



March 12, 2018

Steve Price, Board Chair
Capital Regional District
625 Fisgard Street
Victoria BC V8W 2S6

Reference: 274604
Your File: 0220-20

Dear Chair Price,

Re: Regional Transportation Service

Premier John Horgan shared with me your letter of February 13, 2018, regarding the Capital Regional District's (CRD's) proposed regional transportation service.

I have been given a very clear mandate from the Premier with respect to improving transportation infrastructure and ensuring that the public transit needs of the province are met. With the CRD's western communities being among the fastest growing in all of Canada, congestion heading into the downtown core will only become worse if left unchecked. Transportation solutions must keep pace in order to meet people's needs, and our government is committed to finding the right solutions.

We have the same goals as local governments – to alleviate traffic congestion and deliver reliable, efficient transit service to help people get around with ease. The municipalities that comprise the Capital Regional District need to have a shared vision for how to achieve these goals, and how the proposed regional transportation service would operate toward this end. The province will continue to work with local governments to help find the right solution that will most benefit the residents of the CRD, and we look forward to we look forward to further exploring this issue once the municipal elections are complete this October.

In the meantime, we are continuing to look at the feasibility of using the E&N corridor as a way to improve transportation in the region. MLA Mitzi Dean has been leading consultations with local First Nations and municipal partners to hear their thoughts on potential uses of the corridor. Once that consultation is complete, we will be in a better position to consider the corridor's future.

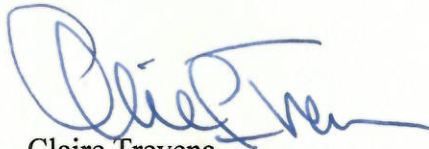
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We are also prioritizing the creation of a seamless transportation network that will encourage more drivers to leave their cars at home. Bus lanes along the Trans-Canada Highway should be a more immediate and efficient solution to gridlock, which is why we are accelerating our work in this area. We recently awarded the tender for the Douglas Street bus lane extension, which will provide continuous northbound transit priority from Tolmie Avenue to the Burnside Bridge on the busiest bus corridor in the region.

I also look forward to seeing results from the analysis being conducted by the Victoria Regional Transit Commission, City of Colwood and the Town of View Royal on the possibility of priority bus lanes from Goldstream Avenue to the Trans-Canada Highway on-ramp, in addition to other rapid transit enhancements.

Thank you again for taking the time to write.

Yours sincerely,



Claire Trevena
Minister

Copy to: Premier John Horgan

February 13, 2018

File: 0220-20

Premier John Horgan
West Annex Parliament Buildings
Victoria, BC V8V 1X4

Dear Honourable Horgan:

RE: SUPPORT FOR A CAPITAL REGIONAL DISTRICT TRANSPORTATION SERVICE

As you know, transportation is a growing issue in the Capital Regional District (CRD). While much is being done by municipalities, the region and the Province, in the absence of a unified and coordinated approach, significant issues remain unaddressed. It is clear that the status quo is not working. An alternative approach is needed that more fully addresses the region's transportation needs.


The public and business community desire improvements to multi-modal transportation across the region. The question is, how can that best be delivered?

Current and past regional Boards identified transportation as a priority. It was recognized that a collective lens on transportation decisions, use of evidence-based research to identify transportation priorities, and targeting of infrastructure plans, budgets and grant submissions would improve transportation.

In 2016 the CRD Board unanimously directed staff to draft a Transportation Service Bylaw. To deliver on Board direction, approved plans and to respond to public demand, following years of consultation and planning, a transportation service establishment bylaw was drafted. The draft was reviewed with municipalities and electoral areas and adjusted in response to their feedback. The bylaw resulting from that feedback was given third reading on January 10, 2018.

Bylaw 4093 (attached) encompasses transportation services not being undertaken at a regional scale by either municipalities or the Province. The services included are those that can be most effectively delivered at a regional scale – namely data collection, programming and identification of regional priorities. Prior to determining how electoral approval of the bylaw will be sought, the Board has asked each municipality to identify whether they agree with proceeding with a Transportation Service.

Some local governments have indicated that they are not supportive of a regional transportation service while at the same time acknowledging that the status quo on transportation is not meeting the needs of the traveling public or business communities. This leads to the question of how transportation issues will be resolved if the CRD does not play a role.



Some Board Directors have suggested that resolution of regional transportation issues will be/can be fully addressed by the Province. Some have suggested that the Province is not supportive of a regional service but would be supportive of and/or is encouraging other mechanisms for regional cooperation.

Does the Province support establishment of a CRD regional transportation service? If not, can you then tell us what the Province would support that would improve the region's multi-modal transportation system?

I am hoping to share your response at the March 14, 2018 Board meeting.

Please do not hesitate to contact me directly if you have any questions related to the proposed transportation service or this request.

Sincerely,



Steve Price,
Board Chair, Capital Regional District

cc: Honourable Clair Trevena, Minister of Transportation of Infrastructure
Board of Directors, CRD
Robert Lapham, Chief Administrative Officer, CRD

Attachment: Bylaw 4093



**CAPITAL REGIONAL DISTRICT
BYLAW NO. 4093**

**A BYLAW TO ESTABLISH A SERVICE AREA WITHIN THE
CAPITAL REGIONAL DISTRICT FOR THE PURPOSE OF A REGIONAL TRANSPORTATION
SERVICE**

WHEREAS under section 332 of the *Local Government Act* a regional district may, by bylaw, establish and operate any service the Board considers necessary or desirable for all or part of the regional district;

AND WHEREAS the Board of the Capital Regional District wishes to establish a service to address transportation needs within the Region.

AND WHEREAS the approval of the electors in the Participating Areas has been obtained under Part 10, Division 4 of the *Local Government Act*;

AND WHEREAS the approval of the Inspector of Municipalities has been obtained under section 342(1) (a) of the *Local Government Act*;

NOW THEREFORE the Board of the Capital Regional District in open meeting assembled, enacts as follows:

1. Services

The service being established and operated is the Capital Regional District Transportation Service (the "Transportation Service") for the purpose of providing policy, planning, programming, administration and information management services in relation to transportation as follows:

- (A) The service may include the provision of:
- i. Transportation policy, plans, surveys and studies;
 - ii. Transportation data collection, monitoring, analysis and reporting;
 - iii. Transportation modelling;
 - iv. Transportation web based and multi-media platforms;
 - v. Active transportation programming, planning and promotion;
 - vi. Transportation demand management programming, planning and promotion;
 - vii. Partnerships for data, analysis, planning, programming and policy;
 - viii. Transportation grant submissions.
- (B) Management of those Regional Trails listed in Schedule A ("designated regional trails" - including trails planning, operations and maintenance, capital planning and management of land tenure;
- (C) Subsection (B) is not intended to alter or affect the dedication as regional trail of any designated regional trail nor to impair the use of the designated regional trails for the purpose of public recreation and enjoyment and ancillary nature conservation.

2. Boundaries

The boundaries of the "Transportation Service" are the boundaries of the Capital Regional District.

3. Participating Areas

District of Central Saanich, City of Colwood, Township of Esquimalt, District of Highlands, Juan de Fuca Electoral Area, City of Langford, District of Metchosin, District of North Saanich, District of Oak Bay, District of Saanich, Salt Spring Island Electoral Area, Town of Sidney, District of Sooke, Southern Gulf Islands Electoral Area, City of Victoria, Town of View Royal

4. Cost Recovery

As provided in section 378 of the *Local Government Act*, the annual cost of providing the Transportation Service shall be recovered by one or more of the following:

- (a) property value taxes imposed in accordance with Division 3 of Part 11 of the *Local Government Act*;
- (b) fees and charges imposed under section 397 of the *Local Government Act*;
- (c) revenues raised by other means authorized by the *Local Government Act* or another Act;
- (d) revenues received by way of agreement, enterprise, gift, grant or otherwise.

5. Maximum Requisition

In accordance with section 339(1) (e) of the *Local Government Act*, the maximum amount that may be requisitioned for the cost of the Transportation Service is the greater of:

- (a) two and a half million dollars (\$2,500,000); or
- (b) an amount equal to the amount that could be raised by a property value tax rate of \$0.02548 per one thousand dollars (\$1,000) applied to the net taxable value of land and improvements in the Service Area.

6. Citation

This Bylaw may be cited as the Bylaw No. 4093 "Capital Regional District Transportation Service Establishment Bylaw No. 4093, 2018".

READ A FIRST TIME THIS	8	day of	November	2017
READ A SECOND TIME THIS	8	day of	November	2017
READ A THIRD TIME THIS	8	day of	November	2017
THIRD READING RESCINDED AND REREAD THIS	10	day of	January	2018
RECEIVED ALTERNATIVE APPROVAL UNDER SECTION 345 OF THE LOCAL GOVERNMENT ACT THIS		day of		2018
APPROVED BY THE INSPECTOR OF MUNICIPALITIES THIS		day of		2018
ADOPTED THIS		day of		2018

Chair

Corporate Officer

FILED WITH THE INSPECTOR OF
MUNICIPALITIES THIS

day of

2018

E & N Rail Trail – Humpback Connector
Galloping Goose Regional Trail
Lochside Regional Trail

