



# CANADIAN STRATEGIC INFRASTRUCTURE FUND

Park Bridge and Realignment  
Kicking Horse Canyon Project  
(Phase 2)

## ANNUAL REPORT 2006/07

(FISCAL YEAR ENDED MARCH 31, 2007)

August 2007

Canada

Transport Canada  
Infrastructure Canada



Ministry of  
Transportation



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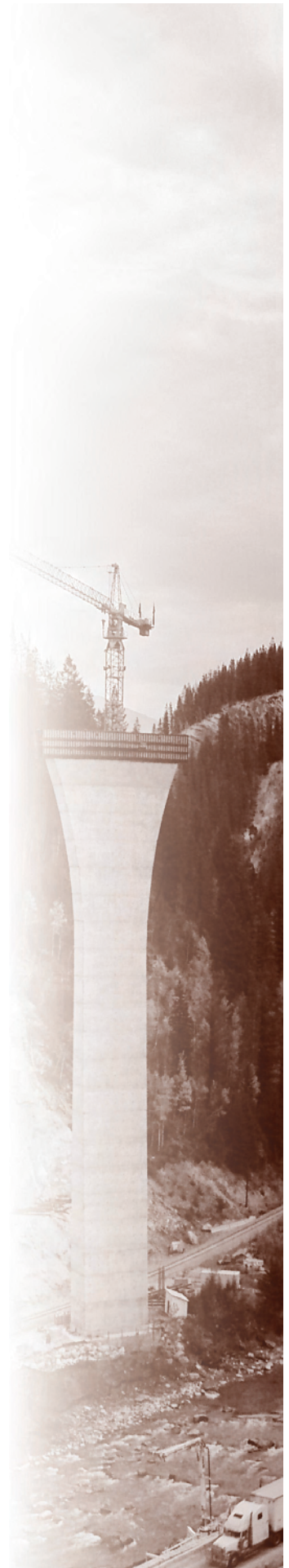
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Transportation

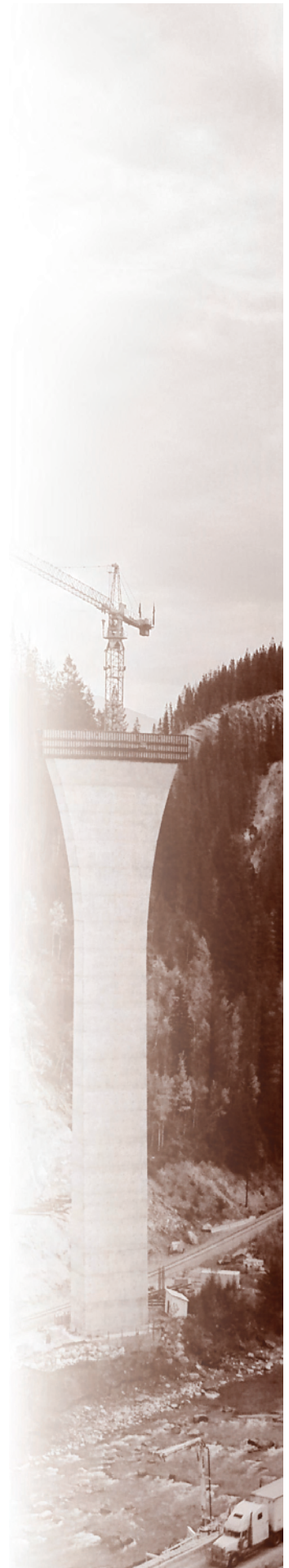
**Canada**  
Transport Canada  
Infrastructure Canada







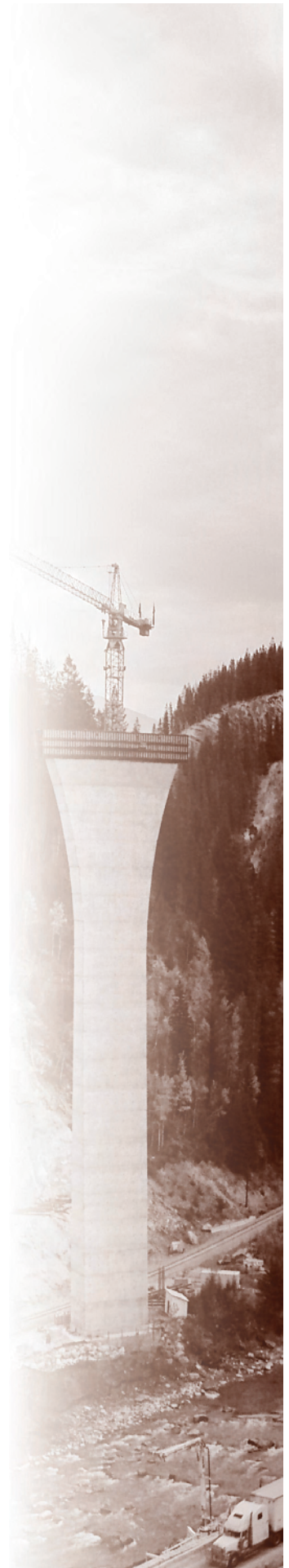
An annual progress report is required under sections 7.3 and 9.1 of the CANADA – BRITISH COLUMBIA CANADA STRATEGIC INFRASTRUCTURE FUND AGREEMENT FOR KICKING HORSE CANYON PROJECT Agreement. This report is used to provide the Management Committee with information regarding the status of projects and to 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 . . . . .	Pg. 1
Date, Location and Agenda Items of Official Management Committee Meetings . . . . .	Pg. 4
Schedule B Revisions . . . . .	Pg. 7
Project Updates . . . . .	Pg. 10
Communications Activities Completed During the Fiscal Year. . . . .	Pg. 19
A Year-End Summary Table of Expenditures Under the Agreement . . . . .	Pg. 19
Annual Audit Report (Independent Document)	
List of Tables:	
Table 1: Evolution of Schedule B during the Fiscal Year 2006/07 (Year Ending March 31, 2007) . . . . .	Pg. 8
Table 2: Statement of Changes for Schedule B during the fiscal year 2006/07 (Year Ending March 31, 2007) . . . . .	Pg. 9
Table 3: Canadian Strategic Infrastructure Fund (CSIF) – Schedule of Detailed Expenditure Claims for 2006/07 . . . . .	Pg. 21







## 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.

This project (PHASE 2) is being constructed in a public-private partnership by Trans-Park Highway Group as part of Phase 2 of the Kicking Horse Canyon Project.

This project entails the realignment and reconstruction of 5.8 kilometres (new 4-lane highway and related improvements) of the Trans-Canada Highway and replacement of the Park (also known as 10 Mile Bridge) Bridge in the Kicking Horse Canyon, British Columbia. The new Park Bridge will be approximately 400 meters long and 90 meters high. On March 5, 2003, the Government of Canada announced \$62.5 million under the Canada Strategic Infrastructure Fund (CSIF) for this project. The total capital cost of the project is estimated at \$130 million.

Of the four crossings of the Rocky Mountains, the Kicking Horse Canyon is the most heavily travelled. It is the most direct connection between Calgary, Alberta and Vancouver and provides Western Canada with access to the Port of Vancouver. Upgrading this section of the TCH will provide a roadway that is consistent with national transportation standards of safety, operation and efficiency, which will produce significant benefits to the road users.

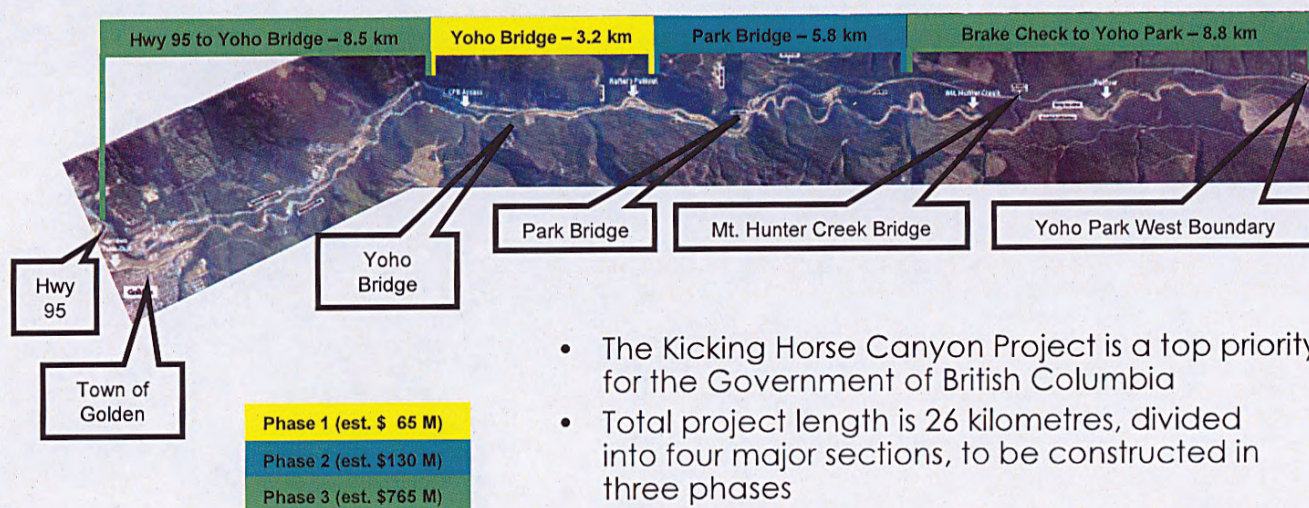
In recent years, the Governments of Canada and British Columbia have reconstructed a section of the TCH in the Kicking Horse Canyon to a national standard (PHASE 1). Under the Strategic Highway Infrastructure Program (2002-2006), 3.1 kilometres of the Trans-Canada Highway has been upgraded to four lanes and the Five Mile (Yoho) Bridge was replaced. With the CSIF funding, this section (PHASE 2) of this substandard road will be upgraded to present day standards.

The maps below also provide an indication of remaining work (PHASE 3) to raise the entire 26.1 kilometre of the Kicking Horse Canyon to a national standard.





## Project Overview



- The Kicking Horse Canyon Project is a top priority for the Government of British Columbia
- Total project length is 26 kilometres, divided into four major sections, to be constructed in three phases
- Two phases are currently funded for construction
- Total cost is estimated at \$960 million, shared with the Government of Canada





As of the end of the fiscal year 2006/07 (ending March 31, 2007) the status of the project including environmental assessment and audits were as follows:

- The approval of the environmental review (CEAA) was given by Transport Canada on June 14, 2005.
- Project completion now scheduled Spring 2008.
- Overall, as of the end of the fiscal year 2006/07, 8 contracts corresponding to the 8 Milestones had been established on HIGHWAY CONTRIBUTION MANAGEMENT SYSTEM (HCoMS) for a total cost of \$ 126,834,000 out of HCoMS-active sharable cost. A total of \$ 99,094,517 has been expended against these 8 milestones (78.13% of the existing value of the 8 contracts), with:
  - 2005/06 Fiscal Year = \$25,022,996
  - 2006/07 Fiscal Year = \$74,071,521

# DATE, LOCATION AND MINUTES OF OFFICIAL MANAGEMENT COMMITTEE MEETINGS.

## ■ Minutes of Meeting

May 9, 2006

Canada-British Columbia

Canada Strategic Infrastructure Fund (CSIF) Kicking Horse Canyon Project  
Management Committee Meeting

## ■ In Attendance:

Bryce Conrad, (Federal Co-Chair, Transport Canada)

David Marr, (Provincial Co-Chair, BC Ministry of Transportation)

Michael Rutherford (Senior Program Analyst, Infrastructure Canada)

Kim Aziz, (Manager, Highways Program Manager, Transport Canada)

Murray Tekano, (Director, Project Director, Kicking Horse Canyon Project)

Avi Ickovich, (Manager, Program Development and Monitoring, BC Ministry of Transportation)

1.0 Opening Remarks – Introductions

2.0 Administrative Details

2.1 Note taker – Avi Ickovich was designated the Note Taker.

2.2 Approval of meeting minutes – This agenda item was not applicable as this meeting in the inaugural meeting for the Management Committee

2.3 Recording action items – Each action item and responsible party to be recorded accordingly

2.4 Management committee nomination of co-chairs – Nomination letters have been received by both parties. Mr. Bryce Conrad is the federal co-chair and Mr. David Marr is the provincial co-chair.

2.5 Decision making when MC members cannot attend meeting – On the federal side the alternates are Kim Aziz from Transport Canada and Kirk Strand from Infrastructure Canada. On the provincial side the alternates have yet to be determined. (BC to advise)

3.0 CSIF Program Management

3.1 Management committee guidelines/rules – Michael Rutherford to disseminate Infrastructure Canada's CSIF guidelines for review and consideration by Transport Canada and the Province for adoption by the Management Committee.

3.2 Review and approval of Schedule B (significant cash flow modifications) – Revision 1 was reviewed, approved and signed by the federal and provincial co-chairs.

3.3 IE construction monitoring agreement – This agreement was approved and all parties have signed the Beneficiary Agreement.

3.4 Contents of IE's milestone report and Canada's payment (May and November) – The contents of this report are acceptable to the Federal government. It was agreed that future reports will use the 49.3% recovery rate for the purposes of calculating the federal share of invoiced eligible costs.

3.5 Financial management/cash flow forecasts (key dates for TC) – Infrastructure Canada and Transport Canada will require forecast updates in September 2006 and January 2007. These forecasts have historically become the basis of "Schedule B" revisions for reasons of consistency in forecasting.





- 3.6 Use of HCoMS/information requirements for SIMSI – The SIMSI system maintained by Infrastructure Canada contains all basic (descriptive) information on the project. Infrastructure Canada and Transport Canada will set up an interface and updating regime from the main provincial-federal on-line administration system HCoMS (Highways Contribution Management System) to SIMSI. This interface will avoid duplication of data entry and reporting by the Province and will be a federal government responsibility.
- 3.7 Program reporting (contents of annual report) – The Annual Report will append the Audit Report and will be similar in form and content to annual reports prepared for the Strategic Highway Infrastructure Program [SHIP]. The Annual Report and Audit shall be submitted 120 days after the end of the fiscal year, ending March 31st. The first Annual Report and Audit shall be due July 31, 2007.
- 3.8 Requirements of audit framework- The Annual Audit for the 2006/07 fiscal year will be limited to a Financial Audit and will include an audit of the 2005/06 fiscal year. Infrastructure Canada and Transport Canada will provide the Province with specific Audit Plan Guidelines by the end of the December 2006 in advance of the end of the fiscal year 2006/07.
- 3.9 Canada's requirement for Site visits/photos – Kim Aziz (Transport Canada) will conduct a site visit in September or October 2006.
- 3.10 British Columbia provided an update on the progress of construction and noted the following points:
- DBFO contractor is called TransPark Constructors lead by Bilfinger Berger BOT,
  - Work commenced in November 2005,
  - Work is being carried out on three sites, grading east, Park Bridge, grading west,
  - Despite early delays on bridge foundation work the contractor is generally ahead of schedule, and
  - Eligible costs to the end of March 2006 are in the order \$26 million.
- 4.0 Communications Protocol (Guidelines)
- 4.1 Communication and Public announcement of projects – The Province will inform Kim Aziz of Transport Canada of any planned communication events, including all public announcements.
- 4.2 Use of signage on projects – It was agreed during negotiation of the Contribution Agreement that the SHIP sign format would be used. Conforming signs have been installed.
- 4.3 Special events (opening ceremonies, etc.) – The Provincial Public Affairs Bureau (Communications Department) will contact and coordinate such activities with both the Pacific Region and Ottawa Communications Departments of Transport Canada as well as the appropriate Communication Department of Infrastructure Canada. Kim Aziz will provide the Province the contact information for the Communications officials in Ottawa.
- 5.0 Other Items

■ **Minutes of Meeting**  
**Thursday, October 5, 2006**  
**Canada-British Columbia**  
**Canada Strategic Infrastructure Fund (CSIF) Kicking Horse Canyon Project**  
**Management Committee Meeting**  
**Golden, BC**

■ **In Attendance:**

**Province of British Columbia**     David Marr (Provincial Co-Chair via phone)  
Murray Tekano  
Darcy Grykuliak  
Alex Izett

**Transport Canada**                 Bryce Conrad (TC Co-Chair)  
Kim Aziz  
Mark Thompson

**Infrastructure Canada**             Maxine Bilodeau (via phone)

1.0 Introduction

2.0 Administrative Details

- Kim Aziz agreed to be note taker
- Minutes of last Management Committee meeting (May 9, 2006) were approved.

3.0 CSIF Program Management

- Committee decided to adopted "SHIP" management committee guidelines. [action Kim to revise and distribute]
- Cashflow forecasts remain the same. Project is on time and on budget.
- Schedule B for new fiscal year to be created [action Kim]. Draft IE report expected mid-October.
- BCAOG to submit audit plan for this year. Committee decided on a financial audit years 2005/2006 and 2006/2007 with a compliance audit in year3.
- Murray distributed a communication events calendar. December 15th is the tentative date for the launching of the girders. This could possible be an event/press release.
- Alex made a presentation on the project status.

**ACTION:**

- Management Committee Guidelines (Kim)
- Create new Schedule B in HCoMS (Kim)





## 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 1.** (May 4, 2006) – Last Revision of the 2005/06 Fiscal Year.

**Revision 2.** (September 18, 2006) – This revision has traditionally been conducted at the request of Transport Canada for HCoMS (Transport Canada on-line administration system) to open the next year after the Annual Report has been approved by Transport Canada. However, as per contribution agreement convention there was no 2005/06 Annual Report and Audit in the first year of implementation. There were no changes from the last revision in the previous fiscal year.

**Revision 3.** (November 14, 2006) – This revision entailed the following changes:

- Due to efficiencies in construction moving ahead \$140,433 in the General Milestone; and,
- Due to efficiencies in construction moving ahead \$40,209 in the Finishing Works Milestone.

**Revision 4.** (April 11, 2007) – This revision entailed the following changes at the end of the 2006/07 fiscal year:

- Due to efficiencies in construction moving ahead \$201,826 in the General Milestone;
- Transferring \$337,304 from the 2006/07 to the 2007/08 fiscal year for the Design and Approval Milestone;
- Transferring \$2,067,991 from the 2006/07 to the 2007/08 fiscal year for the Highway Construction Milestone;
- Transferring \$296,913 from the 2006/07 to the 2007/08 fiscal year for the Bridge Structure Milestone;
- Transferring \$118,343 from the 2006/07 to the 2007/08 fiscal year for the Retaining Wall Milestone;
- Due to efficiencies moving ahead \$1,797,100 in the Construction Engineering Milestone;
- Due to efficiencies in construction moving ahead \$104,825 in the Finishing Works Milestone; and,
- Transferring \$642,216 from the 2006/07 to the 2007/08 fiscal year for the Demolition and Removals Milestone.



# Schedule B during the Fiscal Year 2006/07 (As of April 11, 2007)

Table 1

Revision #1 04/May/06 (Last Revision in 2005/06 Fiscal Year)	Project	Estimated Project Cost	Sharable Project Cost	Agreement Contribution		2004/05	2005/06	2006/07	2007/08	2008/09	2009/10
				Federal	Provincial						
Revision #1 04/May/06 (Last Revision in 2005/06 Fiscal Year)	Milestone 1: General	\$9,190,000	\$9,190,000	\$4,530,000	\$4,660,000	\$-	\$7,665,269	\$798,297	\$525,549	\$200,885	
	Milestone 2: Design and Approval	\$5,561,000	\$5,561,000	\$2,740,000	\$2,821,000	\$-	\$3,136,269	\$2,296,962	\$97,348	\$30,421	
	Milestone 3: Highway Construction	\$53,468,000	\$53,468,000	\$26,347,000	\$27,121,000	\$-	\$8,585,434	\$39,524,807	\$5,059,429	\$298,330	
	Milestone 4: Bridge Structure	\$34,200,000	\$34,200,000	\$16,853,000	\$17,347,000	\$-	\$2,700,269	\$23,035,470	\$8,464,261		
	Milestone 5: Retaining Wall	\$1,810,000	\$1,810,000	\$892,000	\$918,000	\$-	\$-	\$1,810,000			
	Milestone 6: Construction Engineering	\$17,127,000	\$17,127,000	\$8,440,000	\$8,687,000	\$-	\$2,335,486	\$7,063,156	\$6,591,835	\$1,136,523	
	Milestone 7: Finishing Works	\$4,273,000	\$4,273,000	\$2,105,000	\$2,168,000	\$-	\$600,269	\$199,522	\$3,280,365	\$192,843	
	Milestone 8: Demolition and Removals	\$1,205,000	\$1,205,000	\$593,000	\$612,000	\$-	\$-	\$704,773	\$101,261	\$398,966	
Total		\$126,834,000	\$126,834,000	\$62,500,000	\$64,334,000	\$-	\$25,022,996	\$75,432,987	\$24,120,048	\$2,257,968	\$-
Revision #2 18-Sep-06	Milestone 1: General	\$9,190,000	\$9,190,000	\$4,530,000	\$4,660,000	\$-	\$7,665,269	\$798,297	\$525,549	\$200,885	
	Milestone 2: Design and Approval	\$5,561,000	\$5,561,000	\$2,740,000	\$2,821,000	\$-	\$3,136,269	\$2,296,962	\$97,348	\$30,421	
	Milestone 3: Highway Construction	\$53,468,000	\$53,468,000	\$26,347,000	\$27,121,000	\$-	\$8,585,434	\$39,524,807	\$5,059,429	\$298,330	
	Milestone 4: Bridge Structure	\$34,200,000	\$34,200,000	\$16,853,000	\$17,347,000	\$-	\$2,700,269	\$23,035,470	\$8,464,261		
	Milestone 5: Retaining Wall	\$1,810,000	\$1,810,000	\$892,000	\$918,000	\$-	\$-	\$1,810,000			
	Milestone 6: Construction Engineering	\$17,127,000	\$17,127,000	\$8,440,000	\$8,687,000	\$-	\$2,335,486	\$7,063,156	\$6,591,835	\$1,136,523	
	Milestone 7: Finishing Works	\$4,273,000	\$4,273,000	\$2,105,000	\$2,168,000	\$-	\$600,269	\$199,522	\$3,280,365	\$192,843	
	Milestone 8: Demolition and Removals	\$1,205,000	\$1,205,000	\$593,000	\$612,000	\$-	\$-	\$704,773	\$101,261	\$398,966	
Total		\$126,834,000	\$126,834,000	\$62,500,000	\$64,334,000	\$-	\$25,022,996	\$75,432,987	\$24,120,048	\$2,257,968	\$-
Revision #3 14/Nov/06	Milestone 1: General	\$9,190,000	\$9,190,000	\$4,530,000	\$4,660,000		\$7,665,269	\$938,730	\$455,332	\$130,669	
	Milestone 2: Design and Approval	\$5,561,000	\$5,561,000	\$2,740,000	\$2,821,000		\$3,136,269	\$2,296,962	\$97,348	\$30,421	
	Milestone 3: Highway Construction	\$53,468,000	\$53,468,000	\$26,347,000	\$27,121,000	\$-	\$8,585,434	\$39,524,807	\$5,059,429	\$298,330	
	Milestone 4: Bridge Structure	\$34,200,000	\$34,200,000	\$16,853,000	\$17,347,000	\$-	\$2,700,269	\$23,035,470	\$8,464,261		
	Milestone 5: Retaining Wall	\$1,810,000	\$1,810,000	\$892,000	\$918,000	\$-	\$-	\$1,810,000			
	Milestone 6: Construction Engineering	\$17,127,000	\$17,127,000	\$8,440,000	\$8,687,000	\$-	\$2,335,486	\$7,063,156	\$6,591,835	\$1,136,523	
	Milestone 7: Finishing Works	\$4,273,000	\$4,273,000	\$2,105,000	\$2,168,000	\$-	\$600,269	\$239,731	\$3,240,157	\$192,843	
	Milestone 8: Demolition and Removals	\$1,205,000	\$1,205,000	\$593,000	\$612,000	\$-	\$-	\$704,773	\$101,261	\$398,966	
Total		\$126,834,000	\$126,834,000	\$62,500,000	\$64,334,000	\$-	\$25,022,996	\$75,613,629	\$24,009,623	\$2,187,752	\$-
Revision #4 11/Apr/07	Milestone 1: General	\$9,190,000	\$9,190,000	\$4,530,000	\$4,660,000		\$7,665,269	\$1,140,556	\$253,505	\$130,670	
	Milestone 2: Design and Approval	\$5,561,000	\$5,561,000	\$2,740,000	\$2,821,000		\$3,136,269	\$1,959,658	\$434,652	\$30,421	
	Milestone 3: Highway Construction	\$53,468,000	\$53,468,000	\$26,347,000	\$27,121,000	\$-	\$8,585,434	\$37,456,816	\$7,127,419	\$298,331	
	Milestone 4: Bridge Structure	\$34,200,000	\$34,200,000	\$16,853,000	\$17,347,000	\$-	\$2,700,269	\$22,738,557	\$8,761,174		
	Milestone 5: Retaining Wall	\$1,810,000	\$1,810,000	\$892,000	\$918,000	\$-	\$-	\$1,691,657	\$118,343		
	Milestone 6: Construction Engineering	\$17,127,000	\$17,127,000	\$8,440,000	\$8,687,000	\$-	\$2,335,486	\$8,860,254	\$4,794,735	\$1,136,525	
	Milestone 7: Finishing Works	\$4,273,000	\$4,273,000	\$2,105,000	\$2,168,000	\$-	\$600,269	\$344,556	\$3,135,331	\$192,844	
	Milestone 8: Demolition and Removals	\$1,205,000	\$1,205,000	\$593,000	\$612,000	\$-	\$-	\$62,557	\$743,476	\$398,967	
Total		\$126,834,000	\$126,834,000	\$62,500,000	\$64,334,000	\$-	\$25,022,996	\$74,254,611	\$25,368,635	\$2,187,758	\$-

# Statement of Changes for 'Schedule B' during the Fiscal Year 2006/07 (Year Ending March 31, 2007)

Revision #1  
to

Revision #2

(Last Revision in  
2005/06 Fiscal Year)

Project	Estimated Project Cost	Shareable Project Cost	Agreement Contribution Federal	Agreement Contribution Provincial	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10
Milestone 1: General	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Milestone 2: Design and Approval	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Milestone 3: Highway Construction	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Milestone 4: Bridge Structure	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Milestone 5: Retaining Wall	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Milestone 6: Construction Engineering	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Milestone 7: Finishing Works	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Milestone 8: Demolition and Removals	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
<b>Total</b>	<b>\$-</b>	<b>\$-</b>	<b>\$-</b>	<b>\$-</b>	<b>\$-</b>	<b>\$-</b>	<b>\$-</b>	<b>\$-</b>	<b>\$-</b>	<b>\$-</b>

Revision #2  
to

Revision #3

Milestone 1: General	\$-	\$-	\$-	\$-	\$-	\$-	\$140,433	(\$70,217)	(\$70,216)	\$-
Milestone 2: Design and Approval	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Milestone 3: Highway Construction	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Milestone 4: Bridge Structure	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Milestone 5: Retaining Wall	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Milestone 6: Construction Engineering	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Milestone 7: Finishing Works	\$-	\$-	\$-	\$-	\$-	\$40,209	(\$40,208)	\$-	\$-	\$-
Milestone 8: Demolition and Removals	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
<b>Total</b>	<b>\$-</b>	<b>\$-</b>	<b>\$-</b>	<b>\$-</b>	<b>\$-</b>	<b>\$180,642</b>	<b>(\$110,425)</b>	<b>(\$70,216)</b>	<b>\$-</b>	<b>\$-</b>

Revision #3  
to

Revision #4

Milestone 1: General	\$-	\$-	\$-	\$-	\$-	\$-	\$201,826	(\$201,827)	\$1	\$-
Milestone 2: Design and Approval	\$-	\$-	\$-	\$-	\$-	\$-	(\$337,304)	\$337,304	\$-	\$-
Milestone 3: Highway Construction	\$-	\$-	\$-	\$-	\$-	\$-	(\$2,067,991)	\$2,067,990	\$1	\$-
Milestone 4: Bridge Structure	\$-	\$-	\$-	\$-	\$-	\$-	(\$296,913)	\$296,913	\$-	\$-
Milestone 5: Retaining Wall	\$-	\$-	\$-	\$-	\$-	\$-	(\$118,343)	\$118,343	\$-	\$-
Milestone 6: Construction Engineering	\$-	\$-	\$-	\$-	\$-	\$-	\$1,797,098	(\$1,797,100)	\$2	\$-
Milestone 7: Finishing Works	\$-	\$-	\$-	\$-	\$-	\$-	\$104,825	(\$104,826)	\$1	\$-
Milestone 8: Demolition and Removals	\$-	\$-	\$-	\$-	\$-	\$-	(\$642,216)	\$642,215	\$1	\$-
<b>Total</b>	<b>\$-</b>	<b>\$-</b>	<b>\$-</b>	<b>\$-</b>	<b>\$-</b>	<b>(\$1,359,018)</b>	<b>\$1,359,012</b>	<b>\$6</b>	<b>\$-</b>	<b>\$-</b>

Table 2

## PROJECT UPDATE

- 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). However, it is important to mention that there are no major anomalies from forecasts earlier in the fiscal year 2006/07.
- The most significant milestones for the 2006/07 fiscal year were:
  - All Piers Completed; and,
  - Deck Placement.
- The following pages of the report entail a series of photographs for the current project 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 pictures are overviews.
- The following link provides further information that is continuously updated and is available to the public in the period between the publication of the requisite Annual Reports and Audits:  
<http://www.th.gov.bc.ca/kickinghorse/index.htm>
- Real Time data and updates are available at the following website:  
<http://www.earthcam.com/clients/britishcolumbia/>



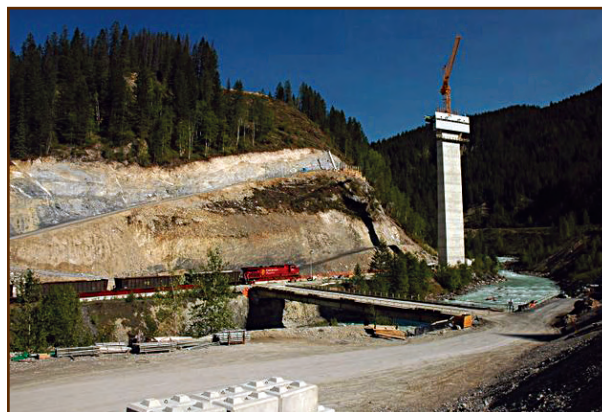
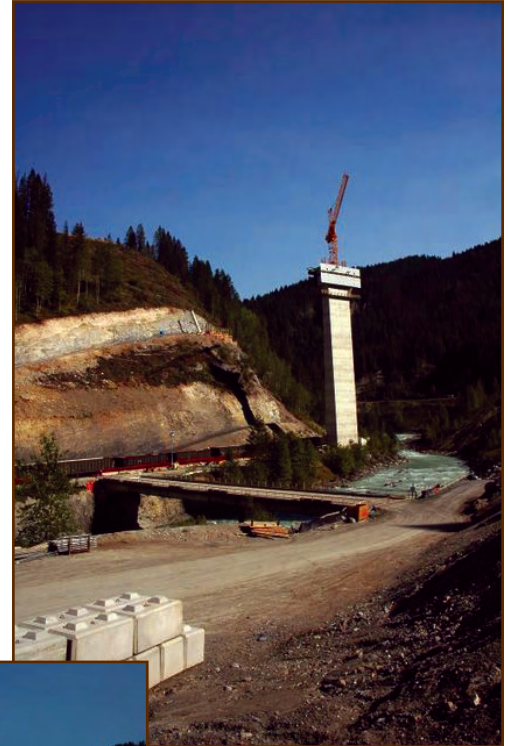


## PROJECT OVERVIEW: HIGHWAY 1: PARK BRIDGE AND NEW 4-LANE REALIGNMENT (TEN MILE BRIDGE)

### Work accomplished:

- West side rock excavation and grade construction completed
- East side rock excavation and grade construction completed
- Gravel Crushing completed
- Utility moves completed
- All piers completed
- Steel fabrication completed
- Girder launching completed
- Concrete deck panels placed

### Summer 2006





Summer 2006







Fall 2006



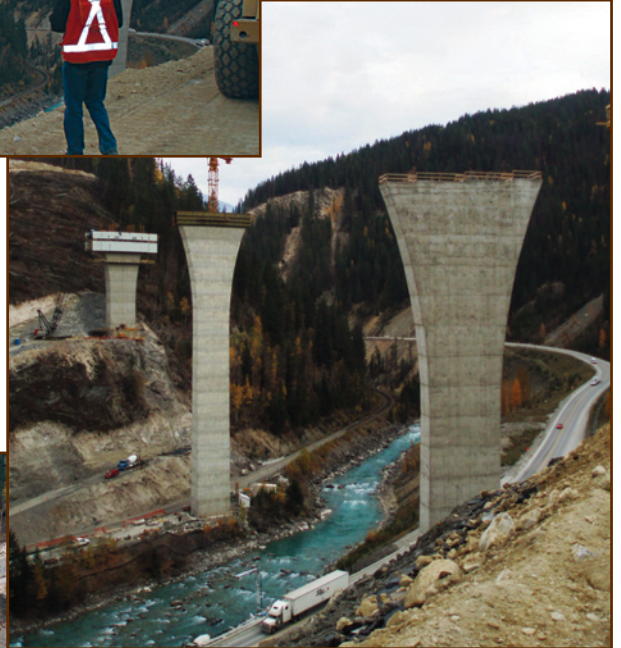








Fall 2006





## Spring 2007

The following two pictures provide an overview of the project at the end of the fiscal year.





## WORK TO BE COMPLETED

The following are activities that will be completed in the summer of 2007 and thus extend beyond the end of the 2006/07 fiscal year. They are included in this Annual Report for reasons of continuity:

- Bridge deck to be constructed
- Paving to be completed
- Electrical work to be completed
- Geotechnical work to be completed
- Rest Area to be completed

### Summer 2007



*First day of paving bridge (July 17, 2007)*



*Bridge Parapets*

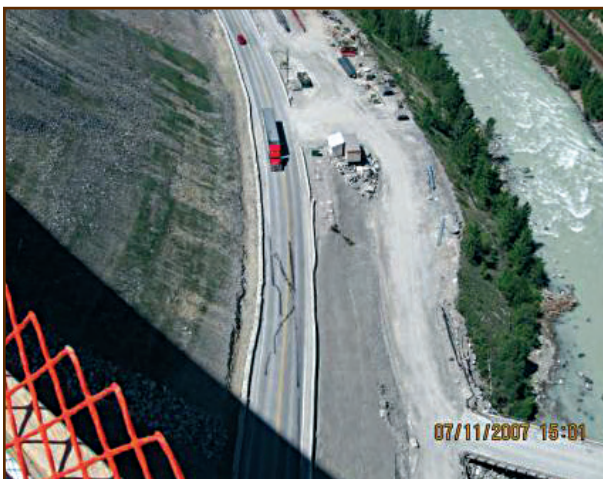
Summer 2007



*Rest Area looking down from bridge*



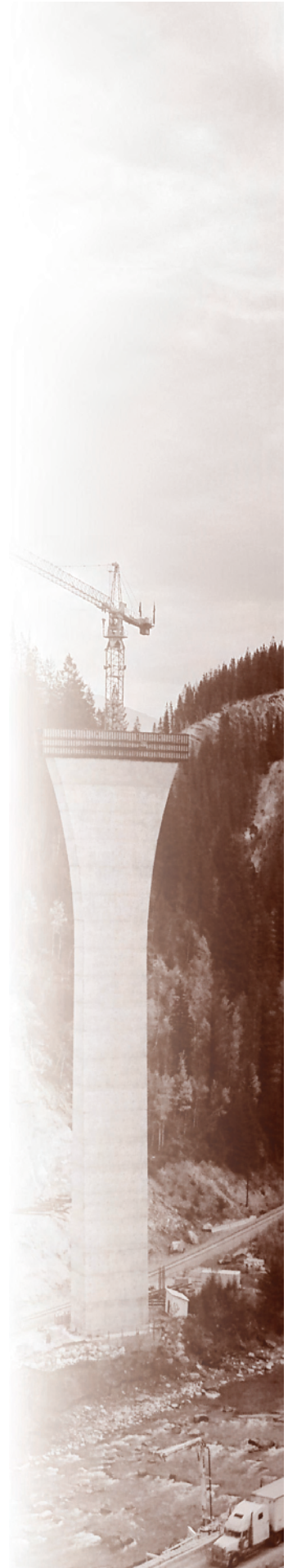
*West side of bridge*



*A truck on the existing highway taken from the bridge*

## UPCOMING MILESTONES

Substantial completion by Aug. 31, 2007 and completion is expected by early 2008.







## COMMUNICATION ACTIVITIES COMPLETED DURING FISCAL YEAR

The only communication activity during the 2006/07 fiscal year was the following press release:

### November 21, 2006 News Release (CSIF)

#### FEDERAL AND PROVINCIAL GOVERNMENTS INVEST \$70.8 MILLION IN BRITISH COLUMBIA HIGHWAY IMPROVEMENTS

OTTAWA – The Honourable Lawrence Cannon, Minister of Transport, Infrastructure and Communities, and British Columbia Transportation Minister Kevin Falcon, today announced the completion of construction on a section of the Trans-Canada Highway in B.C. Canada's New Government contributed \$21.3 million toward the \$70.8-million project, with \$49.5 million provided by the Government of British Columbia.

The first phase of highway improvements replaced the pre-existing Yoho Bridge and upgraded 3.2 kilometres of the Trans-Canada Highway through Kicking Horse Canyon to a 4-lane, 100 kilometres per hour standard. Phase 2, in partnership with the Province of British Columbia and the Government of Canada, involves the replacement of Park Bridge and approximately 6 kilometres of highway. Construction is currently underway.

## 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 in HCoMS, as of March 31, 2007, for each of the respective milestones:

- **Milestone 1** – General – A contract has been established for a total cost of \$9,190,000 for purposes of mobilization, demobilization, utility relocation, traffic detours, road traffic control, CP Rail interface costs and environmental protection. A total of \$8,805,824 has been expended against this contract (95.82 % of the existing contract).
- **Milestone 2** – Design and Approval – A contract has been established for a total cost of \$5,561,000 for purposes of site surveys, geotechnical investigations, design, approvals and design folders and record drawings. A total of 5,095,926 have been expended against this contract (91.64 % of the existing contract).
- **Milestone 3** – Highway Construction – A contract has been established for a total cost of \$53,468,000 for purposes of clearing and grubbing, grading and drainage, granular layers and new and rehabilitated pavements. A total of \$ 46,042,250 has been expended against this contract (86.11 % of the existing contract).
- **Milestone 4** – Bridge Structure – A contract has been established for a total cost of \$34,200,000 for purposes of excavation and drainage, backfill, foundations, substructure and superstructure. A total of \$ 25,438,826 has been expended against this contract (74.38 % of the existing contract).
- **Milestone 5** – Retaining Walls – A contract has been established for a total cost of \$1,810,000 for purposes of retaining walls. A total of \$1,691,657 has been expended against this contract (93.46% of the existing contract).

- **Milestone 6** – Construction Engineering – A contract has been established for a total cost of \$17,127,000 for purposes of construction engineering. A total of \$ 11,012,653 has been expended against this contract (64.30% of the existing contract).
- **Milestone 7** – Finishing Works – A contract has been established for a total cost of \$4,273,000 for purposes of barriers, lines, signs, lighting and landscaping. A total of \$944,824 has been expended against this contract (22.11% of the existing contract).
- **Milestone 8** – Demolition and Removals – A contract has been established for a total cost of \$1,205,000 for purposes of removal of pavement and demolition of existing Park Bridge. A total of \$62,557 has been expended against this contract (5.19% of the existing contract).
- Overall, as of the end of the fiscal year 2006/07, 8 contracts corresponding to the 8 Milestones had been established on HIGHWAY CONTRIBUTION MANAGEMENT SYSTEM (HCoMS) for a total cost of \$ 126,834,000. A total of \$ 99,094,517 has been expended against these 8 milestones (78.13% of the existing value of the 8 contracts), with:
  - 2005/06 Fiscal Year = \$25,022,996; and
  - 2006/07 Fiscal Year = \$74,071,521

The claims submitted by Trans-Park Highway General Partnership (the design build-finance-operate Concessionaire) are verified by a Independent Certifier. The Independent Certifier's (IC) role is to review and certify five Pre Completion Performance Payment Certificates, one Substantial Completion Certificate, and one Final Completion Certificate as part of the Kicking Horse Canyon Project, Phase 2 (KHC)<sup>1</sup>. These certificates are in respect to the Federal Cost Contribution Agreement between the Government of Canada and the Province of British Columbia.

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1 Morrison Hershfield Ltd., Independent Certifier – Kicking Horse Canyon Phase 2  
Contact Person: Mehran Avini, P.Eng.  
610 - 3585 Graveley Street  
Vancouver, B.C. V5K 5J5  
Tel: (604) 454-0402  
email: mavini@morrisonhershfield.com





**CANADA/BRITISH COLUMBIA CANADA STRATEGIC INFRASTRUCTURE FUND AGREEMENT FOR KICKING HORSE CANYON PROJECT**  
**Schedule of Detailed Expenditure Claims for 2006/07**  
**For the Year Ended March 31, 2007**

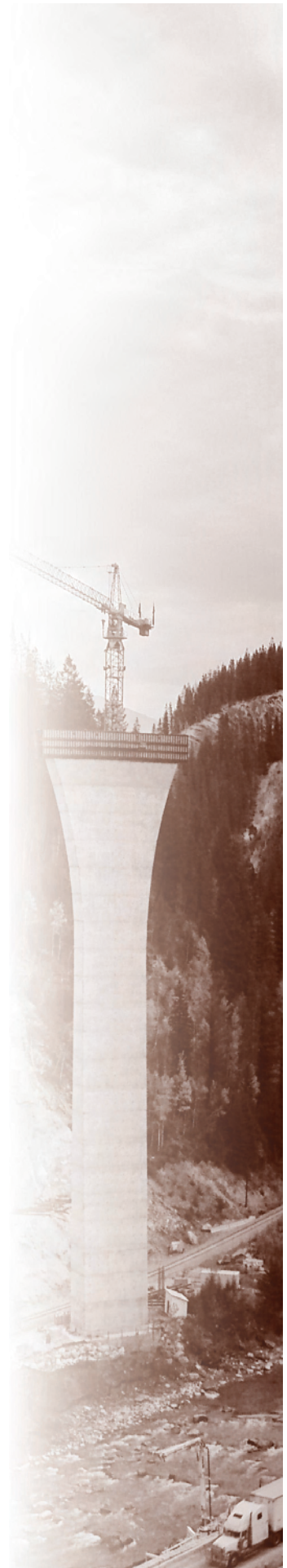
Project Number	Project/Claim Description	Contract Number	Previous Years Expenditure	Current Year Claimed Eligible Costs	Total To Date	Eligible Costs Remaining in Existing Contracts
1.1	<b>Milestone 1 (\$9,190,000)</b> Mobilization, demobilization, utility relocation, traffic detours, road traffic control, CP Rail interface costs and environmental.	Milestone 1 - General	7,665,269	1,140,555	8,805,824	384,176
		<b>Sub-total</b>	<b>7,665,269</b>	<b>1,140,555</b>	<b>8,805,824</b>	<b>384,176</b>
2.1	<b>Milestone 2 (\$5,561,000)</b> Site survey, geotechnical investigations, design, approvals and design folders and record drawings.	Milestone 2 - Design and Approval	3,136,269	1,959,657	5,095,926	465,074
		<b>Sub-total</b>	<b>3,136,269</b>	<b>1,959,657</b>	<b>5,095,926</b>	<b>465,074</b>
3.1	<b>Milestone 3 (\$53,468,000)</b> Clearing and grubbing, grading and drainage (east), grading and drainage (west), granular layers and new and rehabilitated pavements.	Milestone 3 - Highway Construction	8,585,434	37,456,816	46,042,250	7,425,750
		<b>Sub-total</b>	<b>8,585,434</b>	<b>37,456,816</b>	<b>46,042,250</b>	<b>7,425,750</b>
4.1	<b>Milestone 4 (\$34,200,000)</b> Excavation and drainage, backfill, foundations, substructure and superstructure.	Milestone 4 - Bridge Structure	2,700,269	22,738,557	25,438,826	8,761,174
		<b>Sub-total</b>	<b>2,700,269</b>	<b>22,738,557</b>	<b>25,438,826</b>	<b>8,761,174</b>
5.1	<b>Milestone 5 (\$1,810,000)</b> Retaining walls	Milestone 5 - Retaining Wall	-	1,691,657	1,691,657	118,343
		<b>Sub-total</b>	<b>-</b>	<b>1,691,657</b>	<b>1,691,657</b>	<b>118,343</b>
6.1	<b>Milestone 6 (\$17,127,000)</b> Construction management, quality management and general engineering during construction.	Milestone 6 - Construction Engineering	2,335,486	8,677,167	11,012,653	6,114,347
		<b>Sub-total</b>	<b>2,335,486</b>	<b>8,677,167</b>	<b>11,012,653</b>	<b>6,114,347</b>
7.1	<b>Milestone 7 (\$4,273,000)</b> Barriers, lines, signs, lighting and landscaping	Milestone 7 - Finishing Works	600,269	344,555	944,824	3,328,176
		<b>Sub-total</b>	<b>600,269</b>	<b>344,555</b>	<b>944,824</b>	<b>3,328,176</b>
8.1	<b>Milestone 8 (\$1,205,000)</b> Removal of pavement and demolition of existing Park Bridge.	Milestone 8 - Demolition and Removals	-	62,557	62,557	1,142,443
		<b>Sub-total</b>	<b>-</b>	<b>62,557</b>	<b>62,557</b>	<b>1,142,443</b>
	<b>TOTAL</b>		<b>25,022,996</b>	<b>74,071,521</b>	<b>99,094,517</b>	<b>27,739,483</b>

**Table 3**

## 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.

The Management Committee (October 5, 2006) decided that the Annual Audit for the 2005/06 and 2006/07 fiscal years would entail only a financial audit. The Annual Audits for subsequent years (2007/08) would entail the more extensive compliance audits. The Office of the Auditor General of BC will submit an audit plan to the Management Committee for approval prior to commencing the first Compliance Audit for the 2007/08 fiscal year.





## Report of the Office of the Auditor General of British Columbia

*To the Members of the Management Committee of the  
Canada–British Columbia; Canada Strategic Infrastructure Fund Agreement for  
Kicking Horse Canyon Project:*

At the request of the Ministry of Transportation on behalf of the Management Committee, I have audited the Schedule of Detailed Expenditure Claims under the *Canada–British Columbia; Canada Strategic Infrastructure Fund Agreement for Kicking Horse Canyon Project, 2005-2006 / 2009-2010* against the eligible costs of the agreement (as defined in Schedule A of the agreement dated March 7, 2006 with Canada) for the years ended March 31, 2006 and March 31, 2007. This financial information is the responsibility of the management of the Ministry of Transportation. My responsibility is to express an opinion on this financial information based on my audit.

I conducted my audit in accordance with Canadian generally accepted auditing standards. Those standards require that I plan and perform an audit to obtain reasonable assurance whether the financial information is free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial information. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall presentation of the financial information.

In my opinion, this schedule presents fairly, in all material respects, the detailed expenditure claims under the *Canada–British Columbia; Canada Strategic Infrastructure Fund Agreement for Kicking Horse Canyon Project, 2005-2006 / 2009-2010* for the years ended March 31, 2006 and March 31, 2007 in accordance with the provisions of Schedule A of the agreement referred to above.

Victoria, British Columbia  
June 27, 2007

Errol S. Price, CA  
Acting Auditor General

CANADA - BRITISH COLUMBIA  
CANADA STRATEGIC INFRASTRUCTURE FUND  
AGREEMENT FOR KICKING HORSE CANYON PROJECT  
2005 - 2006 / 2009 - 2010

Schedule of Detailed Expenditure Claims  
For the Years Ended March 31, 2006 and March 31, 2007

Project Number	Project/Claim Description	Contract Number	Eligible Costs claimed in 2005/2006 (\$)	Eligible Costs Claimed in 2006/2007 (\$)
1.1	<b>Milestone 1 (\$9,190,000)</b> Mobilization, demobilization, utility relocation, traffic detours, road traffic control, CP Rail interface costs and environmental.	Milestone 1- General	7,665,269	1,140,555
	<b>Sub-total</b>		<b>7,665,269</b>	<b>1,140,555</b>
2.1	<b>Milestone 2 (\$5,561,000)</b> Site survey, geotechnical investigations, design, approvals and design folders and record drawings.	Milestone 2 - Design and Approval	3,136,269	1,959,657
	<b>Sub-total</b>		<b>3,136,269</b>	<b>1,959,657</b>
3.1	<b>Milestone 3 (\$53,468,000)</b> Clearing and grubbing, grading and drainage (east), grading and drainage (west), granular layers and new and rehabilitated pavements.	Milestone 3 - Highway Construction	8,585,434	37,456,816
	<b>Sub-total</b>		<b>8,585,434</b>	<b>37,456,816</b>
4.1	<b>Milestone 4 (\$34,200,000)</b> Excavation and drainage, backfill, foundations, substructure and superstructure.	Milestone 4 - Bridge Structure	2,700,269	22,738,557
	<b>Sub-total</b>		<b>2,700,269</b>	<b>22,738,557</b>
5.1	<b>Milestone 5 (\$1,810,000)</b> Retaining walls	Milestone 5 - Retaining Wall	-	1,691,657
	<b>Sub-total</b>		<b>-</b>	<b>1,691,657</b>
6.1	<b>Milestone 6 (\$17,127,000)</b> Construction management, quality management and general engineering during construction.	Milestone 6 - Construction Engineering	2,335,486	8,677,167
	<b>Sub-total</b>		<b>2,335,486</b>	<b>8,677,167</b>




CANADA - BRITISH COLUMBIA  
CANADA STRATEGIC INFRASTRUCTURE FUND  
AGREEMENT FOR KICKING HORSE CANYON PROJECT  
2005 - 2006 / 2009 - 2010

Schedule of Detailed Expenditure Claims  
For the Years Ended March 31, 2006 and March 31, 2007

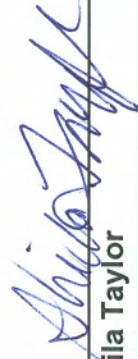
Project Number	Project/Claim Description	Contract Number	Eligible Costs claimed in 2005/2006 (\$)	Eligible Costs Claimed in 2006/2007 (\$)
7.1	<b>Milestone 7 (\$4,273,000)</b> Barriers, lines, signs, lighting and landscaping	Milestone 7 - Finishing Works	600,269	344,555
	<b>Sub-total</b>		<b>600,269</b>	<b>344,555</b>
8.1	<b>Milestone 8 (\$1,205,000)</b> Removal of pavement and demolition of existing Park Bridge.	Milestone 8 - Demolition and Removals	-	62,557
	<b>Sub-total</b>		-	<b>62,557</b>
<b>TOTAL</b>			<b>25,022,996</b>	<b>74,071,521</b>

Approved by:



David Marr

Executive Director, Program Development and Monitoring



Sheila Taylor

Assistant Deputy Minister and Ministry's EFO

**CANADA - BRITISH COLUMBIA  
CANADA STRATEGIC INFRASTRUCTURE FUND  
AGREEMENT FOR KICKING HORSE CANYON PROJECT  
2005-2006 / 2009-2010**

**Notes to the Schedule of Detailed Expenditure Claims  
For the Years Ended March 31, 2006 and March 31, 2007**

**1. Purpose of this Statement**

The Schedule of Detailed Expenditure Claims and accompanying notes has been prepared to disclose eligible costs incurred under the Canada – British Columbia Canada Strategic Infrastructure Fund Agreement for Kicking Horse Canyon Project entered into on March 7, 2006. The purpose of this Agreement is to further improve the safety and efficiency of the Trans-Canada Highway through the Kicking Horse Canyon through a 50/50 cost sharing arrangement for eligible costs.

**2. Eligible Costs**

The Agreement specifies “Eligible Costs” in Schedule A – Eligible and Ineligible Costs, at paragraph A.1, as *“all necessary direct costs incurred properly and reasonably for the implementation of the Project, paid by British Columbia, and confirmed as eligible by audit in accordance with the Reporting – Audit – Evaluation Guidelines, and include:*

- (a) capital costs, as defined and determined according to accounting principles generally recognized in Canada, and relating to the acquisition, construction or renovation of a fixed capital asset;*
- (b) the costs of environmental planning, surveying, engineering, architectural, supervision, testing and management consulting activities;*
- (c) the costs of engineering and environmental reviews, including environmental assessments and follow-up programs as defined in the Canadian Environmental Assessment Act;*
- (d) the costs of remedial activities mitigation measures and follow-up identified in any environmental assessment;*
- (e) the costs of signage, lighting and changes to public utilities;*
- (f) the costs of developing and implementing innovative techniques for carrying out the Project as approved in writing in advance by the (Management) Committee: the costs of communication and signage recognition set out in the Communication Protocol Guidelines that have been approved in advance by the (Management) Committee;*
- (g) evaluation and audit costs; and*
- (h) other costs that, in the opinion of Canada, are considered to be direct and necessary for the successful completion of the Project*

**3. Basis of Accounting and Accounting Policies**

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