



# Today's BC Liberals

## Investing in BC's Highway Infrastructure

### What will your party do to ensure the continued development of BC's highway network?

Today's BC Liberals continue to make historic investments in public infrastructure at a record pace. We have abundant resources and our ports are closer to Asian markets than anywhere else in North America. To take full advantage of these huge strategic advantages, we also need world-class infrastructure. That's why we are investing in our ports, railways, roads and airports — so B.C. goods can get to market faster, more efficiently and more competitively.

Since 2005, the public and private partners in the Pacific Gateway Alliance have completed over \$22 billion of work to expand our ports, roads, airports and runways.

We are just getting started.

Some of the projects around B.C. include:

#### *PLANNED*

George Massey Tunnel replacement: Will save commuters travel time to Vancouver and improve the flow of travellers and goods between Vancouver and the U.S. border.

#### *IN PROGRESS*

Evergreen Line: Will save commuters to downtown Vancouver up to 45 minutes a day over driving and improve traffic as commuters divert to public transit.

South Fraser Perimeter Road: Improving the movement of people and goods to better connect Deltaport to Highway 1.

Four-laning Trans-Canada highway between Kamloops and the Alberta border: A 10-year plan.

Kicking Horse Canyon Project: Upgraded 26 km of Trans-Canada Highway from Highway 95 junction in Golden to the western boundary of Yoho National Park.

#### *COMPLETED*

Canada Line - adds transit capacity equivalent to 10 major road lanes.

Sea to Sky Highway - has increased safety, reliability and capacity.

New Port Mann Bridge - the world's widest bridge cuts commute times in half.

## Maintaining BC's roads and highways

### **How will your party ensure BC's highway infrastructure assets are maintained to provide maximum benefit to British Columbians?**

We believe that by controlling spending and creating an investment climate where the private sector can flourish, we will generate the revenue to invest in vital infrastructure projects across the province.

Today's BC Liberals will keep our budget balanced and pay off our provincial debt, while continuing to make strategic investments. Balanced Budget 2013 means capital expenditures of \$10.4 billion over the next three years. Since 2001, our government has invested over \$15 billion in transportation infrastructure — while maintaining our AAA credit rating.

Adrian Dix and the NDP voted against every investment we have made towards new and rehabilitating transportation infrastructure in B.C. And the NDP have opposed critical transportation initiatives including the new Port Mann Bridge and South Fraser Perimeter Road.

Today's BC Liberals believe that we have a proven track record in ensuring that British Columbia's highway infrastructure is not only maintained but improved and we will continue to do so in the future.

### **Highway Rest Stops**

*How will your party address the shortage and quality of rest stop facilities throughout the province?*

Today's BC Liberals believe that highway rest stops are a vital piece in BC's transportation infrastructure. We know that driver fatigue is a major cause of crashes, and we also know that having adequate supply of appropriate rest stops is important in attracting and retaining a skilled workforce of drivers.

Approximately 170 rest areas are currently available across the province. We are committed to continuing to support measures that make BC's highways safe, efficient, and productive. We consider ourselves fortunate to have a good relationship with the BC Trucking Association and we would be pleased to discuss this issue further with you.

### **Truck Driver Shortage**

*How does your party intend to support BC's commercial road transportation industry in addressing an impending shortage of qualified truck drivers?*

Our number one priority for Today's BC Liberals is growing the economy to get to a debt-free BC. And we know that in order to do this, we will need to attract skilled workers to jobs in every sector of our economy.



We believe in creating a supportive climate where the private sector recognizes that B.C. is a safe harbour for investment. The private sector – not government – creates jobs, so we should give them as much certainty as possible and make sure to get out of the way by eliminating needless delays caused by red tape.

And we know that keeping business tax rates competitive helps attract investment that creates jobs to support families and communities across B.C., as well as bringing in revenue to support services like health care and education.

Some of the measures Today's BC Liberals have committed to include:

- Freezing personal income tax rates for the next five years.
- Freezing the carbon tax for five years to allow other jurisdictions to catch up to B.C.'s leadership position.
- Removing the two-year increase to the personal income tax rate for those earning in excess of \$150,000 as scheduled on January 1, 2016.
- Returning the general corporate tax rate to 10 per cent no later than 2018.
- Reducing B.C.'s Small Business Tax by 40%

## **TRUCKING AND THE ENVIRONMENT**

*What is your party prepared to do to assist the commercial road transportation industry in reducing its impact on the environment?*

Our government legislated greenhouse gas reduction targets that are 33% below 2007 levels for the 2020 calendar year and 80% below 2007 levels for the 2050 calendar year and we have a Climate Action Plan in place to achieve those goals. Our climate leadership is reflected in our government's revenue-neutral carbon tax, and in our commitment to a carbon neutral government.

Today's BC Liberals believe that the carbon tax encourages conservation and GHG reduction by taxing greenhouse gas emissions while returning revenues to British Columbians through tax cuts. This puts B.C. at the forefront of combatting climate change and securing the environment for the future of our children.

And we believe our plan is working. A 2012 progress report showed that between 2007 and 2010, our province's greenhouse gas emissions decreased 4.5 per cent at the same time that our population expanded and GDP increased. Today's BC Liberals remain committed to reaching our legislated greenhouse gas emission targets in 2020 and 2050.

One of the fundamental principles of the carbon tax is that it is revenue neutral. By law, a plan must be tabled in the legislature each year, showing how the revenue raised will be returned to taxpayers. All



revenue generated by the carbon tax is returned to individuals and businesses through reductions to other taxes. None of the carbon tax revenue is used for expenditure programs.

Today's BC Liberals will be pleased to meet with the BC Trucking Association on the issues you raise regarding the trucking industry and the environment to discuss them further.

## **TRANSLINK FUNDING**

*How will your party resolve TransLink's funding dilemma and ensure it fulfills its mandate to develop and implement a goods movement strategy for the metro Vancouver region?*

The issue of how to fund public transit in Metro Vancouver continues to challenge all levels of government. Demand is high, but the desire to pay for transit improvements remains in question.

The original SkyTrain Line, Millennium Line, Canada Line and soon to be completed Evergreen Line have all presented commuters with better and faster options. The Rapid Bus across the new Port Mann Bridge will also play a significant role in reducing traffic from south of the Fraser River to downtown Vancouver. However, there are new calls for transit investments along the Broadway corridor to UBC, in Surrey, and in the Langley area. These projects will cost a lot of money to build and operate and current funding levels will not be enough.

The B.C. government and Metro Vancouver Mayors' Council have been working together to find solutions for TransLink's funding challenges. In order for these solutions to have legitimacy and taxpayer agreement, they need to be tested by the electorate who, ultimately, will be paying for them.

Today's BC Liberals will:

- Work with the Metro Vancouver Mayor's Council and TransLink to identify possible sources of funding for transit improvements. Any new revenue sources would then be subject to a referendum to be held at the same time as the municipal elections in November 2014.
- Work with communities in Metro Vancouver to accelerate replacement of the Massey Tunnel.
- Complete four-laning of Highway 1 from Kamloops to Alberta border — a \$650-million investment that means 3,300 direct jobs over 10 years.
- Collaborate with the Union of B.C. Municipalities on municipal priorities for next round of federal infrastructure funding.
- Complete the South Fraser Perimeter Road on time and on budget by December 2013 to help get goods to market more quickly.
- Initiate and consult on a transportation strategy for Vancouver Island to improve movement of people and goods by road, rail, air and sea. This strategy will include safety improvements to the Malahat corridor.
- Build on B.C.'s \$7.5-million investment in the E&N corridor by encouraging the federal government and VIA Rail to re-establish rail passenger service on Vancouver Island.

