

Asia-Pacific Gateway Corridor Transportation Infrastructure Fund



Ministry of
Transportation
and Infrastructure

ANNUAL REPORT 2013/14

Fiscal Year Ended March 31, 2014



Transport
Canada

Transports
Canada

September 2014

An annual progress report is required under sections 8.3 and 9.5 and Appendix D (Audit Framework) of the CANADA – BRITISH COLUMBIA ASIA-PACIFIC GATEWAY AND CORRIDOR INITIATIVE TRANSPORTATION INFRASTRUCTURE FUND Agreement. This report is used to provide the Management Committee with information regarding the status of projects and to formally track progress to date under the agreement. The report will also likely be translated and posted on Transport Canada's web site for public use.

Table of Contents

| | |
|---|------------|
| General Overview of Results | 2 |
| Date, Location and Agenda Items of Official Management Committee Meetings | 5 |
| Schedule B Revisions | 9 |
| Project Updates | 9 |
| Communications Activities Completed During the Fiscal Year | 23 |
| A Year End Summary Table of Expenditures Under the Agreement | 26 |
| Annual Audit Report | (Separate) |

TABLES

| | |
|---|----|
| Table 1: Evolution of 'Schedule B' During the Fiscal Year: 2013/14 (Year Ending March 31, 2014) | 10 |
| Table 2: Statement of Changes for 'Schedule B' During the Fiscal Year: 2013/14 (Year Ending March 31, 2014) | 11 |
| Table 3: Asia-Pacific Gateway and Corridor Transportation Infrastructure Fund – Schedule of Detailed Expenditure Claims for 2013/14 | 27 |

General Overview of Results

A general overview of the results accomplished under the Agreement during the fiscal year, including but not limited to a description of the work completed, financial results, environmental issues, any concerns affecting progress of the Program, and any other issues that may affect completing the Program as per this Agreement.

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, as of the end of the 2011/12 fiscal year. There were no claims for the 2011/12 fiscal year.

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 authority. The SFPR will be added to this contribution agreement at a later date and entails primarily a 40 kilometre 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 one contract, as of the end of the 2008/09 fiscal year. There were no claims for the 2009/10 fiscal year as the assessment was completed in preparation for the actual project which is being completed under a corresponding contribution agreement between the Province and Canada. Claims for the 2008/09 fiscal year entailed \$608,222.

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, as of the end of the 2009/10 fiscal year. Claims for the 2009/10 fiscal year entailed \$9,624,935.

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

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.

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, as of the end of the 2008/09 fiscal year. Claims for the 2008/09 fiscal year entailed \$2,100,000. This project was completed September 30, 2008 with a Schedule G (Affidavit of Completion) submission on November 5, 2008. There were no claims against this project in the 2009/10 fiscal year.

Highway 1: Hilltop to Balmoral

This project entails a 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, as well as 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. A total of \$14,269,880.95 has been expended (claimed) against 11 contracts, as of the end of the 2011/12 fiscal year. Claims for the 2011/12 fiscal year entailed \$4,237,085. 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). A total of \$13,815,364 has been expended (claimed) against one contract, as of the end of the 2011/12 fiscal year. There were no claims for the 2011/12 fiscal year.

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, as of the end of the 2011/12 fiscal year. Claims for the 2011/12 fiscal year entailed \$1,799,170.

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

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 two contracts that is applicable). The total amount of federal commitment was expended in the 2013/14 fiscal year.

Overall, as of the end of the fiscal year 2013/14, 35 contracts corresponding to the eight projects had been established on the on-line Surface Infrastructure System (SIS) administration system for a total cost of \$296,547,722.53² out of a SIS-active shareable cost of \$296,547,722.53 . A total of \$273,105,651 has been expended against these 35 contracts (92.1% of the existing value of the 35 contracts), with a \$3,100,000 federal contribution in the 2013/14 Fiscal Year. It should be noted that the remaining 7.9% of contracts is not cost-shareable as the federal contribution was capped at \$3,100,000 for the Mufford/ 64th Avenue at Highway 10 project.

2 After the end of the 2007/08 fiscal year, three additional projects were added to the original three and thus the total shareable costs as of July 2008 totalled \$246,500,000. After the end of the 2008/09 fiscal year, one additional project was added and thus the total shareable costs as of July 2009 amounted to \$253,500,000.

It should be noted that in the fiscal year 2007/08 the contribution agreement was expanded to include the Simon Fraser Bridge project. Three additional projects (Highway 16: Silver Road to McBride Timber Lake Road; Highway 1: Hilltop to Balmoral; and Highway 97: Wright Station Curves) were added in the 2008/09 fiscal year. An additional project, 41B Street Overpass at Deltaport Way, was added after the formal end of the 2008/09 fiscal year. In November 2012³, Amendment #4 was signed off by the Federal Government adding an additional project, Highway 10: Mufford/64th Avenue improvement project, in the Lower Mainland. The total shared project cost is \$45,047,722 with the Province contributing \$41,947,722 and the Federal Government contributing \$3,100,000. The addition of this project thus increases the total shared program cost from \$251,500,000 to \$296,547,722.

³ November 20, 2012.

Date, Location and Minutes of Official Management Committee Meetings

The following minutes of June 25, 2013 Management Committee were approved unanimously at the December 17, 2013 meeting, also appended at the end of this section of the report.

MINUTES

Canada – British Columbia APGCTIF (Mufford/64th Ave)

Revision 2 Management Committee Meeting

Revision 3

Revision 4 June 25, 2013

Revision 5 9:00 a.m to 12:00 (PDT)

Revision 6 940 Blanshard Street., Victoria BC

Revision 7

1.0 Opening Remarks

2.0 Administrative Details

2.1 Note taker

Avi Ickovich

2.2 Outstanding Action Items

There are no outstanding action items.

3.0 Program Management

3.1 Schedule B updates

The last schedule revision (#20) has the entire \$3.1 million contribution from Transport Canada dedicated in the 2013/14 fiscal year.

3.2 Communications – Potential Media Event

There is nothing scheduled at this time or is anything forecasted as of this date.

3.3 Annual Progress Report/Financial Audit

It was decided that the next Annual Report and Audit to be submitted under this program would be in the 2013/14 fiscal subsequent to the Federal Government's contribution taking place.

4.0 Status of Projects

4.1 Status of project (Mufford/64th Avenue at Highway 10)

The contract has been awarded and construction has started.

Activities last fiscal (April 12 to April 13)

- ▷ Completed the pre-loading of the project
- ▷ Completed the detailed design of the project
- ▷ Initiated consultation with First Nations
- ▷ Confirmed access to all properties
- ▷ Completed the environmental assessment of the project
- ▷ Tendered the major works construction project
- ▷ Awarded the major works contract

Activities expected this year (April 13 to April 14)

- ▷ Initiate construction of the road works
- ▷ Remove all of the preload
- ▷ Initiate construction of the rail overpass
- ▷ Divert traffic to the new alignment along Highway 10

4.2 Potential risks

There is some risk associated with unforeseen conditions during construction, but a significant level of contingency remains and the Province is expecting to deliver the project within the \$51 million budget. The Province will be in a better position to judge construction risks in the fall. The funding partners have adopted a strategy for accommodating any residual cost pressures.

5.0 Other Items

No other items to discuss.

6.0 Next Management Committee Meeting

To be scheduled in the fall.

The following minutes of December 17, 2013 Management Committee will be approved at the subsequent Management Committee meeting, scheduled for the summer of 2014.

MINUTES

Canada – British Columbia

APGCTIF – Transportation Infrastructure

Component Agreement

Management Committee Meeting #10

Date: December 17, 2013 – 10:30 a.m.-11:00 a.m. (PST)

Location: Via Teleconference

Note Taker: Ryan Phillips

Attendees:

Manon Baril, Transport Canada (TC) – Federal Co-chair
David Marr, British Columbia Ministry of Transportation (BC) – Provincial Co-Chair
Avi Ickovich – BC Project Manager
Kari McKeel – BC Senior Financial Analyst
Ryan Phillips – TC Project Manager

1.0 Opening Remarks

Discussion:

- ▷ Greetings.
- ▷ TC outlined the purpose of the meeting.
- ▷ Introductions.

2.0 Administrative Details

2.1 Approval of Agenda

- ▷ The agenda was unanimously approved.

2.2 Note Taker

- ▷ Ryan Phillips will take the meeting minutes and distribute to the Management Committee (MC) for review.

2.3 Approval of Previous MC Meeting Minutes

- ▷ Minutes from MC #9 (June 25, 2013) were unanimously approved and adopted. BC sent the minutes to TC.

2.4 Outstanding Items From Previous MC Meeting

- ▷ None.

Action Items

- ▷ None

3.0 Program Management

3.1 Management Committee Updates

- ▷ Manon Baril to remain as federal co-chair.
- ▷ David Marr to remain as recipient co-chair.

3.2 Annual Financial Audit Plan

- ▷ BC to use same annual financial audit plan as FY 2012/13

3.3 Annual Financial Audit

- ▷ BC submitted the annual financial audit for FY 2012/13 and it was approved by TC on August 19, 2013.
- ▷ BC to submit annual financial audit for FY 2013/14 by June 30, 2014.

3.4 Annual Report

- ▷ BC confirmed that the annual report for FY 2012/13 was not required because there were no major works or expenditures in FY 2012/13. This was agreed upon at the MC Meeting on June 25, 2013.
- ▷ BC to submit annual report for FY 2013/14 by June 30, 2014.

3.5 Compliance Audit

- ▷ TC has determined that this is not required for FYs 2012/13 and 2013/14.

3.6 Retrospective Analysis

- ▷ The Management Committee agreed that the final retrospective analysis for each project (other than RBRC Mufford) is due within 5-years following substantial completion of the 41B project (July 4, 2016). The retrospective analysis for the RBRC Mufford project will be part of an anticipated corridor-wide analysis following completion of the RBRC program.

3.7 Schedule G – Certification of Completion

- ▷ TC has confirmed that all Schedule G affidavits have been received except for RBRC Mufford.

Action items

- ▷ BC to submit annual financial audit for FY 2013/14 by June 30, 2014.
- ▷ BC to submit annual report for FY 2013/14 by June 30, 2014.
- ▷ BC to submit retrospective analysis for six projects (excluding RBRC Mufford) by July 4, 2016.
- ▷ BC to submit RBRC Mufford certification of completion upon substantial completion in FY 2013/14.

4.0 Financial Management

4.1 Cash Flow Updates – Schedule B Revisions

- ▷ Schedule B revision 21 was approved on July 22, 2013.
- ▷ No further cash flow revision required unless RBRC Mufford cannot be completed in FY 2013/14.

4.2 Status of Contracts and Claims

- ▷ All current contracts approved by TC.
- ▷ BC to submit new contracts for approval in SIS when ready and as required.
- ▷ RBRC Mufford: \$3.1 million claimed. TC to release the holdback once all final documentation has been received as per the CA.

Action items

- ▷ BC to submit all required documentation to allow release of holdback.
- ▷ TC to release holdback once all final documentation received.

5.0 Project Information

5.1 Status of Project

Last Six Months:

- ▷ Construction is 45% complete overall.
- ▷ Preload completed on Highway 10 (Glover Rd) from Mufford Crescent to 64th Avenue.
- ▷ Realigning Glover Road to the east in order to accommodate the new at-grade intersection with Mufford Crescent. This section of the new Glover Road alignment was opened November 14, 2013 to accommodate construction of the east approach to the overpass.

- ▷ Mufford Crescent from 204th Street to 62nd Street: two new lanes completed and striped, central left turn lane and two remaining lanes constructed to bottom lift pavement.
- ▷ Overpass:
 - Pre-cast wall foundation construction completed on west overpass approach.
 - Pier #1 columns completed with pier cap formwork 90% complete.
 - Pier #2 columns 90% complete.
 - West abutment 60% complete, east abutment 30% complete.
 - Pre-cast concrete wall fabrication completed.
- ▷ Highway 10: North Creek bridge girders and wing walls completed.

Next Six Months:

- ▷ Overpass:
 - Complete Piers #1, #2, west and east abutments.
 - Complete the foundation construction for the pre-cast walls on the east approaches.
 - Construct EPS approaches (both east and west) after pre-cast walls erected.
 - Install girders and pre-cast deck panels.
- ▷ Road works will be nearing completion on:
 - The remaining widening works on Highway 10.
 - The paving of top lift asphalt, curb and gutter, line painting of Mufford Crescent from 204th Street to 62nd Street (four laning with a central left turn lane).
 - The base improvements and paving on 64th Avenue from Highway 10 to 216th Street.
 - The multi-purpose path running along 64th Avenue from 204th Street to 62nd Street.
 - The upgrades at 64th Avenue and Glover Road intersection.
 - The upgrades at the 64th Avenue and 216th Street intersection.
 - The upgrades at 204th Street and 62nd Avenue intersection.

- ▷ On track for total completion in autumn of 2014.
- ▷ Opportunity for some additional design work that Transport Canada is aware of. RBRC Partners Committee to discuss further at next meeting in February 2014.
- ▷ Federal signage installed.

5.3 Aboriginal Consultation Requirements

- ▷ No issues have arisen.

5.4 Project Risks

- ▷ No major risks.

Action items

- ▷ No action item.

6.0 Communications

- ▷ BC to update on possibility of communications event for RBRC Mufford project completion.
- ▷ TC to indicate that the project is listed as medium priority and the determination for a media event will be up to the Minister to decide.

Action items

- ▷ BC to follow-up with TC with respect to communications event for RBRC Mufford project completion.

7.0 Site Visits

- ▷ RBRC Mufford site visit was completed on October 2, 2013.
- ▷ Site visit to be completed in summer 2014.

8.0 Other Business

- ▷ None.

9.0 Next Management Committee Meeting

- ▷ TC and BC to coordinate. Aim for June 2014.

Schedule “B” Revisions

Please refer to Table 1 outlining the evolution of Schedule B during the first fiscal year. Table 2 (Statement of Changes) calculates the cash flow and budget changes across revisions.

Revision 20.

July 17, 2013 – This revision entails the following changes:

- ▶ As the Hilltop to Balmoral project was completed the final cash flows were finalized with \$170,119 transferred from the 2011/12 fiscal year to the 2012/13 fiscal year.

Revision 21

July 22, 2013 – This revision was merely to open up the 2013/14 fiscal year.

Project Updates

Information on contracts started/completed and estimated completion of contracts is addressed more extensively in a subsequent section of the report “A YEAR END SUMMARY TABLE OF EXPENDITURES UNDER THE AGREEMENT” (Table 3).

Major milestones include:

Pitt River Bridge and Mary Hill Interchange

- ▶ The project was completed and opens to the public in the fall of 2009.

Simon Fraser Bridge

- ▶ Project In-Service January 1, 2010.

Highway 16: Silver Road to McBride Timber Road Passing Lane

- ▶ 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 was completed October 7, 2011 with a Schedule G (Affidavit of Completion) submission on November 15, 2011.

Highway 97: Wright Station Curves

- ▶ 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 was completed November 17, 2011.

Mufford/64th Avenue at Highway 10

- ▶ Overall construction is 90% complete as of July 15, 2014.
- ▶ The following pages of the report entail a series of photographs for the current projects and are meant to provide not only a portrayal of the actual project, but also a broader geographic and topographical context, and as such some photographs are overviews.

Table 1

Schedule B during the Fiscal Year 2013/14 (As of March 31, 2014)

| Project | | Estimated Project Cost | Sharable Project Cost | Agreement Contribution | | Breakdown of Expenditures | | | | | | | |
|----------------------------|--|------------------------|-----------------------|------------------------|----------------|---------------------------|---------------|--------------|---------------|---------------|--------------|--------|------|
| | | | | Federal | Provincial | Previous | 2010/11 | 2011/12 | 2012/13 | 2013/14 | 2014/15 | Future | |
| Revision # 20 17-Jul-13 | Pitt River Bridge and Mary Hill Interchange | \$ 198,000,000 | \$ 180,000,000 | \$ 90,000,000 | \$ 90,000,000 | \$ 178,622,518 | \$ 1,377,482 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | South Fraser Perimeter Road Environmental Assessment | 4,000,000 | 4,000,000 | 2,000,000 | 2,000,000 | 4,000,000 | - | - | - | - | - | - | - |
| | Simon Fraser Bridge | 42,000,000 | 32,144,636 | 16,072,318 | 16,072,318 | 32,144,634 | - | - | - | - | - | - | - |
| | Silver Road to McBride Timber Road Passing Lane | 3,400,000 | 2,100,000 | 1,050,000 | 1,050,000 | 2,100,000 | - | - | - | - | - | - | - |
| | Hilltop to Balmoral | 20,000,000 | 14,440,000 | 7,220,000 | 7,220,000 | 2,470,831 | 7,561,965 | 4,237,085 | 170,119 | - | - | - | - |
| | Wright Station Curves | 19,200,000 | 13,815,364 | 6,907,682 | 6,907,682 | 6,913,818 | 6,901,546 | - | - | - | - | - | - |
| | 41B Overpass at Deltaport Way | 24,000,000 | 5,000,000 | 2,500,000 | 2,500,000 | 505,648 | 2,695,182 | 1,799,170 | - | - | - | - | - |
| | Mumford/64th Avenue at Highway 10 | 51,000,000 | 45,047,722 | 3,100,000 | 41,947,722 | - | - | - | 10,052,855 | 25,765,194 | 9,229,673 | - | - |
| | Total | \$ 361,600,000 | \$ 296,547,722 | \$ 128,850,000 | \$ 167,697,722 | \$ 226,757,449 | \$ 18,536,175 | \$ 6,036,255 | \$ 10,222,974 | \$ 25,765,194 | \$ 9,229,673 | \$ - | \$ - |
| Revision # 21 22-Jul-13 | Pitt River Bridge and Mary Hill Interchange | \$ 198,000,000 | \$ 180,000,000 | \$ 90,000,000 | \$ 90,000,000 | \$ 178,622,518 | \$ 1,377,482 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | South Fraser Perimeter Road Environmental Assessment | 4,000,000 | 4,000,000 | 2,000,000 | 2,000,000 | 4,000,000 | - | - | - | - | - | - | - |
| | Simon Fraser Bridge | 42,000,000 | 32,144,636 | 16,072,318 | 16,072,318 | 32,144,634 | - | - | - | - | - | - | - |
| | Silver Road to McBride Timber Road Passing Lane | 3,400,000 | 2,100,000 | 1,050,000 | 1,050,000 | 2,100,000 | - | - | - | - | - | - | - |
| | Hilltop to Balmoral | 20,000,000 | 14,440,000 | 7,220,000 | 7,220,000 | 2,470,831 | 7,561,965 | 4,237,085 | 170,119 | - | - | - | - |
| | Wright Station Curves | 19,200,000 | 13,815,364 | 6,907,682 | 6,907,682 | 6,913,818 | 6,901,546 | - | - | - | - | - | - |
| | 41B Overpass at Deltaport Way | 24,000,000 | 5,000,000 | 2,500,000 | 2,500,000 | 505,648 | 2,695,182 | 1,799,170 | - | - | - | - | - |
| | Mumford/64th Avenue at Highway 10 | 51,000,000 | 45,047,722 | 3,100,000 | 41,947,722 | - | - | - | 10,052,855 | 25,765,194 | 9,229,673 | - | - |
| | Total | \$ 361,600,000 | \$ 296,547,722 | \$ 128,850,000 | \$ 167,697,722 | \$ 226,757,449 | \$ 18,536,175 | \$ 6,036,255 | \$ 10,222,974 | \$ 25,765,194 | \$ 9,229,673 | \$ - | \$ - |

Statement of Changes for “Schedule B” during the Fiscal Year 2013/14 (as of March 31, 2014)

| Project | Estimated Project Cost | Sharable Project Cost | Agreement Contribution | | Breakdown of Expenditures | | | | | | | |
|--|------------------------|-----------------------|------------------------|------------|---------------------------|---------|---------|---------|---------|---------|--------|----|
| | | | Federal | Provincial | Previous | 2010/11 | 2011/12 | 2012/13 | 2013/14 | 2014/15 | Future | |
| Revision #20 to | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| Revision #21 | | | | | | | | | | | | |
| Pitt River Bridge and Mary Hill Interchange | | | | | | | | | | | | |
| South Fraser Perimeter Road Environmental Assessment | | | | | | | | | | | | |
| Simon Fraser Bridge | | | | | | | | | | | | |
| Silver Road to McBride Timber Road Passing Lane | | | | | | | | | | | | |
| Hilltop to Balmoral | | | | | | | | | | | | |
| Wright Station Curves | | | | | | | | | | | | |
| 41B Overpass at Deltaport Way | | | | | | | | | | | | |
| Mumford/64th Avenue at Highway 10 | | | | | | | | | | | | |
| Total | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |

Table 2

The following pages of the report entail a series of photographs for the current projects and are meant to provide not only a portrayal of the actual project, but also a broader geographic and topographical context, and as such some photographs are overviews.

PROJECT OVERVIEW: Pitt River Bridge and Mary Hill Interchange

The project was completed and opens to the public in the fall of 2009. The following is a list of major milestones for the 2010/11 fiscal year with a couple of milestones in the following fiscal year.

Status

The project is complete.

Status of Demolition

Demolition of previous structure is complete

Affidavit

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

Final Completion

The project's Completion certificate was issued in the summer of 2011.

The Provincial Gateway Program has an ongoing community relations program to ensure that residents, municipalities and other key stakeholders are well informed and have their inquiries addressed in an effective, timely way.

The following photographs are of the project nearing completion and the completed project.



PROJECT OVERVIEW: South Fraser Perimeter Road Environmental Assessment

The Environmental Assessment Certificate allowed the project team to move forward with contractor selection, preliminary and final design and construction of South Fraser Perimeter Road, which began in the 2008/2009 fiscal year.

The South Fraser Perimeter Road project was completed and in service as of December 2013.

Environmental management plans continue to protect the environment in daily operations.

PROJECT OVERVIEW: Simon Fraser Bridge

- ▶ The Schedule G (Affidavit of Completion) was submitted to Transport Canada in December 2009.
- ▶ Completed the bridge concrete deck, utilities placements and electrical by November 2009.
- ▶ Completed the bridge approach grading, paving and electrical by November 2009.
- ▶ Project in-service January 1, 2010.





PROJECT OVERVIEW: Highway 16: Silver Road to McBride Timber Road Passing Lane

The environmental assessment, a prerequisite for tendering and subsequent construction (under the terms of the contribution agreement) was approved and signed off on April 4, 2008. Subsequent to this date the following activities were initiated:

- ▶ Design completed spring 2008;
- ▶ Contract tendered and awarded – April 28 2008;

- ▶ Construction commenced June 2008;
- ▶ Project completed September 30, 2008; and,
- ▶ Schedule G (Affidavit of Completion) submission on November 5, 2008.

The following two pictures present a “Before” and “After” comparison.



Silver Road looking east: October 2006



Silver Road looking east: October 2008

PROJECT OVERVIEW: Highway 1- Hilltop Road to Balmoral Road

This project is in the vicinity of the Highway 1: Broderick to Ford and General Improvements project successfully delivered and completed in November 2004 by the Province under the federal-provincial Strategic Highway Infrastructure Program (SHIP).

Scope

- ▶ Upgrading 4.8 kilometres of the TCH including 3.4 kilometres of 100 km/h four-lane standard.
- ▶ Access consolidation.
- ▶ Full channelization of major Intersections.
- ▶ One interchange.
- ▶ Approximately one kilometre of side road improvements.

Accomplishments/Milestones over the last fiscal year (2011/12)

- ▶ General feedback from local residents and businesses has been positive.
- ▶ Several positive comments regarding improved safety particularly with interchange at Cedar Drive and intersection improvements at Hilltop and Greer Roads.
- ▶ This project was completed October 7, 2011 with a Schedule G (Affidavit of Completion) submission on November 15, 2011.

Milestones

- ▶ Substantial completion reached October 2011.
- ▶ Completion event held by MLA George Abbott and MP Colin Mayes (Okanagan Shuswap) on November 10, 2012.

Activities and Issues after 2011/12 Fiscal Year End

- ▶ Constructed a widened shoulder at intersection of Fairway Hill Road and west bound off ramp to provide improved turning movement for large delivery trucks in response to concerns raised by business owners; and
- ▶ Negotiated final contract quantities and costs with the contractor.

The following are pictures during construction:



The following are photographs of the Grand Opening and after the project was completed and is in service:



Completion event held by MLA George Abbott and MP Colin Mayes (Okanagan Shuswap) on November 10, 2012.



PROJECT OVERVIEW: Highway 97: Wright Station Curves

Scope

- Realign 4.2 kilometres of Highway 97, between 100 Mile House and Williams Lake, to a 100 km/hr corridor standard and construct to four lanes in concert with the Cariboo Connector Four-Laning Strategy.
- Access management improvements include turn slots and deceleration lanes at Wright Station and Butler Roads, as well as consolidation of other minor roads and accesses.



Accomplishments and milestones over the fiscal year 2011/2012

- The project was completed the summer of 2011 with a Schedule G (Affidavit of Completion) submission on August 30, 2011.
- Hydro-seeding has been retouched, including in the erosion areas.
- Bison Ranch and BCMoT road closure areas have been finalized.
- Bison Ranch subdivision has been finalized.
- Comment from Cariboo District; "I am not aware of any maintenance concerns or other issues at this project site over the past year; all has functioned well from a performance perspective."

Milestones

- Record drawings complete and distributed.
- Project is complete.

Issues

- Minor Erosion mitigation completed by day labour hired equipment.
- Contractor has mitigated curb and pavement deficiencies.

View facing westbound above Butler Road



Wright Station Curves\Hwy 97

Targets and milestones for the six months after the end of the 2011/12 Fiscal Year

- Final Agricultural Land Commission report to be completed by Paul Christie, Agrologist.

PROJECT OVERVIEW: 41B Street Overpass at Deltaport Way Project

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

The 41B Street Overpass project in Delta was delivered by the Ministry of Transportation and Infrastructure four months ahead of schedule and opened on December 2011. The project came in at \$15.3 million and was \$8.7 million under budget (original budget of \$24 million).

The project provided a new two lane overpass over Deltaport Way and the BC Rail tracks. The project facilitated the development on Tsawwassen First Nation (TFN) lands, allowed for critical rail expansion. The project has garnered positive feedback from farmers, community and industry.

Milestones:

- Project complete as of November 21, 2011.
- Project completion announcement held December 20, 2011.

Outstanding work required completed after Project in Service

- Registration of statutory right-of-way from the TFN to the Ministry of Transportation and Infrastructure, granting the Ministry access to all TFN Lands necessary for operation and maintenance of the 41B overpass;

- Finalization of Ownership and Maintenance Agreement for 41B with the City of Delta; and
- Final invoicing to project partners – completed end of the 2012/13 Fiscal Year.

Performance Information

The 41B Street Overpass project was built directly adjacent to Tsawwassen First Nation (TFN) Treaty Lands and the south end of 41B bridge approach is actually on Treaty lands. In addition to reducing delays and improving safety, 41B project facilitated economic development opportunities for the TFN.

As Phase 1 of the 41B project, TFN was responsible for construction of a 200-metre, two-lane, paved detour road. The TFN – Matcon Joint Venture also completed 300 metres of watermain relocation, removal and replacement of 9,000 cubic metres of topsoil and silt over-burden and associated drainage works. This \$1.155 million project provided skilled and general employment opportunities for band members.

According to project completion news release, the 41B project created approximately 150 construction jobs.

The following are photographs of the project during and after construction in the fiscal years, 2011/12 and 2012/13.



Pier – installation of cap reinforcement



Pier cap concrete pour



North abutment MSE wall construction



Photographs of project in service and completion:



PROJECT OVERVIEW: Mufford/64th Avenue at Highway 10

Scope

The Mufford/64th Avenue at Highway 10 Project will provide an overpass across the CP Rail tracks and various other improvements to the 64th Avenue corridor from 204 Street to 216 Street. This will relieve traffic congestion and provide an alternative route during a rail event, improve the response times of emergency services, and improve public safety.

The project is being delivered as part of the Robert Banks Rail Corridor Program.

Achievements in 2013/2014

The project's construction was delivered in two phases. The first portion included the placement of preload material on Highway 10 and at the grade separated crossing at Mufford Crescent by day labour in 2012. The second phase was delivered by design-bid-build, with the contract being awarded to Lafarge Canada on March 27, 2013 for \$22.36 million.

Major Accomplishments achieved are

- ▶ Upgrading the intersection at 204th Street and 62nd Avenue.
- ▶ Widening Mufford Crescent to four lanes with a central left turn lane and multi-purpose path running from 204th Street to 62nd Street.
- ▶ From 62nd Street to Glover Road, widening Mufford Crescent to four lanes and constructing a bridge over the CP tracks.
- ▶ Realigning Glover Road to the east in order to accommodate the new at-grade intersection with Mufford Crescent.
- ▶ Accommodate four lanes on Glover Road, from Langley Bypass to the intersection at 64th Avenue.
- ▶ Upgrading 64th Avenue to 216th Street.
- ▶ Upgrading the intersection at 64th Avenue and Glover Road.
- ▶ Upgrading the intersection at 64th Avenue and 216th Street.

- ▶ Construction of upgrades to the Highway 10/Langley Bypass intersection, including dual left turns southbound on Highway 10.
- ▶ Overall construction is 90% complete as of July 15, 2014.

Issues

- ▶ Unconfirmed effect of how much the change to PST may increase the value of the major works contract. This should not impact the overall project budget.

Future activities after 2013/14 Fiscal Year End

- ▶ Finish remaining works and resolve deficiencies.
- ▶ Substantial completion to be achieved by August 20, 2014.
- ▶ Complete close out activities.
- ▶ Total completion in the autumn of 2014.



Looking east along Mufford Crescent (September 2013)



Looking east along Mufford Crescent (June 2014)



Looking south from Mufford Crescent at new intersection with 62nd Ave. (September 2013)



Looking south from Mufford Crescent with 62nd Ave. (June 2014)



Looking north on Hwy 10 at 64th Ave. (December 2013)



Looking north on Hwy 10 at 64th Ave. (May 2014)



Looking east along precast walls (December 2013)



Looking east up west approach to the Rail Bridge (June 2014)

Communication Activities Completed During Fiscal Year

There were no communication activities during the 2013/14 fiscal year. However, there was the following communication event shortly after the fiscal year end, into fiscal year 2014/15.

NEWS RELEASE COMMUNIQUÉ

For Immediate Release
2014TRAN0065-001297
Dec. 21, 2013

Ministry of Transportation and Infrastructure
Transport Canada
Township of Langley

Canada's gateway to Asia-Pacific stronger with completion of Roberts Bank projects

LANGLEY – The official opening of the Mufford Crescent overpass marks the completion of all nine Roberts Bank Rail Corridor (RBRC) infrastructure improvement projects in the Lower Mainland of British Columbia.

Nina Grewal, Member of Parliament for Fleetwood - Port Kells, on behalf of the Honourable Lisa Raitt, Minister of Transport, today celebrated the final component of the RBRC program with funding partners from all nine projects, including Abbotsford South MLA Darryl Plecas; Port Metro Vancouver vice president of Infrastructure Delivery Cliff Stewart, executive vice president, Strategic Planning and Public Affairs of Translink Bob Paddon; Surrey councillor Bruce Hayne; Acting Mayor Ted Schaffer of the City of Langley; and Mayor Jack Froese of the Township of Langley, along with other RBRC project stakeholders.

The RBRC program is a comprehensive package of road and rail improvement projects funded through a unique collaboration of 12 public- and private-sector partners. It is designed to improve the safety and efficiency of the road and rail network, and enhance quality of life for residents of communities through which rail traffic travels to and from the Deltaport terminal at Roberts Bank in Delta.

The RBRC projects have been made possible through an unprecedented collaboration of partners including the Government of Canada, the Province of British Columbia, Port Metro Vancouver, TransLink, the City of Surrey, the City of Langley, the Township of Langley, the Corporation of Delta, Canadian Pacific Railway (CP), Canadian National Railway (CN), the British Columbia Railway Company (BCRC), and the Burlington Northern Santa Fe Corporation.

Quick Facts:

- ▶ Total funding for the nine Roberts Bank Rail Corridor projects is about \$307 million including:
 - ▷ Up to \$75 million from the Government of Canada under the Asia-Pacific Gateway and Corridor Initiative (APGCI)
 - ▷ \$50 million from the Province of British Columbia
 - ▷ \$50 million from Port Metro Vancouver and its tenants and stakeholders
 - ▷ \$50 million from TransLink
 - ▷ \$32 million from rail companies (CP, CN, BCRC and BNSF)
 - ▷ \$22.4 million from the City of Surrey
 - ▷ \$14.8 million from the Township of Langley
 - ▷ \$8.3 million from the City of Langley
 - ▷ \$4.5 million from the Corporation of Delta
- ▶ The 70-kilometre Roberts Bank Rail Corridor program connects Deltaport Terminal at Roberts Bank in Delta, British Columbia, with North America's entire rail network.

- ▶ The newly-opened Mufford Crescent overpass is named in honour of one of the Township of Langley's longstanding pioneer families.
- ▶ The total cost of the Mufford/64th Avenue at Highway 10 project is approximately \$51 million, made possible through partnership funding from TransLink (\$24 million), the Province of British Columbia (\$12.5 million), the Township of Langley (\$9.3), the Government of Canada (\$3.1 million) and Port Metro Vancouver (\$2.1 million).
- ▶ Other recently-completed Roberts Bank Rail Corridor projects have come in on time and on budget including the 232nd Street Overpass project (total project cost of \$25 million), the Panorama Ridge Whistle-Cessation Projects (total project cost of \$10 million) and the 152nd Street Overpass project (\$31 million total) in Surrey, as well as the 192nd Street Overpass project (\$38.4 million total) in the City of Langley.
- ▶ The Asia-Pacific Gateway and Corridor Initiative (APGCI) aims to make Canada's Asia-Pacific Gateway the best transportation network for facilitating global supply chains between North America and Asia. To date, the Government of Canada has invested approximately \$1.4 billion in APGCI infrastructure projects, in partnership with all four western provinces, municipalities and the private sector, for a total project value of approximately \$3.5 billion.

Quotes:

The Honourable Lisa Raitt, Minister of Transport –

"The Roberts Bank Rail Corridor program significantly strengthens Canada's gateway to the Asia-Pacific region. This unprecedented government and industry partnership has built a rail corridor that enhances our transportation and trade links to important markets while improving safety for local communities."

Darryl Plecas, MLA for Abbotsford South, Province of British Columbia –

"The completion of the Mufford Overpass is a milestone, bringing the Roberts Bank Rail Corridor program into full operation. The RBRC program clearly demonstrates the power of the Pacific Gateway concept and the importance of partnerships. The Province has worked with its partners to enhance quality of life by supporting these projects designed to reduce congestion and provide a safer commute through communities along the corridor, as well as enabling a more reliable and efficient flow of goods through Canada's Pacific Gateway."

Robin Silvester, President and Chief Executive Officer, Port Metro Vancouver –

"The Roberts Bank Rail Corridor program is improving the safety and efficiency of both the road and rail networks in communities through which rail traffic travels to and from port terminals, while increasing capacity to respond to growing demand for Canadian trade. I am proud of the collaboration that has resulted in the opening of these projects, to the benefit of communities and industry alike."

Marcella Szel, TransLink Board Chair –

"By eliminating local at-grade rail crossings, the Roberts Bank Rail Corridor projects reduce local congestion and help keep people and goods moving across the region. Transportation investments like these underpin a strong thriving economy and are key to meeting the needs of our growing region."

Mayor Dianne Watts, City of Surrey –

"The Roberts Bank Rail Corridor is a product of exceptional teamwork between all levels of government and the private sector. The City of Surrey is proud to be a partner in the project. With the completion of the corridor, residents will benefit from a safer and more reliable road network and businesses can expect for a smoother and more efficient movement of goods."

Acting Mayor, Schaffer, City of Langley

"This project demonstrates the value of collaboration and is a testament to the commitment shown by each of the partners to support local quality of life interests, along with the provincial and national interests of enhanced trade competitiveness and jobs creation."

Mayor Jack Froese, Township of Langley

"Separating trains from traffic at Mufford Crescent to enhance safety and reduce congestion has been Langley Township's main transportation priority for years. The completion of this overpass and the other RBRC projects will provide great relief for both residents and businesses. We appreciate the funding and cooperation that this partnership generated and extend our thanks to our funding partners. The resulting overpasses will improve travel in our region for years to come."

Mayor Lois E. Jackson, Delta

"Safety is the utmost priority when it comes to rail traffic in our community. The Roberts Bank Rail Corridor improvement projects strengthen the economy and improve safety by ensuring that residents and goods can securely travel across the rail corridor. This is another example of all levels of government coming together to benefit our residents."

Keith Creel, Canadian Pacific Railway, President and Chief Operating Officer

"The trade supportive infrastructure now coming on line helps us provide more timely and efficient service for our customers. It is the outcome of a unique partnership between industry and government and it has achieved real results."

Related Products

Backgrounder – Roberts Bank Rail Corridor Improvements – http://www.robertsbankrailcorridor.ca/application/www.robertsbankrailcorridor.ca/asset/upload/tiny_mce/page/link/RBRC_English.pdf

Archived News Release and Backgrounder – Roberts Bank Rail Corridor upgrades benefit communities, boost Asia-Pacific trade (Sept. 16, 2011) – <http://news.gc.ca/web/article-en.do?nid=623669>

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Connect with the Province of B.C. at: www.gov.bc.ca/connect

A YEAR END SUMMARY TABLE OF EXPENDITURES UNDER THE AGREEMENT

Please refer to Table 3 for complete details on year-end expenditures against existing contracts, as of March 31, 2013, for each of the respective milestones:

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 three 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 one 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 five contracts (100% of the existing five 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 two contracts that is applicable).

Overall, as of the end of the fiscal year 2013/14, 35 contracts corresponding to the eight projects had been established on the on-line Surface Infrastructure System (SIS) administration system for a total cost of \$296,547,722.53 out of a SIS-active sharable cost of \$296,547,722.53. A total of \$273,105,651 has been expended against these 35 contracts (92.1% of the existing value of the 35 contracts), with a \$3,100,000 federal contribution in the 2013/14 Fiscal Year. It should be noted that the remaining 7.9% of contracts is not cost-shareable as the federal contribution was capped at \$3,100,000 for the Mufford/ 64th Avenue at Highway 10 project. A year-by-year comparison is as follows:

- ▶ 2006/07 Fiscal Year = \$16,800,000
- ▶ 2007/08 Fiscal Year = \$79,455,684 (including \$31,619,315 Accruals)
- ▶ 2008/09 Fiscal Year = \$78,264,272
- ▶ 2009/10 Fiscal Year = \$52,237,493 (including \$19,636,094 Accruals)
- ▶ 2010/11 Fiscal Year = \$18,536,175 (including \$2,972,814 Accruals)
- ▶ 2011/12 Fiscal Year = \$6,036,255
- ▶ 2012/13 Fiscal Year = \$10,222,974 (\$170,119 Federal Contribution)
- ▶ 2013/14 Fiscal Year = \$25,765,194 (\$3,100,000 Federal Contribution)

Canada-British Columbia Asia-Pacific Gateway and Corridor Initiative – Transportation Infrastructure Component

2006-2007/2014-2015

Schedule of Detailed Expenditure Claims for the Year Ended March 31, 2014

| Project Number | Project/Claim Description | Contract Number | Eligible Costs Claimed in 2013/14 (\$) |
|----------------|--|-----------------|--|
| 1.1 | Pitt River Bridge and Mary Hill Interchange | | – |
| | Subtotal | | – |
| 2.1 | South Fraser Perimeter Road Environmental Assessment | | |
| | Subtotal | | – |
| 3.1 | Simon Fraser Bridge | | |
| | Subtotal | | – |
| 4.1 | Highway 16 – Silver Road to McBride Timber Road Passing Lane | | |
| | Subtotal | | – |
| 5.1 | Highway 1 – Hilltop Road to Balmoral Upgrade of 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. | | – |
| | Subtotal | | – |
| 6.1 | Highway 97 – Wright Station Curves | | – |
| | Subtotal | | – |
| 7.1 | 41B Street Overpass at Deltaport Way | | |
| | Subtotal | | – |
| 8.1 | Mufford/64th Avenue at Highway 10 | | |
| | Widening of Mufford Crescent, construction of a four lane bridge over CP Rail tracks, widening of Highway 10 and construction of signalized intersections. | 0433MJ0002 | 11,552,798 |
| | Subtotal | | 11,552,798 |
| | TOTAL | | 11,552,798 |

Annual Audit of Program

The audit evaluated the claims submitted for payment under the agreement to ensure that they are free of material misstatement and that they are consistent with the eligible costs requirements of the agreement. The audit was undertaken in accordance with accepted auditing standards such as the rules of the Canadian Institute of Chartered Accountants by an independent certified chartered accountant (CA). The audit was conducted by the **Office of Auditor General of BC**.



INDEPENDENT AUDITOR'S REPORT

To the Management Committee of the Canada – British Columbia Asia – Pacific Gateway and Corridor Initiative Transportation Infrastructure Component, 2006 – 2007 / 2014 – 2015

I have audited the accompanying Schedule of Detailed Expenditure Claims for the year ended March 31, 2014, and a summary of significant accounting policies and other explanatory information (together “the schedule”). The schedule has been prepared by management of the British Columbia Ministry of Transportation and Infrastructure using the basis of accounting described in Note 3.

Management's Responsibility for the Schedule

Management is responsible for the preparation of the schedule in accordance with the basis of accounting as described in Note 3, this includes determining that the applicable financial reporting framework is acceptable to the preparation of the schedule in the circumstances, and for such internal control as management determines, is necessary to enable the preparation of a schedule that is free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

My responsibility is to express an opinion on the schedule based on my audit. I conducted my audit in accordance with Canadian generally accepted auditing standards. Those standards require that I comply with ethical requirements and plan and perform the audit to obtain reasonable assurance about whether the schedule is free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the schedule. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the schedule, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the schedule in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by management, as well as evaluating the overall presentation of the schedule.

In my view, the audit evidence I have obtained is sufficient and appropriate to provide a basis for my audit opinion.

Opinion

In my opinion, the Schedule of Detailed Expenditure Claims for the year ended March 31, 2014 is prepared, in all material respects, in accordance with the basis of accounting as described in Note 3.

Basis of Accounting and Restriction on Use

Without modifying my opinion, I draw your attention to Note 3 to the schedule, which describes the basis of accounting. The schedule is prepared to assist the Government of British Columbia to meet the reporting requirements of the Government of Canada as specified in the agreement. As a result, the statement may not be suitable for another purpose. My report is intended solely for the Government of British Columbia and Government of Canada and should not be used by parties other than the Government of British Columbia and the Government of Canada.



Russ Jones, MBA, CA
Auditor General

Victoria, British Columbia
July 30, 2014

CANADA - BRITISH COLUMBIA ASIA-PACIFIC GATEWAY AND CORRIDOR INITIATIVE
TRANSPORTATION INFRASTRUCTURE COMPONENT
2006-2007 / 2014-2015

Schedule of Detailed Expenditure Claims
For the Year Ended March 31, 2014

| Project Number | Project/Claim Description | Contract Number | Eligible Costs Claimed in 2013/14 (\$) |
|----------------|--|-----------------|--|
| 1.1 | Pitt River Bridge and Mary Hill Interchange | | |
| | <i>Sub-total</i> | | - |
| 2.1 | South Fraser Perimeter Rd Environmental Assessment | | |
| | <i>Sub-total</i> | | - |
| 3.1 | Simon Fraser Bridge | | |
| | <i>Sub-total</i> | | - |
| 4.1 | Hwy 16 - Silver Rd to McBride Timber Rd Passing Lane | | |
| | <i>Sub-total</i> | | - |
| 5.1 | Hwy 1 - Hilltop Rd to Balmoral Upgrade of 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. | | |
| | <i>Sub-total</i> | | - |
| 6.1 | Hwy 97 - Wright Station Curves | | |
| | <i>Sub-total</i> | | - |
| 7.1 | 41B Street Overpass at Deltaport Way | | |
| | <i>Sub-total</i> | | - |
| 8.1 | Mufford/64th Avenue at Highway 10 Widening of Mufford Crescent, construction of a four lane bridge over CP Rail tracks, widening of Highway 10 and construction of signalized intersections. | 04334MJ0002 | 11,552,798 |
| | <i>Sub-total</i> | | 11,552,798 |
| TOTAL | | | 11,552,798 |

Approved by:


David Marr
Executive Director
Program Development and Monitoring


Dave Stewart
Chief Financial Officer
Finance and Management Services

**CANADA-BRITISH COLUMBIA
ASIA-PACIFIC GATEWAY AND CORRIDOR INITIATIVE
TRANSPORTATION INFRASTRUCTURE COMPONENT
2006-2007/2014-2015**

**Notes to the Schedule of Detailed Expenditure Claims
For the Year Ended March 31, 2014**

1. Nature of the Agreement

The Government of Canada and the Province of British Columbia entered into the *Asia-Pacific Gateway and Corridor Initiative, Transportation Infrastructure Component Agreement, 2006-2007/2010-2011* ("the Agreement") on January 11, 2007. The Agreement has been amended to extend the program to March 31, 2015.

The purpose of this Agreement is to improve the multimodal transportation network for the movement of international trade in British Columbia through a 50/50 cost sharing agreement for eligible costs to a maximum of \$126.75 million. The Agreement has been amended to increase the eligible cost maximum to \$129.85 million.

2. Costs

Eligible Costs:

The Agreement specifies "Eligible Costs" in Schedule C – Project Review and Selection Framework, at paragraph C.2.1. Within certain restrictions, also specified in the Agreement, these include:

- a) *Capital costs, as defined and determined according to generally accepted accounting principles, and relating to the construction, rehabilitation or improvement of highways, roads, bridges, multi-modal facilities, grade crossings/separations, ITS and any other infrastructure project that meet the above selection criteria;*
- b) *Costs related to signage, lighting, highway markings and utility adjustments;*
- c) *The costs of communication activities (press releases, press conferences, translation, etc.) and road signage recognition set out in the Communication Protocol that will form part of the agreement;*
- d) *All planning (including plans and specifications) and evaluation costs specified in the agreement such as the costs of environmental planning, surveying, engineering, architectural, supervision, testing and management consulting services, to a maximum of 15% eligible costs;*

- e) *The costs of engineering and environmental reviews, including environmental assessments and follow-up programs as defined in the Canadian Environmental Assessment Act and the costs of remedial activities, mitigation measures and follow-up identified in any environmental assessment;*
- f) *The costs of developing and implementing innovative techniques for carrying out the Project;*
- g) *Recipient audit and evaluation costs as specified in the agreement;*
- h) *Compensation, at the discretion of Canada, to unsuccessful bidders on Public, Private Partnerships and other alternatively financed projects, with significant bid related costs, where the bid material has become the intellectual property of the recipient;*
- i) *Other costs that, in the opinion of Canada, are considered to be direct and necessary for the successful implementation of the Project and have been approved in writing prior to being incurred.*

Ineligible Costs:

The Agreement specifies “Ineligible Costs” in Schedule C – Project Review and Selection Framework, at paragraph C.3.1. as:

- a) *Costs incurred prior to the final federal project approval (approval by the responsible Ministers for the TIF, i.e., Minister of Transport, Infrastructure and Communities, in consultation with the Minister for Pacific Gateway, subject to Treasury Board approvals as required) and after the agreement termination date;*
- b) *The cost of developing a proposal;*
- c) *The cost of purchasing land, associated real estate and other fees, financing charges and interest payments on loans;*
- d) *Leasing land, buildings, and other facilities;*
- e) *Provincial sales tax and the Goods and Services Tax for which the recipient or a third party is eligible for a tax rebate and all other costs eligible for rebates;*
- f) *Costs that have been shared under other federal statutes or programs;*
- g) *Legal fees;*
- h) *General repairs and maintenance of a project work and related structures;*
- i) *Services or works normally provided by the Ministry of Transportation of a Province incurred in the course of implementation of the Project except those specified as eligible costs;*
- j) *Employee wages and benefits, overhead costs as well as other direct or indirect operating, maintenance and administrative costs of British Columbia and more specifically these costs as related to survey, engineering, architecture, supervision, management and other services provided, or contracted for, by British Columbia’s permanent staff.*

3. Basis of Accounting and Accounting Policies

The Schedule of Detailed Expenditure Claims has been prepared in accordance with Canadian generally accepted accounting principles. Expenditures are recorded at cost on an accrual basis. Costs are net of any recoveries and GST/HST.

The Eligible Costs Claimed in 2013/2014 represents the actual value of claims submitted to the Federal Government during the 2013/2014 fiscal year. This may include eligible expenses incurred in fiscal 2007/2008, 2008/09, 2009/2010, 2010/11, 2011/12 or 2012/13 that were submitted for reimbursement during fiscal 2013/2014.

Asia-Pacific Gateway Corridor Transportation Infrastructure Fund

ANNUAL REPORT 2013/14

Fiscal Year Ended March 31, 2014



Ministry of
Transportation
and Infrastructure



Transport
Canada

Transports
Canada