

Ministry of
Transportation
and Infrastructure

2009/10
Annual Service Plan Report



Ministry of Transportation and Infrastructure

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Message from the Minister and Accountability Statement



The *2009/10 Annual Service Plan Report* is a chance for our Ministry to show the public how we have lived up to our commitments and plans over the past year. I am very proud of what we achieved in the 2009/10 fiscal year, and I am glad to share the details with you.

Last year, the public were able to utilize major new components of the transportation network. The \$2 billion Canada Line opened three and a half months ahead of schedule and is attracting even more riders than projected. The Sea-to-Sky Highway Improvement Project helped us welcome the world to the 2010 Olympic and Paralympic Winter Games. This project improved safety and reduced travel time on one of the most

scenic highways in the world.

Both these projects were honoured in 2009 with the Gold Award for Infrastructure from the Canadian Council for Public-Private Partnerships. They are also receiving praise from the British Columbians who rely on them every day.

We completed the Simon Fraser Bridge Project in Prince George in 2009. This newly twinned bridge with a joint bicycle/pedestrian lane is the centrepiece of our Cariboo Connector strategy to four-lane Highway 97 from Prince George to Cache Creek, a strategy for which we've exceeded our original commitment. Phase 3 of the Kicking Horse Canyon Project has begun, with construction targeted for completion in 2012. The new high-level Pitt River Bridge in Metro Vancouver opened as well, eliminating traffic backups and reducing environmental impacts on the river. The five-year Border Infrastructure Project finished its final upgrade in early 2010, improving international trade flow.

All of us will remember the past year as one of significant economic challenge. While countries around the world struggled, the Ministry of Transportation and Infrastructure helped stimulate our economy with smart investments in infrastructure that protected British Columbian jobs. The federal government made infrastructure stimulus funding available, and B.C. was ready with the plans and skills needed to put that investment to work.

The provincial government and its partners invested \$1.231 billion in transportation infrastructure during the 2009/10 fiscal year, creating new opportunities in our communities and enhancing safety in our transportation system. Our Pacific Gateway initiative has helped raise our share of west coast container traffic from nine per cent in 2005 to 13 per cent in 2009, a remarkable sign of prosperity. The provincial government's overall three-year \$14 billion capital infrastructure plan will generate as many as 88,000 jobs across B.C.

Ministry of Transportation and Infrastructure

As we strengthen our economy through transportation investment, we are committed to protecting the environment and our quality of life. By 2020, we intend to double public transit ridership and reduce greenhouse gases by one-third, compared to 2007 levels. Last year, we helped deploy a new fleet of hydrogen buses in Whistler, expanded other B.C. bus fleets with new cleaner energy vehicles, and laid the groundwork for new rapid transit lines that will be crucial to changing the way our cities work. We also supported BC Transit with Canada's highest transit subsidy level and helped fund local government cycling projects, such as the Esplanade section of North Vancouver's Spirit Trail.

There are more transportation success stories on the way. Last year, we reached significant milestones on multi-year projects such as the South Fraser Perimeter Road and the McTavish Road interchange on Highway 17. You can learn about these and other important projects in this report.

The right transportation and infrastructure investments are critical to ensure a strong economy and position British Columbia for continued growth. In 2009/10, we showed our plans are working.

The Ministry of Transportation and Infrastructure's *2009/10 Annual Service Plan Report* compares the actual results to the expected results identified in the Ministry's *2009/10 - 2011/12 Service Plan Update*. I am accountable for those results as reported.



Honourable Shirley Bond
Minister of Transportation and Infrastructure

June 21, 2010

Table of Contents

Message from the Minister and Accountability Statement	3
Highlights of the Year	6
Purpose of Ministry	11
Strategic Context	13
Report on Performance	16
Performance Plan Summary Table	16
Goals, Objectives, Strategies and Performance Results	17
Report on Resources	30
Resource Summary Table – Ministry of Transportation and Infrastructure.....	30
Statement of Earnings - BCTFA	31
Annual Service Plan Report Appendices	41
Appendix A: Ministry Contact Information	41

Highlights of the Year

In addition to the accomplishments noted in Minister Bond's message, the Ministry reached the following milestones in 2009/10:

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 global economy. Select key achievements in 2009/10 include:

- **Roberts Bank Rail Corridor** – A \$307 million partnership between Canada, the Province, Port Metro Vancouver, TransLink, four municipalities and four railroads to improve road/rail crossing. All nine projects commenced design and are proceeding on schedule.
- **Deltaport 3rd Berth** was completed, allowing for increased capacity.
- **Port of Prince Rupert** – COSCO expanded their service to twice weekly.
- **Prince George Airport** – The \$33 million runway extension was completed, allowing for greater cargo service and larger aircraft.
- **Vancouver Cruise Ship Terminal** – Shore power facility was completed, which allows ships to not run their engines while in port.
- During the 2010 Olympic and Paralympic Winter Games, the Ministry, with its Pacific Gateway partners, hosted business events with international customers. Accomplishments included:
 - commitment from three airlines to increase service;
 - commitment from a global shipping company to increase service to Prince Rupert;
 - commitment from a Japanese mining company to export coal from Vancouver Island to Japan; and
 - commitments from port and rail supply chain partners for continuous improvement in service reliability and cost reduction.

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 13 per cent in 2009.

Base Funding Initiative

The federal government's Provincial-Territorial Base Funding initiative was established in federal Budget 2007 and provided \$25 million per year for seven years to each province and territory commencing in fiscal 2007/08 and ending in fiscal 2013/14. The Canada-British Columbia Provincial-Territorial Base Funding Agreement was amended to provide for accelerated investment and over \$240 million in additional highway improvement projects

Ministry of Transportation and Infrastructure

throughout the province were announced on April 6, 2009. The full \$175 million in federal funding of the Base Funding Initiative has been committed: \$151.7 million to highway improvement projects throughout the province and \$23.3 million to the Ministry of Public Safety and Solicitor General's Flood Protection Program.

Infrastructure Stimulus Fund

The Infrastructure Stimulus Fund was established in federal Budget 2009 and provided \$4 billion in new federal funding for the construction and renewal of public infrastructure in Canada. Funding is only available for two years and projects have to be substantially complete by March 31, 2011. Available federal funding has been fully leveraged. Over \$1.3 billion in funding has been committed to the 400 Infrastructure Stimulus Fund projects approved in British Columbia. This includes \$512 million in federal funding, \$430 million in provincial funding, and \$360 million in third party funding.

- **Highway 17/McTavish Interchange Project** – This \$24 million grade-separated interchange will improve safety, enhance transit, and improve access to the Victoria International Airport at Highway 17 and McTavish Road.
- **Nelson Road/Highway 91 Interchange** – A \$25.1 million interchange will provide access from Highway 91 to the Fraser Port Industrial Area and is being funded through a partnership with City of Richmond and Port Metro Vancouver in addition to the federal and provincial governments.
- **Highway 97 Stone Creek Bridge** – This \$28 million project includes the four-laning two kilometres of highway between Plett Road and Stone Creek Bridge and the replacement of the bridge with a new four lane structure.

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. 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 infrastructure component; to date:

- \$215.6 million in federal funding has been secured for core National Highway System projects;
- \$118.1 million in federal funding has been secured for public transit projects;
- \$350.0 million in federal funding has been secured for the Evergreen Line Rapid Transit Project. This is in addition to the \$67 million previously committed by the federal government.

The total value of projects funded to date under the major infrastructure component is \$2.346 billion.

Communities component; to date:

- Available federal funding has been fully leveraged. Over \$655.6 million has been committed to 125 projects: \$175 million federal, \$175 million provincial and \$305.6 million third party.

Provincial Transit Plan

The *Provincial Transit Plan* was announced in January 2008. The \$14-billion plan includes investments for new and upgraded rapid transit lines, the introduction of rapid bus services, expansion of the bus fleet and other transit supportive infrastructure projects. The plan is intended to double transit ridership by 2020, reduce reliance on the automobile, decrease transportation greenhouse gas emissions and provide a network to support increased urban population densities. Since the announcement of the plan, transit ridership has increased by over 13 per cent to 248.5 million in 2009/10.

\$1.4 billion in federal and provincial funding commitments have been announced to date. This funding is going towards several projects, including the Evergreen Rapid Transit Project, improvements and capacity increases to the Expo Line including 48 new cars, rapid bus projects in the Lower Mainland and Kelowna, as well new buses and related facilities for TransLink and BC Transit. The provincial bus fleet has increased by 381 vehicles since the announcement of the plan.



The \$2-billion Canada Line opened ahead of schedule and on budget.

The Ministry supported BC Transit in acceptance testing and implementation of 20 hydrogen fuel cell buses and fuelling infrastructure for deployment into regular fleet service in Whistler prior to the 2010 Olympic and Paralympic Winter Games. Regular service began in November 2009 and this new fleet of hydrogen buses are the backbone of the Whistler transit system.

The \$2-billion Canada Line opened in August 2009 ahead of schedule and on budget. The line is a huge success with ridership well ahead of projections, averaging approximately 94,000 rides a day prior to the Games. During the Games ridership averaged 207,000 rides a day.

Several *Provincial Transit Plan* projects were completed during 2009/10. These include improvements to the Expo Line Broadway Station, Expo Line Rail Upgrades, and the shoulder bus lane on Highway 99 from Westminster to Bridgeport. Several projects also started in 2009/10, including new Park and Ride and transit exchanges in Langley and Greater Victoria, new bus lanes on Highway 7 and Highway 99, and the Capilano Bridge/Marine Drive Transit Priority Project.

Cycling

Since 2001, \$128 million has been invested in cycling improvements around the province. In 2009/10, the Ministry worked with the Ministry of Community and Rural Development to support the Ministry's commitment to cycling infrastructure by taking advantage of federal Build Canada funds. This resulted in the investment of \$14.2 million in cycling-specific projects such as separated trails and bike lanes, and an additional 30 larger municipal road projects that include a cycling component such as bike lanes.

Under the BikeBC program, the Ministry provided \$2.025 million to local governments for cycling improvements. These include the City of North Vancouver Esplanade Spirit Trail Section and the City of Port Coquitlam Coast Meridian Overpass.

The Ministry continues to develop its own cycling infrastructure. Noteworthy projects include the joint bicycle/pedestrian lane on the Simon Fraser Bridge in Prince George and the design of the McTavish Interchange on Highway 17, which provides cyclists with a safe route through the interchange via pathways and a separate cycling/pedestrian crossing over Highway 17, and preserves the connections to the Lochside Trail.

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 and fuel consumption, and enhancing bicycle use.

Achievements in 2009/10 include:

- Phase 3 Construction continued on the nine kilometre Brake Check to Yoho National Park segment which will deliver a new 112-metre long bridge across Mt. Hunter Creek, wildlife crossing structures at Vacation Creek and Glenogle Road, along with continuous wildlife exclusion fencing and access improvements at Beaverfoot Road. Work is planned to be completed in March 2011.
- A fourth lane was constructed on Golden Hill using local hired equipment. Construction was completed on October 7, 2009.
- A Design/Build contract was awarded to Emil Anderson Construction Inc. on December 2, 2009, for the Golden Hill to West Portal project. The work will include four-laning, grade and horizontal alignment improvements from Golden Hill to the West Canyon Portal, a wildlife overpass, and a grade separated intersection at Upper Donald Golden Road. Work will be completed by March 2012.

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

Sea to Sky Highway Improvement Project

The project achieved completion on September 29, 2009, approximately five weeks ahead of schedule. All sections of the highway were completed and operating in their final configuration.

Gateway Program

Gateway Program improvements are helping create a comprehensive, effective transportation network in Metro Vancouver. Key achievements in 2009/10 include:

- the completion of the new Pitt River Bridge; and
- the initiation of the Port Mann/Highway 1 Project through the Transportation Investment Corporation, a provincial Crown corporation.



The new Pitt River Bridge is cable-stayed, which minimizes the number of piers in the water to protect the marine environment.

Purpose of Ministry

The Ministry of Transportation and Infrastructure plans transportation networks, provides transportation services and infrastructure, establishes and enforces safety standards for commercial vehicles and regulates commercial passenger transportation services. The Ministry also administers federal-provincial programs for cost-sharing community infrastructure and other infrastructure. To accomplish its mandate, the Ministry:

- works to expand and integrate various modes of transportation in consultation with local and regional authorities, and stakeholder groups, and does so in cooperation with transportation-related Crown corporations and TransLink;
- pursues policies and other initiatives to enhance the competitiveness of B.C.'s ports and airports, our gateways for economic growth and development;
- works with partners and other levels of government, and provides funding, to develop and deliver 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;
- 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;
- undertakes vehicle safety inspections and sets commercial vehicle operating standards; and
- licenses and regulates commercial passenger transportation.

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

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 responsible for the following Crown corporations:

BC Transportation Financing Authority – The BC Transportation Financing Authority is a provincial Crown corporation operating 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 B.C. Financial statements are available at www.th.gov.bc.ca/publications/ministry_reporting/bctfa.htm

British Columbia Railway Company (BCRC) – On April 1, 2010, the shares of BCRC were transferred to the BCTFA, resulting in the BCRC becoming a wholly-owned subsidiary of the BCTFA. Continuing as its own entity, BCRC will retain its legal and legislative authorities and agreements. BCRC core operations will be managed by the Ministry of Transportation and Infrastructure. BCRC core functions include:

- management of the Revitalization Agreement between BCRC and CN Rail;
- ownership and operation of the 40 km Port Subdivision rail line;
- control of key land assets, including land ownership and lease arrangements with Vancouver Wharves and Squamish Terminals;
- land, permitting and environmental management of over 2,300 km of rail line;
- sale of surplus property not required for railway or Pacific Gateway purposes; and
- investment in rail, land and other infrastructure that supports Pacific Gateway capacity expansion.

The transition of BCRC management and operations to the Ministry will result in lower administrative and overhead costs and will provide closer integration with Pacific Gateway and other strategic initiatives. More information can be found at www.bcrproperties.com/bcr1/.

BC Transit – BC Transit is the provincial Crown agency charged with coordinating the delivery of public transportation throughout B.C. (outside Metro Vancouver). More information can be found at www.bctransit.com/.

Transportation Investment Corporation – The Transportation Investment Corporation (TI Corp) is established under the *Transportation Investment Act*. Its primary purpose is to implement the Port Mann/Highway 1 Project. More information about the project can be found at www.pmh1project.com/.

Rapid Transit Project 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. Financial statements are available at www.th.gov.bc.ca/publications/ministry_reporting/rtp2000.htm

Strategic Context

The following factors shaped the development and execution of the Ministry's programs in 2009/10:

Preliminary estimates from Statistics Canada show that British Columbia's real GDP contracted by 2.3 per cent in 2009, following a year of 0.0 per cent growth (or no change) in 2008. The slowdown in B.C. during 2009 reflects the sharp US and global economic downturn, the moderation of domestic demand in B.C., and volatility in world financial and commodity markets. The Ministry of Finance forecasts B.C.'s economy to return to growth in 2010, with real GDP increasing by 2.2 per cent. Risks to B.C.'s 2010 economic outlook include a double dip recession originating in the US, slower than anticipated global demand resulting in reduced demand for B.C.'s exports, further appreciation of the Canadian dollar, and further weakening of the U.S. dollar resulting in significant disruptions to global financial and commodity markets.

Accelerated Infrastructure Investment to Stimulate Economic Activity. British Columbia and Canada identified accelerated infrastructure development as being critical to stimulating the economy. Substantive investments in highway, transit and community infrastructure projects were announced and initiated under the accelerated Base Funding initiative, Infrastructure Stimulus Fund and Building Canada Fund.

Growth in Asia-Pacific Trade. Long-term economic growth in Asia offers businesses in B.C. and the rest of Canada enormous opportunities to expand trade and tap into existing markets as well as establish new ones. China is Canada's second largest trading partner and B.C.'s largest off-shore trading partner. By 2020, China is forecast to be the world's second largest economy, and trade between China and North America is expected to increase by 300 per cent from its 2006 level. India and other Asian nations, with their newly thriving economies, also have the potential to become far more significant trading partners. India's annual economic growth rate is forecasted to exceed eight per cent over the next 20 years, which would place the country amongst the most powerful economies in the world. B.C.'s geographic location is a tremendous natural advantage as a gateway between Asia and North America.

The provincial government's Ports Strategy has set a goal of expanding B.C.'s share of west coast Asia-Pacific container traffic from nine to 17 per cent by the year 2020, thereby creating 32,000 jobs in the province and increasing the provincial GDP by \$2.2 billion. Canada's west coast ports, airports, and supporting road and rail networks are central to achieving this objective. In light of this, a number of projects funded through cost-sharing agreements with the federal government, including accelerated projects, involve infrastructure enhancements that will improve access to or expand the capacity of, ports and airports. In addition, the Ministry is focusing its efforts on business development in air cargo, container, and bulk and break-bulk trade opportunities while continuing advocacy for a national Open Skies policy.

Trade Barriers. Efficient and secure border flows between Canada and the U.S. are crucial for trade and tourism. Transportation infrastructure enhancements have improved travel time to and from border crossings, but security demands have increased processing times at land border crossings, leading to continued border delays. Although border processing itself is a federal responsibility, B.C. has worked with other jurisdictions to contribute to border processing efficiency through measures such as NEXUS/FAST lanes, traveller information systems, truck staging areas, the Enhanced Driver Licence, research and development, and publicity campaigns.

B.C. and Washington State also work together to encourage federal agencies and other partners to improve border operations, increase participation in trusted traveller programs, and lower institutional and operational barriers at the border. In late 2009, B.C. and Washington State signed the *Framework for Transportation, Competitiveness and Prosperity Agreement* which identifies a number of steps for joint transportation and border-related initiatives such as co-operating on new and existing border transportation management and trans-boundary freight regulation initiatives, supporting the completion of the bi-national Border Circulation Analysis, developing a shared vision for high speed rail service, securing the long-term operation of the second daily Amtrak train between Seattle and Vancouver, and jointly advocating for direct harbour to harbour air service between Seattle and Vancouver.

Reducing Greenhouse Gas Emissions. The provincial government intends to reduce B.C. greenhouse gas emissions to one third of 2007 levels by 2020. Transportation accounts for about 37 per cent of the greenhouse gas emissions in the province; automobiles (light duty cars and trucks) alone account for 14 per cent.

Reducing emissions from automobiles involves reducing the number of trips and trip length for personal vehicles and adopting cleaner vehicle technologies. Land use changes and the provision of alternatives to single occupant driving are key to reducing trips and trip length. These strategies, in turn, require significant investment in transit and other alternative modes of travel, such as shared High Occupancy Vehicle and rapid bus lanes. As a result, the Ministry is advancing the *Provincial Transit Plan* which calls for the provision of a world class transit network to increase the market share for Metro Vancouver public transit from 12 per cent in 2008, to 17 per cent by 2020, and up to 22 per cent by 2030.

Developing the rapid transit network will support denser land use and provide alternatives to single occupant vehicles. Denser communities will encourage transit use and facilitate carpooling, walking, and cycling as alternative travel modes. As part of this plan we are also increasing the provincial bus fleet outside Metro Vancouver by 70 per cent with new, cleaner technology buses.

As part of adopting cleaner vehicle technologies, the Ministry has been working closely with the trucking sector on changes such as the Diesel Retrofit Requirement and the expansion of weigh-in-motion technology to reduce truck idling at inspection stations.

Changing Regional Economies. Rural economies continue to diversify and will rely on a range of infrastructure improvements to facilitate their evolution. Additional log and forest product hauls from accelerated harvests triggered by the mountain pine beetle epidemic are projected to peak in 2013 and continue for some years after. Oil and gas development continues to expand outside the northeast region to other areas of the province. To facilitate the increase in industrial traffic and ensure roads remain suitable for all users, the Ministry has made additional investments in affected road networks, including maintenance and rehabilitation due to incremental wear and tear. The Ministry is also pursuing partnership opportunities with First Nations to stimulate economic development through improved commercial access, involving First Nations in the delivery of transportation projects, and resolving highway tenure issues.

2010 Olympic and Paralympic Winter Games. The 2010 Olympic and Paralympic Winter Games were held in British Columbia in February and March 2010, bringing worldwide attention to the province and a period of increased demand on the transportation network and the Ministry's traffic management planning resources. The Ministry and its partners needed to coordinate management efforts, minimize delays, and prioritize critical Olympic movements.

Unplanned Events and Conditions. Weather and natural occurrences such as slides, floods, avalanches, earthquakes, and fires are highly unpredictable and can result in major disruptions to the transportation system and service providers. For example, the July 2009 forest fires in West Kelwona made it necessary for the Ministry to open a detour route and perform 24 hour road patrols to protect public safety. The Ministry is always at the ready to provide key community updates in such situations and to arrange alternative routes when needed.

Leveraging. The scope and magnitude of transportation investments and renewal requirements are extensive and the Ministry will need the participation of federal and other partners to deliver essential infrastructure within required timeframes. 2009/10 was a particularly active year for federal funding.

Report on Performance

Performance Plan Summary Table

Goal 1: Key infrastructure is improved to drive economic growth and trade For greater detail see pages 17 to 19	2009/10 Target	2009/10 Actual
Available provincial investment dollars are used as effectively as possible The percentage of projects that meet their budget and schedule	91.5%	92.3% EXCEEDED
Goal 2: British Columbia's transportation industries become more globally competitive For greater detail see pages 20 to 21	2009/10 Target	2009/10 Actual
Developing Canada's Pacific Gateway Growth in container volume handled at west coast ports in TEUs (twenty-foot equivalent units)	2.34 million TEUs	2.42 million TEUs ACHIEVED
Goal 3: Reduction of greenhouse gas for the transportation sector For greater detail see pages 22 to 23	2009/10 Target	2009/10 Actual
Increase use of transit, cycling and other alternative modes of personal transportation Annual public transit ridership in B.C.	246 million	248.5 million ACHIEVED
Goal 4: British Columbia is provided with a safe and reliable transportation system For greater detail see pages 24 to 27	2009/10 Target	2009/10 Actual
Contractors maintain the provincial highway system to a high standard Rating of the maintenance contractors' performance using Contractor Assessment Program	92.5%	93.0% ACHIEVED
Improved highway safety and reliability Crash reduction after construction on safety improvement capital projects (number of crash reduction from 152 crashes baseline)	20% reduction from baseline	36% reduction from baseline EXCEEDED
Goal 5: Excellent customer service For greater detail see pages 28 to 29	2009/10 Target	2009/10 Actual
Excellent service is provided to all British Columbians Customer satisfaction survey: Stakeholder satisfaction with existing Ministry services and delivery processes, rated on a scale of 1 to 5	4.10	4.10 ACHIEVED

Goals, Objectives, Strategies and Performance Results 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 is measured.

Goal 1: Key infrastructure is improved to drive economic growth and trade

Objective 1.1: Improved mobility servicing major economic gateways

Strategies

- identify infrastructure projects for both short-term and long-term economic benefits;
- 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 facilities, 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, such as an improved Advanced Traveller Information System that manages border capacity more efficiently.

Objective 1.2: Identify and select priority improvement projects

Strategies

- identify key safety and mobility improvements to enhance the movement of goods;
- develop options for improvements;
- evaluate and prioritize options;
- develop business cases for individual projects; and
- amalgamate into an integrated investment strategy.

Objective 1.3: 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 transportation projects in British Columbia.

Performance Results

Performance Measure 1: Project performance

Performance Measure	2007/08 Actual	2008/09 Actual	2009/10 Target	2009/10 Actual
The percentage of projects that meet their budget and schedule.	91.0%	91.1%	91.5%	92.3% EXCEEDED

Data Source: Ministry of Transportation and Infrastructure.

Discussion of Results

This performance measure evaluates all the Ministry capital construction and rehabilitation projects completed each year within the overall *Transportation Investment Plan*. The number and total value of these projects varies from year to year as new investments are made. The performance measure allows the ministry to assess how efficiently and effectively it delivers a large suite of projects.

Projects range in size, scope, and value from the very small to the extremely complex and costly, and they use a variety of procurement methods from traditional design/bid/build to public-private partnerships. Programs are continuously evolving to meet the needs of the infrastructure and to best serve the citizens of the province. The constant target represents the Ministry’s ability to maintain a high level of achievement despite these challenges and the broad range of projects included in the target.

Objective 1.4: 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 through the:
 - Interior and Rural Side Roads Program; and
 - Oil and Gas Rural Road Improvement Program; and
- support B.C.'s *Mountain Pine Beetle Action Plan*.

Objective 1.5: Manage programs that provide funding to communities to build and improve infrastructure that contributes to their sustainable development

Strategies

- manage the implementation of joint federal-provincial funding programs to support local government infrastructure priority projects.

Goal 2: British Columbia’s transportation industries become more globally competitive

Objective 2.1: Developing Canada’s Pacific Gateway

Strategies

- implement the *Pacific Gateway 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 Asia Pacific Gateway Authority.

Performance Results

Performance Measure 2: Container traffic growth

Performance Measure	2007/08 Actual	2008/09 Actual	2009/10 Target	2009/10 Actual
Growth in container volume handled at west coast ports in TEUs (twenty-foot equivalent units).	2.51 million TEUs	2.67 million TEUs	2.34 million TEUs	2.42 million TEUs 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 container target for 2009 was revised downward after the release of the *2009/10-2011/12 Service Plan Update*, however, to reflect the slowdown in international trade resulting from the global recession. The new target of 2.34 million TEUs was surpassed.

Container traffic handled by British Columbia’s key trading ports is shown from 2007 through 2009 in order to compare year-on-year growth. Total container traffic handled at B.C. ports in 2009 was 2.42 million TEUs, a ten per cent decrease over 2008 volumes. This follows growth of nine per cent and six per cent in 2007 and 2008 respectively. In particular, volumes at Port Metro

Ministry of Transportation and Infrastructure

Vancouver (PMV) fell 14 per cent compared to 2008. The Port of Prince Rupert, in contrast, experienced 46 per cent growth in container traffic in 2009 compared to 2008 as the container service introduced in late 2007 continues to expand. The smaller volumes there, however, were not sufficient to overcome the drop at PMV. The drop can be attributed to the global economic and financial crisis which halted the strong growth in consumer spending that led to the steep increase in container import traffic to North American ports over the last ten years.

B.C. ports weathered the recent economic turmoil significantly better than their competitors. B.C. container traffic declined only 4 per cent over the past two years, compared to declines as high as 31 per cent at U.S. west coast ports. As a result, B.C. ports' market share of total west coast container traffic increased from 11 per cent in 2007 to 13 per cent in 2009.

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.



The COSCO Antwerp unloads containers in Prince Rupert Port, the closest North American port to Asia.

Goal 3: Reduction of greenhouse gas for the transportation sector

Objective 3.1: Increase use of transit, cycling and other alternative modes of personal transportation

Strategies

- build rapid transit backbone and supportive rapid and frequent bus service to create rider options;
- invest in public transit infrastructure;
- improve high occupancy vehicle 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 3: Transit ridership

Performance Measure	2007/08 Actual	2008/09 Actual	2009/10 Target	2009/10 Actual
Annual public transit ridership in B.C.	219.5 MILLION	229 MILLION	246 MILLION	248.5 MILLION ACHIEVED

Data Source: Estimates for future public transit ridership are provided by BC Transit and TransLink. The target for 2009/10 was raised from the target of 235 million that appeared in the *2009/10 - 2011/12 Service Plan Update* as TransLink has adjusted ridership estimates based on changes to its anticipated budgets.

Discussion of Results

Ridership is on track to meet the *Provincial Transit Plan's* goal to double ridership from 2007 to 2020.

Objective 3.2: Improve supply chain efficiency for the movement of goods

Strategies

- reduce ship wait times in port;
- reduce ship idling through port electrification;
- reduce truck idling by minimizing wait times and empty kilometres travelled;
- improve rural road infrastructure;
- build rail grade separations; and
- free up road capacity for goods movement by reducing the use of single occupant vehicles.

Objective 3.3: 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;
- invest in new buses that use the latest technology;
- 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 4: British Columbia is provided with a safe and reliable highway system

Objective 4.1: Contractors maintain the provincial highway system to a high standard

Strategies

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

Performance Results

Performance Measure 4: Contractor assessment

Performance Measure	Baseline	2007/08 Actual	2008/09 Actual	2009/10 Target	2009/10 Actual
Rating of the maintenance contractors' performance using Contractor Assessment Program.	91%	91%	92.4%	92.5%	93.0% ACHIEVED

Data Source: Ministry of Transportation and Infrastructure, Construction and Maintenance Branch.

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 bonus. A rating between 85 and 90 per cent warrants a one per cent bonus, between 90 and 95 per cent warrants a one and a half per cent bonus, and above 95 per cent warrants a two per cent bonus.

The performance measure result for 2009/10 is a weighted provincial average of the combined winter 2008/09 and summer 2009 maintenance contractor audits for all 28 contractors in the province.

The 2009/10 target of 92.5 per cent reflected a level of effort significantly above the required basic maintenance contract service levels. This target was exceeded.

Objective 4.2: 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 infrastructure to determine priority in the annual resurfacing and structure rehabilitation and replacement programs.



Hot-in-place recycling revitalizes highways and saves taxpayers' money.

Objective 4.3: 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 Royal Canadian Mounted Police, and the Ministry of Public Safety and Solicitor General to identify areas for safety improvements.

Performance Measure 5: Highway safety

Performance Measure	Baseline	2008/09 Actual	2009/10 Target	2009/10 Actual
Crash reduction after construction on safety improvement capital projects.	152 crashes	18% reduction from baseline	20% reduction from baseline	36% reduction from baseline EXCEEDED

Data Source: The crash data is gathered by the RCMP as part of its on-site crash investigation. The RCMP completes MV 6020 forms and passes the data to ICBC. The data (provincial roads only minus personal information) are then passed on to the Ministry and input into the Collision Information System. Data reliability is dependent on RCMP attendance at crashes and the accuracy of the forms completed.

Discussion of Results

This performance measure compares the before and after crash reduction on 19 new safety improvement capital projects on completion of construction. These projects will be delivered throughout the reporting period. The baseline is established at 152 crashes per year measured over five years for the data period 2000 – 2004. This period was chosen due to superior data quality.

When setting the crash reduction target for 2009/10, Ministry staff expected that 13 out of 19 new safety improvement capital projects would be completed and have enough post-construction collision data to analyze. However, some projects were finished ahead of schedule, so in 2009/10 there were 16 completed safety projects that had the necessary two to three years of post-construction collision data. Ministry staff included all 16 projects in their analysis and found that crashes had been reduced by 36 per cent, which represents a reduction of 55 crashes per year from the baseline benchmark.

It is worth noting there has been a province-wide downward trend in collisions. However, police no longer attend Property Damage Only collisions and, following a legislative change in 2008, there is no requirement to self-report to police. This may have been a factor in the results.

Ministry Response

As collisions are random events, five years of crash data would provide a more representative measure of safety performance. Based on the historical data, Ministry staff anticipate that the overall collision reduction will be close to the projected target in the long range. Therefore, the Ministry intends to continue with the same strategies.

Objective 4.4: Effective road safety enforcement, education and programs for the commercial transport industry

Strategies

- establish and enforce regulations to enhance vehicle safety in B.C.;
- work with other jurisdictions to coordinate and harmonize commercial transport and vehicle safety standards;
- introduce system 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 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;
- streamline 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

- undertake annual surveys of customer satisfaction and compare survey results with baseline data to ensure customer needs are met;
- use survey results and public feedback to better understand various elements of customer expectations and levels of customer service provided through existing processes and procedures; and
- evaluate results to determine how to adjust internal processes, procedures and communications to enable more rapid information exchange within and between Ministry business units to deliver enhanced customer service.

Performance Results

Performance Measure 6: Customer service

Performance Measure	2005/06 Baseline	2007/08 Actual	2008/09 Actual	2009/10 Target	2009/10 Actual
Customer Satisfaction Survey: Stakeholder satisfaction with existing Ministry services and delivery processes, rated on a scale of 1 to 5.	3.89	4.09	4.05	4.10	4.10 ACHIEVED

Data Source: The Ministry's Customer Satisfaction Survey is based on the Common Measurement Tool, a survey framework designed by the Institute for Citizen-Centred Service to be administered by public-sector organizations to facilitate the measurement of citizen satisfaction.

Discussion of Results

The Ministry asked 2,057 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.

The customer satisfaction score is based on British Columbians' ratings of service they received from the Ministry. For example, Ministry staff may have checked the status of an application, provided information on government requirements, directed citizens to the correct source of information, or assisted with forms. The survey questions focus on fairness, willingness to go the extra mile, staff knowledge, timeliness, accessibility, staff courtesy, and overall service quality.

Survey respondents include local governments, commercial highway operators, permit applicants, emergency services, resource industries, highway construction and maintenance companies, professional and technical consultants, real estate industry, business groups, and general highway users.

The Ministry uses the survey results to identify areas and processes to improve service delivery.

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

Report on Resources

Ministry of Transportation and Infrastructure

Core Business Areas	2009/10 Estimates	Actual	Variance
Operating Expenses (\$000)			
Transportation and Infrastructure Improvements	14,020	11,988	(2,032)
Public Transportation	250,735	248,250	(2,485)
Highway Operations	475,684	479,031	3,347
Commercial Passenger Transportation Regulation	2,094	2,197	103
Executive and Support Services	13,250	12,517	(733)
Total Ministry Operations Before Adjustment of Prior Year Accrual¹	755,783	753,983	(1,800)
Adjustment of Prior Year Accrual ²		(525)	(525)
Total Expense Including Prior Year Accrual	755,783	753,458	(2,325)
Ministry Capital Expenditures (Consolidated Revenue Fund) (\$000)			
Transportation and Infrastructure Improvements	0	0	0
Highway Operations	2,981	1,606	(1,375)
Commercial Passenger Transportation Regulation	0	0	0
Executive and Support Services	0	0	0
Total³	2,981	1,606	(1,375)
Core Business Areas	Estimated	Actual	Variance
Other Financing Transactions (\$000)			
	0	0	0
Revenue (\$000)			
Total Receipts⁴	45,327	45,773	446

¹ The Ministry achieved savings of \$1.8 million in 2009/10 due to reduced costs for coastal ferries and operational efficiencies in travel and administrative costs. The Ministry manages its operating budget by monitoring expenditures during the year, identifying potential savings and cost pressures, and reallocating funds accordingly. Variances between core businesses are the result of these reallocations.

² In accordance with Generally Accepted Accounting Principles (GAAP), this amount reflects an adjustment of prior year's expense accrual. These dollars are not available for Ministry spending.

³ The Ministry CRF capital budget was under expended due to timing of spending on IT projects.

⁴ Revenue receipts were higher than budgeted due to higher motor vehicle licenses and permits.

BC Transportation Financing Authority

Statement of Earnings

2009/10	Total Estimates	Actual	Variance
Revenue(\$000)			
Dedicated taxes ¹	419,900	427,623	7,723
Amortization of deferred contributions ²	142,690	142,579	(111)
Other revenue ³	44,422	65,241	20,819
Total	607,012	635,443	28,431
Expenditures(\$000)			
Amortization	364,905	369,616	4,711
Interest ⁴	256,233	235,985	(20,248)
Interior and rural side roads ⁵	30,741	32,138	1,397
Grant programs ⁶	137,699	111,411	(26,288)
Operations and administration ⁷	59,517	71,867	12,350
Total	849,095	821,017	(28,078)
Net Loss(\$000)			
Net operating loss⁸	(242,083)	(185,574)	(56,509)

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, contributions from the Province and other parties, property sales, rentals, 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 road program expenditures for 2009/10 was \$55 million.

6 Grant programs include airports and ports grants, cycling infrastructure grants, provincial contributions to Canada Line, grants to TransLink and BC Transit for transit purposes, and other projects.

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

8 Excludes unrealized gain/loss from foreign exchange, financial derivatives, and sinking funds.

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 in the 1950s and is mostly two lanes wide. It is an important route for tourism and inter-provincial trade, serving as a gateway between B.C. and the rest of North America. 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. The first two, the \$64-million Yoho Bridge and the \$143-million Park Bridge (public-private partnership), are complete and in use.

Phase 3 includes the Golden Hill to West Portal and 10-Mile Brake Check to Yoho National Park projects. A federal funding partnership has been secured for Phase 3 under the Building Canada Fund. Construction of the 10-Mile Brake Check to Yoho National Park segment was awarded to Ledcor CMI in the fall of 2008 and is scheduled for completion by March 2011. A contract has been awarded to Emil Anderson Construction Inc. for the Golden Hill to West Portal design-build project. Completion of construction is targeted for March 2012.

Phase 4 includes the Highway 1/95 Intersection and the West Portal to Yoho Bridge section. Preliminary engineering work continues on the challenging section from West Portal to Yoho Bridge.

Costs: The total cost was \$207 million for the first two phases. The estimated cost for Phase 3 is \$116 million.

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.

Sea-to-Sky Highway Improvement Project

Objectives: 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 travellers. This project has made travel along the corridor safer and more reliable for residents, commuters, visitors and goods movers.

Construction included highway widening for additional passing lanes, softer curves, improved sightlines, and other design innovations. These improvements will meet population growth and increasing travel demand through to 2025.



The Sea-to-Sky Highway Improvement Project used half-bridges and retaining walls as an alternative widening strategy to rock slope excavation, which would have resulted in unacceptable delays to the travelling public during construction.

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. The remainder of the construction was undertaken through:

- an Alliance-type delivery model for a short Test Section undertaken in 2003 to 2004. This small section was done primarily to allow the project team to validate assumptions with respect to down slope constructability and traffic management during construction prior to procuring the larger contracts.
- a design-build contract for approximately 6.7 kilometres of the highway between Ansell Place and Lions Bay, undertaken in 2004 to 2006. This contract was undertaken to take advantage of available time while the larger Design Finance Build Operate process was being implemented and to mitigate the schedule risk.

Benefits:

- a safer road;
- increased capacity;
- improved reliability with fewer road closures due to slides and traffic incidents;
- First Nations' participation and opportunities; and
- completed approximately five weeks ahead of schedule.

Risks:

- the Ministry foresees no significant remaining construction risks, as the project is substantially complete and has only minor work remaining.

Pitt River Bridge and Mary Hill Interchange/Lougheed Highway Interchange

Objective: Construct a new high-level, seven-lane bridge with future capacity for eight lanes 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 to Lougheed Highway and Kennedy Road on the east side of the bridge. Construction has continued and made the target for substantial completion in late 2009 with final paving and other minor work being completed in the spring of 2010. Demolition of the swing bridges began in October 2009 and will be complete in the summer of 2010.

Costs: The total project budget is \$198 million. The provincial share is \$108 million, and the federal government is contributing \$90 million through the Canada-British Columbia Asia-Pacific Gateway and Corridor Transportation Infrastructure Fund. Expenditures for fiscal 2009/10, net of recoveries, were approximately \$12 million.

Benefits:

- increased safety as a result of the elimination of a major intersection and counterflow system, as well as a new dedicated pedestrian and cyclist pathway. The new bridge also enhances safety for marine navigation;
- replacement of the two old swing bridges has increased the reliability of the Pitt River crossing as well as ensured the free flow of marine traffic in the river. The new bridge has also created more reliable commuter and bus travel times;
- improved traffic movement and reduced congestion by maintaining seven general travel lanes, 24 hours per day, eliminating backups caused by the old counterflow system;
- reduced environmental impacts on the river by using significantly fewer piers than the existing swing bridges. The removal of the swing bridges has eliminated the 18 piers that supported them as well as allowed for the rehabilitation of land underneath and alongside the new bridge; and

- flexibility to meet changing traffic demand. The bridge was built to accommodate eight lanes in the future, four in each direction, some of which can be dedicated for high occupancy vehicles (HOV) as the rest of the HOV network expands. The bridge was designed to accommodate future rapid transit.

Risks:

- the Ministry foresees no significant remaining construction risks, as the project is substantially complete and has only minor work remaining.

South Fraser Perimeter Road

Objective: The South Fraser Perimeter Road Project, approximately 40 kilometres long, is a proposed new four-lane, 80 kilometres per hour route along the south side of the Fraser River. The project will extend from Deltaport Way in Southwest Delta to 176th Street (Highway 15) in Surrey, with connections to Highway 1, 91, 99 and TransLink's Golden Ears Bridge.

The project is one component of the Province's Gateway Program of road and bridge improvements along and across the Fraser River. The project will provide a much-needed continuous and efficient route to serve the important freight and service industry along this key economic corridor. It will benefit commuters, as well as tourists accessing borders, ferries and the B.C. Interior.

Costs: The overall cost of the project is estimated at \$1.145 billion. The provincial share is \$780 million. A federal contribution agreement for \$365 million under the Canada-British Columbia Asia-Pacific Gateway and Corridor Transportation Infrastructure Fund was signed in September 2008. Expenditures for fiscal 2009/2010, net of recoveries, were approximately \$132 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 traffic 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 more than a year to settle);
- construction across wood-waste landfill sites (requiring remediation of contaminated soils);

Port Mann/Highway 1

Objective: The Port Mann/Highway 1 project includes construction of a new 10-lane Port Mann Bridge and improvements to approximately 37 kilometres of Highway 1 from the McGill Street Interchange in Vancouver to 216th Street in Langley. The project will widen the highway, expand the high occupancy vehicle network, upgrade interchanges, and improve access and safety.

Responsibility for the Port Mann/Highway 1 project has been transferred to Transportation Investment Corporation. As a provincial Crown corporation, Transportation Investment Corporation prepares its own service plan, separate from the Ministry's.

Evergreen Line Rapid Transit Project

Objective: The Evergreen Line is a new rapid transit line that will connect Coquitlam to Burnaby via Port Moody. It will seamlessly connect to the current SkyTrain network, moving passengers from Coquitlam City Centre to downtown Vancouver in 40 minutes. The Evergreen Line will also integrate with regional bus networks as well as the West Coast Express.

The Evergreen Line is a key element of the *Provincial Transit Plan* and has been a centerpiece of Metro Vancouver's regionally-developed transportation plan for over 15 years. The project will extend Metro Vancouver's rapid transit network to the growing northeast sector communities, providing alternative transit choices, increasing transit ridership, and reducing greenhouse gas emissions and road congestion by getting people out of their cars.

The Evergreen Line is estimated to take four years to build, with construction anticipated to start in early 2011.

More information about the project can be found at www.evergreenline.gov.bc.ca/.

Transportation Investments

	2009/10 Expenditures (\$ millions)
Provincial Investments:	
Transportation Investment Plan	
Rehabilitation	146
Interior and Rural Side Roads	55
Oil and Gas Rural Road Improvement Program	45
Mountain Pine Beetle Strategy	31
Highway 1 – Kicking Horse Canyon	41
Sea-to-Sky Highway Corridor Program	51
William R Bennett Bridge	8
Border Infrastructure Program	2
Gateway Program	146
Okanagan Valley Corridor	55
Cariboo Connector Program	47
Other Highway Corridors and Programs	78
Airports & Ports	4
Cycling Infrastructure	5
Total Transportation Investment Plan	714
Provincial Transit Plan	
Canada Line Rapid Transit Project	12
Evergreen Line	14
Rapid Transit Projects	35
Buses and Other Transit Priorities	86
Total Provincial Transit Plan	147
Total Provincial Investment¹	861
Investments funded through contributions from federal government and other partners:	
Canada Line (federal government, TransLink, YVR, private)	177
Evergreen Line (federal government and TransLink)	18
Contributions to other projects	175
Total investments funded through contributions	370
Total Investments in Transportation Infrastructure	1,231

¹ Total provincial investment includes operating and capital spending.

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 – Investments in road and bridge surfacing, bridge rehabilitation, seismic retrofits and highway safety improvements.

Interior and Rural Side Roads – Making these roads safer and more reliable and improving connections between communities.

Heartlands Oil and Gas Road Rehabilitation Strategy – Rehabilitating the existing public road infrastructure in the Northeast region of the province to help eliminate seasonal road 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 – Investing to facilitate the safe and efficient transportation of harvested mountain pine beetle killed timber; to repair damage done to the highways system by the extraordinary increase in heavy truck traffic, and to help ensure that the goals and objectives of B.C's *Mountain Pine Beetle Action Plan* are met.



Stronger roads manage the added demand from trucks transporting beetle-killed wood.

Border Infrastructure Program – A federal/provincial cost-shared program providing upgrades on major highway corridors in the Lower Mainland to improve the movement of goods and services to/from our border crossings and ports.

Okanagan Corridor Improvements – Trade and tourism were supported through projects to improve safety and reduce congestion in the Okanagan Valley. These projects include the six-laning of Highway 97 through Kelowna, as well as the implementation of lanes to support multi-occupant vehicles, motorcyclists and future bus rapid transit. Between Summerland and Peachland, the Ministry is upgrading Highways 97 to four lanes in the Bentley Road area. The Ministry is also upgrading Highways 97 and 33 within Kelowna and four-laning sections of Highway 97A between Vernon and Armstrong in the Spallumcheen area. Construction also began on two major projects: Westside Road Interchange and Windfield to Oyama (Lake Country).

Cariboo Connector – Widening the 460-kilometre portion of Highway 97 from Cache Creek to Prince George to increase safety and decrease travel times, while providing northern communities with a first-class trade corridor that meets the needs of a rapidly expanding economy. Phase 1 of the program began in 2005/06 with an initial commitment of \$200 million, but federal infrastructure programs have allowed new projects to be brought on stream, raising the total commitment to approximately \$242 million in 18 projects initiated over the five-year timeframe. Federal cost-sharing up to \$86 million has been secured for 13 of the identified 18 projects.

Other Highway Corridors and Programs – Improving the performance of highway corridors through projects such as passing lanes, four-laning, left-turn slots, realignments and safety upgrades. Expenditures also include partnership projects, environmental enhancement programs, land settlements and interest during construction.

Airports and Ports – Approximately \$4 million was spent in 2009/10 at air and marine ports across British Columbia to help boost tourism, create jobs, and enable the realization of economic opportunities. This amount included the final \$0.84 million of an \$11 million contribution to a runway extension at Prince George Airport and the final \$1.4 million of a \$4 million contribution to the runway extension at Kamloops Airport. The Ministry contributes funds each year that, when combined with contributions from other funding partners, provides significant benefits to regional economies.

Cycling Infrastructure – Supporting the Ministry's commitment to cycling infrastructure by investing in cycling-specific projects, such as separated trails and bike lanes, and municipal road projects that include a cycling component such as bike lanes.



Provincial Transit Plan – Reducing greenhouse gases by over 4.7 million cumulative tonnes and doubling transit ridership by 2020 by providing a foundation of transportation infrastructure to support the development of healthier, more efficient communities. To accomplish these goals, the plan calls for long-term thinking and strong support from all levels of government, including the investment of \$14 billion in transit infrastructure investments. More information on the Provincial Transit Plan can be found at www.th.gov.bc.ca/transit_plan.

Annual Service Plan Report Appendices

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