



ALBERNI-CLAYOQUOT TRANSPORTATION COMMITTEE MEETING

Wednesday, April 1st, 2015@ 9:00 am

Regional District Board Room, 3008 Fifth Avenue, Port Alberni, BC

AGENDA

- | | PAGE # |
|--|---------------|
| 1. <u>CALL TO ORDER</u> | |
| 2. <u>APPROVAL OF AGENDA</u>
<i>(motion to approve, including late items requires 2/3 majority vote)</i> | |
| 3. <u>ADOPTION OF MINUTES</u> | |
| a. AC Transportation Committee Meeting held January 16, 2015 | 2-4 |
| <i>THAT the minutes of the Transportation Committee meeting held on January 16, 2015 be adopted.</i> | |
| 4. <u>PETITIONS, DELEGATIONS & PRESENTATIONS</u> | |
| 5. <u>REPORTS</u> | |
| a. MOTI January 26th Follow Up Meeting with Dave Duncan (verbal) | |
| b. BC On the Move A 10 Year Transportation Plan | 5-64 |
| <i>THAT the AC Transportation Committee receive the reports.</i> | |
| 6. <u>CORRESPONDENCE FOR ACTION/INFORMATION</u> | |
| 7. <u>NEW BUSINESS</u> | |
| a. Meeting with MOTI - Kevin Richter
Tuesday, April 14, 11:00 am
Executive Boardroom, 5B – 940 Blanshard Street, Victoria, BC | |
| 8. <u>ADJOURN</u> | |



MINUTES OF THE ALBERNI-CLAYOQUOT TRANSPORTATION COMMITTEE MEETING HELD ON JANUARY 16, 2015, 9:00AM

Regional District Board Room, 3008 Fifth Avenue, Port Alberni, BC

MEMBERS

Jack McLeman, ACRD, Co-Chair

PRESENT:

Bob Cole, Alberni Valley Chamber of Commerce
Neil Malbon, Alberni Valley Chamber of Commerce
Lucas Banton, Director, ACRD
Mike Lang, PA&DLC
Mike Newton, R.F. Binnie & Associates

STAFF PRESENT:

Russell Dyson, CAO, ACRD
Tracy Bond, Administrative Assistant, ACRD
Pat Deakin, Economic Development Manager, City of Port Alberni

REGRETS:

Chris Alemany, Councillor, City of Port Alberni
Josie Osborne, Mayor, District of Tofino
Dianne St. Jacques, Mayor, District of Ucluelet
Gillian Trumper, Port Alberni Port Authority, Co-Chair
Darren Deluca
Randy Orr, Island Timberlands

1. CALL TO ORDER

The Chairperson called the meeting to order at 9:05 am.
Introductions were conducted.

2. APPROVAL OF AGENDA

MOVED: L. Banton
SECONDED: M. Lange

THAT the agenda be approved as circulated.

CARRIED

3. ADOPTION OF MINUTES

a. **AC Transportation Committee Meeting held September 17, 2014**

MOVED: L. Banton
SECONDED: B. Cole

THAT the minutes of the Transportation Committee meeting held on September 17, 2014 be adopted.

CARRIED

b. AC Transportation Committee Meeting held December 16, 2014

MOVED: L. Banton

SECONDED: B. Cole

THAT the minutes of the Transportation Committee meeting held on December 16, 2014 be adopted.

CARRIED

4. PETITIONS, DELEGATIONS & PRESENTATIONS

5. REPORTS & DISCUSSION

a. Connector Highway

Discussion regarding the Connector Highway, the Ministry of Transportation's Business Case and the UBCM Follow-up meeting with MOTI in relation to the Connector Highway.

b. Business Case

The Ministry of Transportation has agreed to do Business Case on the 2013 Alberni-Clayoquot Transportation Committee preferred alternate route to Port Alberni for a cost of \$100,000. The report is to be completed by November 30, 2015. The Alberni-Clayoquot Transportation Committee would like to make sure the Ministry's consultants have all the relevant information needed. More information regarding amount and length of closures on the highway is needed as the Ministry's list is incomplete. Not all road closures are recorded with the Ministry.

Mr. M. Newton entered the meeting at 9:30 am

M. Newton advised that he had not agreed to do a list of highway closures for the last 10 years. After much discussion it was found that the 911 Fire Dispatch may have this information. R. Dyson will contact them. The Ministry has identified 7 concerns. The Committee should address the concerns appropriately and show the problems currently experienced with the one road. Safety, delays, economic development issues must be supplied to consultants doing the study. Amount of traffic to and from the North Island must be looked at. Tofino did a tourism survey in 2014 showing origins of tourists. P. Deakin will see if he can get this information. The Lady Rose also keeps accounts of where their visitors come from. We should try and get this information. The commute time to the North Island should be looked at. The shorter time would be beneficial to workers as well as to industry. Failure to look at economic opportunities in this report could have a negative effect on our communities so this needs to be communicated to the Ministry and their

consultants. M. Newton suggested that the November 30th completion date of the study may be too lengthy. Committee members agreed and would like to see the study completed prior to a Federal election this fall. M. Newton asked Committee members to advise R. Dyson or P. Deakin of any changes they may wish and he will be in contact with them.

**c. UBCM Follow Up Meeting with MOTI - Dave Duncan and Kevin Richter
January 26, 1:30 pm, 5B – 940 Blanshard Street, Victoria, BC**

Discussion regarding on how this group should proceed at the UBCM Follow Up Meeting on January 26, 2015 in Victoria. Request that The Terms of Reference include a list of stakeholders. Speak about initiatives such as the shipping hub and suggest failure to look at economic development in the study could have a negative effect on our communities. Request completion of the report to be June 30th not November 30th, 2015. Express our appreciation for the Ministry's commitment to fund a business case on the 2013 Alberni-Clayoquot Regional District preferred connector road route. The Port Alberni group to bring information packages. The "Next Steps" in the R.F. Binnie Report are to be refined so they are not so vague prior to the meeting in Victoria. M. Newton will revise.

MOVED: J. McLeman

SECONDED: L. Banton

THAT D. Deluca, M. Newton and P. Deakin to examine the draft terms of reference for the Jan. 26th meeting.

CARRIED

- 6. CORRESPONDENCE FOR ACTION/INFORMATION**
- 7. NEW BUSINESS**
- 8. NEXT MEETING**

The next Committee meeting will be at the call of the Chairs.

9. ADJOURN

MOVED: J. McLeman

SECONDED: L. Banton

CARRIED

THAT this meeting be adjourned at 10:20 am.

Certified Correct:

Jack McLeman, Co-Chair

B.C. on the Move

A 10-Year Transportation Plan



**BC JOBS
PLAN**



MARCH 2015

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PREMIER'S MESSAGE



*Honourable Christy Clark
Premier of British Columbia*

British Columbians have built a strong, diverse economy, with people in every part of the province working to build a prosperous and sustainable future.

While British Columbia has many competitive advantages – including a strategic position as Canada's Pacific Gateway and abundant natural resources, such as natural gas – we need to work to maximize our potential.

In September 2011, I introduced the *BC Jobs Plan* to help strengthen the economy. Since then, more than 70,000 jobs have been created through our focus on eight key sectors, including Transportation. I also launched *The Pacific Gateway Transportation Strategy 2012–2020*, and we've made a lot of progress since then.

The growth of our economy relies on a safe, reliable and efficient multi-modal transportation network. With *B.C. on the Move: A 10-Year Transportation Plan*, we have identified priorities for improvements to the transportation network that will grow the economy, meet the needs of our growing population, and support expanding resource sectors. This includes investing \$2.5 billion over the next three years in transportation infrastructure.

While *B.C. on the Move* lays out clear actions for the Province to take, strong partnerships are key to success. Provincial investment in the transportation system can be enhanced by fully leveraging funding available under federal infrastructure programs and by developing cost-sharing partnerships with other levels of government and the private sector.

The *New West Partnership* – a collaborative effort between the provinces of British Columbia, Alberta and Saskatchewan – represents an opportunity for British Columbia to continue to work to develop a renewed cost-sharing partnership with Canada and the private sector to maximize Canada's export capacity, expand and diversify trade relationships, and improve transportation infrastructure.

Through these partnerships – and with investments as part of *B.C. on the Move* – we will continue to ensure that we grow our economy, create jobs for British Columbians and maintain our high quality of life.

Honourable Christy Clark
Premier of British Columbia

MINISTER'S MESSAGE



*Honourable Todd Stone,
Minister of Transportation
and Infrastructure*

British Columbians rely on our transportation network every day – to get to work or school, to access services, and to stay connected to each other and to the world. Along with getting us to where we need to go, transportation generates employment and underpins job creation and economic development. Recognizing that the world wants what we have, and consistent with the *BC Jobs Plan*, transportation is a critical part of our effort to expand and open new international markets for key B.C. sectors such as natural resources, tourism, manufactured goods, agri-food and international education.

We recognize the importance of transportation for the economic health of our province and the well-being of our citizens. I am very pleased to present *B.C. on the Move: A 10-Year Transportation Plan*. This plan sets out a series of priorities, including almost \$2.5 billion in provincial investment over the next three years, focused on moving people and goods safely, growing the economy, and strengthening communities.

Our government has worked hard to develop *B.C. on the Move* – making sure it reflects the needs and priorities of British Columbians. From Oct. 14 to Dec. 12, 2014, we asked British Columbians to provide their feedback on B.C.'s transportation priorities over the next 10 years with the *B.C. on the Move* engagement. During the engagement, the *B.C. on the Move* website was visited over 44,000 times and we received over 12,500 survey responses from citizens all over the province. Over 100 meetings were held with over 550 representatives of First Nations, local governments, chambers of commerce, port and airport authorities, and other interested stakeholders. I also hosted a Twitter Town Hall. In addition, my Parliamentary Secretary, MLA Jordan Sturdy, met with over 70 groups on Vancouver Island in early September, hearing first-hand the transportation needs of Island communities.

I want to thank all British Columbians who took the time to participate in the engagement. This was an unprecedented opportunity for citizens to join in the conversation and let government know about their most pressing transportation needs. As we implement the plan, we will continue to engage with British Columbians, and ensure that we make the best use of every dollar we invest along the way. After all, a safe, efficient and cost-effective transportation network is the backbone of our strong economy and our high quality of life.

Honourable Todd Stone

Minister of Transportation and Infrastructure

SUMMARY OF PRIORITIES

The priority actions in this plan will be key to our transportation investments and strategic policy actions over the next 10 years. This plan will enhance our safety, mobility and connectivity, allowing us to keep pace with our many expanding sectors and ensuring that our transportation improvements remain affordable.

1) Rehabilitating Highways, Bridges and Side Roads

page 12

- Invest \$380 million over the next three years to resurface provincial highways
- Increase investment to \$180 million over the next three years to repair and replace provincial bridges
- Increase investment to \$270 million over the next three years to improve the condition of provincial side roads
- Invest \$60 million over the next three years to upgrade roads in northeastern B.C. in support of the natural gas industry
- Explore opportunities to maintain public access to resource and back-country roads
- Invest \$9 million over the next three years for new and upgraded rest areas throughout B.C.

2) Improving Highway Safety

page 16

- Invest \$75 million over the next three years in a new Road Safety Improvement Program
- Invest \$30 million over the next three years in intersection safety improvements in communities throughout B.C.
- Work with provincial policing agencies and other incident-response partners to reduce the duration of highway closures
- Undertake a review of the traffic management and safety aspects associated with pulling drivers over in traffic
- Enhance and improve Driver Information Systems
- Continue to develop and implement strategies to improve roadside worker safety
- Implement strategies for drivers to stay out of the left lane and not impede other traffic
- Enable municipalities to allow motorcycle parking near intersections
- Introduce new regulations to clarify the definition of winter tires and traction devices
- Work with ICBC to explore opportunities to allow drivers more choices to use slow-moving vehicles and other mobility devices in smaller communities
- Improve public safety in B.C.'s "party bus" and limousine industry

3) Improving Highway Capacity and Reliability

page 20

- Invest approximately \$1 billion over the next three years to ensure our network has the capacity and reliability to meet transport and trade needs, with maximum safety and minimal delays and uncertainties
- *Highway 1 – Kamloops to the Alberta Border*
 - ▶ Continue to advance four-laning projects between Kamloops and Golden
 - ▶ Pursue federal partnership funding to enable completion of the final four kilometres of the Kicking Horse Canyon Project
 - ▶ Deliver projects to improve highway reliability, with a specific focus on improving avalanche infrastructure
- *Okanagan Valley Highways*
 - ▶ Continue project planning and initiate community engagement for a future second crossing of Okanagan Lake, including assessment of the Highway 97 corridor through the communities of Kelowna, West Kelowna and Peachland
 - ▶ Construct new passing lanes and four-laning on highways throughout the Okanagan Valley, including six-laning through Kelowna
 - ▶ Construct intersection improvements, new interchanges, and safety improvements on highways and roads throughout the Okanagan Valley
- *Highway 3 – Crowsnest*
 - ▶ Construct realignments and new passing lanes on sections of Highway 3 between Hope and Princeton and from Cranbrook to the Alberta border
 - ▶ Work with communities along the corridor to improve safety through their downtown cores
- *Highway 5 – Yellowhead – Kamloops to Tête Jaune Cache*
 - ▶ Construct additional passing lanes between Kamloops and Tête Jaune Cache to promote safety and efficiency
- *Highway 97 – Cariboo Connector*
 - ▶ Complete the final four projects announced under Phase 2, including four-laning south of Williams Lake, and initiate planning for future priority projects
- *Northwest B.C./Highway 16 – Yellowhead*
 - ▶ Construct passing lanes on highways 16 and 37 in the northwest and around Prince George, and take action to reduce rail/road conflicts
- *Northeast B.C./Highways 97 North and 2*
 - ▶ Continue to four-lane highways 97 and 2 from the Alberta border to Fort St. John, and construct new passing lanes north of Fort St. John
- *Vancouver Island Highways*
 - ▶ Deliver upgrades to reduce congestion and improve commuter mobility along Highway 1 between Langford and Victoria
 - ▶ Work in partnership with local communities to deliver projects to improve access to and from provincial highways and traffic flow through communities
 - ▶ Plan and deliver key highway safety improvements in locations such as Highway 4 west of Port Alberni and the Malahat corridor of Highway 1

SUMMARY OF PRIORITIES

3) Improving Highway Capacity and Reliability

continued

page 20

- **Lower Mainland Highways**
 - ▶ Advance development of the George Massey Tunnel Replacement Project
 - ▶ Initiate design for future construction of six-laning on Highway 1 from Langley to Abbotsford
 - ▶ Work with communities to plan and deliver highway interchange and overpass projects throughout the Lower Mainland
 - ▶ Construct highway widening, capacity, safety and operational improvements on provincial highways throughout the Lower Mainland

4) Delivering a Provincial Trucking Strategy

page 34

- Upgrade and replace structures such as bridges and overpasses, so they can accommodate the increasingly heavy and large loads that industry needs to transport
- Work with industry to expand the number of provincial highway corridors pre-approved for the transport of 85- to 125-metric-tonne loads
- Streamline permitting and reduce the number of truck permits required while ensuring commercial vehicle safety
- Work with industry to identify priority locations for new and expanded parking, staging, inspection pullouts and chain-up/off areas for trucks on key corridors throughout B.C.
- Undertake a review of B.C.'s pilot-car requirements
- Support the Office of the Independent Container Trucking Commissioner

5) Investing in Transit

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Provincial Transit Services

- Maintain the highest level of operating support for transit in Canada, with the Province providing BC Transit with \$312 million in operating contributions over the next three years
- Partner with local communities throughout the province to replace half of BC Transit's fleet (about 500 buses) over the next five years
- Partner with local communities to build transit infrastructure to provide more efficient operations and improved transit services
- Continue to seek opportunities to deploy compressed natural gas (CNG) buses in communities throughout the province

Metro Vancouver Transit Services

- Fund one-third of the cost of new rapid transit projects, and the Pattullo Bridge, provided they can be accommodated within the provincial fiscal plan and the investments are supported by a business case
- Work with the region to secure federal funding for rapid transit projects

6) Investing in Cycling

page 40

- Invest \$18 million over the next three years to partner with communities to build new bike lanes and trails throughout B.C.
- Widen shoulders, double the frequency of sweeping and implement safety improvements on provincial highways in areas with a high volume of cyclists
- Develop and implement a cycling tourism signage and marketing strategy

SUMMARY OF PRIORITIES

7) Investing in Airports

page 42

- Invest \$24 million over the next three years in the new B.C. Air Access Program
- Support development of the aviation industry near B.C. airports
- Engage the federal government to enhance B.C.'s aviation sector

8) Enabling Efficient Ports and Rail

page 44

- Determine potential infrastructure upgrades needed to support Liquefied Natural Gas (LNG)
- Facilitate Port of Kitimat development with port structure and governance models that support economic activity
- Invest in infrastructure that enhances access to ports and increases port bulk, breakbulk and container capacity
- Invest in infrastructure that enhances efficiency of goods movement by rail
- Explore options for the revitalization of the Belleville Terminal in Victoria

9) Sustaining and Renewing Ferries

page 48

- Continue to pursue strategies to achieve the vision of an affordable, sustainable and efficient coastal ferry service
- Continue to engage the federal government to secure additional federal funding support for B.C.'s coastal ferry service
- Continue to renew inland ferry assets

10) Building Partnerships with First Nations

page 50

- Partner with First Nations on projects that support economic development on their lands
- Facilitate more employment and training opportunities for First Nations through the ministry's major projects
- Reconcile outstanding highway tenure issues

11) Improving Accessibility

page 51

- Upgrade rest areas throughout B.C. to improve accessibility for persons with limited mobility, such as curb letdowns, accessible washrooms and other improvements
- Increase the number of wheelchair-accessible taxis in communities throughout B.C.
- Partner with TransLink to make additional accessibility upgrades to SkyTrain stations, including adding new and improved elevators and escalators, and removing any barriers to movement
- Continue to work with BC Transit to improve transit service accessibility for people with disabilities
- Encourage BC Ferries to continue to improve accessibility at terminals and on vessels for people with disabilities

12) Protecting the Environment

page 52

- Continue to invest in transit and cycling programs
- Invest \$6 million over the next three years to conserve habitat and improve fish and wildlife protection
- Invest \$3.9 million over the next three years to deliver invasive plant management programs
- Deliver 1.8 million square metres of hot-in-place recycle paving every year
- Promote the use of cleaner fuel alternatives, such as natural gas for heavy-duty commercial vehicles, CNG for buses and LNG for ferries

INTRODUCTION



British Columbians are linked to each other and to the world by an integrated transportation network that moves people and goods by road, rail, air and sea. Transportation is key to B.C.'s success – in 2013, it contributed \$10.8 billion in gross domestic product (GDP) and directly employed more than 121,000 people.

In response to evolving transportation needs, we are moving forward with a new 10-year plan, *B.C. on the Move*. ***This plan provides a comprehensive road map for transportation investments and strategic policy actions over the next 10 years.*** The plan presents a series of priorities for action to improve the provincial transportation network and showcases several short- to medium-term investments. ***Over the next three years, the Ministry of Transportation and Infrastructure will invest almost \$2.5 billion to improve British Columbia's transportation network.*** This plan will build on the success of our government's 2003 transportation plan, *Opening Up B.C.*, which resulted in new infrastructure investment throughout the province, improving safety and reliability and growing the economy.

B.C. on the Move reinforces government's commitment to invest in transportation infrastructure in every corner of the province. This plan will enhance our safety, mobility and connectivity, allowing us to keep pace with our rapidly expanding resource sectors and ensuring that transportation improvements remain affordable.

BRITISH COLUMBIA'S TRANSPORTATION NETWORK

B.C. on the Move focuses primarily on the provincial transportation network, which includes highways, ferries, rail, airports, ports, regional transit, and cycling infrastructure.



Transportation Network Highlights

- Approximately **47,000 kilometres (km)** of provincial highways and rural side roads
- Over **2,800 bridges**
- Over **2,900 transit buses**
- **133 km** of SkyTrain and commuter rail
- **3** Class 1 railways
- **300+** airports, heliports and other air facilities
- **19** international border crossings
- **3** international ports, **4** regional ports and **40** local ports
- **40+** ferry routes

WHY INVESTMENTS ARE NEEDED: CHALLENGES AND OPPORTUNITIES

To keep our economy growing and to protect our high quality of life, we must continue to enhance connectivity, safety and mobility across our transportation networks. Investing in British Columbia's transportation infrastructure – highways and side roads, cycling, transit, airports, ports, rail and ferries – will help us to:

Improve the Safe and Reliable Movement of People and Goods

Safety is a priority for all modes of travel, and the safe movement of people and goods depends on access to a reliable transportation network. Reliability means having a network available in good condition to meet the transport and trade needs of the province, with minimal delays and uncertainties that can lengthen travel times.

Grow the Economy

Transportation investments generate employment, underpin job creation and promote economic development throughout B.C. When we make affordable transportation investments, we are investing in tourism, in increased trading capacity, and in all of B.C.'s industries, including forestry, mining, energy, oil and gas, agri-food, green economy, education and tourism.

Maintain and Replace Aging Infrastructure

Our transportation infrastructure is aging. This underscores the need for ongoing maintenance and rehabilitation to protect our transportation assets, valued at more than \$100 billion.

Meet the Needs of a Growing and Aging Population

Our population is growing. It is estimated that an additional one million people will be living in British Columbia by 2030, adding to existing demands on our roads, bridges, ferries and transit systems. Our population is also aging, with seniors representing a growing proportion of the total population. Seniors – and those with mobility challenges – need to be able to rely on an accessible transportation network.

Support Expanding Resource Sectors

Our resource sectors are expanding. This is putting additional pressure on rural British Columbia, especially in the north, where the energy sector is attracting billions of dollars in new private sector investment. The development of these resources affects the whole supply chain, especially since many of our products are for export.

Provide More Travel Choices

In urban areas, more people are choosing to walk, cycle or take public transit. Infrastructure development needs to factor in these choices.

Reduce Environmental Impacts

Transportation contributes to greenhouse gas emissions. But every step we take to improve efficiency and reduce congestion helps minimize the impact. Expanding pedestrian, cycling and transit infrastructure, along with new approaches such as powering trucks, buses and ferries with cleaner alternative fuels such as natural gas, and utilizing hot-in-place recycle paving, will help reduce environmental impacts.

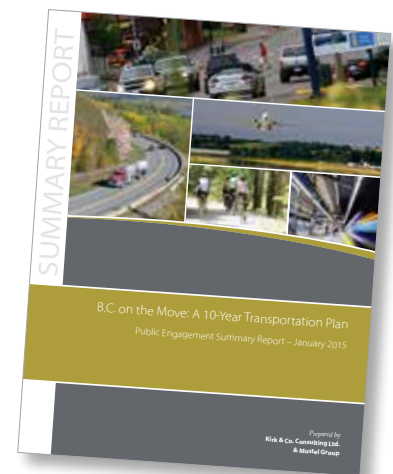
This plan has been shaped by the input of British Columbians. Between Oct. 14 and Dec. 12, 2014, British Columbians had an opportunity to provide input on their transportation-related priorities.

The engagement included **over 100 meetings** throughout the province with First Nations, local governments, transportation authorities and other interested stakeholders, along with a Twitter Town Hall, several hundred individual submissions and a survey that drew **over 12,500 responses** from throughout B.C. In addition, MLA Jordan Sturdy, Parliamentary Secretary to the Minister of Transportation and Infrastructure, met with over 70 groups on Vancouver Island in Sept. 2014 to hear about the transportation needs of Island communities.

The survey responses revealed the top transportation-related priorities for British Columbians:

- 95%** said keeping **highways, bridges** and **side roads** in good condition was top priority
- 87%** said expanding and **increasing transit services** was important
- 73%** said we should expand **highway capacity** and upgrade key **highways** and **bridges** to facilitate heavy hauling
- 72%** said enhancing **cycling infrastructure** and improving **transportation choices** were important
- 70%** said we should support **regional** and **small community airports**

A full report on the results of the public engagement process can be found in *B.C. on the Move: A 10-Year Transportation Plan – Public Engagement Summary Report*.



DELIVERY OF THE TRANSPORTATION PLAN

Building on what British Columbians told us during the public engagement, and to meet the challenges and opportunities facing our transportation network, the Province has developed a comprehensive transportation plan, consisting of 12 key areas of focus, setting out our priorities over the next 10 years.

12 Key Priorities for the Next 10 Years:

- 1) **Rehabilitating Highways, Bridges and Side Roads**
- 2) **Improving Highway Safety**
- 3) **Improving Highway Capacity and Reliability**
- 4) **Delivering a Provincial Trucking Strategy**
- 5) **Investing in Transit**
- 6) **Investing in Cycling**
- 7) **Investing in Airports**
- 8) **Enabling Efficient Ports and Rail**
- 9) **Sustaining and Renewing Ferries**
- 10) **Building Partnerships with First Nations**
- 11) **Improving Accessibility**
- 12) **Protecting the Environment**



1) REHABILITATING HIGHWAYS, BRIDGES AND SIDE ROADS

Main highways connect communities and move people and goods within B.C and to destinations beyond our borders. Side roads connect rural residents to communities, provide industry with access to resource roads and enable tourists to visit destinations throughout the province.

A safe and reliable provincial highway and side-road network is essential to the continued growth and development of B.C.'s communities, supporting provincial and regional economies, and continuing to provide for competitive and cost-effective national and international travel.

The network costs less when regular investments are made in rehabilitation. Putting off a needed paving project by four years can double the cost of repairs – delaying by eight years can drive up costs by 400%.

WHAT WE HEARD

95% AGREED that keeping existing highways, bridges and side roads in good condition was important.

Priorities for Action

✓ Invest \$380 million over the next three years to resurface provincial highways

Highway resurfacing includes conventional paving, hot-in-place recycle paving (an environmentally-friendly, made-in-B.C. technology), and sealcoating for lower volume rural highways. This investment program is the main component of our strategy to **resurface 1,000 kilometres of provincial highway annually**.

DID YOU KNOW...

- **OVER 40** resurfacing projects are delivered throughout the province annually every summer.



Hot-in-place recycle paving produces **50% fewer greenhouse gas emissions** than conventional paving, as it reuses and recycles existing material, right at the project site.

1) REHABILITATING HIGHWAYS, BRIDGES AND SIDE ROADS

✓ Increase investment to \$180 million over the next three years to repair and replace provincial bridges

Bridge projects range from full replacements, bridge deck resurfacing, seismic upgrades to painting and railing repairs.

Bridges and structures are the most costly part of the highway system, and keeping them in good condition is critical to highway safety. The ministry carefully inspects every bridge under its jurisdiction each year. To avoid bridge condition problems, **this investment represents a 50% increase in bridge rehab funding over previous years.**

LET'S GET MOVING



Sande Overpass bridge deck in Terrace will be resurfaced.

✓ Increase investment to \$270 million over the next three years to improve the condition of provincial side roads

Up to 30 projects will be delivered annually under this program throughout B.C., with the goal of **improving over 500 kilometres of side roads every year.**

Improvements to side roads will include hard surfacing, gravelling base construction, dust control, shoulder widening, and other safety improvements. This investment represents a **33% increase** over previous years.

LET'S GET MOVING

Projects delivered in 2015 will include:

- Sayward Road widening on Vancouver Island
- Silver Star Road resurfacing near Vernon
- Fording Mine Road resurfacing in Elkford



Gravel side road between fields of canola in the Peace River region



Side road paving near Lillooet

1) REHABILITATING HIGHWAYS, BRIDGES AND SIDE ROADS

✓ Invest \$60 million over the next three years to upgrade roads in northeastern B.C. in support of the natural gas industry

This investment will support growing industrial traffic, and ensure that highways and side roads can safely and reliably serve both industry users and residents in northeastern B.C.

Up to 20 projects a year will be delivered, including side-road gravelling and dust control, side-road hard surfacing, and highway safety and capacity improvements such as signals, turning slots and passing lanes.

LET'S GET MOVING



A new traffic signal in Taylor will be installed on the Alaska Highway at Pine Avenue in 2015.

✓ Explore opportunities to maintain public access to resource and back-country roads

Many back-country roads are built by resource industry companies, and are often maintained only when resource activity is ongoing. Additionally, companies have an obligation to decommission these roads when their work is done.

However, many of these roads provide important access to B.C.'s back-country for other business uses and recreation. Government ministries will work together with the resource industry and other stakeholders to identify priority back-country roads and explore opportunities to maintain access to ensure they can be secured for future use and enjoyment.



Kinuseo Falls at Monkman Provincial Park in the Peace Region

1) REHABILITATING HIGHWAYS, BRIDGES AND SIDE ROADS

✓ Invest \$9 million over the next three years for new and upgraded rest areas throughout B.C.

Throughout British Columbia there are more than 170 rest areas that enhance the safety, comfort and convenience of highway travel by providing a place to rest, access to washrooms, picnic tables, litter containers, and information about nearby attractions and services.

Rest areas are critical to the commercial trucking sector, enabling drivers to rest on a regular basis and ensuring the safe movement of goods throughout the province. They are also a key part of ensuring that British Columbia delivers competitive, world-class travel experiences to visitors.

DID YOU KNOW...

- Approximately **81%** of B.C.'s 177 rest areas are wheelchair accessible, **72%** are open year-round and **74%** are suitable for large commercial traffic



Kamloops Lake Rest Area on Highway 1

LET'S GET MOVING

Up to 30 rest-area improvement projects will be delivered throughout B.C. every year, including:

- New rest areas at priority locations
- Widened pullouts and expanded rest-area parking for truckers
- Upgraded amenities like washrooms, picnic tables, Wi-Fi, and play areas
- Curb letdowns and other accessibility improvements for people with limited mobility



The **Kalamalka Lake rest area** near Coldstream will be upgraded with washrooms and other facilities.

2) IMPROVING HIGHWAY SAFETY

Safety on British Columbia's highways and side roads is the ministry's number-one priority. The number of serious crashes on provincial highways has decreased 27% since 2003. This decrease has been the result of investing in transportation infrastructure improvements and focusing on driver education, improved technology, and policy and legislative changes, such as those aimed at eliminating distracted driving.

The Province's new Road Safety Program will complement ICBC's investment of \$44 million per year on safety initiative measures such as enhanced policing, road improvements and CounterAttack programs.

Although previous actions have made a difference, more investments and strategic policy actions need to be undertaken. The Province remains committed to improving safety and will work with its partners on the following key actions.

Priorities for Action

✓ Invest \$75 million over the next three years in a new Road Safety Improvement Program

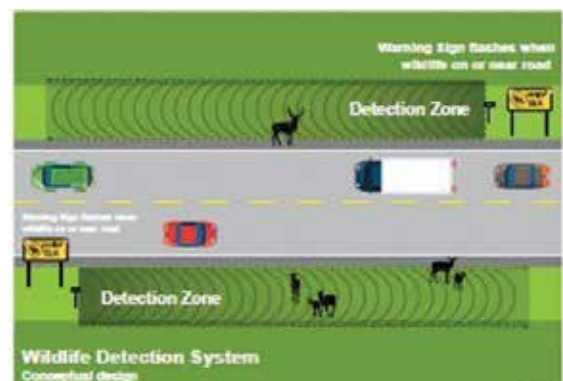
This is a **doubling in funding** over previous years.

This program includes:

- Snow avalanche infrastructure
- Community safety improvements, which consist of 20 to 25 annual projects focusing on crosswalks, signals, intersection improvements and signs
- Road-marking strategies to test and install new lane-marking technologies tailored to local climate conditions
- Guardrail program
- Dedicated annual funding for livestock fencing
- Installation of variable-speed-limit signs
- Installation of wildlife-detection systems

LET'S GET MOVING

The Province will install variable speed limit systems on Highway 99 - north of Squamish, Highway 5 - Coquihalla, between Hope and Merritt, and Highway 1, between Sicamous and Revelstoke.



A wildlife-detection system will be installed in the East Kootenays.

2) IMPROVING HIGHWAY SAFETY

✓ Invest \$30 million over the next three years in intersection safety improvements in communities throughout B.C.

Dedicating funds to improve existing intersections is important in reducing the number and severity of vehicle crashes, and collisions between vehicles, cyclists and pedestrians.



Highway 97 and Birnie Road intersection

LET'S GET MOVING

Priority intersection-safety improvements

- Installation of advanced left-turn signal at Daimler Road and Highway 97 in West Kelowna
- Design of Sande Overpass and Keith Avenue intersection improvements on Highway 16 in Terrace
- Design of Highway 97 and Birnie Road intersection improvements near Vernon

✓ Work with provincial policing agencies and other incident-response partners to reduce the duration of highway closures

The Province will work with its road-safety partners to increase highway reliability by reducing the duration of highway closures when crashes and other incidents occur.

✓ Undertake a review of the traffic management and safety aspects associated with pulling drivers over in traffic

The Ministry of Transportation and Infrastructure will work with its road safety partners to explore a protocol for traffic management when drivers are pulled over, to help reduce the risk of crashes, to improve safety and to limit impacts on the flow of traffic.

Intelligent Transportation Technologies

B.C.'s Regional Transportation Management Centre (RTMC) is a state-of-the-art multi-agency facility, serving as a focal point for transportation management in B.C. The RTMC is a 24-hour/7-days-per-week centre that provides real-time monitoring of road and traffic conditions, promotes regional data sharing and provides a co-ordinated traffic-management response during emergencies.

As we implement *B.C. on the Move*, we will explore increased use of intelligent transportation technologies to monitor and manage traffic flow, increase efficiencies for commercial vehicles, detect and clear traffic incidents, and provide travellers with timely information.

2) IMPROVING HIGHWAY SAFETY

✓ Enhance and improve Driver Information Systems

With 14 million annual visitors, DriveBC is the Ministry of Transportation and Infrastructure's most popular online communications tool.

Opportunities to improve this and other systems include:

- Enhancing the DriveBC website so it provides a better user experience
- Exploring ways to enable the public to provide real-time incident information
- Developing a national traveller information network to help governments and organizations communicate about road closures, hazards and roadworks
- Upgrading and increasing the number of changeable message signs
- Continuing to enhance the webcam system



DriveBC website



Highway 1 – Victoria

✓ Continue to develop and implement strategies to improve roadside worker safety

The ministry has enhanced legislation that requires vehicles to move over when approaching roadside work vehicles, similar to the requirement to move over when approaching emergency vehicles. We will continue to work with our partners and the public to explore additional strategies to improve roadside worker safety.



DID YOU KNOW...

- The Ministry of Transportation and Infrastructure participates in the **Cone Zone Campaign** (<http://tranbc.ca/2014/05/28/cone-zone-campaign>) to improve the safety of roadside workers, along with promoting road safety through initiatives such as **"Shift into Winter"** (<http://shiftintowinter.ca/>).

2) IMPROVING HIGHWAY SAFETY

✓ Implement strategies for drivers to stay out of the left lane and not impede other traffic

"Left lane hogs" represent a serious threat to themselves and others, and more must be done to get these drivers out of the left lane. Changing driver behaviour will require a strategy comprising of multiple components, including legislative changes, signage, driver training and education, awareness campaigns, and enforcement.



✓ Enable municipalities to allow motorcycle parking near intersections

Parking motorcycles in municipalities is challenging. A motorcycle occupying a single vehicle stall is not efficient and can be unsafe. We have heard that the unused spaces near intersections could be used by motorcyclists to park, though municipalities need the means to enable this.

✓ Introduce new regulations to clarify the definition of winter tires and traction devices

New regulations will allow the Province to be more responsive and keep pace with the rapidly changing technology of winter tires and traction devices.

✓ Work with ICBC to explore opportunities to allow drivers more choices to use slow-moving vehicles and other mobility devices in smaller communities

As our population ages, there is still the expectation that people can move about freely. In smaller communities, people are interested in utilizing new vehicle technologies to make short trips on low-volume roads while not being constrained to driving an automobile.

✓ Improve public safety in B.C.'s "party bus" and limousine industry

The Province recognizes the need to strengthen the regulation of limousines, including specialty vehicles such as "party buses" to ensure public safety. All operators of stretch SUVs and limo buses will be required to obtain special authorization licences approved by the Passenger Transportation Board. This requirement will increase the accountability of operators and improve the ability to enforce public safety requirements.

DID YOU KNOW...

The Province is continuing to work with community partners on practical, affordable and sustainable transportation initiatives to increase the safety of citizens living in remote, rural northern communities along the **Highway 16 corridor**, including:

- Highway 16 community access website www.gov.bc.ca/Highway16Corridor
- Northern Health Connections and BC Transit transportation services
- Increased cell coverage in northern B.C.
- Additional DriveBC webcams installed at locations on northern highways
- Pursuing partnerships with community organizations to increase safe-driver education and licensing, information sharing and inter-community transportation services

3) IMPROVING HIGHWAY CAPACITY AND RELIABILITY

Expanding the capacity of our transportation network is critical to improving safety, attracting new investment and supporting economic growth.

The Province will invest approximately \$1 billion over the next three years to ensure our network has the capacity and reliability to meet transport and trade needs, with maximum safety and minimal delays and uncertainties.

The Province will work with Canada to secure federal funding for highway-expansion priorities, as provincial investment can be enhanced by fully leveraging federal funding available under federal infrastructure programs, as well as by developing partnerships with other levels of government and the private sector.

Priority action areas include:

- ✓ **Highway 1 – Kamloops to the Alberta Border**
- ✓ **Highway 97 – Okanagan Valley Highways**
- ✓ **Highway 3 – Crowsnest**
- ✓ **Highway 5 – Yellowhead**
- ✓ **Highway 97 – Cariboo Connector**
- ✓ **Northwest B.C./Highway 16 – Yellowhead**
- ✓ **Northeast B.C./Highways 97 North and 2**
- ✓ **Vancouver Island Highways**
- ✓ **Lower Mainland Highways**

WHAT WE HEARD

73% AGREED that expanding and improving highway, bridge and side road capacity was important, with stakeholders particularly focused on Highways 1, 3, 5, 16 and 97.

Continued investment in the rehabilitation and expansion of highways, bridges and side roads was the top theme in meetings held throughout the province with First Nations, local governments, and other key stakeholders.

HIGHWAY 1 – KAMLOOPS TO THE ALBERTA BORDER



The Trans-Canada Highway is B.C.'s primary southern east-west corridor and is essential for trade and travel. The section between Kamloops and the Alberta border is over 400 km through some of the most challenging terrain in Canada, and is used by up to 12,000 vehicles each day.

Building on the provincial commitment to invest \$650 million over the next 10 years towards four-laning Highway 1 from Kamloops to the Alberta border, the Province will work with Canada to leverage federal funding for priority projects. It is the Province's goal to increase investment on this corridor to **over \$1 billion with partners over the next 10 years.**

Priorities for Action:

✓ Continue to advance four-laning projects between Kamloops and Golden

The Trans-Canada Highway has more than two lanes almost everywhere else in the country except for between Kamloops and Golden. Priority projects will be advanced throughout the corridor to improve safety and capacity.

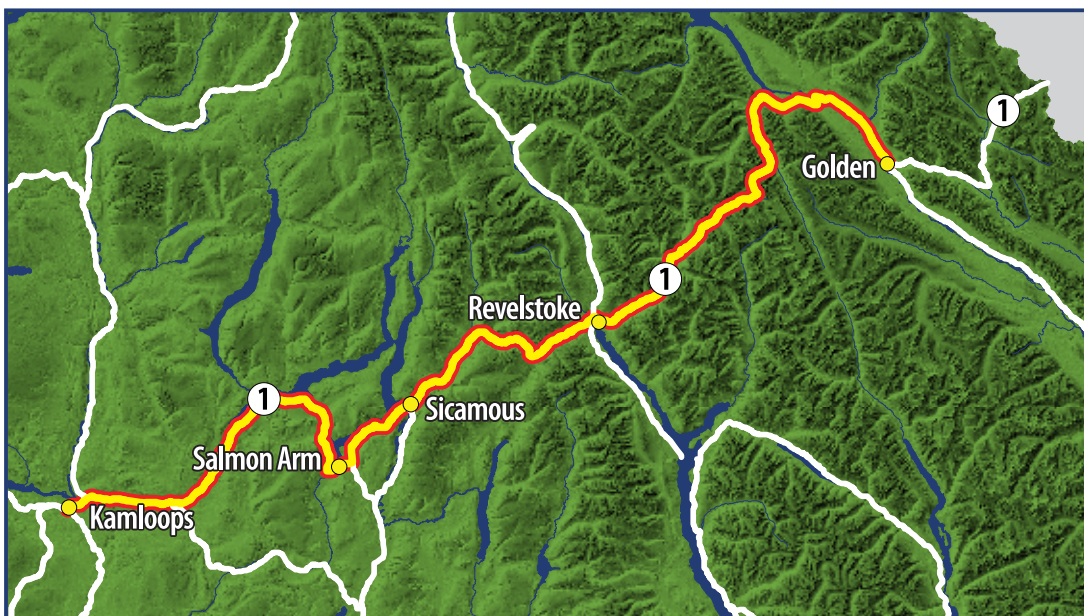
LET'S GET MOVING

Construction is currently underway on three four-laning projects, including:

- Malakwa Bridge
- Monte Creek to Pritchard
- Pritchard to Hoffman's Bluff

Planning and design is also underway for additional four-laning projects, including:

- Hoffman's Bluff to Jade Mountain
- Donald East
- Illecillewaet
- Salmon Arm West



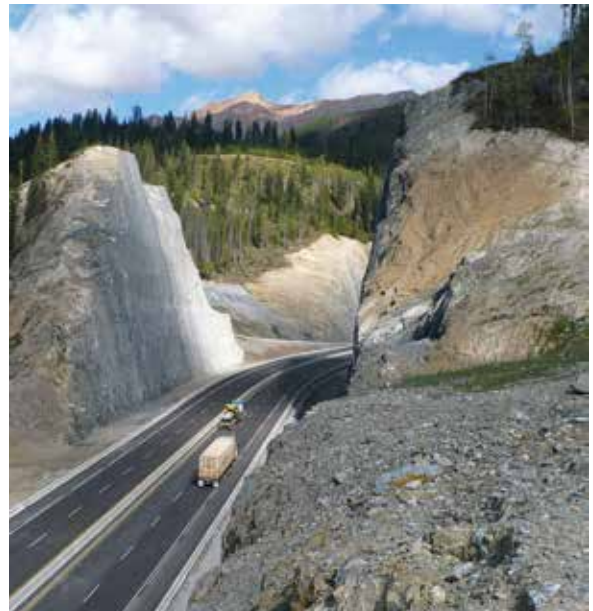
✓ **Pursue federal partnership funding to enable completion of the final four kilometres of the Kicking Horse Canyon Project**

Working in partnership with Canada, construction has been completed on 22 km of the 26 km of four-laning through the Kicking Horse Canyon section east of Golden.

The final four-kilometre project to complete the Kicking Horse Canyon is the most challenging section, and is estimated to need an investment of between \$440 and \$650 million to complete.

Federal partnership funding under the National Infrastructure component or the P3 Canada component of the Building Canada Plan to enable completion of this project.

Kicking Horse Canyon Project



✓ **Deliver projects to improve highway reliability, with a specific focus on improving avalanche infrastructure**

The Province is going to pursue new technologies and other improvements to reduce the number and duration of highway closures resulting from weather events such as avalanche risk and other incidents.

DID YOU KNOW...



■ The Trans-Canada Highway travels through some of the most challenging avalanche terrain in the country. In an average year, the highway can be closed for nearly 200 hours. During high snow years, this can increase to nearly 400 hours.

OKANAGAN VALLEY HIGHWAYS

Highway 97 is British Columbia's most important north-south connection, running from the Canada-U.S. border at Osoyoos to the B.C.-Yukon border. The Okanagan Valley Corridor runs from Osoyoos to Highway 1.

With a growing population and a thriving tourist industry, the Okanagan Valley Corridor is an important link through the Okanagan. It is also the busiest route in the Interior.

Projects in the Okanagan Valley will be consistent with the objectives identified by communities as part of the Okanagan Valley Traffic Symposium, held by the Province in 2011.

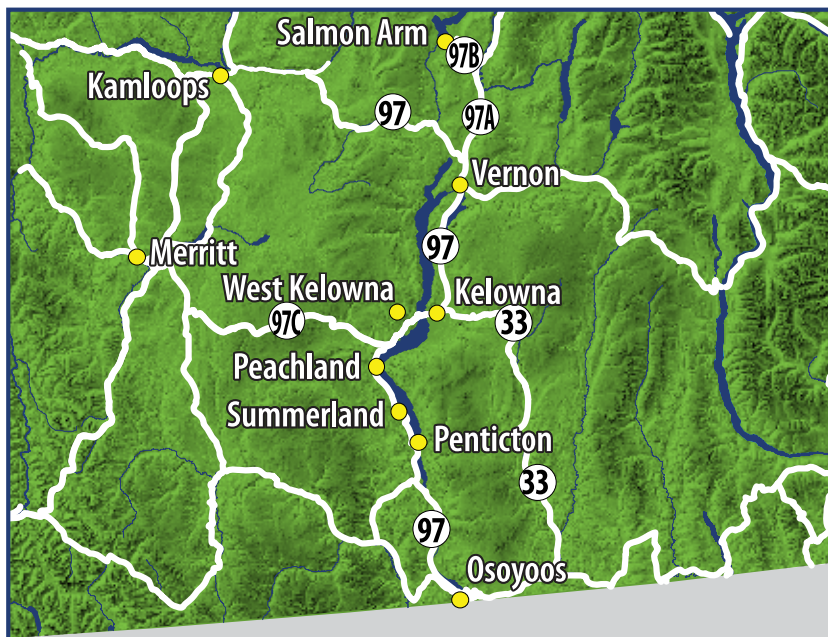
Priorities for Action:

- ✓ **Continue project planning and initiate community engagement for a future second crossing of Okanagan Lake, including assessment of the Highway 97 corridor through the communities of Kelowna, West Kelowna and Peachland**

Initiating planning for a future second crossing now will ensure that the Province is ready when extra capacity is needed. It will also allow us to work with Kelowna, West Kelowna and Peachland to assess the existing Highway 97 corridor and identify longer-term needs.



The five-lane **William R. Bennett Bridge** on Highway 97, completed in 2008, is the only crossing of Okanagan Lake. It serves the entire valley and directly connects Kelowna with West Kelowna.



✓ **Construct new passing lanes and four-laning on highways throughout the Okanagan Valley, including six-laning through Kelowna**

With tourist, business and industry traffic growing every year in the Okanagan, continuing to build new passing lanes and four-laning near urban areas is a key transportation priority.

✓ **Construct intersection improvements, new interchanges, and safety improvements on highways and roads throughout the Okanagan Valley**

This priority will help ensure that residents of, and visitors to, the Okanagan can safely get on and off provincial highways. It will also focus safety upgrades on important regional side roads like Westside Road.



Campbell Road and Highway 97 in Kelowna

LET'S GET MOVING

Construction will begin in 2015 on a new **six-laning project on Highway 97** in Kelowna, between Highway 33 and Edwards Road.

LET'S GET MOVING



Westside Road in the Okanagan Valley

The Province will be investing **\$45 million** to make safety improvements and resurface Westside Road.

HIGHWAY 3 – CROWSNEST



Highway 3 travels 850 km east-west from Hope through the Okanagan and Kootenays to the Alberta Border, serving the industrial region of the East Kootenays and other communities along the route. Over \$200 million has been invested in the Highway 3 corridor since 2001. The Province has been working closely with the Highway 3 Mayors' and Chairs' Coalition to deliver on their priorities for the route.

Priorities for Action:

✓ Construct realignments and new passing lanes on sections of Highway 3 between Hope and Princeton and from Cranbrook to the Alberta Border

Upgrades to the Hope to Princeton section of Highway 3 is the Mayors' and Chairs' Coalitions highest priority. The Province is working closely with the coalition to advance priority upgrades.

More passing lanes from Cranbrook to Fernie and through the Elk Valley are important for industry and communities in the southeast.

DID YOU KNOW...

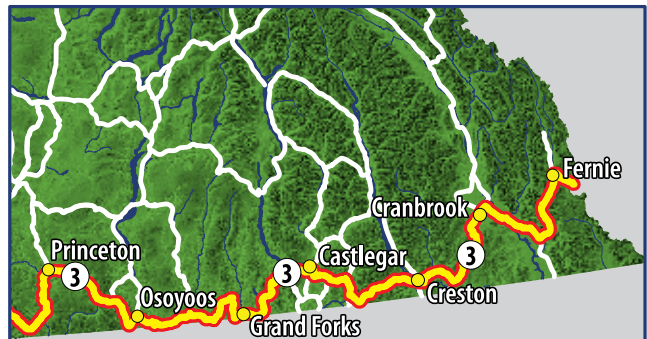


■ Currently underway, the **\$16-million Saturday Creek Highway Improvement Project** includes almost two km of highway realignment and the construction of a new passing lane.

✓ Work with communities along the corridor to improve safety through their downtown cores

Highways are also Main Streets

In Creston, and in many other towns on provincial highways, the highway is not only a key regional transportation corridor – it is also Main Street. The Province is committed to working with communities to improve safety on these routes.



LET'S GET MOVING

In Creston, work will get underway in 2015 to construct improvements to the intersection of Pine and Railway as a key priority.

HIGHWAY 5 – YELLOWHEAD – KAMLOOPS TO TÊTE JAUNE CACHE

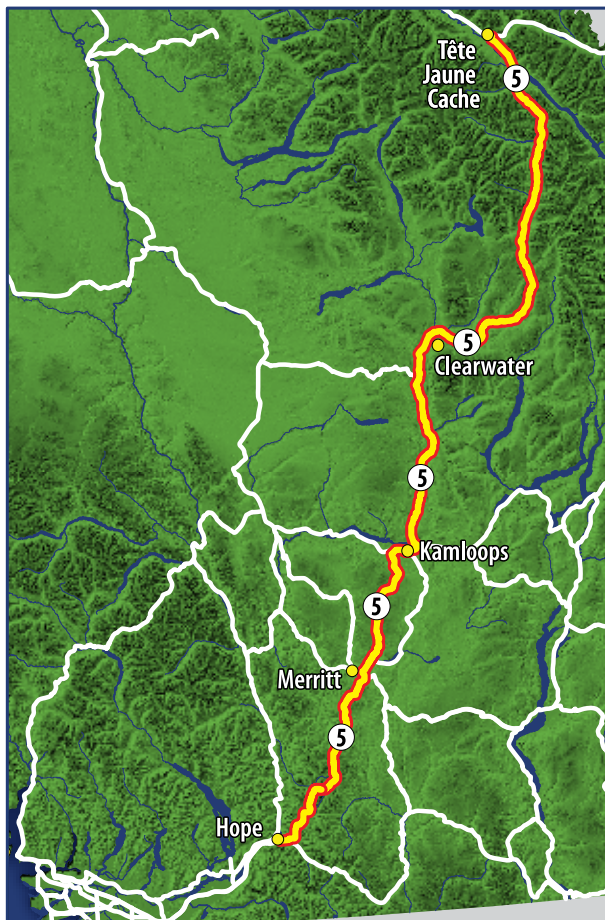


The Yellowhead Highway is the major north-south corridor through the Interior, connecting Vancouver with Edmonton. It is key to supporting the provincial economy, by facilitating goods movement to and from northern Alberta, and for access to renowned tourist attractions, including Wells Gray Provincial Park and heli-skiing operations in the Cariboo and Monashee Mountains.

Priorities for Action:

- ✓ **Construct additional passing lanes between Kamloops and Tête Jaune Cache to promote safety and efficiency**

With more than 1,000 trucks on this corridor every day, more passing lanes are needed for safety and to reduce driver frustration.



LET'S GET MOVING

Construction will begin this summer on a new southbound passing lane at Camp Creek.

B.C.'s first roundabout on a major numbered route



Within the community of Clearwater, the Province recently completed the first-ever roundabout on a major numbered route.

This roundabout ensures safe community access to the highway and is the gateway entrance to the iconic Wells Gray Provincial Park.

HIGHWAY 97 – CARIBOO CONNECTOR

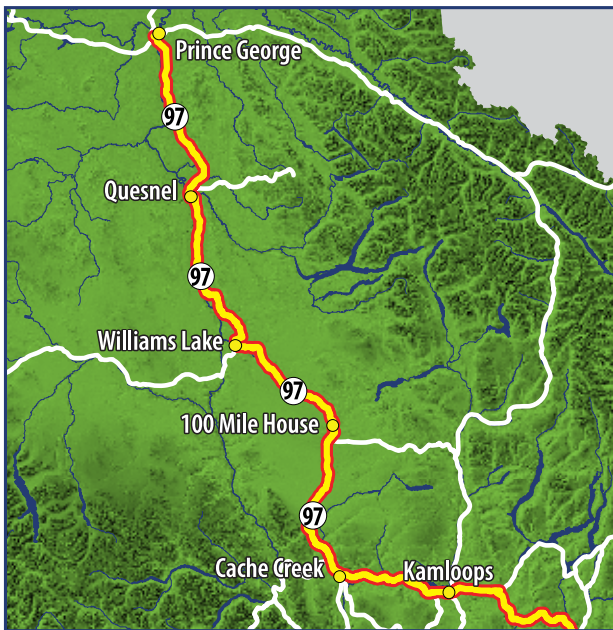


Highway 97 from Cache Creek to Prince George is a critical link between the Southern Interior and the rich natural resources of northern British Columbia. Since 2005, upgrades to this important route have been a priority for the Province, with over \$240 million invested in Phase 1 of the Cariboo Connector Upgrade Project. Phase 2 was announced in 2011, with a further commitment of \$200 million.

At the completion of Phase 2, nearly 50% of the corridor will be either three or four lanes wide, resulting in shorter travel times, less driver frustration and a safer highway.

Priorities for Action:

- ✓ **Complete the final four projects announced under Phase 2, including four-laning south of Williams Lake, and initiate planning for future priority projects**



Cariboo Connector

The Province will work with local governments, including Cache Creek and Quesnel, to identify future project priorities to improve safety and reduce traffic congestion through their communities.

LET'S GET MOVING

Construction will begin this summer on the **Stone Creek to Williams Road four-laning project** between Prince George and Quesnel.



The northwest region of B.C. has a population of about 90,000, with the largest population centres at Prince Rupert, Terrace, Kitimat and Smithers, which are also the economic hubs of the area.

The growing industrial development activity in the area associated with Liquefied Natural Gas (LNG), combined with the expansion of the Port of Prince Rupert, has led to increased truck and rail traffic, creating a need for continued investment in transportation infrastructure priorities.

Provincial highways, bridges and side roads will be upgraded to support these growing industries and communities.

Priorities for Action:

- ✓ **Construct passing lanes on highways 16 and 37 in the northwest and around Prince George, and take action to reduce rail/road conflicts**

Along with upgrading bridges and making intersection safety improvements, increasing passing opportunities to ease driver frustration and reducing conflicts to improve rail and road efficiency are keys to ensuring the northwest transportation system is ready for the economic opportunities ahead.

DID YOU KNOW...

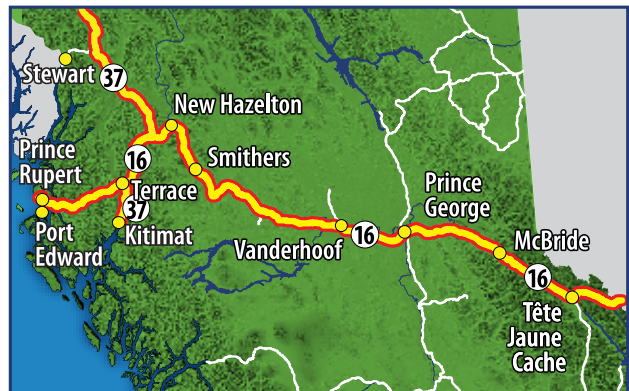
- Since 2001, 10 passing lanes have been constructed on Highway 16.

LET'S GET MOVING

In the next three years alone, work will begin on seven new passing lanes on Highways 16 and 37.



Ridley Island Road, Rail and Utility Corridor Project near Prince Rupert



NORTHEAST B.C./HIGHWAYS 97 NORTH AND 2



The northeast has a population of about 70,000 people and covers a vast expanse of northern B.C. As the primary area in the province where natural gas is extracted, the northeast is key to building B.C.'s LNG industry.



With the recent announcement of BC Hydro's Site C Clean Energy Project and the expected development of multiple LNG processing facilities in the province, the region's population could double in the next decade.

A large network of numbered highways and side roads – including many designated heavy-haul routes – is necessary for providing access to the natural gas, agricultural, mining and forestry industries, and supporting other economic development and recreational opportunities.

Since 2001, over \$900 million has been invested to strengthen and hard-surface side roads and to improve the capacity and safety of our main highways throughout the northeast.

Priorities for Action:

- ✓ **Continue to four-lane highways 97 and 2 from the Alberta border to Fort St. John, and construct new passing lanes north of Fort St. John**



LET'S GET MOVING

Construction is well underway on two four-laning projects, one on the South Taylor Hill and one in Dawson Creek.

Construction will begin this summer on a new passing lane near Mile 63, north of Fort St. John, with design work underway for another passing lane.

Vancouver Island has a population of over 700,000 people, with about 355,000 people in Greater Victoria. The Island supports a diverse geography and economy, ranging from resource-based communities to urban centres. Long distances can separate communities, emphasizing the need for a safe and reliable highway network.

Priorities for Action:

✓ **Deliver upgrades to reduce congestion and improve commuter mobility along Highway 1 between Langford and Victoria**

The “Colwood Crawl” is B.C.’s most congested highway outside of the Lower Mainland. Upgrades are needed now, in partnership with the federal and local governments to ease congestion and improve safety.

LET’S GET MOVING

Design work is underway to extend the **Douglas Street bus lanes from Tolmie Avenue to the Uptown area**, and preliminary engineering is underway to assess the potential for a **future interchange on Highway 1 at McKenzie Avenue**.



Traffic congestion on Highway 1 approaching McKenzie Avenue near Victoria

✓ **Work in partnership with local communities to deliver projects to improve access to and from provincial highways and traffic flow through communities**

Projects to improve access to and from provincial highways will support economic development and support access to community services. Improvements will include intersection enhancements, new access roads and potential interchanges.

LET’S GET MOVING

A business case review is underway to assess the costs and benefits of an alternate connection between the Island Highway and Port Alberni.

VANCOUVER ISLAND HIGHWAYS

- ✓ Plan and deliver key highway safety improvements in locations such as Highway 4 west of Port Alberni and the Malahat corridor of Highway 1



Malahat corridor



LET'S GET MOVING

Improvements to the Malahat



Over the last three years, **over \$33 million** has been invested in the Malahat corridor, with **over half of this highway now protected by a median barrier.**



Planning and design is underway for the median barrier and safety improvements on Highway 1 in the Malahat Village area, as well as alignment improvements and widening on Highway 4 near Kennedy Lake.

LOWER MAINLAND HIGHWAYS

The Lower Mainland region has approximately 2.8 million people, or 60% of B.C.'s population. Approximately one million more people are expected in the region over the next 30 years. The region's dense urban environment defines the transportation network.

A robust and reliable highway network is needed to serve the needs of a growing population and diverse economy, and each area has different needs that must be considered in the planning, design and expansion of these highways.

Priorities for Action:

✓ Advance development of the George Massey Tunnel Replacement Project

The George Massey Tunnel Replacement Project will improve safety and relieve congestion along the Highway 99 corridor, supporting growth in trade and commerce. Project development will continue to advance for construction to start in 2017.



DID YOU KNOW...



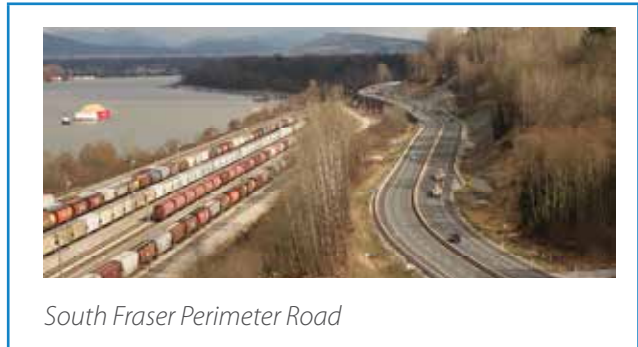
Conceptual rendering of the George Massey Tunnel Bridge Replacement on Highway 99 in the Lower Mainland

■ **The George Massey Tunnel** opened to traffic in May 1959 at a cost of \$25 million. During the busy summer season, peak-period delays can average up to 45 minutes, and in the event of a traffic incident, delays can be up to an hour or more. The new bridge is estimated to save the average peak-hour commuter 30 minutes per day or more, with travel time and reliability benefits forecast to be more than \$80 million in the first full year of operation.

LOWER MAINLAND HIGHWAYS

✓ Initiate design for the construction of six-laning on Highway 1 from Langley to Abbotsford

Building on recent improvements to Highway 1 through Surrey and into Langley, it is critical for safety and congestion relief that six-laning and associated interchange improvements continue through Langley and out to Abbotsford.



✓ Work with communities to plan and deliver highway interchange and overpass projects throughout the Lower Mainland

Planning and delivery of up to 20 new interchange improvement projects is needed over the next 10 years on highways throughout the Lower Mainland.

LET'S GET MOVING

Design is underway for a new interchange on Highway 1 at Mountain Highway in North Vancouver, with construction set to begin in 2016.

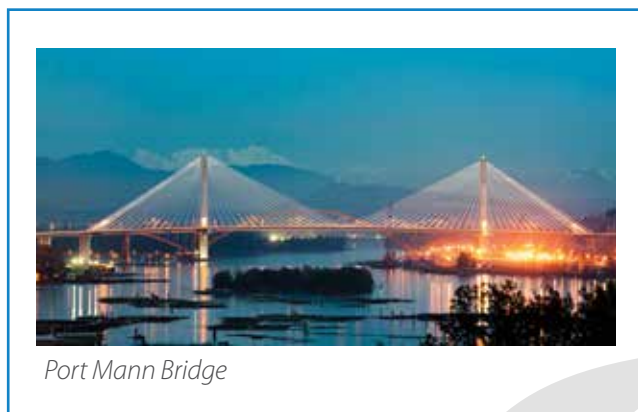
✓ Construct highway widening, capacity, safety and operational improvements on provincial highways throughout the Lower Mainland

LET'S GET MOVING

Design is underway for future upgrades to Mt. Lehman Road, connecting Highway 1 to the Abbotsford Airport.

DID YOU KNOW...

■ **The Port Mann/Highway 1 Improvement Project** is the largest transportation improvement project in B.C. history. It includes doubling the capacity of the bridge and widening the highway from Vancouver to Langley, a distance of 37 kilometres. The improvements have resulted in travel time savings of up to one hour per day for commuters.



4) DELIVERING A PROVINCIAL TRUCKING STRATEGY

From semi-trucks and trailers hauling freight, to logging and industrial trucks serving the resource industries, to smaller trucks serving local businesses, trucking supports our economy and helps to maintain a high quality of life for all British Columbians.

There are about 23,000 trucking companies in British Columbia, with fleets totalling almost 40,000 trucks and employing around 33,500 people. Each year, more than \$3 billion in goods are trucked between our gateway ports and the rest of Canada, and over one million trucks cross to/from the U.S. via the three Lower Mainland border crossings.

For many communities and transportation stakeholders, increasing the economic efficiency and safety of the commercial trucking industry is critically important.

WHAT WE HEARD

73% AGREED that upgrading highways and bridges to facilitate heavy hauling was important; support increased to 91% in the northeast.

Priorities for Action:

- ✓ **Upgrade and replace structures such as bridges and overpasses, so they can accommodate the increasingly heavy and large loads that industry needs to transport**

The transport of very large and heavy loads throughout B.C. is becoming increasingly important to the economy as emerging resource sectors such as LNG continue to develop and industry works to remain competitive. It is a provincial priority that these loads are transported safely and efficiently. Upgrading and replacing bridges along key northern industrial corridors is necessary to support the vital commercial transportation sector and growing industrial activity.

Plan and deliver **upgrades to 10 major bridges** throughout the Interior and northern British Columbia.

LET'S GET MOVING



Complete the design of the **Nass River Bridge replacement** project on Highway 37, to better serve northern communities.



Parsnip Bridge, Highway 97

Undertake **design for the replacement** of the **Salmon River and Parsnip Bridges** on Highway 97.

4) DELIVERING A PROVINCIAL TRUCKING STRATEGY

✓ **Work with industry to expand the number of provincial highway corridors pre-approved for the transport of 85- to 125-metric-tonne loads**

Out of the approximately 47,000 km of provincial highways and side roads, over 5,000 km are currently pre-approved for the transport of 85-tonne loads. Pre-approved corridors for heavy-haul loads enable truckers to get the permits they need faster and more easily.



Upper North Thompson Bridge – Highway 5

✓ **Streamline permitting and reduce the number of truck permits required while ensuring commercial vehicle safety**

Approximately 120,000 truck permits are issued every year in B.C. to regulate the safe transport of heavy and large loads. Some of these permits can be incorporated into regulations, thus streamlining the system while maintaining safety.

Obtaining a truck permit takes time. The introduction of a new automated online permitting system will provide truckers the ability to obtain permits 24 hours a day, seven days a week, with no wait times.

DID YOU KNOW...

- The collaborative **New West Partnership** between B.C., Alberta and Saskatchewan has significantly contributed to harmonizing trucking regulations between the three provinces.

LET'S GET MOVING

- Introduce new truck safety regulations to **reduce the number of truck permits required**
- Establish a new **online truck permitting system** that will make it easier and faster to purchase permits 24 hours a day, seven days a week with no wait times

DID YOU KNOW...

- Every year in B.C., Commercial Vehicle Safety and Enforcement (CVSE) staff conduct more than 30,000 vehicle inspections. Some take place at permanent weigh-scale locations, while mobile inspections are conducted at established pullouts.



4) DELIVERING A PROVINCIAL TRUCKING STRATEGY

✓ **Work with industry to identify priority locations for new and expanded parking, staging, inspection pullouts and chain-up/off areas for trucks on key corridors throughout B.C.**

Operating commercial vehicles is demanding. The Province recognizes the value in providing convenient and accessible areas to enable commercial vehicles to park, access appropriate amenities and install/remove chains safely along our highway corridors, including within the Lower Mainland. Staging areas will help reduce congestion and idling by allowing truckers to safely park and turn off their engines.

LET'S GET MOVING

- Construct at least **two new truck parking areas** in the Lower Mainland.
- Construct **10 new truck-inspection pullouts throughout B.C.**
- Explore partnership opportunities with the private sector to identify locations that would suit **development of commercial truck stops and facilities.**

✓ **Undertake a review of B.C.'s pilot-car requirements**

Trucks carrying oversize loads on B.C.'s highways and side roads have to be escorted by pilot cars. Specific requirements vary, depending on the type of load, highway or time of day, creating a complex system compared to other jurisdictions. Without compromising safety, there is an opportunity to review B.C.'s pilot-car requirements to make them more efficient and consistent with other jurisdictions.



Large load travelling with pilot car

✓ **Support the Office of the Independent Container Trucking Commissioner**

In partnership with the federal government, the Province implemented the *2014 Joint Action Plan*, securing fair compensation for truckers, and ensuring port trucking labour stability at Port Metro Vancouver. The Province then created the Office of the Independent Container Trucking Commissioner to ensure fair compensation for truckers and ensure Canada's busiest port remains open.



Container truck on B.C. highway

5) INVESTING IN TRANSIT

Public transit is an essential component of British Columbia's integrated transportation network. Many British Columbians rely on public transit to commute to work or school, to access services and leisure opportunities, and to connect with friends and family.

Access to public transit is a key priority of government, which is why we partner with communities to ensure that 90% of British Columbians have access to this important service. This fabric of transit services supports community livability, and contributes to provincial and regional environmental sustainability objectives, helping to reduce greenhouse gas emissions and other pollutants.

Building on the achievements of the *2008 Provincial Transit Plan*, the Province is committed to working with its partners to increase transit ridership, and to continue to support the increased adoption of cleaner-energy transit vehicles, such as the new compressed natural gas (CNG) fleets recently introduced in Nanaimo and Kamloops.

Over 285 million transit trips were taken throughout B.C. in 2013. This is expected to increase over the coming years, particularly in urban areas as new generations shift to a lower reliance on personal vehicles.

Transit contributes to prosperous communities and a strong provincial economy by:

- **Providing a transportation alternative that connects people to jobs, education, health care and recreation**
- **Making transportation more affordable for families and individuals**
- **Reducing congestion, allowing for the efficient movement of people and goods**
- **Supporting efficient land use and compact communities**
- **Contributing to reductions in greenhouse gas emissions and other pollutants**

WHAT WE HEARD

- Rapid transit and commuter passenger rail service are especially important in Metro Vancouver, where congestion continues to be a concern with a growing population
- Communities and transportation stakeholders throughout the province noted the importance of matching transit service with community needs

DID YOU KNOW...

- Fully accessible **handyDART** provides service to **2.5 million passengers each year.**



A CNG fuelling station with CNG buses in Nanaimo (photo courtesy Regional District of Nanaimo)

BC Transit serves over 130 communities of all sizes outside of Metro Vancouver. With costs shared between local governments and the Province, BC Transit operates about 1,000 buses and carries more than 50 million passengers each year. BC Transit provides conventional, custom (handyDART) and paratransit services. BC Transit also partners with health authorities to ensure that people throughout the province are able to access health services.

Priorities for Action:

- ✓ **Maintain the highest level of operating support for transit in Canada, with the Province providing BC Transit with \$312 million in operating contributions over the next three years**

DID YOU KNOW...

- Since 2008, transit ridership has increased by 31% throughout B.C., thanks to projects such as Rapid Bus Service linking West Kelowna and Kelowna, and the addition of 330 new buses.

- ✓ **Partner with local communities throughout the province to replace half of BC Transit's fleet (about 500 buses) over the next five years**

DID YOU KNOW...

- Provincial operating contributions to BC Transit are the highest in Canada. Since 2001, the Province has contributed about \$840 million in funding to BC Transit operations, including \$95 million in 2013-2014.

- ✓ **Partner with local communities to build transit infrastructure to provide more efficient operations and improved transit services**

LET'S GET MOVING

The Province will work with BC Transit and local governments on initiating design to **extend the Douglas Street bus lanes** from Tolmie Avenue to the Uptown area in Victoria.

- ✓ **Continue to seek opportunities to deploy CNG buses in communities throughout the province**

DID YOU KNOW...

- CNG buses have fewer emissions, lower fuel costs and a longer life cycle than conventional buses.

METRO VANCOUVER TRANSIT SERVICES

TransLink provides transit services within Metro Vancouver – one of the largest transportation service areas in Canada. In 2013, TransLink carried 234 million passengers.

The Mayors' Council on Regional Transportation has identified that expansion of the Metro Vancouver transit network is vital to economic development in the region, and will be a critical component of ensuring that the area's transportation network is able to accommodate the one million additional people expected over the next 30 years. To help ensure that transit services and infrastructure keep pace with current and forecasted demand, in June 2014 the mayors formally communicated their priorities in a plan entitled: *Regional Transportation Investments – a Vision for Metro Vancouver*. The mayors believe that realizing this vision is a critical component of meeting demand for service today and into the future.

Key highlights of the Vision include new rapid transit in Surrey and to Langley and along the Broadway corridor in Vancouver; improvements to the existing SkyTrain, SeaBus and West Coast Express systems; and adding 400 new buses. Details of the Vision can be found at mayorscouncil.ca

Funding the Mayors' Council Vision will require partnerships between all levels of government. The Province will work closely with the region and the federal government to secure funding for Metro Vancouver rapid transit projects.

Priorities for Action:

- ✓ **Fund one-third of the cost of new rapid transit projects, and the Pattullo Bridge, provided they can be accommodated within the provincial fiscal plan and the investments are supported by a business case**
- ✓ **Work with the region to secure federal funding for rapid transit projects**

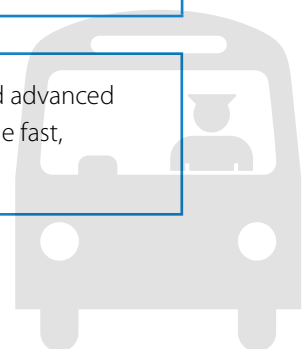
DID YOU KNOW...

- The opening of the **Evergreen Line in 2016** will provide even more transit choices in the Lower Mainland.



Since 2001, the Province has provided over \$2 billion to TransLink to support its operations and key project priorities including the **Canada Line, investments in buses and SkyTrain cars, and the UPASS BC program.**

The region's transit system includes **the SkyTrain network**, a driverless three-line fully separated advanced light rapid transit system. **The Evergreen Line is a new SkyTrain line** under construction that will provide fast, frequent and convenient rapid transit from Coquitlam to Vancouver via Port Moody and Burnaby.



6) INVESTING IN CYCLING

Cycling promotes health and fitness, and helps reduce greenhouse-gas emissions and traffic congestion. Promoting cycling also supports economic growth through tourism and recreation.

For more people to cycle instead of drive, they must feel safe and comfortable. Investments in cycling and pedestrian infrastructure – including separated bike paths and wider shoulders, bicycle/pedestrian overpasses, crosswalks and intersection lighting – help to promote safety and comfort for those travelling by bike.

WHAT WE HEARD

72% AGREED that enhancing cycling infrastructure and improving transportation choices were important.

To achieve these goals, the ministry's cycling infrastructure program, **Bike BC**, has created partnerships with local governments. These projects enable more people to cycle safely to and from work and school and for recreational purposes. Since 2001, 55 communities have partnered in the program and provided 180 cycling projects, including new bike lanes, separated paths and shared roadways.

Priorities for Action:

- ✓ **Invest \$18 million over the next three years to partner with communities to build new bike lanes and trails throughout B.C.**

The Province will provide \$18 million to the Bike BC cost-sharing program to fund municipal and regional cycling projects, and to help encourage cycling and walking for commuting, recreation and tourism. When combined with investments from partners, this investment increases to \$36 million.



The \$18 million represents a **50% increase in funding for Bike BC** over the last three years.

Summerland to Penticton Bike Trail



The Province is working with communities to advance completion of the Summerland to Penticton bike trail.

6) INVESTING IN CYCLING

✓ **Widen shoulders, double the frequency of sweeping and implement safety improvements on provincial highways in areas with a high volume of cyclists**

Widening the shoulder on corridors that are used by many cyclists will improve safety and comfort by adding space between them and passing motorists. Priority locations will be determined in consultation with communities and stakeholders.

Sweeping reduces gravel and other debris, making corridors safer for cyclists.

Safety for cyclists will be further enhanced at priority locations with measures like improved pavement markings and signage.

LET'S GET MOVING

Widening the shoulders on **Highway 14 east of Sooke** on Vancouver Island is a provincial priority.

Providing more choices for cyclists on Vancouver Island



Cyclists on Lochside Regional Trail in Central Saanich on Vancouver Island

✓ **Develop and implement a cycling tourism signage and marketing strategy**

The Ministry of Transportation and Infrastructure will work with Destination British Columbia, local governments and stakeholders to promote cycling tourism in B.C. The strategy will provide cyclists with a variety of different riding experiences – from a leisurely day ride through wine country to a challenging multi-day ride of several hundred kilometres.

This unique tourism signage and marketing strategy will be piloted within **the Okanagan Valley**.

DID YOU KNOW...

- The Province will continue to **streamline permitting, and working with cycling groups**, such as the **Whistler Grand Fondo, the Ironman and the Cops for Cancer charity ride**, to ensure these events remain successful.



7) INVESTING IN AIRPORTS

Aviation is critical to growing the B.C. economy – it supports jobs, enables investment and facilitates travel, tourism and trade within the province, Canada and internationally.

Connecting With the World: An Aviation Strategy for British Columbia was released in 2012 as part of the *BC Jobs Plan*. Its vision is for British Columbia to have an aviation sector that is viable and competitive in the global marketplace, enabling passengers and goods to connect with destinations around the world through B.C. airports.¹

Investments in aviation are needed to connect citizens to jobs, their communities and destinations around the world. Aviation is key to industry, including oil and gas, mining and forestry. The aviation industry itself is an economic driver, creating opportunities for aerospace companies to develop manufacturing, training and other aviation-related services.

Priorities for Action:

✓ Invest \$24 million over the next three years in the new B.C. Air Access Program

Starting in 2015, the Province will establish a new program to provide community airports with access to \$24 million in new funding over the next three years to invest in infrastructure improvements, such as runway extensions, terminal-building expansions, lighting and navigational system upgrades. These improvements will allow airports to accommodate larger aircraft and more frequent flights, supporting the continued growth of local and provincial economies.

The program will encourage funding partnerships with the federal government, local and regional governments and agencies, and the private sector.

WHAT WE HEARD

70% AGREED that it is important to support the improvement of infrastructure – such as runways and terminals – at regional and small community airports.

- Many local government stakeholders emphasized the importance of funding for these infrastructure improvements.



Abbotsford International Airport

The Province's new **B.C. Air Access Program** will provide community airports with access to \$24 million in new funding over the next three years to invest in infrastructure improvements.

Growth in the Northwest

As of December 2013, the Northwest Regional Airport in Kitimat-Terrace welcomed almost 60% of all aircrafts and passengers arriving in northwest B.C. These numbers are continuing to grow rapidly.

¹ For more information on *Connecting With the World*, please see th.gov.bc.ca/airports/documents/2012_AviationStrategy.pdf.

7) INVESTING IN AIRPORTS

✓ Support development of the aviation industry near B.C. airports

The Province will work with airports, various government ministries and other partners to facilitate aerospace development near B.C. airports, as part of the Province's renewed focus on manufacturing.

✓ Engage the federal government to enhance B.C.'s aviation sector

The federal government is responsible for regulating the aviation industry in Canada. This includes regulating airports, aircraft, airlines, air navigation and pilots, as well as international access and border security.

While federal jurisdiction limits the provincial role in aviation, there are opportunities for British Columbia to work with the federal government to help make the province's aviation sector stronger and more competitive, as described in *Connecting With the World*.

In February 2015, the Province of British Columbia submitted numerous recommendations designed to enhance B.C.'s position as a major world trading partner over the next 20 to 30 years to the **Canada Transportation Act Review Panel**. These recommendations support the goals of enhancing access to B.C. to create jobs and stimulate economic growth, to promote a sustainable transportation system and ensure the system, supports accessibility and community livability now and in the future.

DID YOU KNOW...

■ B.C.'s aviation sector is operated by federal, local and private sector organizations that include more than 300 airports, heliports and other air facilities that provide travel opportunities, passenger and cargo charter services, and medevac services.

Opportunities to enhance our provincial aviation sector include:



- **Further enabling international air travel** by encouraging Canada to streamline sections in Canada's international bilateral air transport agreements (ATAs) – the agreements that regulate international commercial air services – to improve access to British Columbia.
- **Pursuing improvements to travel for international visitors** by improving Canada's visa processing system and Transit Without Visa (TWOV) program, a top priority for Vancouver International Airport. Improvements to federal airport screening procedures and support for duty-free on arrival are also recommended.
- **Pursuing opportunities to expand international air cargo and passenger services to B.C.**
- **Request a federal review of the regulatory cost structure for aviation**, guided by lessons learned from B.C.'s removal of the aviation fuel tax and Vancouver International Airport's introduction of the Gateway Incentive Program.

8) ENABLING EFFICIENT PORTS AND RAIL

B.C. is Canada's Pacific Gateway – the preferred gateway for Asian trade between North America and the world. Along with the road and aviation networks, port and rail infrastructure play a key role in maintaining B.C.'s competitive advantage, which supports job creation and economic growth.

Though the U.S. remains our largest single trading partner, our trade relationships with Asian nations are now as important to provincial and Canadian economies, and continue to offer exciting opportunities for further growth, supporting a thriving economy for all British Columbians.

Provincial investments, which leverage private-sector commitments to port and rail infrastructure improvements, are key to continuing to expand our trading relationships and capacity in the global marketplace. Between 2005 and 2012, the Province and partners committed to \$22 billion in road, rail, port and air infrastructure in support of the Pacific Gateway – at the end of 2014, \$19.5 billion of this infrastructure had been completed.

Moving forward, future investment is identified in *The Pacific Gateway Transportation Strategy 2012–2020*, where an additional \$25 billion in new investments have been targeted, with \$15 billion now committed by funding partners, including more than \$9 billion in new private-sector projects since the Strategy was released. These investments will help British Columbia capitalize on its location as a gateway to the Asia-Pacific region.

Priorities for Action:

✓ Determine potential infrastructure upgrades needed to support LNG

New LNG terminals are proposed for Prince Rupert, Kitimat, Squamish and Vancouver Island.

The Province will continue to work with First Nations, local and federal governments, ports and industry on land use planning, access and infrastructure needs for proposed LNG facilities throughout the province.

The Province will be ready to upgrade provincial infrastructure as needed to support LNG.

DID YOU KNOW...



Since 2005, the number of containers handled by Port Metro Vancouver and the Prince Rupert Port Authority has increased by 57%.

With the **demand in China and India for resources** – such as potash for fertilizer, grain for food, LNG for fuel, coal for manufacturing steel, and wood for building – **B.C.'s ports are busier than ever.**

² *The Pacific Gateway Transportation Strategy 2012–2020* is available at pacificgateway.gov.bc.ca/documents/120402_Gateway_Strategy.pdf.

8) ENABLING EFFICIENT PORTS AND RAIL

✓ Facilitate Port of Kitimat development with port structure and governance models that support economic activity

The Province will continue to lead a working group with representatives from industry, First Nations, local government and Transport Canada to determine the best management structure for the Port of Kitimat, enabling the Port to become the safest, most efficient and most sustainable industrial port possible.



Port of Kitimat

✓ Invest in infrastructure that enhances access to ports and increases port bulk, breakbulk and container capacity

The Province is committed to investing in transportation infrastructure that supports British Columbia's economy, by maximizing access to ports.

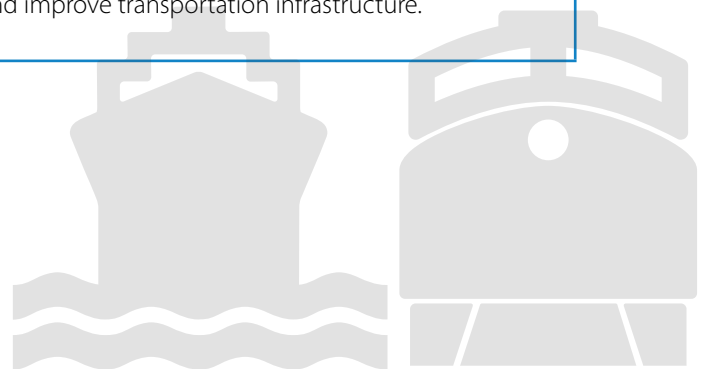
In response to increased container traffic, British Columbia's ports are planning investments to expand container handling capacity. To meet forecasted demand, Port Metro Vancouver is proposing a new container terminal at Roberts Bank, and the Prince Rupert Port Authority is planning an expansion to its Fairview Terminal.

Similarly, strong demand for Canadian raw materials and intermediate products is driving operational and infrastructure improvements at B.C. bulk and breakbulk terminals. Over \$250 million has been committed to expand Port Metro Vancouver's grain handling terminals and over \$650 million has been committed for expansion of the coal handling terminal capacity at Westshore and Ridley Terminals. B.C. ports are also considering investments to expand other bulk and breakbulk handling capacity, including a coal terminal at Fraser Surrey Docks and potash terminals in both Vancouver and Prince Rupert.

WORKING WITH OUR PARTNERS

Since 2007, the **Pacific Gateway Alliance** – which includes Canada, British Columbia, Alberta, Saskatchewan, CN Rail, Canadian Pacific Railway, Port Metro Vancouver, Prince Rupert Port Authority and Vancouver Airport Authority – has been working collaboratively to promote our strategic location at the crossroads of the North American marketplace and the booming economies of Asia. The Alliance has enabled co-ordinated investments and policy actions to improve the reliability, capacity and efficiency of the supply chain.

The **New West Partnership** – a collaborative effort between the provinces of British Columbia, Alberta and Saskatchewan – represents an opportunity for British Columbia to continue to develop strategic partnerships with its colleague provinces, Canada and the private sector, to maximize Canada's export capacity, expand and diversify trade relationships, and improve transportation infrastructure.



8) ENABLING EFFICIENT PORTS AND RAIL

✓ Invest in infrastructure that enhances efficiency of goods movement by rail

As part of *B.C. on the Move*, the Province will continue to work with its private sector partners to explore road/rail grade separations on key trade corridors to support the efficient movement of goods by rail and enhance safety and community connectivity.

LET'S GET MOVING

The Province, together with Canada, the District of North Vancouver and the private sector, is funding the **\$37-million rail overpass under construction at Phillip Road** in the Lower Mainland to enhance rail capacity and provide access to the Seaspan shipbuilding facility.

LET'S GET MOVING

Road and rail utility trade corridors increase access to industrial lands, ports and other facilities that support trade



A new overpass on Roberts Bank causeway, separating road and rail traffic, opened in October 2014

- Continue to support the completion of the Deltaport Terminal, Road and Rail improvement Project to increase capacity at Roberts Bank
- Continue to collaborate with port and private sector partners to identify and support road and rail access requirements as projects are implemented
- Carry out multi-modal corridor analysis of infrastructure, so growing trade from resource sectors can move efficiently through the Pacific Gateway

8) ENABLING EFFICIENT PORTS AND RAIL

✓ Explore options for the revitalization of the Belleville Terminal in Victoria

The Belleville Terminal is a key "Pacific Gateway" entry point to British Columbia for vehicles, freight and passengers arriving from Port Angeles and Seattle.

DID YOU KNOW...

- The Province continues to support port expansion through the **Ports Property Tax Act**, which was made permanent in 2014 and has **resulted in \$1.3 billion in investment since 2004 and commitments of a further \$1.5 billion.**



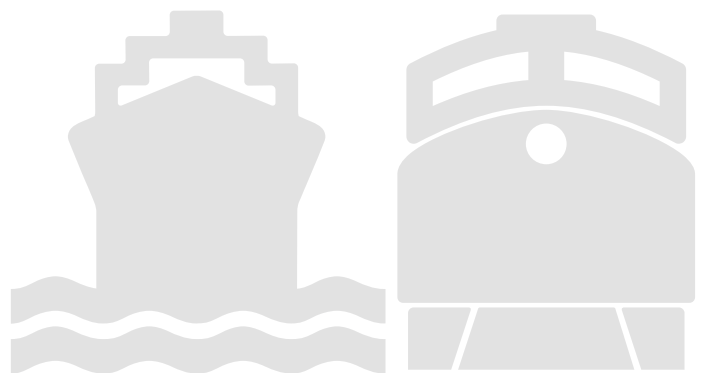
Belleville Terminal in Victoria Harbour on Vancouver Island

DID YOU KNOW...

Created in the 1800s, the E&N rail line runs 225 kilometres from Victoria to Courtenay, with a further subdivision line between Parkville and Port Alberni. The E&N Railway has historically provided passenger and freight service on the east coast of Vancouver Island; however, passenger rail service has been suspended due to the poor condition of the line. The long-term rail and bridge infrastructure rehabilitation costs remain very significant.

The Province remains committed to its contribution of \$7.5 million towards the E&N Rail Corridor.

The Province understands the importance of this corridor to communities across Vancouver Island and appreciates the need to protect the corridor over the long-term.



9) SUSTAINING AND RENEWING FERRIES

British Columbia's coastal and inland ferry systems are an important part of the province's integrated transportation system. They transport goods; connect B.C.'s citizens with friends and family, with school and work opportunities, and with needed services; and allow visitors to explore the province.

Priorities for Action:

✓ Continue to pursue strategies to achieve the vision of an affordable, sustainable and efficient coastal ferry service

The Province is committed to working with the BC Ferry Commissioner, BC Ferries, coastal communities, and other stakeholders to implement its vision of a coastal ferry system that is affordable, sustainable and efficient, while protecting basic services.

This includes:

- **Work with BC Ferries, the BC Ferry Commissioner and coastal communities** to achieve the objective of having annual price cap increases be in line with inflation.
- **Continue to provide a record level of provincial taxpayer support to BC Ferries, including the additional \$86.6 million to 2016.**
- **Encourage BC Ferries to pursue strategies** that minimize the pressure on fares, by:
 - Standardizing vessels and using more "no-frills" vessels on smaller routes
 - Moving to LNG fuel propulsion
 - Considering alternative ferry technologies (including Denman Island cable ferry)
 - Exploring the feasibility of fixed links (e.g., Gabriola Island)
 - Seeking additional operational efficiencies, such as a new reservation and point of sale system
 - Seeking additional capital investment from federal infrastructure programs
 - Achieving additional savings and efficiencies when significant capital investments are being planned

WHAT WE HEARD

- In 2012 and 2013, the Province engaged coastal communities and ferry users from throughout B.C. about strategies to ensure the long-term sustainability of the coastal ferry network. This followed an extensive public engagement in 2011 by the BC Ferry Commissioner.

For more on the BC Coastal Ferries 2013 Community Engagement, please visit coastalferriesengagement.ca

LET'S GET MOVING



Spirit of British Columbia – potential conversion to dual diesel/LNG propulsion

- **BC Ferries is building three new ferries with LNG fuel propulsion capability**, and intends to retrofit its two largest Spirit Class ferries to use LNG fuel. The estimated annual fuel savings combined for those five vessels is \$12 million a year for 27 years, in addition to the significant reduction in GHG emissions.

9) SUSTAINING AND RENEWING FERRIES

✓ Continue to engage the federal government to secure additional federal funding support for B.C.'s coastal ferry service:

- **Duty relief:** waive federal duty required on the three new intermediate-class ferry vessels being built in Poland
- **Crewing levels:** review level of crews required on vessels to ensure that ferries can operate safely while improving efficiencies
- **Building Canada funding:** ensure eligibility for vessel and terminal projects
- **Federal subsidy:** increase federal ferry subsidy to be more comparable with subsidies provided to ferry systems in eastern Canadian provinces



B.C. coastal ferry Queen of Capilano

✓ Continue to renew inland ferry assets

The 14 inland ferry routes provide important connections between communities throughout British Columbia's interior. In 2013/14, inland ferries carried more than 1.3 million vehicles.

The challenge ahead is that inland ferry vessels and terminals are aging. The average age of the cable ferries exceeds 50 years. With the need to refit or replace, the opportunity now exists to find efficiencies and to use new technologies to improve the system.

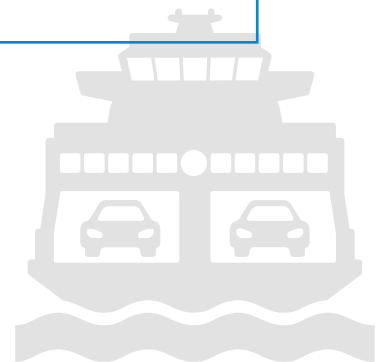


LET'S GET MOVING



Glade cable ferry – design work is underway for replacement of the vessel

- Undertake designs to replace four cable ferries
- Explore opportunities to improve service through reviewing terminal locations



10) BUILDING PARTNERSHIPS WITH FIRST NATIONS

The Ministry of Transportation and Infrastructure builds positive relationships with First Nations by working together to identify ways for First Nations to benefit from related economic and employment opportunities, and to resolve issues and impacts from projects.

The ministry also engages with First Nations in a number of other areas, including:

- Resolving the tenure of highways through First Nation lands
- Improving access to First Nations communities
- Employment and training opportunities on major construction projects
- Joint management, supervision and delivery of transportation projects and archeological work
- Addressing impact on fish habitats, restoration work and ongoing enhancement opportunities
- Archeological investigations and protection of burial sites

Priorities for Action:

- ✓ **Partner with First Nations on projects that support economic development on their lands**
- ✓ **Facilitate more employment and training opportunities for First Nations through the ministry's major projects**
- ✓ **Reconcile outstanding highway tenure issues**

There are examples throughout B.C. where First Nations have approached the ministry with proposed infrastructure improvement projects that would support economic development on their lands. The Province is committed to exploring these opportunities.

DID YOU KNOW...



The area near Kamloops from Monte Creek to Hoffman's Bluff runs through some of the most archeologically rich valleys in the province.

The local First Nations undertook the archeological fieldwork, the construction site monitoring and managing the preservation of artifacts. The involvement of the First Nation members has been instrumental to the protection of the First Nations' interests and to the success of the transportation project.



Highway 99 Squamish Pedestrian Overpass

11) IMPROVING ACCESSIBILITY

Meeting the Goals of B.C.'s Accessibility 2024 Strategy

Our government has set a vision for B.C. to be the most progressive jurisdiction in Canada for people with disabilities, where disabilities are not a barrier to living full lives and contributing to communities, and where no British Columbian is ever told that their goals and dreams aren't realistic because of their disability.

Planning and designing transportation infrastructure that all British Columbians can access without impediment is essential to fulfilling this vision.

Priorities for Action:

- ✓ **Upgrade rest areas throughout B.C. to improve accessibility for persons with limited mobility, such as curb letdowns, accessible washrooms and other improvements**

LET'S GET MOVING



The Kiskatinaw rest area on Highway 97, 40 km north of Dawson Creek, is an example of an upgraded rest area.

- ✓ **Increase the number of wheelchair-accessible taxis in communities throughout B.C.**

For applications to the Passenger Transportation Board for new service or additional vehicles, the Board has required applicants serving communities with eight or more taxis to have wheelchair-accessible vehicles since 2008. For applications for new service or additional vehicles, the Board will require wheelchair-accessible taxis for applicants serving communities with eight or more taxis.

There are almost 300 accessible taxis providing service to B.C. communities today, out of a total of over 2,400 taxis across the province.

Consistent with **ACCESSIBILITY 2024**, all transit vehicles in the province are accessible to persons using wheelchairs or other mobility aids. Most major transit facilities such as SkyTrain and SeaBus stations are also accessible.

- ✓ **Partner with TransLink to make additional accessibility upgrades to SkyTrain stations, including adding new and improved elevators and escalators, and removing any barriers to movement**

- ✓ **Continue to work with BC Transit to improve transit service accessibility for people with disabilities**
- ✓ **Encourage BC Ferries to continue to improve accessibility at terminals and on vessels for people with disabilities**

12) PROTECTING THE ENVIRONMENT

British Columbia is committed to taking action on environmental protection in the transportation sector. Safeguarding the environment and taking measures to reduce environmental impacts is a key priority in all of the projects and programs we deliver to improve transportation.

Some of the many areas of focus in environmental stewardship include:

- **Supporting greenhouse gas (GHG) emission reductions** by increasing travel choices, funding transit service and expansion, and building cycling trails and paths
- **Supporting alternative and more fuel-efficient vehicle technologies**, such as full and partially electric vehicles and neighbourhood zero-emission vehicles
- **Working with the trucking industry to reduce emissions**, for example, reducing the number of trucks on highways by allowing larger loads to be hauled when safe to do so
- **Building park-and-ride facilities to encourage transit use**
- Introducing new technologies, signage and infrastructure to **reduce wildlife collisions**
- Partnering with local conservation groups to **improve fish passage under highways and side roads**
- Undertaking comprehensive project environmental studies to **understand fish, wildlife and other environmental considerations associated with construction projects**
- Delivering environmental enhancements to **mitigate any impacts from highway construction projects**
- Implementing thorough **environmental monitoring programs during construction** and after construction where needed
- **Improving air quality by implementing sweeping and dust control programs** and introducing anti-idling initiatives
- **Implementing noise mitigation measures** to reduce the impacts from new highway projects
- **Investigating and addressing environmentally contaminated sites** owned by the ministry
- Investing in programs to **prevent the spread of invasive plant species**
- Working with the road-building industry to **reduce GHGs and other emissions from road construction**

Building on our record of environmental stewardship, we will continue through *B.C. on the Move* to ensure all our projects and practices build a strong culture of environmental protection.

DID YOU KNOW...

- In the construction of the **South Fraser Perimeter Road (SFPR)**, over \$60 million was invested in environmental measures such as the creation of fish, bird and amphibian habitat, along with stream enhancements, wildlife underpasses, and the planting of more than 50,000 trees and plants.

In addition, the ministry worked with local farmers and the municipality to develop a \$55-million agricultural enhancement program that included farm vehicle safety measures and a \$22-million improvement to the Delta irrigation system.

DID YOU KNOW...

- **Commercial Vehicle Safety and Enforcement (CVSE) has two mobile enforcement units** for measuring particulate matter and emissions from commercial vehicles. **Most trucks operating on B.C. highways today have clean-running engines.**

12) PROTECTING THE ENVIRONMENT

Priorities for Action:

✓ Continue to invest in transit and cycling programs

As outlined in earlier sections, the Province is committed to expanding travel choices and options for British Columbians to reduce our GHG footprint.



Cycling path in Golden, B.C.

✓ Invest \$6 million over the next three years to conserve habitat and improve fish and wildlife protection

Over and above the environmental monitoring and enhancements delivered through construction projects, this additional investment is dedicated to enhancing habitat and improving the environment adjacent to our provincial highways.

LET'S GET MOVING



Wildlife crossing

Working in partnership with local environmental groups, **two culverts will be replaced on Highway 4 in the Kennedy Lake area in 2015 to improve fish passage and habitat.**

✓ Invest \$3.9 million over the next three years to deliver invasive plant management programs

Working with local governments throughout B.C. and other provincial agencies, this investment is dedicated to partnerships and programs to control the spread of invasive plant species on highways and roads, and on adjacent lands.

12) PROTECTING THE ENVIRONMENT

✓ Deliver 1.8 million square metres of hot-in-place recycle paving every year

As part of our commitment to rehabilitate highways and side roads, the Province uses hot-in-place recycle paving on many projects. This made-in-B.C. technology reduces GHG emissions by up to 50% and results in a smooth and safe ride.

LET'S GET MOVING



Hot-in-place recycle paving will be used in 2015 to resurface Highway 27 between Vanderhoof and Fort St. James.

✓ Promote the use of cleaner fuel alternatives, such as natural gas for heavy-duty commercial vehicles, CNG for buses and LNG for ferries

DID YOU KNOW...

■ FortisBC has invested \$400 million in its Tilbury LNG Facility in 2014, which will significantly increase natural gas liquefaction and storage capacity to support growing demand for B.C. LNG.



CNG bus (image provided by the Regional District of Nanaimo)

FUNDING THE PLAN



To make this plan a reality, **the Province has committed almost \$2.5 billion over the next three years** and will continue to invest similarly over the 10-year period. To fully maximize the provincial investment in the transportation network, partnerships with First Nations, the private sector, and local and federal governments will be essential to effectively implement the priorities and commitments presented in *B.C. on the Move*. Where partners are committed to cost-sharing and providing resources to mutual priorities, the Province will actively pursue and invest in projects.

The Province has a history of being successful in collaborating and cost-sharing with partners. With significant resources available to B.C. through the New Building Canada Fund over the next 10 years, the Province will continue to actively pursue federal government cost-sharing on projects around the province.

British Columbia has one of the most resilient economies in Canada and the world, and transportation investments have been vital contributors to British Columbia's success.

The transportation network is critical to a healthy, vibrant and prosperous British Columbia. *B.C. on the Move* provides a clear plan to address our transportation challenges and to take advantage of the opportunities in the years ahead.

***B.C. on the Move* is built on a foundation of real priorities for action:**

- 1) Rehabilitating Highways, Bridges and Side Roads**
- 2) Improving Highway Safety**
- 3) Improving Highway Capacity and Reliability**
- 4) Delivering a Provincial Trucking Strategy**
- 5) Investing in Transit**
- 6) Investing in Cycling**
- 7) Investing in Airports**
- 8) Enabling Efficient Ports and Rail**
- 9) Sustaining and Renewing Ferries**
- 10) Building Partnerships with First Nations**
- 11) Improving Accessibility**
- 12) Protecting the Environment**



With integrated transportation investments within each of these priorities, combined with strategic policy actions focused on safety and efficiency, and a commitment to building relationships and partnerships throughout the province, *B.C. on the Move* sets us on a path of continued economic growth and prosperity over the next decade.

Photo Credits

PAGE 7: *Bottom left Ken Wong Photography, Bottom right courtesy of Canadian Pacific Railway*

PAGE 37: *Courtesy of the Regional District of Nanaimo*

PAGE 44: *Courtesy of Canadian Pacific Railway*

PAGE 46: *Courtesy of Port Metro Vancouver*

PAGE 55: *Bottom left courtesy of Port Metro Vancouver*

B.C. on the Move

A 10-Year **Transportation Plan**



**BC JOBS
PLAN**

