

Good Roads Cost Less



Maximizing BC's Economic Potential

Good roads cost money, but bad roads cost more

Who We Are

Established in 1966, the BC Road Builders and Heavy Construction Association is a non-profit organization that represents firms in the BC road building and maintenance industry. Our 250+ member companies represent highway maintenance contractors, construction contractors, underground/utility contractors, paving contractors and the various service and supply companies in the industry.

A Roadbuilding Snapshot

- Across Canada, 39% of all roads and 38% of all bridges and tunnels are rated in "fair," "poor," or "very poor" condition (Canadian Infrastructure Report Card, 2019).
- International confidence in the reliability and competitiveness of Canada's trade infrastructure is in decline (Canada West Foundation, "Shovel Ready to Shovel Worthy," 2022).
- While investment in roads, bridges, and tunnels is a significant capital expense, the long-term economic consequences of delaying needed upgrades are far more costly.



47,000

KM OF BC HIGHWAY & SIDE
ROADS



2,973

BRIDGES CONNECTING
COMMUNITIES IN BC



28

SERVICE AREAS IN BC



250+

MEMBER COMPANIES



The day the Coquihalla Highway Disappeared

On November 14, 2021, the Coquihalla Highway was forced to close due to unprecedented damage caused by an atmospheric river. Flooding and washouts damaged more than 20 sites (including 7 bridges) along a 130 kilometre stretch of highway between Hope and Merritt.

The temporary road closure resulted in significant supply chain challenges, as commercial vehicles were forced onto alternative and more lengthy routes.

As seen with the Coquihalla Highway, British Columbia's ageing infrastructure is particularly vulnerable to extreme weather threats. As the climate continues to change, it is more urgent than ever to invest in climate resiliency in British Columbia's transportation assets.

In the case of the Coquihalla, thanks to the hard work of BC Roadbuilders and the Ministry of Transportation and Infrastructure, an emergency reconstruction process that should have taken over a year was completed in just 35 days, with zero lost time accidents.



Image Source: DriveBC, Surrey Now-Leader

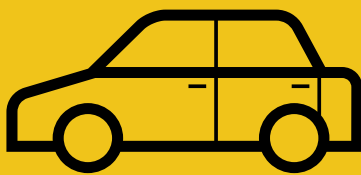
The Benefits of Predictable and Consistent Infrastructure Investment

Poor roads cost Canadian drivers \$3 Billion a year in higher operating costs.

- Higher fuel costs
- Faster wear on tires
- Frequent repair/maintenance
- Accelerated vehicle depreciation

In contrast, good roads save money.

- Reduced cost to taxpayers in emergency repairs
- Reduced cost to drivers
- More efficient movement of goods/services



Poor quality roads cost
\$126
per year, per car
for the average driver

(Canadian Automobile Association, "Cost of Poor Roads in Canada," 2021)

\$1

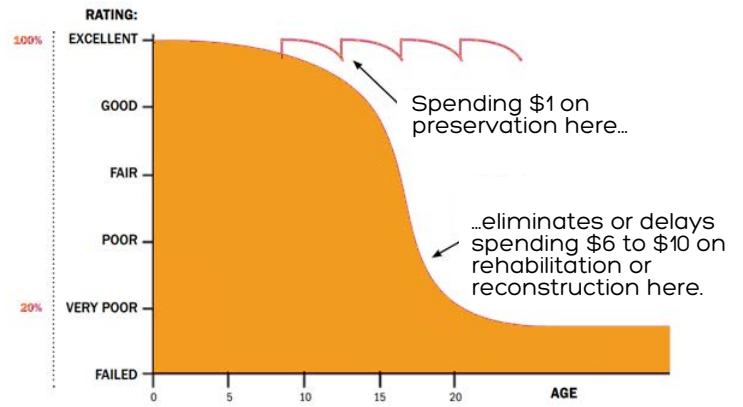
on pavement preservation
today may eliminate or
delay spending
\$6-\$10
on repairs later on.

(Canadian Automobile Association, "Cost of Poor Roads in Canada," 2021)

Example of asset deterioration curve

Early and consistent investment in road repairs and maintenance extends the life of the infrastructure and eliminates or delays the need for significant reconstruction costs.

(source: Canadian Infrastructure Report Card 2019)



Environmental Benefits of Good Roads

- Good roads reduce congestion, resulting in more efficient travel times and a reduction in greenhouse gas (GHG) emissions.
- New materials such as LED lighting and low-carbon cement, also help to reduce the environmental impact of British Columbia's transportation infrastructure.



Three core principles for meeting the needs of the province's regional road and highway network:



Invest in core infrastructure projects



Renew and maintain existing infrastructure



Work with other levels of government to secure infrastructure investment