



Final Report

**For Cost-Shared Transportation Infrastructure
under Contribution Agreement with Transport
Canada**

**Prepared by
BC Ministry of Transportation and
Infrastructure**

March 2015



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1.0 INTRODUCTION

This is a general overview of the results accomplished under the Agreement during its term, including but not limited to a description of the work completed, financial results, and any concerns affecting the efficacy of the Program.

As of the end of the fiscal year 2014/15 (ending March 31, 2015) the status of the 8 completed projects, Environmental Assessments and Audits (all completed) were as follows¹:

- **Pitt River Bridge and Mary Hill Interchange** - This project entails:
 - Construction of a new high level-fixed Pitt River Bridge, located between the existing structures to replace the existing swing bridges. The new seven-lane structure will have six through lanes and one auxiliary lane eastbound lane for truck traffic;
 - Construction of a new interchange at Mary Hill Bypass and Lougheed Highway to eliminate the existing complex signalized intersection. The interchange is to provide free-flow conditions for all major movements; and,
 - Upgrades to the intersection at Kennedy Road and Lougheed Highway to improve access to and from the CP Rail inter-modal yard. The upgrades should be sufficient to allow container truck movements in and out of the inter-modal yard without significant delay.

The approval of the environmental review (CEAA) was given by Transport Canada on July 20, 2006. A total of \$ 180,000,000 has been expended (claimed) against three contracts.

This project was completed October 7, 2011 with a Schedule G (Affidavit of Completion) submission on November 17, 2011.

- **South Fraser Perimeter Road Environmental Assessment** – The environmental assessment of the proposed South Fraser Perimeter Road (SFPR) is subject to both provincial and federal environmental assessment legislation. In accordance with the Canada-BC Agreement on Environmental Assessment Cooperation, the environmental assessment will be harmonized between both jurisdictions according to the agreement, with each retaining its decision making

¹ It should be noted that the costs and expenditures referenced in this document relate to eligible and sharable costs between Transport Canada and the Province, unless otherwise noted. For instance, the total cost of the Pitt River Bridge project is estimated at \$198 Million but only \$180 Million is eligible for cost-sharing.

authority. The SFPR will be added to this contribution agreement at a later date and entails primarily a 40 kilometer four-lane 80 km/h route along the south side of the Fraser River extending from Deltaport Way in Southwest Delta to 176th Street (Highway 15) and the new Golden Ears Bridge in Surrey/Langley. The SFPR will link primary gateway facilities such as Deltaport, Fraser Surrey Docks, Canadian National Railway's intermodal yard; Canada/US border crossings and the Tsawwassen ferry terminal to Vancouver Island.

A total of \$4,000,000 has been expended (claimed) against 1 contract.

- **Simon Fraser Bridge** - This project in Prince George entails construction of a new two-lane bridge parallel and upstream of the existing bridge and tying back into the existing Queensway interchange on the north side of the Fraser River and Highway 97 on the south side. The existing bridge will require rehabilitation in the future but the rehabilitation of the existing structure is not included under this contribution agreement. The approval of the environmental review (CEAA) was given by Transport Canada on October 4, 2007. A total of \$ 32,144,635 has been expended against 12 contracts.

The project was completed on November 30, 2009 with a Schedule G (Affidavit of Completion) submission to Transport Canada on December 16, 2009.

- **Highway 16: Silver Road to McBride Timber Road Passing Lane** – The current scope of the project includes the construction of two kilometres of eastbound passing lane and shoulder widening; westbound left-turn lane at Silver/Sweden Road; eastbound and westbound left-turn lanes and right turn deceleration lanes at McBride Timber Road; and additional intersection lighting. The approval of the environmental review (CEAA) was given by Transport Canada on April 4, 2008. A total of \$2,100,000 has been expended (claimed) against one contract. This project was completed September 30, 2008 with a Schedule G (Affidavit of Completion) submission on November 5, 2008.
- **Highway 1: Hilltop to Balmoral** - This project entails four lane undivided standard highway with improved geometry, frontage roads to provide safe access to adjacent properties, and a mixture of new grade separated intersections and upgrades to the existing at-grade intersections with separate turning lanes for all movements. The proposed upgrade will connect with the recently upgraded section of highway between Balmoral Road and Ford Road. This project was completed October 7, 2011 with a Schedule G (Affidavit of Completion) submission on November 15, 2011.
- **Highway 97: Wright Station Curves** - This project located between 100 Mile House and Williams Lake affects 4.6 kilometres of existing two and three lane rural arterial highway. The proposed project is limited to four-laning the 3.5 kilometres middle and south sections (total 3.9 kilometres of new construction). This project was completed the summer of 2011 with a Schedule G (Affidavit of Completion) submission on August 30, 2011.

41B Street Overpass at Deltaport Way Project – This project includes the replacement of the existing at-grade-crossing at 41B Street with a new two-lane overpass crossing Deltaport Way and the Roberts Bank Rail Corridor. The project will also include a connection from 41B Street to Deltaport Way on the north side. A total of \$5,000,000 has been expended (claimed) against five contracts.

This project was completed November 17, 2011 with a Schedule G (Affidavit of Completion) submission on December 6, 2011.

	Date	Month	Year
Project Start:	15	May	2010
Contract Award:	06	Oct	2010
Substantial Construction Completion:	15	Dec	2011
Construction Completion:	20	Mar	2012

Mufford/ 64th Avenue at Highway 10- – Among the Roberts Bank Rail Corridor (RBRC) program components, Mufford/ 64th Avenue at Highway 10 grade separation and road improvements aims to reduce at-grade crossings while improving safety, efficiency and trade development. The total amount of federal commitment of \$3,100,000 has been expended against two contracts (100% of existing 2 contracts that is applicable). The total amount of federal commitment was expended in the 2013/14 fiscal year.

The project was considered substantially complete on September 4, 2014.

In fiscal 2014/15 work along Mufford Crescent was completed. This entailed the construction of a concrete median, paving of the intersection at 204th St and lane markings. The intersection at Mufford Crescent and 62nd Ave was completed along with associated striping and lane marking. The grading, paving and striping of the Mufford Crescent approaches to the CP Rail Bridge was completed. The bridge deck, barriers, lighting and ducting was completed on the CP rail bridge.

Upgrading of the intersection at Langley Bypass and Highway 10 was initiated and completed. This involved widening and realigning the approaches to the

intersection along Highway 10 as well as relocating the traffic islands and lighting in the intersection. New sidewalks were placed on the south side of the intersection as well.

Work along Highway 10 was completed with the installation of a new signalized intersection at 64th Ave and completed lane markings.

Work along 64th Ave was completed with lane markings and relocation of utility poles. The intersection at 64th Ave and 216th St. was paved, striped and concluded.

A Construction Completion Certificate was issued on January 29/15

As of March 31, 2015, for each of the respective projects, as they appear on Transport Canada's Surface Infrastructure System (SIS) and the previous Annual Reports and Audits:

- ☑ **Pitt River Bridge and Mary Hill Interchange** – Three contracts have been established for a total cost of \$180,000,000. A total of \$180,000,000 has been expended against these 3 contracts (100% of the existing contracts).
- ☑ **South Fraser Perimeter Road Environmental Assessment** - One contract has been established for a total cost of \$4,000,000. A total of \$ 4,000,000 has been expended against this one contract (100 % of the existing contract).
- ☑ **Simon Fraser Bridge** – 11 contracts have been established for a total cost of \$32,144,636. A total of \$32,144,636 has been expended or accrued against these 11 contracts (100% of the existing contracts).
- ☑ **Highway 16: Silver Road to McBride Timber Road Passing Lane** - One contract has been established for a total cost of \$2,100,000. A total of \$ 2,100,000 has been expended or accrued against the 1 contract (100 % of the existing contract).
- ☑ **Highway 1: Hilltop to Balmoral**- 11 contracts have been established for a total cost of \$14,440,000. A total of \$14,440,000 has been expended or accrued against these 11 contracts (100% of the existing 11 contracts).
- ☑ **Highway 97: Wright Station Curves** – One contract has been established for a total cost of \$13,815,364. A total of \$13,815,364 has been expended or accrued against this one contract (100% of the existing contract).
- ☑ **41B Overpass at Deltaport Way** – Five contracts have been established for a total cost of \$5,000,000. A total of \$5,000,000 has been expended or accrued against the 5 contracts (100% of the existing 5 contracts).
- ☑ **Mufford/ 64th Avenue at Highway 10**- Two contracts have been established for a total cost of \$45,047,222. The total amount of federal commitment of \$3,100,000 has been expended against these two contracts (100% of existing 2 contracts that is applicable).

Overall, the following table is a summary of the Program:

No	Project	Total	Eligible	Paid
1.1	Pitt River Br/Mary Hill Interchange	\$ 207,338,929.0	\$ 180,000,000	\$ 90,000,000
2.1	South Fraser Perimeter Road EA	\$ 4,000,000.0	\$ 4,000,000	\$ 2,000,000
3.1	Simon Fraser Bridge Twinning	\$ 43,677,444.0	\$ 32,144,636	\$ 16,072,318
4.1	Hwy 16 Silver Rd to McBride Timter Rd P/L	\$ 3,599,904.0	\$ 2,100,000	\$ 1,050,000
5.1	Hwy 1 Hilltop to Balmoral	\$ 21,702,938.0	\$ 14,440,000	\$ 7,220,000
6.1	Hwy 97 Wright Station	\$ 18,476,978.0	\$ 13,815,364	\$ 6,907,682
7.1	41 B interchange	\$ 14,900,000.0	\$ 5,000,000	\$ 2,500,000
8.1	Mufford/64th	\$ 47,700,000.0	\$ 45,047,222	\$ 3,100,000
	Total	\$ 361,396,193.0	\$ 296,547,222	\$ 128,850,000

2.0 PROJECT FUNDING

Project	Third Party Funding
Pitt River Bridge and Mary Hill Interchange²	\$227,837 from City of Port Coquitlam \$5,805 from Petro Canada \$6,605,287 from GVRD/Metro Vancouver
South Fraser Perimeter Road Environmental Assessment	None
Simon Fraser Bridge	None
Highway 16: Silver Road to McBride Timber Road Passing Lane	None
Highway 1: Hilltop to Balmoral	None
Highway 97: Wright Station Curves	None
41B Overpass at Deltaport Way	➤ Port Metro Vancouver - \$1.4M ➤ Railways - \$8.6M
Mufford/ 64th Avenue at Highway 10³	➤ Translink - \$22.4M ➤ Township of Langley - \$8.7M ➤ Port Metro Vancouver - \$1.9M

² Third Party recoveries verified through Provincial accounting System (CPS)

³ Original amounts committed to this project were as follows:

- ü TransLink – \$24M
- ü B.C. Ministry of Transportation and Infrastructure - \$12.5M
- ü Township of Langley - \$9.3M
- ü Port Metro Vancouver - \$2.1M
- ü Transport Canada - \$3.1M

3.0 PROJECT COSTS

Pitt River Bridge and Mary Hill Interchange

	Total Project Costs	Eligible Costs claimed and paid	Eligible Costs not yet claimed	Eligible Costs in PAYE
BC	\$110,500,000	N/A	0	0
Canada	\$90,000,000	\$90,000,000	0	0
Other	\$6,838,929	0	0	0
Total	\$207,338,929	\$90,000,000	0	0

South Fraser Perimeter Road Environmental Assessment

	Total Project Costs	Eligible Costs claimed and paid	Eligible Costs not yet claimed	Eligible Costs in PAYE
BC	\$2,000,000	N/A	0	0
Canada	\$2,000,000	\$2,000,000	0	0
Other	0	0	0	0
Total	\$4,000,000	\$2,000,000	0	0

Simon Fraser Bridge

	Total Project Costs	Eligible Costs claimed and paid	Eligible Costs not yet claimed	Eligible Costs in PAYE
BC	\$27,605,126	N/A	0	0
Canada	\$16,072,318	\$16,072,318	0	0
Other	0	0	0	0
Total	\$43,677,444	\$16,072,318	0	0

Highway 16: Silver Road to McBride Timber Road Passing Lane

	Total Project Costs	Eligible Costs claimed and paid	Eligible Costs not yet claimed	Eligible Costs in PAYE
BC	\$2,549,904	N/A	0	0
Canada	\$1,050,000	\$1,050,000	0	0
Other	0	0	0	0
Total	\$3,599,904	\$1,050,000	0	0

Highway 1: Hilltop to Balmoral

	Total Project Costs	Eligible Costs claimed and paid	Eligible Costs not yet claimed	Eligible Costs in PAYE
BC	\$14,482,938	N/A	0	0
Canada	\$7,220,000	\$7,220,000	0	0
Other	0	0	0	0
Total	\$21,702,938	\$7,220,000	0	0

Highway 97: Wright Station Curves

	Total Project Costs	Eligible Costs claimed and paid	Eligible Costs not yet claimed	Eligible Costs in PAYE
BC	\$11,569,296	N/A	0	0
Canada	\$6,907,682	\$6,907,682	0	0
Other	0	0	0	0
Total	\$18,476,978	\$6,907,682	0	0

p 41B Overpass at Deltaport Way⁴

	Total Project Costs	Eligible Costs claimed and paid	Eligible Costs not yet claimed	Eligible Costs in PAYE
BC	\$2,400,000	N/A	0	0
Canada	\$2,500,000	\$2,500,000	0	0
Other	\$10,000,000	0	0	0
Total	\$14,900,000	\$2,500,000	0	0

Mufford/ 64th Avenue at Highway 10

	Total Project Costs	Eligible Costs claimed and paid	Eligible Costs not yet claimed/ released⁵	Eligible Costs in PAYE
BC	\$11,600,000	N/A	0	0
Canada	\$3,100,000	\$2,790,000	\$310,000	0
Other	\$33,000,000	0	0	0
Total	\$47,700,000	\$2,790,000	\$310,000	0

⁴ The original Transport Canada contribution under the Project Implementation Plan for the 41B Street Overpass project was \$3.5M and later was reduced to \$2.5M in the formal Project Agreement with MOTI.

⁵ As per Transport Canada protocol, once the final report and affidavit has been received, they will release \$285,000 of \$310,000 total holdback. Once the retrospective analysis is received, TC will release the remaining \$25,000.

4.0 ATTESTATION


CANADA – BRITISH COLUMBIA **In the matter of the Asia-Pacific Gateway and Corridor Initiative entered into between Her Majesty the Queen, in right of Canada, represented by Transport Canada, and Her Majesty the Queen, in right of British Columbia, represented by the Minister of Transportation and Infrastructure,**

I David Marr Provincial Co-chair of do solemnly declare as follows:

1. That I am the (Executive Director), and as such have knowledge of the matters set forth in this attestation;
2. That the information provided in the preceding sections of this document is accurate to the best of my knowledge;
3. That information in this document has also been reviewed and subsequently approved in previous years by Transport Canada through the requisite submission of the respective Annual Reports and Audits.
4. Declared at (Victoria), in the Province of British Columbia this
(Friday) of March 20, 2015.



David Marr, Executive Director,



(Witness name, title)