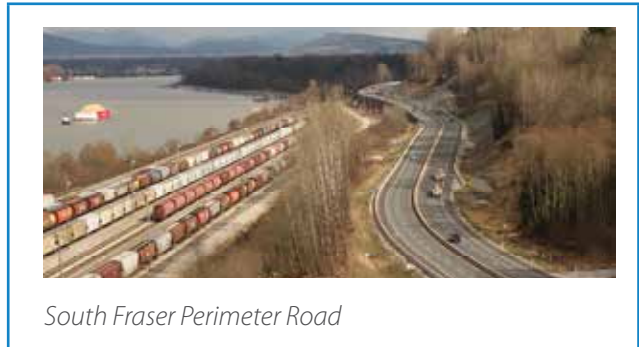


LOWER MAINLAND HIGHWAYS

✓ 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.

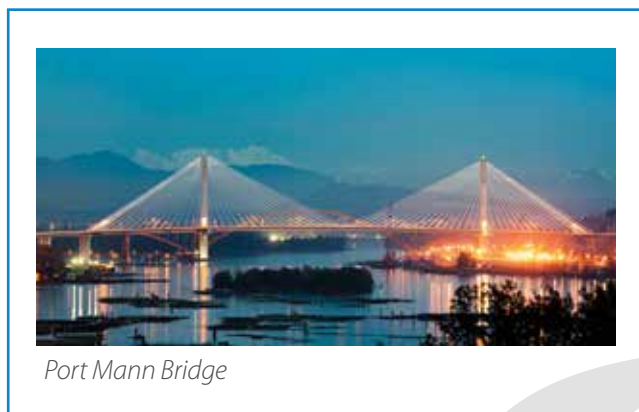
✓ Construct highway widening, capacity, safety and operational improvements on provincial highways throughout the Lower Mainland

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**

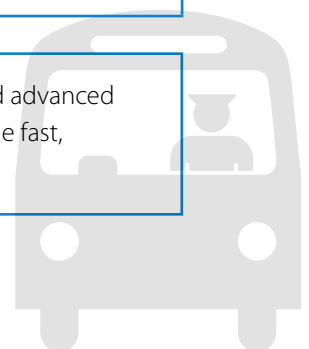
DID YOU KNOW...

- 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.

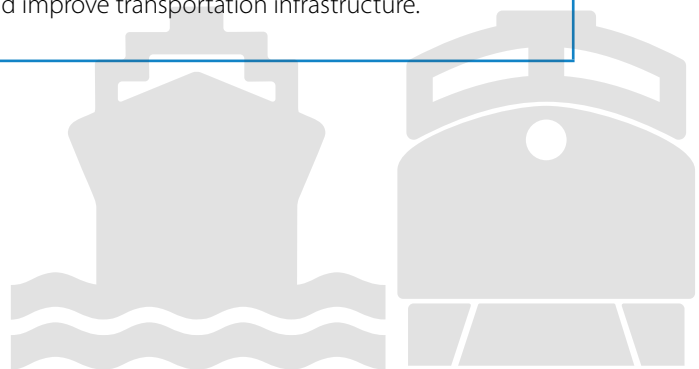
In response to increased container traffic, British Columbia's ports are planning investments to expand container handling capacity. To meet forecasted demand, Port Metro Vancouver is proposing a new container terminal at Roberts Bank, and the Prince Rupert Port Authority is planning an expansion to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



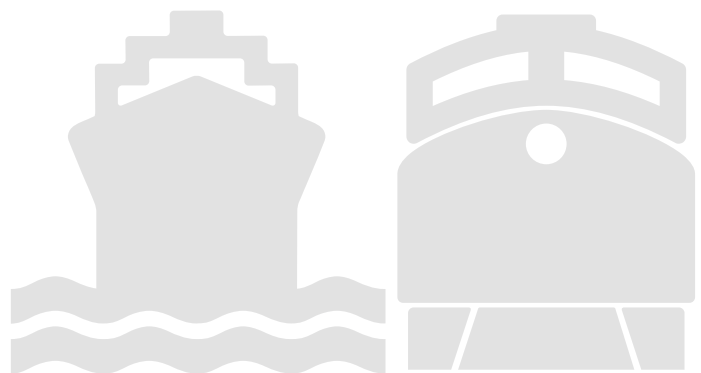
Belleville Terminal in Victoria Harbour on Vancouver Island

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.

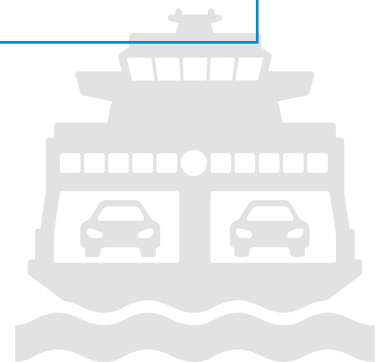


LET'S GET MOVING



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.

CONCLUSION

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.

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B.C. on the Move

A 10-Year **Transportation Plan**



**BC JOBS
PLAN**

