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Presentation to the CRD Transportation Committee

January 23, 2019

The Transportation Context

	Fed.	MoT	BC Transit	BC Ferries	CRD	13 Municipalities		
Target-setting								
Governance								
Infrastructure Funding								
Transportation Planning								

What the CRD currently has the authority to do

- **Planning** – Regional Transportation Plan, Regional Trails Management Plan, Pedestrian and Cycling Master Plan, EA-specific active transportation and trail plans
 - **Collection and dissemination of transportation data** – traffic counts, bike counts, bike maps, travel time surveys, regional transportation model, Origin and Destination Household Surveys
 - **Collaboration with partners**
 - **Regional Trails** – management and operations
 - **Advocacy and voicing positions**
 - **Oversight of the CRD Traffic Safety Commission**
 - **SSI Transportation Service and Commission** – management and operations of trails, sidewalks and transit.
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What the CRD **DOES NOT** have the authority to do

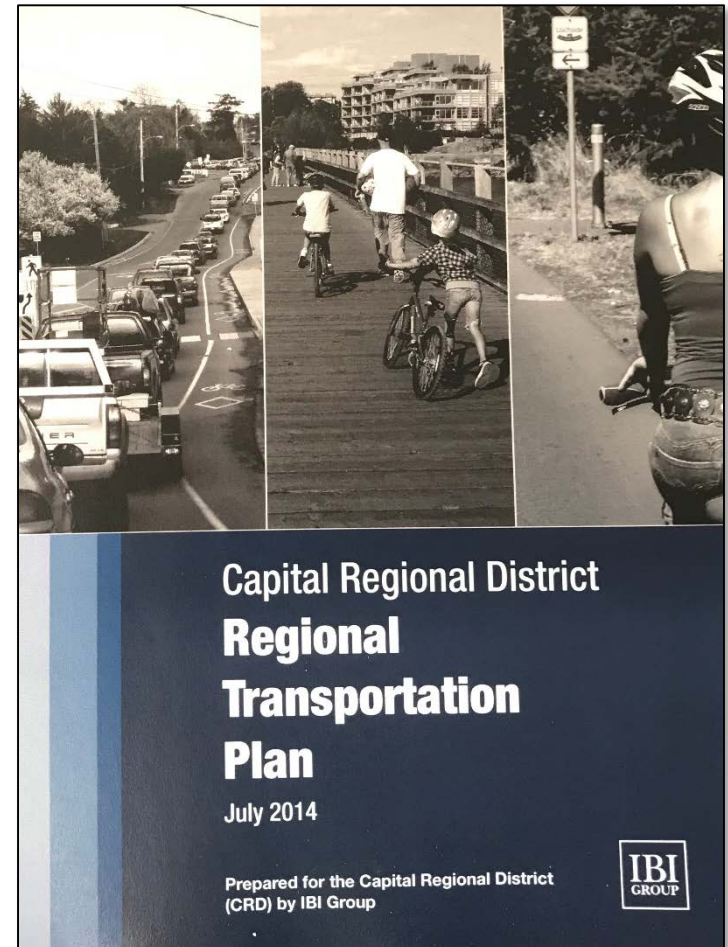
- Deliver transportation programs
- Operate transit/ferries/rail
- Prioritize regional grant applications
- Dictate regional design and signage standards
- Build road infrastructure

SSI is an exception as it has a local Transportation Service and Commission that delivers transit and implements active transportation priorities



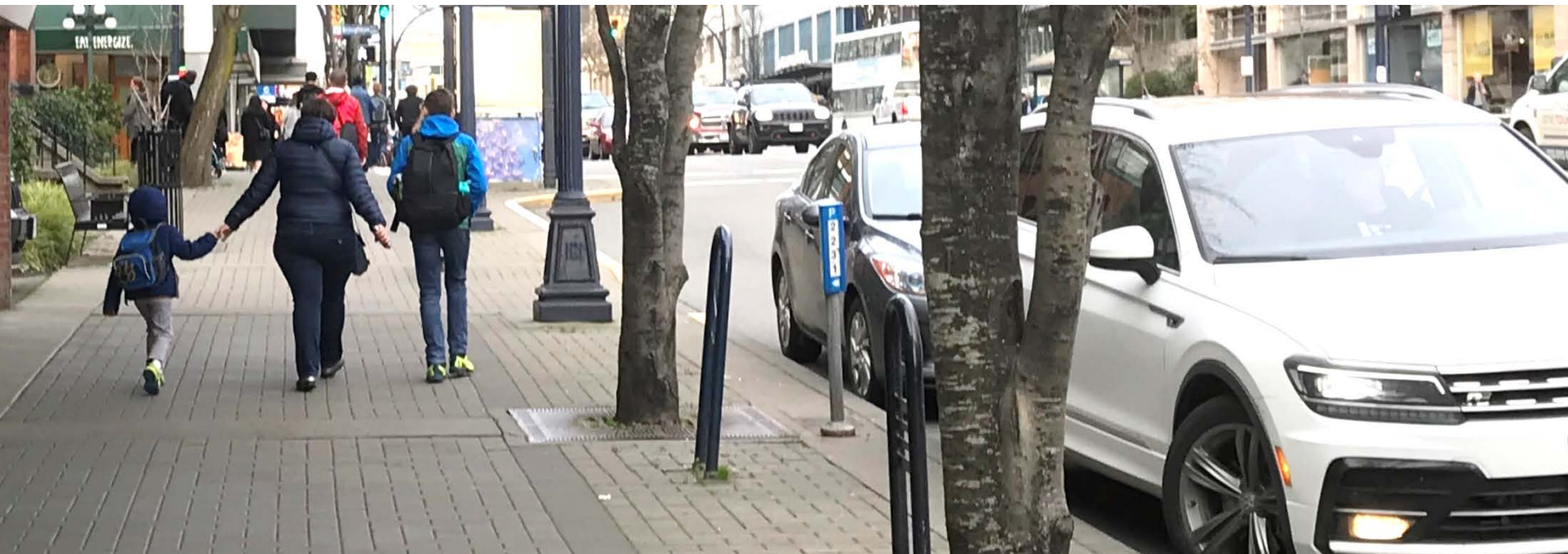
Regional Transportation Plan

- CRD Board approved the RTP in August 2014
- CRD Board recommended establishment of a transportation service



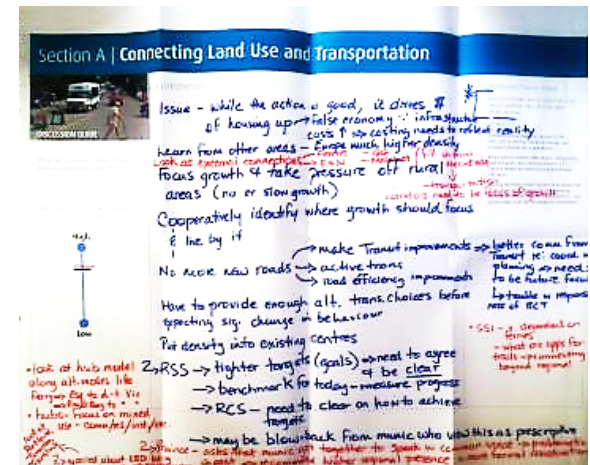
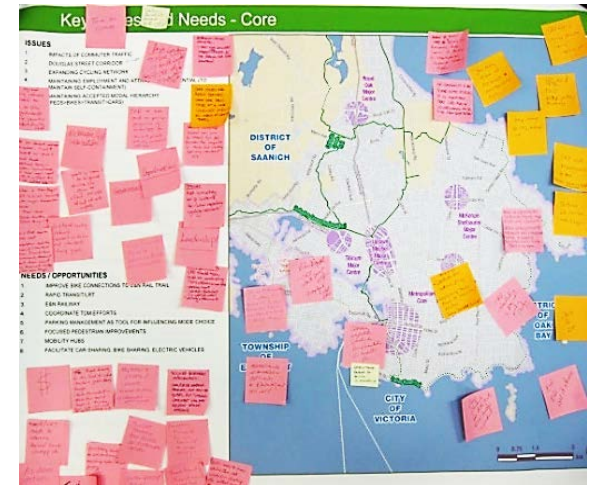
Our Current Regional Transportation Plan

- identifies a regional transportation vision / priorities
- responds to community desire for a coordinated approach
- better integrates regional transportation planning documents



Who was involved in creating / reviewing the RTP?

- CRD Planning, Transportation & Protective Services Committee
- Steering Committee (MOTI and CRD)
- RTP-Technical Advisory Committee included all partner local governments, MOTI & BC Transit
- Forum of Councils – elected officials including non-CRD members
- Municipalities/EAs
- Victoria Regional Transit Commission
- Service Providers
- Post-secondary Institutions
- Chamber of Commerce
- Advocacy Groups



RTP Key Themes

- Integrate transportation and land use
- Create exceptional environments for walking and cycling
- Take transit to the next level
- Influence travel behaviour
- Get the most out of our roads and trails (RMN)

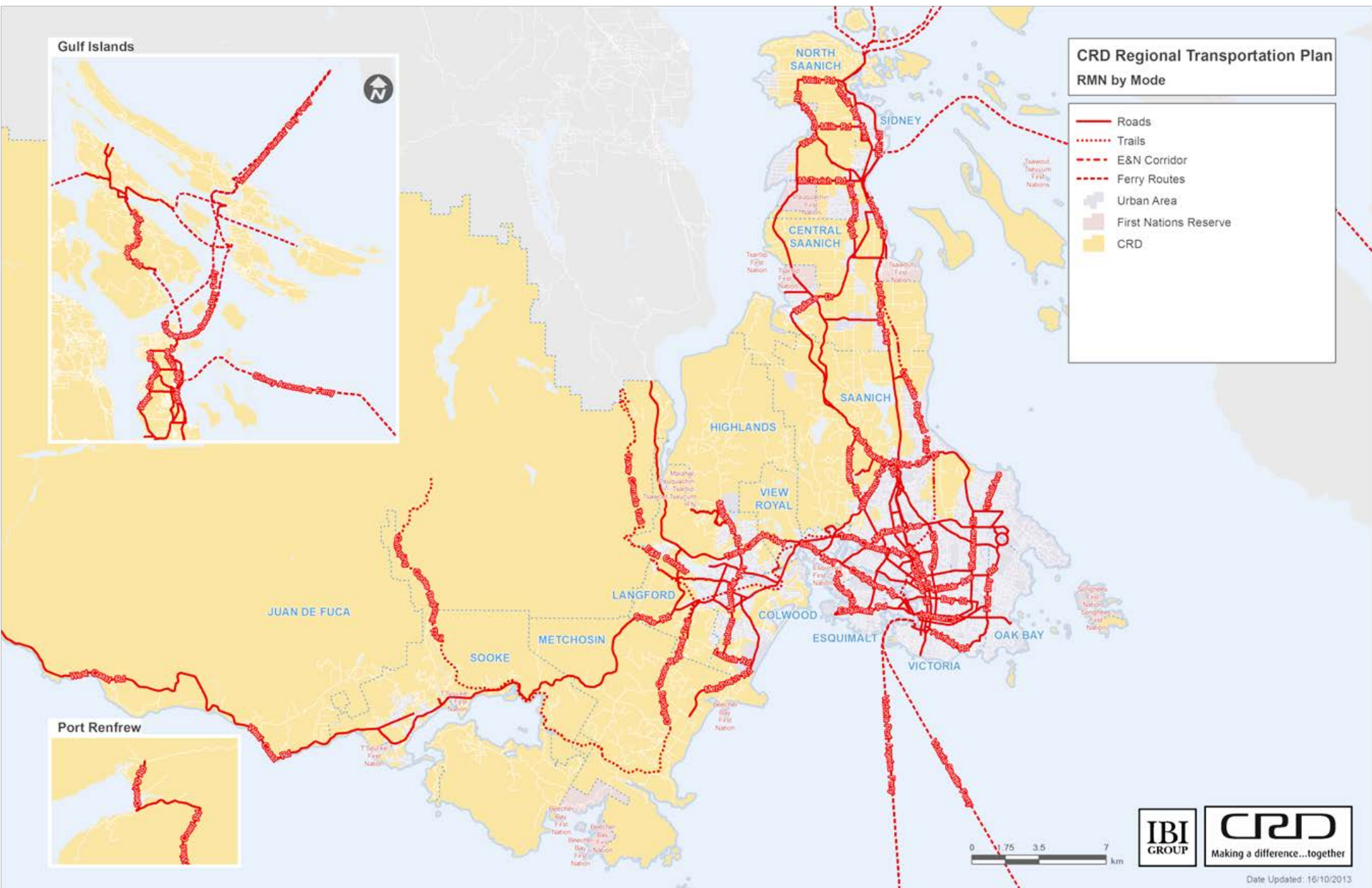


RTP - Regional Multi-Modal Network (RMN)

- linked to potential funding criteria




Making a difference...together



The RTP recommended that the CRD expand its role to:

1. Serve, through a partnership model, as the lead and coordinating body for regional transportation planning and operational delivery
 2. Assume leadership and authority for regional transportation priority setting and decision making; and
 3. Serve as the authority for managing regional transportation funding and raising transportation capital
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How was RTP intended to be implemented?

- Establishment of an ongoing Transportation Advisory Committee (TAC)
 - Creation of performance-based metrics to inform funding, decision making & evaluations
 - Focus on Regional Multi-modal Network (RMN)
 - Creation of Mobility Hubs
 - Establishment of an expanded transportation service authority & new funding model
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Service Authority Recommendations

Feasibility study
recommendation:
Establish a transportation
service with a three-
staged approach

- 1) consolidate existing
CRD transportation
functions
- 2) initiate new functions
as identified in the RTP
- 3) integrate transit into
the service




How was RTP proposed to be funded ?




- \$ CRD Operating Budgets (existing)
- \$ In-Kind Partner Contributions
- \$ Municipal Contributions
- \$ Senior Government Grants
- \$ Gas Tax Funding
Allocated to Region
(\$18.55 million for 2011- 2015)

How have others advanced the RTP?

- Numerous partner municipalities have completed and/or updated local transportation plans
 - Municipalities and EA's have expanded local cycling networks
 - BC Transit has introduced dedicated bus lanes and other bus priority measures in the region in partnership with the province and local municipalities
 - SIPP has advanced Mobility as a Service (MAS) concept
 - The regional road network has been expanded in the Westshore
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How has the CRD advanced the RTP?


- Adopted RGS linked to RTP
 - Delivered Active and Safe Routes to School initiative
 - Delivered multi-modal People Power program (grant supported)
 - Continued build out of E & N Trail
 - Identified establishment of a regional transportation service as a priority (previous Board)
 - Completed Regional Transportation Service Feasibility Study
 - Initiated Service Establishment Bylaw
 - Referred Bylaw to local municipalities and EAs (twice)
 - Refined Bylaw to respond to feedback
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Outcome of the Bylaw Process

- CRD was unsuccessful in establishing a transportation service
- CRD Board voted unanimously to direct staff to cease work on advancing the Board Priority to establish a Transportation Service (March 14, 2018)



Identified roadblocks to a regional transportation service

- Concerns about not being able to contain future cost increases
 - Concerns over loss of jurisdictional control
 - Concerns that regional priorities may not reflect individual municipal priorities
 - Questions as to whether the CRD was the appropriate authority
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Where are we now?

X No regional lens

X Limited modal integration

✓ Still a desire for change

- Vital Signs
- Media
- Local election campaigns
- Emergence of transportation as priority in early Board priority discussions

Southern Vancouver Island Transportation Strategy

- announced January 9, 2019
- led by MOTI and to be subcontracted out with an end of March contract award
- focus is on multi-modal transportation solutions to ease congestion
- Plan will cover from Duncan south

Additional short-term actions

- Emergency detour route for the Malahat with report due in Spring 2019 and possible work commencing this summer
 - Design phase of the Malahat Goldstream Park median barrier project – 1.5 km of barrier protection
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Moving Forward – Building on Resolved Issues


Work completed through RTP:

- Identified the issues requiring resolution
- Agreed to the issues requiring resolution



Moving Forward -- Issues Requiring Resolution

To move forward, the following issues need to be resolved:

- 1. Identifying who is best positioned to resolve identified issues**
(RTP identified CRD but questions later raised as to whether best suited)
 - 2. Identifying a funding source for resolving the identified issues**
(RTP identified potential funding sources but changes to gas tax funding removed key funding source)
 - 3. Obtaining the power to secure funding and implement action**
(RTP identified CRD Transportation Service Authority but rejected)
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Thank You