










Appendix B: Transportation Service Timeline

This table summarizes milestones, outcomes and gaps associated with CRD attempts to address governance issues through a transportation service. The key gap is insufficient municipal support to proceed with a regional service due to concerns about loss of control over transportation decisions and local cost impacts.

Timeline	Milestone	Outcome / Gap
2011	Transit Governance: CRD Board requests that it replace Victoria Transit Commission as the regional authority for transit.	 Gap: Insufficient municipal support at municipal councils.
2013 - 2014	Regional Transportation Plan (RTP): Staff prepare and CRD Board approves the RTP. RTP contains input from all municipalities, BC Transit and the Province.	 Outcome: Multi-Modal Regional Transportation Network and ambitious mode share targets.
	Transportation Service Feasibility Study: CRD Board receives a recommendation to implement the RTP using a three-step approach to transportation service and governance.	 Outcome: Proposed three-step service and governance approach 1) Consolidate existing CRD transportation functions in a new service 2) Expand service to include policy and program development 3) Bring transit under the established transportation service
2015 – 2016	Draft Transportation Service Establishment Bylaw: Staff prepare and CRD Board considers a draft bylaw based on the Transportation Service Feasibility Study and funding policy.	 Gap: Insufficient municipal support at municipal councils because of concerns related requisition impacts, CRD governance and loss of local control over community priorities.
	<ul style="list-style-type: none"> • Recommended services: funding and partnering on infrastructure projects and grant applications, transportation programming and enhanced transportation support to EAs. Transit was not included in the service scope. • Recommended Funding Policy: tie requisition increases to expansion of functions and identify triggers for increased requisitions; up to \$10M was initially contemplated. 	 Outcome: Bylaw held in abeyance until release of the Province's Capital Integrated Services and Governance Initiative report.
2017	Capital Integrated Services and Governance Initiative Report: Province releases long-awaited report.	 Outcome: No concrete recommendations for transportation. Suggests that funding could incentivize regional prioritization.
	Update Transportation Service Establishment Bylaw: CRD staff prepare and CRD Board considers updates to the bylaw based on municipal input. <ul style="list-style-type: none"> • Updated Services: Reduce service requisition upper limit (capped at \$2.5M) for regional trails and transportation planning, with spending triggered through the annual service planning process and approved by the Board. 	 Outcome: The proposed requisition amount would not be sufficient to fund infrastructure, leaving that function to the Province / municipalities.
2018	Transportation Service Not Supported: CRD Board directs staff to stop working on service as there was no pathway to successful bylaw adoption.	 Gap 1: Insufficient municipal support at municipal councils. Gap 2: Premier advises that the region needs a shared vision for its transportation goals and to articulate how a service would achieve this end.
2018 - Present	Project Collaboration: CRD staff provide technical expertise and data to project working groups led by jurisdictional partners around the region under existing service authorities.	 Gap: Working groups informally consider how to advance RTP goals and CRD priorities, only focusing on infrastructure projects and policy.