

Ministry of Transportation and Transit

2025/26 – 2027/28 Service Plan

March 2025



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Minister's Accountability Statement



The Ministry of Transportation and Transit 2025/26 – 2027/28 Service Plan was prepared under my direction in accordance with the *Budget Transparency and Accountability Act*. I am accountable for the basis on which the plan has been prepared.

A handwritten signature in blue ink that reads "Mike Farnworth". The signature is stylized and fluid.

Honourable Mike Farnworth
Minister of Transportation and Transit
February 18, 2025

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Strategic Direction

In 2025/26, the Government of British Columbia will continue to prioritize delivering the services and infrastructure needed for people to build good lives in strong communities.

To support this objective, Government will focus on growing the economy, responding to the threat of tariffs, creating good paying jobs, improving affordability, strengthening health care and education, and making communities safer.

Government will also continue deepening relationships with Indigenous Peoples while advancing implementation of the Declaration on the Rights of Indigenous Peoples Act Action Plan.

This 2025/26 service plan outlines how the Ministry of Transportation and Transit will support the government's priorities and selected action items identified in the Minister's January 2025 [Mandate Letter](#).

Purpose of the Ministry

The [Ministry of Transportation and Transit](#) helps build resilient communities by providing a safe and reliable transportation network that keeps people and goods moving and supports B.C.'s economic growth. The Ministry is also positioning the province for a greener and more sustainable future by adopting new technologies and implementing intermodal and active transportation solutions. Whether through policy and legislative work, building new or updating existing infrastructure, or providing funding and support to Indigenous communities and local governments, the Ministry's work enables British Columbians to benefit from a growing, accessible, and connected transportation network.

The Ministry builds and maintains safe and resilient roadways and infrastructure, drives development of transit across the province, plans integrated transportation hubs and networks, provides affordable, efficient and accessible transportation options for all people in British Columbia, partners with Crown corporations and other entities to deliver transportation services, develops and implements transportation policies, and administers many related acts, regulations and federal-provincial funding programs.

This work includes investing in road infrastructure and running a comprehensive asset management system, including road resurfacing, bridge rehabilitation and replacement, seismic retrofits, safety improvements and upgrades to smaller side roads to help connect communities. This work also includes working with service providers to support effective, affordable and accessible services, including policy, planning, funding and oversight of public transit, coastal and inland ferry services, passenger and commercial vehicles, active transportation and multi-modal networks. The Ministry is leading initiatives to increase integrated land use and transportation planning, reduce transportation-related greenhouse gas emissions, and strengthen the economy through the efficient movement of people and goods.

The Ministry is responsible for four Crown corporations: the [BC Transportation Financing Authority](#) (BCTFA); [British Columbia Railway Company](#) (BCRC); [Transportation Investment Corporation](#) (TI Corp); and [BC Transit](#). It also serves as the principal liaison into Government for [TransLink](#) and holds the contract with [BC Ferries](#) for coastal ferry services.

Operating Environment

The Ministry's core work is building and maintaining a safe, efficient, accessible and affordable transportation network for British Columbia. The Ministry continues to provide infrastructure the province needs to attract investments, support the economy through efficient movement of goods and ensure people in British Columbia can access the services they rely on. The Ministry is also supporting expansion of our multi-modal transportation options like transit, and taking a broader, integrated approach to better align transportation networks and land use in communities. This contributes to the creation of more liveable and accessible communities.

Economic Statement

B.C.'s economy experienced moderate growth last year amid relatively high interest rates, persistent price pressures and ongoing global economic uncertainty. The labour market ended the year on a positive note, supported by high immigration and strong population growth. Inflation in B.C. continued to moderate as the price growth of goods eased, while inflation for services remained elevated. Consumer spending and home sales activity were weaker for most of 2024 in the wake of still elevated interest rates and high prices. Subdued global demand and lower prices for key commodities led to a decline in the value of the province's merchandise exports in 2024. Meanwhile, B.C. homebuilding activity remained relatively strong following record high housing starts in 2023.

The Economic Forecast Council (EFC) estimates that B.C. real GDP rose by 1.2 per cent in 2024. In the near-term, the EFC expects B.C.'s economy to grow by 1.8 per cent in 2025 and 1.9 per cent in 2026, in line with the national average. For Canada, the EFC estimates growth of 1.4 per cent in 2024 and projects national real GDP growth of 1.8 per cent in 2025 and 1.9 per cent in 2026. These projections do not fully include the impact of the evolving U.S. tariff situation.

Restrictive global trade policies, particularly potential U.S. tariffs, pose a risk to the outlook and there is uncertainty over the degree and timing of impacts on B.C.'s economy, and among the province's trading partners. Other risks include lower population growth due to changes to federal immigration policy, as well as the potential for renewed price pressures leading to interest rates remaining elevated for longer, weaker global demand, and commodity market volatility.

Performance Planning

Goal 1: British Columbia has an integrated transportation network

To better serve people from British Columbia, the Ministry is continuing to align transportation and land use to provide a safe, seamless and reliable transportation system across modes and jurisdictions. Supporting the priorities of B.C.'s diverse communities to achieve shared benefits will improve livability, reduce emissions and help economic development.

Objective 1.1: Deliver people focused transportation services and systems.

The Ministry is supporting service integration of transit, ferries and active transportation to connect people and businesses, improving network accessibility and community connection. It is also incorporating [equity, diversity and inclusion initiatives](#) like GBA+ analysis to ensure policies, programs, planning and services meet the diverse needs of people and communities.

Key Strategies

- Ensure a range of appropriate, inclusive transportation modes and infrastructure to meet the diverse needs of people across British Columbia.
- Work with [BC Ferries](#) to ensure affordable, reliable, and sustainable ferry services for British Columbians.
- Work with [BC Transit](#), [TransLink](#) and [BC Ferries](#) to improve integration between all three services.
- Work with taxi operators and ride-hail services to ensure safe, affordable and reliable transportation options for British Columbians.
- Continue to support and expand GBA+ analysis across business processes policies, programs and services.
- Advance implementation of the [Declaration on the Rights of Indigenous Peoples Act](#) (Declaration Act) and its [Action Plan](#).

Discussion

The Ministry is dedicated to ensuring the availability of people-focused transportation services and systems by addressing key areas to support the diverse needs of people in B.C. Supporting and expanding GBA+ analysis ensures that projects and programs consider the diverse needs of passengers in an integrated transportation network. The Ministry will also continue to implement the Ministry-specific goals outlined in the Declaration Act Action Plan. This includes identifying and advancing reconciliation negotiations on historical road impacts and road accessibility with First Nations on reserve, treaty and title lands, and identifying multi-modal transportation systems that provide sustainable, safe, reliable and affordable transportation options for First Nations communities. The Ministry will also continue to implement the Anti-Racism Data Act which allows the B.C. government to safely collect and use

information to address systemic racism and identify gaps in our programs and deliver stronger public services for everyone in B.C.

Objective 1.2: Leverage integrated transportation planning and development to support complete, connected communities.

The Ministry continues to progress alignment of land use and transportation planning by applying the integrated planning process to advance smart, coordinated growth across B.C. to enhance liveability, support housing goals, encourage complete and connected communities, and support more sustainable and affordable transportation options, like public transit and active transportation.

Key Strategies

- Continue to advance integrated planning and development across the Ministry through the integrated planning process to maximize investments and deliver co-benefits to communities in partnership with them.
- Advance the Declaration on the [Rights of Indigenous Peoples Act Action Plan commitment 3.9](#) through the development of a First Nation-focused transportation planning guide and tools that support integrated multi-modal transportation for First Nation communities.
- Continue to develop and implement a transit-oriented development framework to advance sustainable communities along transit corridors to support housing development and other benefits.
- Continue to work with other ministries to expedite permitting processes to support housing and sustainable economic development.
- Implement an enhanced planning and decision-making framework to help focus government policy, coordinate with municipal and regional economic development and land-use planning initiatives.
- Leverage investments to enable infrastructure to connect people and communities to jobs and services and move goods to markets.

Discussion

The Ministry recognizes that decisions about transportation investments and land-use can help achieve key provincial priorities like housing and affordability, emissions reduction and the creation of healthy, equitable and resilient communities. Putting this opportunity into action, the Ministry has implemented [Planning Together BC](#) , an integrated planning approach to better align transportation and land use planning. This Province wide initiative represents a bold enhancement to our planning and decision-making processes and guides how we invest in and work with communities.

To leverage integrated transportation planning and development, the Ministry is advancing transit-oriented development to support co-location of public services, community connectivity, housing development and transit ridership. Collaboration with other ministries

will improve permitting processes, support housing and economic development, through smart and coordinated growth across the province. Additionally, the Ministry is updating investment metrics to address monetary and social costs to our transportation network and major projects, further contributing to complete and connected communities. These key strategies ensure that the Ministry continues to work towards British Columbia having an integrated transportation network, connecting communities, improving livability and advancing economic development.

Objective 1.3: Support resilient supply chains and economic development through transportation services, planning and infrastructure.

The Ministry leads transportation network planning and investment that supports economic development and people, communities and businesses to stay connected. It also works with partners to support resilient and efficient supply chains that are essential to economic activity and delivering the goods and services the province and Canada depend on.

Key Strategies

- Continue to implement the goods movement action plan to provide leadership and coordination among the transportation sector for a goods movement ecosystem, that is smart, sustainable and competitive.
- Leverage transportation planning and investments with strategic land use planning to better connect people and communities to jobs and services to support economic development.
- Continue to make key asset preservation and rehabilitation investments to support connections between communities and key transportation corridors and roadways across the province.

Discussion

To support resilient supply chains and economic development, the Ministry has developed a [Goods Movement Action Plan](#) that will continue to drive a smart, sustainable and competitive goods movement ecosystem in British Columbia. The Ministry continues to make key investments in road, bridge and drainage appliance rehabilitation to ensure transportation networks are proactively maintained. Investment in transportation infrastructure, planning, integration and maintenance is integral to continue ensuring British Columbia's supply chains are resilient and economic development remains strong. Some of the key deliverables for 2025 are performing critical assessments of all infrastructure and advancing the Fraser Valley Highway 1 Corridor Improvement Program.

Performance Measures

Performance Measure	2024/25 Forecast	2025/26 Target	2026/27 Target	2027/28 Target
1a Annual public transit ridership in B.C. ¹	303 million	312 million	318 million	328 million

Data source: TransLink and BC Transit forecasts

¹Figures are totals of TransLink and BC Transit passenger trips

Discussion

The Ministry continues to work with both transit agencies (BC Transit and TransLink) to improve transit services and capacity to further support ridership growth.

Goal 2: British Columbia has a clean, accessible and sustainable transportation network

The transportation sector is responsible for 40 per cent of B.C.'s greenhouse gas (GHG) emissions and the Ministry is taking a supportive role within government through [CleanBC](#) and in our operations to advance climate change mitigation, adaptation and resilience across the transportation network. Success hinges on action, collaboration and partnerships within government and with communities, and leaning into innovation and technology to drive change. The Ministry is supporting shifts to sustainable modes of travel and expanding active transportation networks to work towards ambitious greenhouse gas reduction targets.

Objective 2.1: Reduce greenhouse gas emissions across the transportation sector.

The Ministry is supporting emissions reductions by focusing on efficiency-first transportation options to reduce GHG emissions by 2030.

Key Strategies

- Support and pursue innovative policies, programs and projects that support mode shift and reduce emissions.
- Continue to work with public transit agencies as they transition to low carbon fleets through BC Transit's [Low Carbon Fleet Program](#) and TransLink's [Low Carbon Fleet Strategy](#), and support TransLink's other climate action initiatives for Metro Vancouver captured in the agency's 30-year Regional Transportation Strategy, [Transport 2050](#).

Discussion

The Ministry will continue to collaborate with public transit agencies to support the transition to low carbon transportation options. The Ministry's [Active Transportation Infrastructure Grants Program](#) supports broader transportation choices in communities across British Columbia. The program supports building infrastructure that makes walking and cycling viable transportation choices and provides more links to transit.

Objective 2.2: Support accessible and affordable public transit.

The Ministry is focusing on supporting a public transit network that is accessible, reliable, integrated and affordable to connect British Columbians to their communities, jobs, services and social activities. A robust and connected public transit system will also address climate goals by reducing GHG emissions generated by motor vehicles, improving livability and supporting housing in more compact communities and through transit-oriented developments.

Key Strategies

- Continue to work with B.C.'s transit agencies, the federal government, local governments, First Nations and Indigenous communities to improve public transit services and infrastructure and support equitable access.
- Continue to work with provincial transit agencies to identify efficiencies in service delivery to support continued affordability of transit service across the province.
- Work with TransLink to identify affordable and efficient opportunities for expansion of SkyTrain, RapidBus, and other essential transit services.
- Improve connections to active transportation and transit networks within the province.
- Work with BC Transit and TransLink to continue to support strategic transit planning.

Discussion

As the population in B.C. continues to grow, expanding availability and accessibility of active modes and transit become more important. These lower-emitting modes will help support government's greenhouse gas reduction targets. These options, especially transit, are also more affordable and offer greater flexibility and accessibility to people of all ages and abilities. The Ministry is supporting accessible and affordable public transit by collaborating with relevant groups to improve public transit across the province, enhance inter-modal connections including active transportation facilities, and working with TransLink, BC Transit and BC Ferries on better service integration.

Performance Measures

Performance Measure	2024/25 Forecast	2025/26 Target	2026/27 Target	2027/28 Target
2a Number of All Ages and Abilities (AAA) ¹ active transportation infrastructure planning and capital projects funded by MOTT through the Active Transportation Capital Program ¹	11	12	15	18

Data source: Ministry of Transportation and Transit

¹AAA design standards can be found in the [B.C. Active Transportation Design Guide](#).

Discussion

As part of the Ministry’s work to reduce greenhouse gas reductions from the transportation sector, we are promoting the use of non-emitting modes of transportation and pursuing innovative policies, programs and projects that support mode shift and reduce emissions. All Ages and Abilities (AAA) is an industry design standard for high-quality infrastructure most likely to have a substantial effect on gaining mode share for active transportation options like walking, cycling and other active modes. For example, protected and separated cycle lanes or multi-use paths are considered AAA.

Work to incorporate AAA design standards across projects began with the establishment of the Active Transportation Capital Program in Budget 2023. This funding is dedicated to AAA infrastructure implementation on Ministry rights-of-way. AAA projects incorporate both corridor pathway and overpasses/underpasses that significantly improve walking and cycling connectivity in a community. Available funding is designated to locations across the province where the most positive mode share impact can be achieved.

Goal 3: Transportation networks and roadways in British Columbia are safe, reliable and resilient

Planning, operating and maintaining a safe, reliable and resilient transportation network through strong and strategic capital, maintenance and rehabilitation investments remains the core work of the Ministry.

Objective 3.1: Ensure a high standard of transportation infrastructure maintenance through strong and strategic rehabilitation investments.

The Ministry’s investments in transportation infrastructure ensure the safety, reliability and resiliency of the transportation network that British Columbians depend on.

Key Strategies

- Build on already-strong strategic partnerships with federal and local governments, communities and the private sector to invest in priority rehabilitation and improvement projects.
- Continue to systematically assess the conditions of provincial infrastructure to determine priority in the preservation of Provincial assets.
- Invest in the provincial highway system to maintain safety and efficiency, mitigate the onset of deterioration, and maximize the return on infrastructure investment.

Discussion

The Ministry delivers its maintenance and rehabilitation investment programs through a comprehensive asset management framework based on proactive asset condition assessment and optimization of investments in the highway system. Through timely maintenance and rehabilitation, the Ministry extends the lifecycle of its assets, reduces future maintenance costs and upholds service for highway users in the long term.

Objective 3.2: Improve transportation network safety across all modes

The Ministry prioritizes the safety of the transportation network and continuously updates operating frameworks to make sure it meets the diverse safety needs of users across an integrated, multi-modal network.

Key Strategies

- Maximize highway safety and reliability through focused enhancements and improvements.
- Continue to be a leader in implementing intelligent transportation systems, such as the new average-speed data-collection system for research purposes between Kamloops and Avola. This pilot project on Highway 5 will offer deeper insight into driver behaviour along the highway and help inform future decisions to further improve safety.
- Continue to enhance commercial vehicle safety in B.C. through monitoring, inspection, enforcement, and education.

Discussion

The Ministry is improving safety in the transportation network by addressing policy, programs and design. Road safety enhancements, commercial vehicle safety and enforcement, and intelligent transportation systems enhance on-road safety conditions.

Objective 3.3: Drive resilience in the transportation network and its assets

Each year the province faces threats from natural disasters, whether that's forest fires, heat waves or floods. Because of British Columbia's geographic location, it's also important to consider potential seismic related events. The Ministry is taking a proactive approach by continuing to advance the integration of resilient design in B.C.'s transportation network to

improve safety and reliability. This will ensure resiliency so people in British Columbia have a safe, reliable, connected network they can depend on.

Key Strategies

- Continue integrating climate change and seismic resilience considerations into capital and rehabilitation projects.
- Working with partners, First Nations and other levels of government to promote and broaden our systems-based approach to transportation network planning and investments.
- Build infrastructure designed to better withstand natural disasters and be resilient if faced with future climate change events.
- Build on the Ministry's standing as a recognized sector-leader in developing climate adaptation and resilience engineering policy, standards and practices.
- Increase organizational resilience and effective emergency management program service delivery through training, exercises, lessons learned and modernizing emergency plans.

Discussion

The Ministry is improving resilience in the transportation network by working with partners to design new, and upgrade existing infrastructure, to be resilient against the threat of climate and seismic-related events. This includes resilience assessments, implementing resilient design across all major capital and rehabilitation projects, and collaborating with other levels of government to advocate for resilient design in our transportation network. The Ministry is also developing a guidebook for incorporating systems-based approaches into infrastructure development.

Objective 3.4: Deliver priority projects on schedule and within budget

The Ministry leads the delivery of priority projects, ensuring that planning and investment is done in a fiscally responsible way. Projects that are kept on schedule and within budget improve the public's confidence in the planning and maintenance of the transportation network.

Key Strategies

- Continue streamlining consultation, tendering, and construction of infrastructure projects to ensure projects are delivered without unnecessary delays.
- Deliver cost-effective transportation investments by continuing to use innovative solutions and best practices.

Discussion

The Ministry is delivering priority projects on schedule and within budget by working with partners to ensure project management principles are applied and the most effective procurement approaches are utilized to ensure projects are completed in a timely and

financially responsible manner. New and innovative collaborative contract models, such as the Alliance contract model, are being further adopted to continue enhancing positive partnering arrangements and benefitting Ministry project delivery practices. As best-practices for infrastructure construction advance and the types of projects that best serve British Columbians change to integrate a broader spectrum of transportation modes, the Ministry and its partners and stakeholders need to also innovate. By ensuring the Ministry keeps pace with innovation, it ensures not only good value for British Columbians in what projects are undertaken, but also how those projects are delivered.

Performance Measures

Performance Measure	2018/22 Baseline ¹	2024/25 Forecast ²	2025/26 Target ²	2026/27 Target ²	2027/28 Target ²
3a Serious collision rate on Provincial Highways (Collision per Million Vehicle Kilometre)	0.125	0.109	0.104	0.099	0.094

Data source: The RCMP and ICBC

¹The baseline value represents the serious collision rate for the five-year period 2018-2022.

²The forecast and target are based on historical trends of the 5-year rolling average serious collision rate between 2014 and 2023.

Discussion

Targeted safety improvements with sound regulations and policy, ongoing monitoring, enforcement in cooperation with public safety partners, and the use of information systems and other technologies, improve transportation network efficiency, creating a safer highway network with a reduced rate of serious crashes.

Performance Measure	2024/25 Forecast	2025/26 Target	2026/27 Target	2027/28 Target
3b Rating of maintenance contractor performance using Contractor Assessment Program	93%	93%	93%	93%

Data source: Ministry of Transportation and Transit

Discussion

Ensuring the safety and reliability of the provincial highway system through a high standard of maintenance protects the safety of network users, reduces delays and closures, and increases traveller confidence in our transportation network. Private contractors are responsible for maintaining provincial highways year-round in 28 different contract service areas throughout the province. Each contractor repairs and maintains the driving surface, completes roadside upkeep and delivers bridge and winter maintenance. These contractors undergo local, regional and stakeholder assessments to ensure compliance with the maintenance specifications and contract requirements. The [Contractor Assessment Program](#) specifies the

obligations maintenance contractors are required to meet through their work to protect public safety, Provincial infrastructure and the environment.

The target of 93 per cent indicates good performance from maintenance contractors and an indication of exceptional service delivery in exceeding contract specifications, working proactively, and promptly responding to emergencies. The target also indicates a contractor is proactively engaging and communicating with the public and local stakeholders.

Performance Measure	2024/25 Forecast	2025/26 Target	2026/27 Target	2027/28 Target
3c Percentage of projects that meet their budget and schedule	91.5%	91.5%	91.5%	91.5%

Data source: Ministry of Transportation and Transit

Discussion

This performance measure reflects the goal of being cost-conscious and evaluates Ministry capital construction and rehabilitation projects completed each year, within the overall transportation investments each year. This performance measure allows the Ministry to assess how efficiently and effectively it delivers this large suite of projects, and the consistent target represents the ability to maintain a high level of achievement despite challenges and the broad range of projects included in the target. Demonstrating efficiency in project delivery helps build confidence from the public in continued investment in projects that benefit British Columbians, including those listed in the Capital Expenditures section.

Financial Summary

(\$000s)	2024/25 Restated Estimates ¹	2025/26 Estimates	2026/27 Plan	2027/28 Plan
Operating Expenses				
Transportation and Infrastructure Improvements	28,497	28,557	28,557	28,557
Public Transportation	373,351	395,635	402,369	402,369
Highway Operations	705,235	738,745	738,745	738,745
Commercial Transportation Regulation	1,969	1,979	1,979	1,979
Executive and Support Services	26,387	26,900	26,900	26,900
Total	1,135,439	1,191,816	1,198,550	1,198,550
Capital Expenditures				
Highway Operations	3,473	3,135	3,135	3,135
Total	3,473	3,135	3,135	3,135

¹ For comparative purposes, amounts shown for 2024/25 have been restated to be consistent with the presentation of the 2025/26 Estimates.

* Further information on program funding and vote recoveries is available in the [Estimates and Supplement to the Estimates](#)

BCTFA Statement of Operations:

	2024/25 Forecast	2025/26 Budget	2026/27 Plan	2027/28 Plan
Revenue (\$000)				
Tax revenue ¹	452,500	449,500	437,500	419,500
Amortization of deferred contributions ²	185,099	177,485	165,778	157,518
Other operating revenue ³	10,551	35,816	49,725	48,068
Total	648,150	662,801	653,003	625,086
Expenditures (\$000)				
Highway Operations	864,801	914,891	1,005,590	993,527
Transit Programs	172,319	229,513	332,536	286,603
Ferry Operations	26,836	24,490	23,591	23,442
Other	83,149	89,775	81,147	83,105
Debt Servicing Costs ⁴	781,045	869,132	1,090,139	1,383,409
Total	1,928,150	2,127,801	2,533,003	2,770,086
Net Loss (\$000)				
Net operating loss	(1,280,000)	(1,465,000)	(1,880,000)	(2,145,000)

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

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

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

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

Transportation Investments

(\$ millions)	2025/26 Budget	2026/27 Plan	2027/28 Plan	Total
Provincial Investments:				
Highway Corridor Rehabilitation	417	461	383	1,261
Side Road Improvements	198	197	201	596
Pattullo Bridge Replacement	251	112	147	510
Highway 99 Tunnel Program ¹	272	576	921	1,769
Transportation Infrastructure Recovery	428	360	623	1,411
Fraser Valley Highway 1 Corridor Improvements Program	556	650	549	1,755
Highway 1 to Alberta Border	219	182	118	519
Broadway Subway	306	238	275	819
Surrey Langley Skytrain	1,034	1,185	547	2,766
Transit Infrastructure	332	404	379	1,115
Transportation and Trade Network Reliability	455	456	325	1,236
Safety Improvements	61	65	77	203
Community and other programs	21	25	25	71
Total Provincial Transportation Investments	4,550	4,911	4,570	14,031
Investments funded through contributions from Federal Government and Other Partners:				
Contributions from all partners	857	594	277	1,728
Total Investments in Transportation Infrastructure ²	5,407	5,505	4,847	15,759

¹ Includes the Fraser River Tunnel Project and Highway 99/Steveston Interchange Transit & Cycling Improvements.

² Total investments include operating and capital spending.

Capital Expenditures

The table below provides a brief description of all approved major capital projects with an anticipated total cost over \$50 million. More detailed information is available on the project websites. The Ministry’s major capital projects often face several common key risks, including:

- Regulatory: Delays or complications arising from obtaining necessary permits and meeting regulatory requirements;
- Environmental: Potential adverse impacts on the environment, which may lead to project delays or increased costs due to mitigation measures;
- Stakeholder: Engagement with community or stakeholder groups that can lead to project delays or modifications;
- Technical: Challenges related to the complexity of engineering design, technology integration, or unforeseen technical issues during construction;
- Schedule: Delays due to numerous factors such as weather conditions and supply chain disruptions; and
- Market: Fluctuations in material and labour costs that can impact project budgets.

Addressing these risks through planning and risk management strategies is essential for the success of transportation and transit projects. The Ministry applies international best practices for identifying, assessing, and managing risks on capital projects, in accordance with the Capital Asset Management Framework.

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 99 10 Mile Slide	2021	83	5	88
<p>The purpose of the Highway 99 10 Mile Slide project is to provide long-term stabilization to the site approximately 17 kilometres northeast of Lillooet and located within Xaxli’p’s Fountain Reserve 1A.</p> <p>The scope of the project includes:</p> <ul style="list-style-type: none"> • Installing soil anchors above Highway 99 to stabilize the soil above the highway and install piles to form a pile wall below Highway 99. • Restore Highway 99 to two lanes. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 4 Kennedy Hill Safety Improvements	2022	56	11	67
<p>The purpose of the Highway 4 Kennedy Hill Safety improvements project is to improve the safety and reliability of the 1.5-kilometre section of Highway 4 located along Kennedy Lake known as Kennedy Hill.</p> <p>The scope of the project includes:</p> <ul style="list-style-type: none"> • Upgrading the section to meet a minimum design speed of 50 km/h with 3.6-metre-wide lanes and minimum shoulder width of 1.5-metres to accommodate cyclists. • Installing road barrier between the lake and highway. • Building of a new rest area accessible to all vehicle types. 				
<u>Highway 14 Corridor Improvements</u>	2023	75	2	77
<p>The purpose of the Highway 14 Corridor Improvements project is to contribute to a safer and more reliable connection between the Veterans Memorial Parkway in Langford, west through the communities of Sooke and Jordan River, and all the way to Port Renfrew.</p> <p>The scope of the project includes:</p> <ul style="list-style-type: none"> • Widening the travel lanes to consistent width of 3.3 metres. • Asphalt resurfacing of an 11-kilometre segment of Highway 14 between Otter Point Road and Woodhaven Road. • Construction of 1.2 metre paved shoulders in both directions. • Construction of slow-moving vehicle pullouts in both directions. • Removal of old roadside concrete barrier and replacement with new barrier. • Integration of BC Hydro, Shaw, Telus utilities on a single line of poles. • Slope stabilization improvements to minimize debris flow events on the highway. • High visibility reflective durable paint on centre line and fog (roadside) lines to improve visibility during nighttime. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 91 to Highway 17 and Deltaport Way Corridor Improvements	2023	250	10	260
<p>The purpose of the Highway 91 to Highway 17 and Deltaport Way Corridor Improvements project is to address capacity constraints and reduce truck congestion along two critical provincial highways: Highway 17 and Highway 91. These upgrades will improve local and commercial travel in the area, reduce conflicts between commercial vehicles and other traffic. They also complement the completed 72nd Avenue Interchange Project and the Alex Fraser Bridge Improvements.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Highway 91 at Nordel interchange – Upgraded ramps to and from Delta, improved acceleration and deceleration lanes, and additional through lanes for Nordel Way traffic crossing over Highway 91; improved access to and from the commercial vehicle-inspection and truck parking area. • Highway 17 and Highway 91 Connector – A new interchange. • River Road connection – Replacement of the existing signalized intersection and eliminating the need for an at-grade rail crossing to access the highway. • 27B Avenue to Deltaport Way – Access improvements and upgrades between Deltaport Way and 41B Street. • 80th Street at Highway 17 intersection – Upgrading the connection from 80th Street to Highway 17 westbound, improving merging and reducing queuing. 				
West Fraser Road Realignment	2023	77	17	94
<p>The purpose of the West Fraser Road Realignment project is to reconstruct 5.6 kilometres of two-lane West Fraser Road on a new alignment that by-passes a closed eroded section that was washed out in 2018 and is in an active landslide area.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • 5.6 kilometres of two-lane road construction on a new alignment that avoids geotechnical areas of concern. • Construction of a new bridge crossing Narcosli Creek and demolition of damaged bridge. • Rock stabilization work (bolting and meshing). • Decommissioning of the previous section of West Fraser Road. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 1 Corridor – Falls Creek	2024	85	58	143
<p>The purpose of the Highway 1 Corridor – Falls Creek project is to construct a new three-lane bridge at Falls Creek, located approximately 20 kilometers south of Lytton along Highway 1.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • A new three-lane bridge that will meet climate change resiliency standards. • Increasing resilience to future events with repairing downslope washouts, protection of the bridge substructure with rip rap, and asphalt replacement. 				
Highway 1 Kicking Horse Canyon Phase 4	2024	592	9	601
<p>The purpose of this project is to upgrade the final 4.8-kilometres of the Kicking Horse Canyon section of the Trans Canada Highway to a modern, four-lane standard, completing the corridor improvements from the junction of Highway 95 at Golden to the western boundary of Yoho National Park.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Replacement of Kicking Horse Bridge No. 1 with a single two-lane bridge and replacement of the Kicking Horse Bridge No. 2 to provide access to Gould’s Island from the south. • Construction of a multi-use path, including tunnel, under the south approach span to provide trail connectivity. • Provision of upgrades for utilities and municipal service infrastructure. 				
Highway 1 Quartz Creek Bridge Replacement	2024	100	19	119
<p>The purpose of the Highway 1 Quartz Creek Bridge Replacement project is to upgrade approximately 4.4-kilometres of Highway 1 to four lanes and to a 100km/h standard. The project is located approximately 40 kilometres west of Golden.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Replacement of the existing two-lane Quartz Creek Bridge with a new four-lane bridge. • Replacement of the Wiseman Creek Culvert allowing fish to access the stream. • Auxiliary lanes for access to and from Quartz Creek Forest Service Road. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 5 Corridor The purpose of the Highway 5 Corridor project is to rebuild three key crossings along the Highway 5 Corridor. The project will see the replacement of six bridge spans at three river crossings including new structures at Bottletop, Juliet and Jessica bridges. This scope of this project includes: <ul style="list-style-type: none"> • Significant increases to overall bridge lengths to increase resilience and accommodate current and future river flows. • Improved wildlife crossings. • Extensive protection of bridge and roadway structures with rock rip rap from local quarries. 	2024	245	105	350
Pattullo Bridge Replacement The purpose of the Pattullo Bridge Replacement project is to replace the existing bridge with a new four-lane bridge. The new bridge is located east of the existing bridge with direct connections to McBride Boulevard and East Columbia on the north side in New Westminister and to King George Boulevard on the south side in Surrey. The scope of this project includes: <ul style="list-style-type: none"> • A new four-lane bridge, designed to allow for a potential future expansion to six lanes, located in the same corridor as the existing bridge. • Segregated pedestrian and cycling facilities on both sides of the bridge. • An additional grade-separated multi-use path connecting the Victoria Hill neighbourhood to downtown New Westminister. • Decommissioning and removal of the existing bridge. 	2025	1,022	615	1,637

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
BC Transit Victoria HandyDART Facility	2025	65	19	84
<p>The purpose of the BC Transit Victoria HandyDART Facility is to construct a new BC Transit-owned Victoria regional handyDART operations and maintenance facility at the corner of Burnside Road and Watkiss Way in the Town of View Royal.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • A new facility in View Royal that will support a future fully electric handyDART vehicle fleet in the Victoria Regional Transit System. • Improvements to Burnside Road West to mitigate traffic impacts and enhance streetscape with trees and sidewalk. • Realignment of the Galloping Goose Regional Trail for improved safety and visibility and enhanced user experience. 				
Highway 1 Chase Four-Laning	2025	140	56	196
<p>The purpose of the Highway 1 Chase Four-Laning project is to upgrade approximately 4.9-kilometres of the Trans-Canada Highway to increase safety and capacity by expanding narrow two-lane sections, constructing safer access points to local communities and promoting safer pedestrian and cycling inter-community access. The project is being delivered in two phases: the Chase Creek Road to Chase West phase (which reached substantial completion in 2023), and the Chase West to Chase Creek Bridge phase, which is expected to complete in 2025.</p> <p>The scope of the project includes:</p> <ul style="list-style-type: none"> • Four-lane approximately 4.9 kilometres along Highway 1. • Grade-separated pedestrian crossing and active transportation connection between NIB IR#2 and the Village of Chase. • New interchange at Brooke Drive and emergency vehicle access at Coburn Drive. • Scatchard Trail connection from Brooke Drive and Chase Creek Bridge. • Longer overpass structure to accommodate additional space for sidewalk under the highway with lighting. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 1 Corridor – Nicomen Bridge	2025	72	72	144
<p>The purpose of the Highway 1 Corridor – Nicomen Bridge project is to replace the Nicomen River Bridge to fully restore this section of Highway 1 to pre-storm functionality. The project is located approximately 16 kilometres northeast of Lytton, along Highway 1.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Construction of a new two-span, 70-metre long, curved steel girder bridge with a concrete running surface and piled foundations. • Channel improvements to increase climate resilience and restore damaged environmental habitat. • Demolition of the existing damaged bridge structure. 				
Highway 1 Salmon Arm West	2025	92	48	140
<p>The purpose of the Highway 1 Salmon Arm West project is to upgrade 3.2 kilometres of the Trans-Canada Highway. The project is located on the western approach into Salmon Arm and will be delivered in two phases: the Salmon Arm West 1st Avenue to 10th Avenue phase (which reached substantial completion in 2023), and the Salmon Arm West 10th Avenue to 10th Street phase, which is expected to complete in 2025.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Four-laning 3.2km of Highway 1 to improve safety, mobility, and reliability • Installation of a pathway for pedestrians, cyclists and other non motorized users • Construction of up to four intersections, a new bridge across the Salmon River, a new interchange, and approximately 4- kilometres of frontage roads. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 7 Widening - 266th Street to 287th Street	2025	68	62	130
<p>The purpose of the Highway 7 Widening – 266th Street to 287th Street project is to upgrade a 4-kilometre segment of Highway 7 between Maple Ridge and Mission.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Increased capacity by providing two travel lanes in each direction (four lanes total), reducing congestion, including the construction of 2-metre-wide shoulders. • Improved safety by reducing the risk of a serious cross-over collision through installation of roadside and median barriers between 287th Street and Spilsbury Road. • Provide safe turn-arounds to maintain access to all properties along the highway. • Widen the 272nd / River Road intersection to accommodate large trucks. • New sidewalks on 272nd Street, River Road and 280th Street, new energy efficient lighting and pavement markings, and accommodations for future bus stops to provide more accessible and reliable service. 				
Highway 17 Keating Cross Overpass	2025	46	31	77
<p>The purpose of the Highway 17 Keating Cross Overpass project is to improve traffic safety, access and congestion at the to Keating Cross Road turning lane.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Replace the northbound left turn onto Keating Cross Road with a flyover across Highway 17 to Keating Cross Road and a realigned southbound ramp. • Widening of Keating Cross Road, installation of a new sidewalk on Keating Cross Road, and installation of bus-on-shoulder facilities to support future plans for rapid bus transit on Highway 17. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 99 Steveston Interchange, Transit and Cycling Improvements	2025	66	71	137
<p>The purpose of the Highway 99 Steveston Interchange, Transit and Cycling improvements project is to support sustainability of Fraser River communities, facilitate increased share of sustainable modes of transportation, enhance regional goods movement and support a healthy environment.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Replacing the existing two-lane overpass structure at Steveston Highway and Highway 99 with a new structure that accommodates two eastbound lanes and three westbound lanes. • Improved connections for transit along the Highway 99 corridor. 				
Kootenay Lake Ferry Service Upgrade	2026	73	44	117
<p>The purpose of the Kootenay Lake Ferry Service Upgrade project is to replace the aging MV Balfour ferry and improve safety and accessibility at both ferry terminals (Balfour and Kootenay Bay).</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Construction of a larger electric-ready ferry with increased capacity. • Dredging of the west arm of Kootenay Lake for navigational safety. • Safety, access and amenity improvements at the Kootenay Bay and Balfour terminals. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Blackwater North Fraser Slide	2026	9	194	203
<p>The purpose of the Blackwater North Fraser Slide project is to re-establish sections of the road network in the Cariboo region impacted by slide events. The project is part of the Cariboo Road Recovery Program, which was created in response to the catastrophic damage to infrastructure due to slides and washouts experienced throughout the Cariboo region from March 2020 to June 2021.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Re-establishing the road network by realigning approximately 1.4-kilometres of Blackwater Road 20-metres south into the slope and implementing slope stabilisation system and improved drainage. • Reconfiguring Blackwater and Wells Road Intersection. • Installing depressurisation works such as pumping wells to manage slide movement on the Knickerbocker Slide. 				
Broadway Subway	2027	1,736	1,218	2,954
<p>The purpose of the Broadway Subway project is to construct an extension of the SkyTrain network from the existing Millennium Line along Broadway to Arbutus Street. The project will provide faster, more reliable transit service, improve transportation options and connect communities and regional destinations within the metro Vancouver region.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Constructing a 5.7-kilometre extension of the existing Millennium Line along Broadway from VCC Clark Station, entering a 5-kilometre tunnel at Great Northern Way and continuing as a subway to Arbutus Street. • Six underground stations will be built: one at Great Northern Way-Emily Carr, and five along Broadway Avenue: Mount Pleasant, Broadway-City Hall, Oak-VGH, South Granville, and Arbutus. • Full integration into the regional transportation network and operated by TransLink. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Cottonwood Hill at Highway 97 Slide	2026	21	314	335
<p>The purpose of the Cottonwood Hill at Highway 97 project is to re-establish sections of the road network in the Cariboo region impacted by slide events. The project is part of the Cariboo Road Recovery Program, which was created in response to the catastrophic damage to infrastructure due to slides and washouts experienced throughout the Cariboo region from March 2020 to June 2021.</p> <p>The scope of the project includes:</p> <ul style="list-style-type: none"> • Emergency work to reduce riverbed erosion with bank protection. • Stabilization of the slope and the highway using rockfill buttress and structural solution on Highway 97 at Cottonwood Hill. 				
Highway 1 216th Street to 264th Street Widening	2026	90	255	345
<p>The purpose of the Highway 1 216th Street to 264th Street Widening project is to widen 10 kilometres of Highway 1 within the Township of Langley.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Widening Highway 1 to accommodate eastbound and westbound high occupancy vehicle (HOV) and electric vehicle (EV) lanes in the median between the 216th Street and 264th Street Interchanges. • Constructing a new crossing at Glover Road, including new three-metre-wide multi-use paths in both directions and increased clearance over the highway. • Reconfiguring the existing 232nd Street Interchange and the replacement of the existing crossing, including three-metre-wide multi-use paths in both directions and increased clearance over the highway. • Replacing the existing railway crossing immediately east of Glover Road, including increased highway clearance. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 1 Ford Road to Tappen Valley Road Four-Laning	2026	121	122	243
<p>The purpose of the Highway 1 Ford Road to Tappen Valley Road Four-Laning project is to upgrade approximately 4.3 kilometres of the Trans-Canada Highway to improve safety, capacity, and movement of goods and services. The western limit of the project begins at Ford Road and extends through to its terminus 400 metres east of Tappen Valley Road, about 15 kilometres north of Slamon Arm.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Replacement of a rail overhead structure. • A new east bound commercial carrier pullout. • New frontage road system to provide safer access to the highway. • Modified protected T-intersection at Tappen Valley Road. • Installation of median barrier. 				
Highway 1 Fraser Valley Corridor Improvements Mount Lehman Road to Highway 11	2031	49	2,602	2,651
<p>The purpose of the Highway 1 Fraser Valley Corridor Improvements Mount Lehman Road to Highway 11 project is to make improvements along an 8-kilometre length of Highway 1 from Mount Lehman Road Interchange to Highway 11 to meet the needs of a growing region, improve travel and transit services for people in the Fraser Valley and facilitate efficient goods movement.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Design and construction of 8-kilometres of integrated multimodal highway improvements. • Addition of HOV/EV lanes in each direction. • Addition of bus-on-shoulder lanes in each direction. • Replacement of Peardonville Road Underpass. • Improving active transportation connections at Clearbrook Road, McCallum Road, and Sumas Way. • Replacement of Highway 11 Interchange. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
<p>Highway 1 Selkirk</p> <p>The purpose of the Highway 1 Selkirk project is to improve the safety, capacity, and movement of goods and services along a section of the Trans-Canada Highway. The project is located between Revelstoke and Golden.</p> <p>The scope of the project includes:</p> <ul style="list-style-type: none"> • Widening approximately 3.9 kilometres of highway to four-lanes. • Wildlife exclusion fencing and construction of two wildlife crossings. • Median barrier throughout the length of the project. • Relocate the eastbound and westbound Redgrave Rest Areas to Quartz Creek Forest Service Road with enhanced facilities and improved access for commercial and passenger vehicles. 	2026	8	121	129
<p>Highway 95 Bridge Replacement</p> <p>The purpose of the Highway 95 Bridge Replacement project is to replace Kicking Horse River Bridges No. 1 and No. 2 located on Highway 95 in the Town of Golden, approximately 2-kilometers south of the junction with the Trans-Canada Highway.</p> <p>The scope of the project includes:</p> <ul style="list-style-type: none"> • Replacement of Kicking Horse Bridge No. 1 with a single two-lane bridge. • Replacement of the Kicking Horse Bridge No. 2 to provide access to Gould's Island from the south. • Construction of a multi-use path, including tunnel under south approach span, to provide trail connectivity. • Geometric upgrades on bridge approaches to meet vertical clearance requirements for the new structures, with horizon upgrades eliminating the S-curve on the south approach with improvements to side road access. • Provision of upgrades for utilities and municipal service infrastructure. 	2026	18	72	90

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Belleville Terminal Redevelopment	2028	16	315	331
<p>The purpose of the Belleville Terminal Redevelopment project is to build a new preclearance ferry terminal in Victoria that will meet Canada’s obligations under the Canada-US Land, Rail, Marine, and Air Transport Preclearance Agreement.</p> <p>The scope of the project includes:</p> <ul style="list-style-type: none"> • Convert the Steamship building and wharf into a temporary ferry terminal. • Provide administrative space for ferry operators and United States Customs and Border Protection (USCBP) and complete some minor revisions to the Black Ball building to accommodate Canada Border Services Agency (CBSA). • Demolish the existing Clipper terminal, wharf, and Stores wharf. • Raise and replace the Clipper and Stores wharfs to account for climate change and rising sea levels. • Construct a new, consolidated, preclearance ferry terminal on the existing site. 				
Highway 1 Goldstream Safety Improvements	2027	17	145	162
<p>The purpose of the Highway 1 Goldstream Safety Improvements project is to improve pedestrian and traffic safety for about two kilometres of the Trans-Canada Highway along the Malahat corridor of southern Vancouver Island located within Goldstream Provincial Park.</p> <p>The scope of the project includes:</p> <ul style="list-style-type: none"> • Widening and installing median barrier to limit cross-over (head-on) collisions. • Installing enhanced roadside barrier to limit off-road right and left collisions. • Constructing a pedestrian overpass across the highway located near the Goldstream River Bridge. • Constructing a pedestrian footbridge across Goldstream River parallel to the highway bridge connecting the pedestrian overpass to the new river trail. • Constructing a pedestrian underpass located near the Niagara Creek for day use and hiking trail access. • Constructing a new BC Transit stop for park users. • Environmental enhancements to the Goldstream River. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 1 Jumping Creek to Macdonald	2027	43	202	245
<p>The purpose of the Highway 1 Jumping Creek to Macdonald project is to improve the safety, capacity, and movement of goods and services along a section of the Trans Canada Highway located approximately 40 kilometres east of Revelstoke.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Widening approximately 2.6 kilometers to four lanes between Jumping Creek and the MacDonald Snowshed. • Avalanche and rockfall risk mitigation measures to increase reliability and safety. • A safe wildlife crossing at the existing MacDonald Snowshed. • Increasing shoulder width for active transportation. • A median barrier to improve safety. 				
Highway 1 R.W. Bruhn Bridge	2027	55	205	260
<p>The purpose of the Highway 1 R.W. Bruhn Bridge project is to improve the safety, capacity, and movement of goods and services along a section of the Trans Canada Highway in the District of Sicamous.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Expand 1.9 kilometres to four lanes and replace the aging R.W. Bruhn Bridge with a new crossing over the Sicamous Narrows. • Acceleration lane on bridge replaced with new highway underpass with on/off ramp at west end of project. • Permanent closure of intersection at Old Spallumcheen Road. • New multi-use path to increase safety for pedestrians and cyclists. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Highway 1 Fraser Valley Corridor Improvements 264th Street to Mount Lehman Road	2028	198	2,142	2,340
<p>The purpose of the Highway 1 Fraser Valley Corridor Improvements 264th Street to Mount Lehman Road project is to make improvements along a 13-kilometre length of Highway 1 between the 264th Street Interchange and Mount Lehman Road to meet the needs of a growing region, improve travel and transit services for people in the Fraser Valley and facilitate efficient goods movement.</p> <p>The scope of the project includes:</p> <ul style="list-style-type: none"> • Adding HOV/EV lanes in each direction. • Adding bus-on-shoulder lanes in each direction • Adding truck climbing lanes (eastbound along the uphill grade east of Bradner Rest Area and westbound from east of Fraser Highway) and a truck staging area. • Replacing the existing cloverleaf interchange at 264th Street with a diverging diamond interchange. • Improving active transportation connections at 264th Street Interchange and Mount Lehman Road Interchange and building a mobility hub. • Adding a multi-use-path (MUP) on the north side of Highway 1 between 264th Street Interchange and Mount Lehman Road Interchange. • Replacing Bradner Road Overpass and improving the Bradner Rest Area. 				
Surrey Langley Skytrain Project	2029	913	5,083	5,996
<p>The purpose of the Surrey Langley Skytrain Project is build a 16-kilometre extension of the existing Expo Line that will run on an elevated guideway primarily along Fraser Highway from King George Station in Surrey to 203rd Street in the City of Langley. The project will improve regional transportation connections and provide fast, frequent and reliable transit service, especially for those who live, work, study and play South of the Fraser River.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Construction of 16-kilometre elevated guideway with eight new stations and three new transit exchanges. • 14 kilometres of active transportation elements. • Transit-oriented development opportunities. • Full integration into the regional transportation network and operated by TransLink. 				

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipated Total Cost (\$m)
Fraser River Tunnel Project The purpose of the Fraser River Tunnel Project is to construct a new eight-lane immersed tube tunnel that will provide more capacity for drivers and transit users in both directions, while providing walking and cycling options at this crossing for the first time. The scope of this project includes: <ul style="list-style-type: none"> • Replacement of the existing George Massey Tunnel on Highway 99 and retiring the existing tunnel once the new tunnel is in operation. • Three vehicle lanes and a dedicated transit lane in each direction. • A separated multi-use pathway for cyclists and pedestrians that connects to active transportation routes on both sides of the Fraser River. • Fraser River navigational channel clearances will be maintained. • New Deas Slough Bridge. • The Steveston Interchange, while not included in the total listed here, is underway and set to be completed later this year with a total cost of \$87.5 million, and will be compatible with the new tunnel. 	2030	200	3,948	4,148
Highway 1 Bus on Shoulder - Mckenzie to Colwood Interchange The purpose of the Highway 1 Bus on Shoulder – Mckenzie to Colwood Interchange project is to design and construct a 3.7-kilometre westbound and 3.1-kilometre eastbound bus on shoulder lane between the McKenzie and Colwood interchanges. The scope of this project includes: <ul style="list-style-type: none"> • New Highway 1 bus on shoulder lanes between the McKenzie and Colwood interchanges. • New rapid bus stops and safety improvements at the Helmcken interchange for both westbound and eastbound connections. • New Galloping Goose Trail pedestrian bridge that will accommodate future active transportation plans. 	2027	5	90	95

Major Capital Projects (over \$50 million in total)	Targeted Year of Completion	Project Cost to Dec 31, 2024 (\$m)	Estimated Cost to Complete (\$m)	Anticipate d Total Cost (\$m)
Highway 1 Corridor - Tank Hill	2026	29	264	293
<p>The purpose of the Highway 1 Corridor Tank Hill project is to reinstate a grade separation between the TransCanada Highway and the Canadian Pacific Kansas City (CPKC) rail crossing. The Tank Hill project is located 14 kilometers east of Lytton.</p> <p>The scope of this project includes:</p> <ul style="list-style-type: none"> • Highway construction to accommodate grade separation from the rail crossing • Structure crossing of existing creek, including channel improvements • Improved drainage from CPKC rail under TransCanada Highway 				

Appendix A: Public Sector Organizations

As of March 4, 2025, the Minister of Transportation and Transit is responsible and accountable for the following organizations:

BC Transit

BC Transit coordinates the delivery of public transportation across B.C. with the exception of those areas serviced by TransLink (Metro Vancouver). BC Transit's Service Plan is available on their [website](#).

B.C. Container Trucking Commission

The Office of the B.C. Container Trucking Commissioner enforces compliance with the Container Trucking Act, issues Container Trucking Services licences within the Truck Licencing System, and facilitates ongoing policy and regulatory review. More information about the role of the B.C. Container Trucking Commissioner is available at obcctc.ca.

Transportation Investment Corporation

Transportation Investment Corporation (TI Corp) was established under the Transportation Investment Act. TI Corp became a subsidiary of BCTFA on April 1, 2018, and has a mandate to provide enhanced oversight, management and delivery of major capital projects, including the Pattullo Bridge Replacement Project, the Kicking Horse Canyon Project – Phase 4, the Broadway Subway Project, the Surrey Langley Skytrain Project, the Fraser River Tunnel Project, and the Steveston Interchange Project. TI Corp's Service Plan is available on their [website](#).

Appendix B: Non-Reporting Crowns

B.C. Transportation Finance Authority (BCTFA)

Organizational Overview

The B.C. Transportation Financing Authority (BCTFA) was established in 1993 as a Crown corporation operating under the Transportation Act with a mandate to plan, acquire, construct, hold, improve or operate or cause to be constructed, improved or operated, transportation infrastructure throughout B.C. and transit-oriented developments. The BCTFA owns all provincial highways and land held for construction of future transportation infrastructure. However, administration, regulatory responsibility and operational authority for management of highways, as set out in the Transportation Act, are the responsibility of the Minister and the Ministry of Transportation and Transit. The BCTFA has no dedicated staff. Management is provided by staff at the Ministry of Transportation and Transit.

Corporate Governance

The Minister of Transportation and Transit is the Minister responsible for the BCTFA and the sole member of the Board of Directors. The Deputy Minister of the Ministry of Transportation and Transit is appointed as the Chief Executive Officer and is responsible for the business and operations of the BCTFA.

The BCTFA has two subsidiaries: Transportation Investment Corporation (TI Corp); and the British Columbia Railway Company (BCRC).

BCTFA Performance Plan

Goal 1: Maximize the financial, social and economic benefits of provincial transportation investments.

- Protect existing transportation infrastructure by replacing, rehabilitating and seismic retrofitting of the transportation networks;
- Invest wisely with comprehensive transportation investment plans that support long-term and sustainable economic growth;
- Develop strategic partnerships with federal and local government agencies, communities and private sectors that serve the best interest of British Columbians; and,
- Use innovative solutions and best practices to deliver the most cost-effective transportation investment plans.

British Columbia Railway Company (BCRC)

Organizational Overview

BCRC's primary mandate is to acquire and hold railway corridor and strategic port lands and to make related infrastructure investments to provide benefits to the province. BCRC owns the former BC Rail railway lands and tracks infrastructure, which is leased to CN Rail through the Revitalization Agreement. Consistent with western trade corridor strategies, BCRC owns and operates the Roberts Bank Port Subdivision rail line (a 40-kilometre track from Surrey to Roberts Bank coal and container terminals). BCRC, through its subsidiary BCR Properties Ltd., also owns port-related lands which are leased to industrial tenants and terminal operators, including those upon which the Vancouver Wharves and Squamish Terminals port facilities operate.

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

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

Corporate Governance

The Deputy Minister of the Ministry of Transportation and Transit is the Chairperson of the BCRC Board of Directors.

Goals and Strategies

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

- Conduct dispatching, train control and yard management in a manner that provides fair and equal access to Roberts Bank port terminals
- Maintain railway track and infrastructure in compliance with the applicable standards of Technical Safety BC and Transport Canada
- Maintain cooperative relationships with port terminal operators and neighbouring municipalities of Delta and Surrey.

Goal 2: Participate in joint planning and development initiatives related to western trade corridor strategies.

- Provide advice and support to further trade corridor strategies
- Secure through lease, purchase, or other means, lands suitable for supporting trade corridor objectives
- Make investments in infrastructure projects that support western trade corridors.

Goal 3: Effective and efficient management of the long-term leases of BCRC's strategic assets, including the Revitalization Agreement with CN Rail, the Vancouver Wharves Operating Lease Agreement with Pembina Pipelines, and the property lease with Squamish Terminals.

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

Appendix C: Minister Mandate Letter



January 16, 2025

Honourable Mike Farnworth
Minister of Transportation and Transit
Parliament Buildings
Victoria, BC V8V 1X4

Dear Minister Farnworth:

Congratulations on your appointment as Minister of Transportation and Transit at a critical time for our province. Serving as a member of the executive council is a privilege and responsibility which I am confident you will fulfill with integrity and a commitment to the people of our province.

British Columbians have trusted us with a mandate to deliver for them in ways that make a tangible difference in their daily lives. They expect us to listen and learn from people of different perspectives – and work together to make things better for everyone.

Specifically, we will tackle the challenges people worry about at the kitchen table:

- **Grow the economy by creating good jobs across British Columbia.** We will collaborate with businesses, workers, and communities to attract investments in both new and traditional sectors as well as emerging sectors of the economy. This approach will bring certainty for business, security for workers, and generate the wealth needed to support the essential services British Columbians rely on.
- **Reduce costs for families** including by helping people access homes they can afford through support for first-time homebuyers, increasing the supply of rental housing stock, and stronger measures to crack down on housing speculation.

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- **Strengthen health care** by expanding access to family doctors and recruiting and training more health professionals, ensuring that every British Columbian can access the care they need, no matter where they live. We will also increase access to addictions treatment and provide help for people whose struggles require intensive supports.
- **Make our neighbourhoods and communities safer** by working with law enforcement and social agencies to address street disorder, crack down on organized crime, and do all we can to ensure repeat offenders stay behind bars.

Our commitment to take action on climate change remains foundational and will be key to a healthy and prosperous BC for future generations.

Underlying all this work is our partnership with Indigenous peoples. Advancing reconciliation, implementing the *Declaration on the Rights of Indigenous Peoples Act* and working in partnership with First Nations rights-holders to advance shared interests is the responsibility of every Minister.

Over this mandate I expect you to prioritize making progress on the following:

- In order to protect key services that British Columbians rely on, work with the Minister of Finance to review all existing Ministry of Transportation and Transit programs and initiatives to ensure our programs remain relevant, are efficient, are responsive to the needs of commuters, grow the economy, and help keep British Columbians moving. This is important in the context of current Provincial budget constraints and the priorities of communities in the province.
- Support improvements in BC's road infrastructure balanced with integrated transit opportunities to ensure that people can get home and to work faster, and goods can get to market more efficiently in our province.
- Find ways to support low-income people including seniors and young people in accessing affordable transit.
- Drive the development and expansion of transit across the province and work with communities across BC to find ways to strengthen key rural and intercity transportation services. This includes supporting regional transportation plans such as the Central Okanagan Transit Future Plan and working toward regular local transit along the Sea to Sky corridor.
- Ensure that our provincial transit services are being delivered in a way that is cost-effective for taxpayers, responsive to the concerns of transit riders, and not duplicative of administration by reviewing the private delivery model for provincial transit systems starting with handyDART.

- Work with BC ferries to address administrative costs and ensure affordable, reliable, and sustainable ferry services.
- Identify affordable and efficient opportunities for expansion of SkyTrain, RapidBus, and rail service in the province to meet the transportation and goods movement needs of growing populations.
- Lead work to advance progress on the Broadway extension to UBC, including by working with the federal government, UBC, the City of Vancouver, First Nations, and all relevant government agency stakeholders. Work with the Minister of Housing and Municipal Affairs to advance related government objectives on housing density and identify opportunities to achieve reduced carbon pollution and economic development. Delegate key responsibilities as you are able to the Parliamentary Secretary for Transit to support the extensive coordination and relationship building required by this file.
- Find ways to support taxi and ride hail operators and ensure safe and affordable transportation options for British Columbians.
- Support the Minister of Public Safety and Solicitor General in ensuring safety and efficiency across our public transportation system through partnerships with TransLink, BC Transit, and local governments to permit the use of technology in relation to enforcement of public transportation safety.

To assist you in meeting the commitments we have made to British Columbians, you are assigned a Parliamentary Secretary for Transit whose focus will be to:

- Work with you and the Minister of Housing and Municipal Affairs to identify and champion transit-oriented development sites with local governments, stakeholders, and the private sector in order to maximize success of this initiative.
- Work with you to advance progress on the Broadway extension to UBC, including by building relationships with the relevant contacts in the federal government, UBC, the City of Vancouver, First Nations and all relevant government agency stakeholders. Work with the Minister of Housing and Municipal Affairs to advance related government objectives on housing density and identify opportunities to achieve reduced carbon pollution and economic development.
- Work with you to identify opportunities to improve transit in underserved areas with greatest need, with a goal of connecting communities.

You will work closely together and ensure your Parliamentary Secretary receives appropriate support to deliver on this work.

As you are aware, we have established an accord with the BC Green Caucus that supports our shared commitment to ensuring stable governance focused on delivering progress and tangible outcomes for British Columbians. The commitments in that accord complement the direction in these mandate letters.

As a Cabinet, we will uphold the highest standards of ethics, collaboration, and good conduct in service of the public, and as a Minister of the Crown, you are expected to review, understand, and act according to the *Members' Conflict of Interest Act*. You will establish a collaborative working relationship with your Deputy Minister and the public servants under their direction, who provide the professional, non-partisan advice that is fundamental to delivering on our government's priorities. Your Minister's Office must meet the highest standards for integrity and provide a respectful, rewarding environment for all staff.

The work we have ahead takes place in a profoundly challenging geopolitical environment. Close friends and neighbours to our south are contemplating imposing draconian tariffs on our products that would hurt both Americans and Canadians. Our allies internationally face governmental instability. Hate and racism are on the rise around the world. Artificial intelligence breakthroughs with unclear implications and astonishing potential are announced daily. Global inflation, snarled supply chains, and war are threatening global economic growth and prosperity as well as the transition to a low-carbon economy.

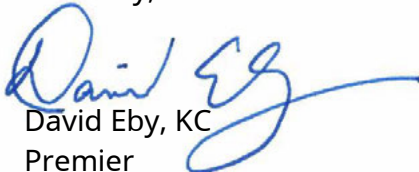
We have an obligation to protect and defend British Columbians, as well as seize opportunities, in these uncertain times.

The good news is that we have everything we need to succeed, and we will succeed. British Columbia's people – our workers, entrepreneurs, business leaders, artists, and innovators – are among the most talented in the world. We are home to world-class educational institutions and public services. Our natural beauty is unmatched, we have internationally envied resources, and we are one of the most diverse places on the planet. Your job is to help us leverage these advantages in perilous times.

Use this mandate letter to guide your work, and do not be afraid to challenge assumptions, or be innovative, bold and aggressive in achieving the goals set out for you and your Ministry by the people of this province.

Thank you for joining me in the work ahead.

Sincerely,


David Eby, KC
Premier

cc: George Anderson, MLA
Parliamentary Secretary for Transit