

Highway Maintenance Agreements

OVERVIEW OF HIGHWAY MAINTENANCE AGREEMENTS FOR PROSPECTIVE BIDDERS AND SUBCONTRACTORS



Ministry of
Transportation
and Transit

Objectives



Ministry of
Transportation
and Transit

- Provide early awareness of upcoming highway maintenance contract opportunities
- Explain how highway maintenance agreements are structured

Procurement Process and Fairness



Ministry of
Transportation
and Transit

- All following information is:
 - High-level
 - Subject to change
 - Intended to be shared broadly to ensure fairness
- Note that:
 - Final requirements will be included in formal procurement documents
 - Information provided today does not form part of any future procurement process
 - Website: <https://www2.gov.bc.ca/gov/content/transportation/transportation-infrastructure/contracting-to-transportation/highway-bridge-maintenance/highway-maintenance-contracting>

Upcoming Procurement Opportunities



Ministry of
Transportation
and Transit

Service Area	Expiry	Procurement
8 – South Okanagan	April 2029	Late 2026
13 – Okanagan Shuswap	March 2029	Late 2026
25 – Bulkley Nass	September 2029	Late 2026

Timing subject to change

What Maintenance Contractors Do

- Winter maintenance (snow and ice control)
- Safety patrols and incident response
- Bridge maintenance
- Traffic management
- Pothole repair, grading, sweeping, gravelling, dust control, etc
- Rest Area Maintenance
- Vegetation management and drainage work
- Emergency response to MVIs, floods, fires, washouts, rockfalls, slides, etc.



BC Highway Maintenance Delivery Model



Ministry of
Transportation
and Transit



Privatized Maintenance Model

Private contractors across 28 areas for year-round highway maintenance including repairs and winter operations and emergency response



Ministry Oversight and Performance

MOTT oversees contractors with standardized agreements and audits focused on performance outcomes, not prescriptive methods



Contractor Selection and Compliance

Contractors are selected through open and competitive bidding and must meet financial, technical, and safety standards



Performance-based Contracting

The model focuses on performance-driven contracts enabling contractor flexibility to meet service levels and quality

The Highway Maintenance Agreement



Ministry of
Transportation
and Transit

- A long-term contract that defines:
 - Maintenance services to be delivered
 - Performance standards
 - Payment structure
- Applies across all service areas in British Columbia
- Supported by detailed schedules that define technical and operational requirements

Key Characteristics



Ministry of
Transportation
and Transit

- Long-term contracts
 - Currently 10 years, plus a 5-year extension option
 - Require sustained operational capacity over time
- Complex, service-based programs
 - 24/7/365 operations across large geographic areas
 - Multiple service types (winter, summer, structures, emergency response)
 - Legal and operational risk transferred to the contractor
- Operationally intensive
 - Requires equipment, workforce, yards, and materials
 - Strong focus on planning, coordination, and responsiveness
 - Contractor assumes unionized workforce

Key Characteristics



Ministry of
Transportation
and Transit

- Significant upfront investment
 - Equipment, yards, facilities, systems, staffing, and mobilization costs
 - Establishing operational presence across the service area
 - Implementation of a Quality Management System
- Performance-driven environment
 - Contractors must meet defined service levels and response times
 - Strong accountability for safety and reliability outcomes
- Seasonal variability and operational complexity
 - Winter maintenance is a core and routine activity
 - Weather events drive workload, costs, and risk levels
 - Conditions vary significantly year to year

Maintenance Contractor Requirements

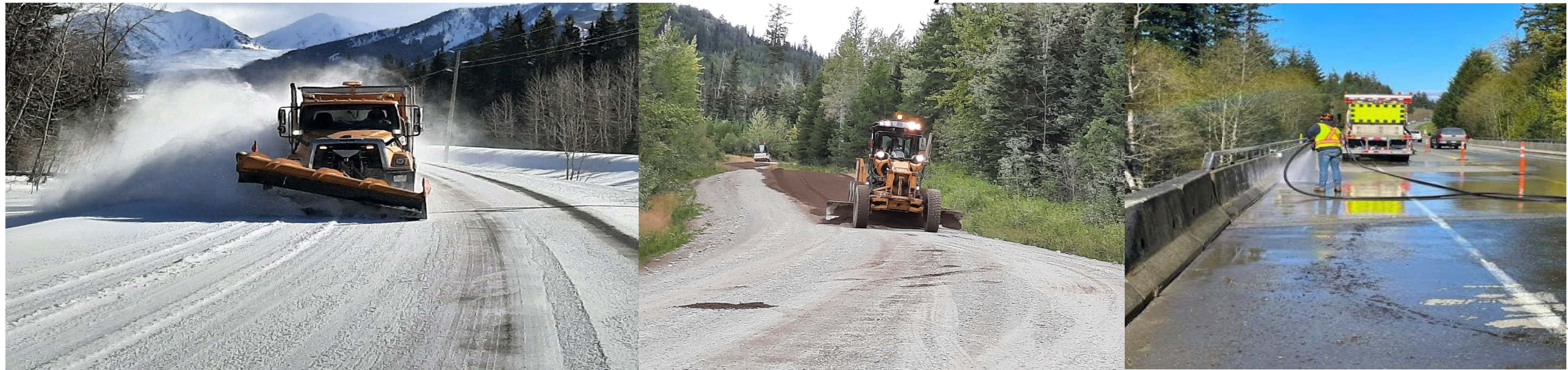


Ministry of
Transportation
and Transit

- Maintenance contractors must meet insurance, bonding, safety, and financial requirements.
- Contractors must demonstrate the capacity to safely deliver services and meet contract obligations.
- Final requirements will be outlined in future procurement documents and may change

Type of Work

- Routine Maintenance: Recurring day to day work that keeps highways safe. Scope varies based on weather, weather events, and incidents.
- Quantified Maintenance: planned work with a defined contract value and quantity.
- Additional Maintenance: extra work directed by the Province.



Payment Structure



Ministry of
Transportation
and Transit

- Routine and Quantified Services = Fixed Annual Price (monthly payments)
- Additional Services = payment in installments or upon completion of work

- Contractor assumes the existing union relationship, the bargaining unit employees, and applicable collective agreement for the service area .
- Contractor is responsible for wages, benefits, and scheduling for all staff as well as collective bargaining.

Avenues for Involvement



Ministry of
Transportation
and Transit

- Involvement may occur as a prime contractor, joint venture partner, subcontractor, supplier, or through workforce and training opportunities.
 - Prime Contractor: Full responsibility for delivering the contract
 - Joint Venture / Partnership: Shared responsibilities between partners
 - Subcontracting: Most common avenue, prime contractors engage local businesses
 - Workforce and Training: Employment, training, and skills development opportunities

Closing Remarks



Ministry of
Transportation
and Transit

- For more information about maintenance contract renewals, please continue to check on our website:
 - <https://www2.gov.bc.ca/gov/content/transportation/transportation-infrastructure/contracting-to-transportation/highway-bridge-maintenance/highway-maintenance-contracting>