In 2003, the Province launched the Kicking Horse Canyon Project to improve safety and mobility over approximately 26 kilometres of narrow, winding highway. At the time, the corridor had a collision rate more than three times the provincial average and frequent closures due to traffic, avalanche and rock fall incidents.

- Three phases of work have been completed, resulting in more than 21 kilometres of roadway upgraded to a modern four-lane, 100 km/h standard.
- This final and most challenging two-lane section is now being prepared for transformation into the same modern four-lane standard, along with improved avalanche and rock-fall protection, fencing and passage for wildlife and wider shoulders to accommodate cyclists.
- Technical challenges include a narrow, constrained and heavily travelled corridor. Large quantities of material will need to be excavated from steep, high and unstable slopes, while protecting the safety of crews, the travelling public and the CP railway tracks below.
- Kicking Horse Canyon Phase 4 is being built using a “design-build” procurement model. This means both the design and construction of the project are carried out by one contractor. The Province specifies the outcome. The technical experts from construction firms then decide on how to design a solution that best meets these outcomes, and at the price at which they can deliver them.
- The project will be delivered on behalf of the Province by the Transportation Investment Corporation (TI Corp.). TI Corp. is a provincial Crown corporation with the legislative authority to complete major transportation projects, similar to its role on the Port Mann Bridge project. With tolls now removed on the Port Mann Bridge, TI Corp. will provide oversight and management of the delivery of other major projects throughout the province.
- BC Infrastructure Benefits (BCIB) will provide employment and training opportunities for this project. Approximately 200 workers will be hired over three construction seasons, with a focus on inclusion and hiring locals and apprentices.
- BCIB is committed to enabling, mobilizing and connecting a diversified skilled and local workforce across a network of select public infrastructure projects. BCIB supports creating a standard for the workforce on all CBA projects to enable a safe, respectful workplace through cultural competency training.
• On July 16, 2018, the B.C. government announced the implementation of the Community Benefits Agreement for key public-sector infrastructure projects in the province to ensure spending on public projects results in benefits to the local community; through local hiring provisions, small business access to procurements, hiring more Indigenous peoples and other workers traditionally underrepresented in the skilled trades, and that there are apprenticeship ratios that help create the next generation of B.C. workers.

• The project was originally approved in 2016 at $450 million, based upon an estimate that was developed in 2015. Since that time:
  o significant technical work has been completed (including preliminary design, geotechnical analysis and a constructability review);
  o additional archeological work, field investigation and consultation with Indigenous groups has been undertaken;
  o the Community Benefits Agreement has been applied to the project; and
  o third-party reviews of the scope, cost estimate, escalation, project team costs and risk/contingency have been completed.

• The current approved project budget is $601 million:
  o Of the $151 million increase, $23 million is a re-allocation of interest during construction, which was previously carried centrally within the B.C. Transportation Financing Authority.
  o The net increase since 2016 is $128 million.
  o Most of this increase has been driven by technical changes in the project scope, higher prices of materials (in particular steel), and additional costs related to CP rail protection, utility relocation, traffic management, technical project management support, archeological investigation, consultation with Indigenous groups and higher contingency based on the risk and complexity of the project.
  o Incremental costs associated with the application of the CBA is $35 million. This includes a provision for workers’ accommodation (a camp), equal wages and benefits and BCIB’s administration costs. This represents 5.8% of the $601-million project budget. This is consistent with the 4% to 7% range for expected CBA costs.

![Fig 1. Highway 1 Kicking Horse Canyon project CBA investment breakdown](image-url)

<table>
<thead>
<tr>
<th>ITEM</th>
<th>AMOUNT ($ million)</th>
<th>CBA INVESTMENT % OF PROJECT BUDGET</th>
</tr>
</thead>
<tbody>
<tr>
<td>BCIB costs (provision)</td>
<td>8</td>
<td>1.3%</td>
</tr>
<tr>
<td>Living accommodations (provision)</td>
<td>15</td>
<td>2.5%</td>
</tr>
<tr>
<td>Competitive wages and benefits</td>
<td>12</td>
<td>2.0%</td>
</tr>
<tr>
<td><strong>TOTAL:</strong></td>
<td><strong>35</strong></td>
<td><strong>5.8%</strong></td>
</tr>
</tbody>
</table>
• Kicking Horse Country is the traditional territory of the Pespesellkwe (Shuswap Indian Band, Splatsin, Neskonlith Indian Band, Adams Lake Indian Band and Little Shuswap Lake Indian Band) of the Secwépemc Nation and the Ktunaxa Nation. Through collaboration and ongoing engagement, areas of traditional, cultural and archeological values have been identified and the ministry will continue to work with the Indigenous communities in a meaningful way to look for ways to protect areas of significant values.

• This section of Highway 1 east of Golden carries up to 10,000 vehicles daily during the summer. This includes commercial vehicles serving interprovincial and international trade.

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