from West Vancouver to Whistler. During construction, maximize predictability and minimize disruption for travelers. When complete, the improvements will make travel along the corridor safer and more reliable for residents, commuters, visitors and goods movers.

As of April 2009, the project is 90 per cent complete and is on schedule for completion by fall 2009.

Costs: The Ministry chose a combination of procurement methods to deliver the highway improvements on the Sea-to-Sky corridor. Approximately two-thirds of the capital expenditures for the overall project are being undertaken through a 25 year performance-based public-private partnership between the Ministry and the S2S Transportation Group. The total authorized capital budget for the project is \$796 million.

Benefits:

- A safer road;
- Increased capacity;
- Improved reliability with fewer road closures due to slides and traffic incidents; and
- First Nations' participation and opportunities.

Risks:

- Difficult terrain and unstable areas that the highway crosses;
- The need to keep a large volume of traffic flowing while carrying out the improvements; and
- The need to address municipal, First Nations, community and environmental issues.



Sea-to-Sky Highway Improvement Project – showing the use of mechanically stabilized earth walls and ‘half bridges’ to widen highway just south of Porteau Cove Provincial Park.

Pitt River Bridge and Mary Hill Interchange/Lougheed Highway Interchange

Objective: Construct a new high level bridge to replace the existing Pitt River swing bridges connecting Pitt Meadows to Port Coquitlam. Construct a new interchange at the west end of the new bridge and provide intersection improvements at Lougheed Highway and Kennedy Road.

Construction is underway and on target for completion in late 2009.

Costs: The bridge and interchange project is estimated to cost \$198 million. The federal government has committed \$90 million for the project. Total expenditures for fiscal 2008/2009 were approximately \$41 million.

Benefits:

- Elimination of traffic congestion, delays, and capacity limitations during peak travel periods;
- Accommodation of future traffic demands stemming from regional growth, local development, and TransLink's new Golden Ears Bridge;
- Increased road safety through greater traffic separation;
- Improved goods movement with better access to CP Rail's Pitt Meadows inter-modal yard;
- Reduced interference with marine traffic; and
- Improved marine habitat through a reduction in the number of bridge piers in the river, allowing for restoration of riparian habitat.

Risks:

- Potential for construction delay due to the need to keep a large volume of traffic moving;
- Shortages of skilled labour and increasing world prices for construction materials, and the impact of these on the cost of construction; and
- Protection of third party utilities in extremely soft soils.

South Fraser Perimeter Road

Objective: The South Fraser Perimeter Road Project, approximately 40 kilometres long, is a new four-lane, 80 kilometres per hour route along the south side of the Fraser River extending from Deltaport Way in Southwest Delta to 176th Street (Highway 15), with connections to Highway 1, and TransLink's new Golden Ears Bridge.

Following environmental certification, construction commenced in summer 2008. Project completion is scheduled for 2012.

Costs: The overall cost of the project is estimated at \$1.145 billion. A federal contribution of \$365 million was committed in May 2007. Expenditures for fiscal 2008/2009 are approximately \$95 million.

Benefits:

- Improved movement of people and goods through the region via enhanced connections to the provincial highway network;
- Reduced east-west travel times, particularly for heavy truck movements by providing a continuous highway along the south side of the Fraser River;
- Improved access to major trade gateways and industrial areas, and enhanced development in designated industrial areas along the south side of the Fraser River;
- Improved safety and reliability; and
- Restored municipal roads as community connectors by reducing truck traffic on municipal road networks.

Risks:

- Construction in soft soils (preloading in some areas may take over one year to settle);
- Property cost escalation in key areas due to rapidly expanding development. About 60 per cent of the 520 total required properties have been acquired; and
- Shortages of skilled labour and increasing world prices for construction materials, and the impact of these on the cost of construction.

Port Mann Bridge/Highway 1

Objective: The Port Mann/Highway 1 project includes a new 10-lane Port Mann Bridge, widening the highway, upgrading interchanges and improving access and safety on Highway 1 from the McGill interchange in Vancouver to 216th Street in Langley, a distance of approximately 37 kilometres.

In keeping with the *Provincial Transit Plan* and commitment to alternative transportation, the project includes congestion reduction measures such as high occupancy vehicle lanes, transit and commercial vehicle priority measures, improvements to the cycling network and an electronic toll on the Port Mann Bridge. As well, the new bridge will be built to accommodate future light rail transit. The project will also provide for a Highway 1 RapidBus service, a joint initiative of the Province and TransLink, with service between Langley and Burnaby in less than 25 minutes.

Costs: The bridge and highway project capital cost is estimated at \$2.46 billion and while the overall project is expected to be completed in 2013, the new Port Mann Bridge will be operational one year earlier, in December 2012. Approximately \$29 million was spent in fiscal 2008/2009.

Benefits:

- Reduced congestion;
- Improved safety and reliability;
- Improved local connections across the highway;
- Improved access to and exit from the corridor; and
- Implementation of congestion reduction measures to maintain corridor efficiency and increase transportation choice.

Risks:

- Property cost escalation in key areas due to rapidly expanding development; and
- Traffic management during construction on B.C.'s busiest highway.

Transportation Investments

	2008/09 Expenditures (\$ millions)
Provincial Investments:	
Transportation Investment Plan	
Rehabilitation	158
Interior and Rural Side Roads	56
Heartlands Oil and Gas Rural Rehabilitation	41
Mountain Pine Beetle Strategy	32
Highway 1 – Kicking Horse Canyon	12
Sea-to-Sky Highway	168
William R. Bennett Bridge	25
Border Crossing Infrastructure	31
Gateway Program	152
Okanagan Valley Corridor	36
Cariboo Connector Program	25
Other Highway Corridors and Programs	70
Airports and Ports	14
Cycling Infrastructure	3
Provincial Transit Plan	
Canada Line Rapid Transit Project	13
Rail Rapid Transit Projects	0
Rapid Bus Projects	4
Buses and Other Transit Priorities	42
Total Provincial Investment	882
Self-Supported and Investments Funded Through Contributions From Other Partners:¹	
Canada Line (Federal Govt, TransLink, YVR, Private)	98
Border Crossing Infrastructure (Federal Govt)	3
Evergreen Line (Federal Govt, TransLink)	9
Federal Contributions to Other Projects	67
Total Self-supported and Investments Funded Through Contributions From Other Partners	177
Total Investments in Infrastructure	1,059

¹ The Port Mann / Highway 1 Project is no longer included as it will be reported by a separate Crown corporation.

Major Programs

The multi-year *Transportation Investment Plan* for British Columbia was announced in February 2003. Excluding the major capital projects already discussed in the previous section, other key components of the plan include:

- **Highway Rehabilitation** – During 2008/09, \$158 million was invested in resurfacing our provincial highways, rehabilitating or replacing bridges and other structures, seismic retrofits, and various safety improvements.
- **Interior and Rural Side Roads** – In 2008/09, \$56 million was invested in making the northern and rural road network safer and more reliable, and improving connections between communities.
- **Heartlands Oil and Gas Road Rehabilitation Strategy** – Approximately \$41 million was invested in 2008/09 on rehabilitating the existing public road infrastructure in the northeast region of the province to help eliminate seasonal load restrictions and extend the winter drilling season for oil and gas exploration, thereby attracting new investment and creating jobs. This rehabilitation is being done in partnership with the Ministry of Energy, Mines and Petroleum Resources.
- **Mountain Pine Beetle Strategy** – In 2008/09, \$32 million was invested in roads under the Ministry's jurisdiction, in areas impacted by the mountain pine beetle timber harvest. These funds were invested in improving roads to facilitate harvest activities, and on rehabilitating or improving the safety of provincial highways impacted by the significantly increased volume of truck traffic generated by the accelerated harvest of mountain pine beetle-killed timber.
- **Border Crossing Program** – Approximately \$31 million was invested in 2008/09 on projects to enhance the free flow of goods through British Columbia's busiest border crossings to keep international trade moving and the economy strong. Approximately \$3.2 million in contributions was received from the federal government and other sources.



Border Crossing Program - New completed interchange at Highway 91A and Howes Street in New Westminster.

- **Okanagan Corridor Improvements** – In addition to providing a new crossing of Okanagan Lake with the William R. Bennett Bridge, trade and tourism were supported through projects to reduce congestion in the Okanagan Valley. These projects include four-laning of Highway 97 between Summerland and Peachland, upgrading Highways 97 and 33 within Kelowna, and four-laning Highway 97A between Vernon and Armstrong. During the 2008/09 fiscal year, considerable work was performed on the construction project north of Summerland, which is currently ahead of schedule. Construction also began on two major projects, Highway 97 within Kelowna and Highway 97A in Spallumcheen. For 2008/09, \$36 million was invested in addition to \$18 million from the federal government.



The Goat Bluffs area is within the Bentley Road to Okanagan Lake Park Project between Summerland and Peachland on Highway 97. The Goat Bluffs is about five kilometres north of Summerland. This is the highest rock cut on the project, with a face of over 70 metres in elevation. This area was named Goat Bluff because of the herd of mountain goats introduced in the late 1960s. This herd has grown from two pair to over 20 animals. The Ministry worked with the Ministry of Environment to ensure the goats were protected. Five lambs have been born and successfully raised during the construction.

- **Cariboo Connector** – Widening the 460-kilometre portion of Highway 97 from Cache Creek to Prince George will increase safety and decrease travelling times while providing northern communities with a first-class trade corridor that meets the needs of a rapidly expanding economy. Phase 1, a \$200 million improvement program was initiated in 2005/06. To date, investments exceeding \$240 million have been approved to proceed to construction. Federal funding of \$87 million has been secured for thirteen Cariboo Connector projects under the Asia-Pacific Gateway and Corridor Initiative, the base funding component of the *Building Canada Plan* and the *Infrastructure Stimulus Plan*.
- **Other Highway Corridors and Programs** – Investments totalling \$70 million were made in 2008/09 improving the performance of highway corridors through projects such as passing lanes, four-laning, left turn slots, realignments and safety upgrades; including \$49 million spent on interest during construction, procurement expenses for design-build-finance-operate projects, and other transportation programs.
- **Airports and Ports** – Approximately \$14 million was spent in 2008/09 at air and marine ports across British Columbia to help boost tourism, create jobs and enable the realization of economic opportunities. This amount included \$7.8 million of an \$11 million contribution to a runway extension at Prince George Airport. The ministry contributes funds each year, when combined with contributions from other funding partners, provides significant benefits to regional economies.
- **Cycling Program** – In 2008/09, the ministry spent approximately \$3 million in funding to municipalities across British Columbia for cycling infrastructure improvements. The ministry also provided cycling infrastructure as part of its major projects, such as the extra wide sidewalk on the William Bennett Bridge and wide shoulders on the Kicking Horse Bridge.
- **Transit Plan** – The *Provincial Transit Plan* calls for a cumulative investment in new infrastructure from all partners (B.C., TransLink, federal and local governments) of \$782 million from 2008/09 to 2010/11. The plan will help to achieve greenhouse gas reduction goals by significantly increasing transit ridership, reducing automobile use, and providing a foundation of transportation infrastructure to support the development of healthier communities in the future. Investments will be made to increase the number of buses and SkyTrain cars, introduce rapid bus service on heavily travelled urban corridors, and expand the rail rapid transit network. Construction on the Canada Line will be complete by November 2009 and it will enter operation. Construction on the Evergreen Line is expected to be initiated in 2010/11. More information on the *Provincial Transit Plan* can be obtained at: www.th.gov.bc.ca/Transit_Plan/index.html.

Ministry Contact Information

Website: www.gov.bc.ca/tran

General Inquiries

Email: TRAN.WEBMASTER@gov.bc.ca

Phone: (250) 387-3198

Fax: (250) 356-7706

Mailing Address

PO Box 9850 Stn Prov Govt

Victoria BC V8W 9T5

Canada

South Coast Regional Office

7818 6th Street

Burnaby BC V3N 4N8

(604) 660-8200

Southern Interior Regional Office

447 Columbia Street

Kamloops BC V2C 2T9

(250) 828-4220

Northern Regional Office

213 - 1011 4th Avenue

Prince George BC V2L 3H9

(250) 565-6478