

BRIEFING NOTE

Meeting with Mayor Kennedy Stewart (City of Vancouver)

Location [To be Confirmed]

What:

Meeting to discuss City of Vancouver proposal to extend SkyTrain to UBC.

Who:

Premier John Horgan

Mayor Kennedy Stewart

Others [to be Confirmed]

Executive Summary:

- *The City of Vancouver and the Mayors' Council have endorsed SkyTrain extension to UBC.*
- *TransLink is preparing to evaluate station location and alignment options and to prepare preliminary estimates of the costs and benefits for a UBC extension, with findings expected in Fall 2020.*
- *Subject to Mayors' Council approval, the subsequent step would be for TransLink to prepare a detailed business case during 2021 to support a request for provincial and federal funding.*
- *Provincial staff (from the Ministries of Transportation and Infrastructure and Municipal Affairs and Housing) will participate in the evaluation with TransLink, City of Vancouver, UBC, and others.*

Background:

- *In January 2019, Vancouver City Council endorsed SkyTrain extension from Arbutus Street to UBC based on the findings of a TransLink study.*
- *In February 2019, the Mayors' Council endorsed SkyTrain as the preferred technology for rapid transit between Arbutus Street (terminus of the*

BRIEFING NOTE

Meeting with Mayor Kennedy Stewart (City of Vancouver)

Location [To be Confirmed]

Broadway Subway Project) and UBC, as the only technology that could accommodate long-term forecast ridership and future expansion.

- *TransLink is using funding from Phase Two of its Investment Plan to advance to the next stage of project definition, including developing alternative concept designs, preliminary business case inputs, and public and stakeholder consultation. Findings are expected in Fall 2020.*
- *TransLink posted an RFP on June 26 to hire consultants to evaluate design options and estimate related costs and benefits for a UBC extension.*

Recommendations:

- *The Province is leading the project to extend the Millennium Line SkyTrain to Arbutus Street, which has been a long-time objective of Vancouver.*
- *The Province will continue to work with TransLink and Vancouver on the next phase of analysis to determine a preferred alignment from Arbutus Street to UBC.*
- *Any decision on provincial funding for a SkyTrain extension from Arbutus to UBC will depend on the findings of a detailed business case, which TransLink expects to prepare during 2021.*
- *The UBC extension would require federal funding - the Province will work with the region and with TransLink to advance this proposal to the Government of Canada.*

BRIEFING NOTE

BC Transit - View Royal handyDART Facility

Briefing Note

What: BC Transit – View Royal handyDART Facility

Executive Summary:

- BC Transit operations in Victoria are at capacity and new facilities are needed.
- To expand, BC Transit will build a new handyDART facility and repurpose and expand the existing handyDART facility for conventional buses. As such, the relocation of the handyDART facility is a critical step.
- An eight acre parcel of land at 2401 Burnside Road in View Royal (that was being held by Ministry of Citizens Services (CITZ)) was determined to be the optimal location.
- Following extensive pre-implementation work and public/staff/council engagement where Council was initially supportive, BC Transit's zoning application was abruptly declined without notice by View Royal Council.
- Due to the critical nature of this project for the region, the Ministry of Transportation and Infrastructure (MOTI) acquired the property from CITZ on June 3rd and will lease the land to BC Transit.
- While exempt from municipal zoning, BC Transit will adhere to the highest environmental and building standards, consistent with their original proposal.
- BC Transit is legally exempt from property taxes however MOTI has directed BC Transit to negotiate an annual grant to compensate View Royal in lieu of taxes, as an act of good faith.
- MOTI and BC Transit will continue to work with the local MLA and Council to ensure the region's concerns are addressed.
- Construction will begin in 2020 and the facility will be completed in 2023.

Background:

- Engagement

BRIEFING NOTE

BC Transit - View Royal handyDART Facility

- 2017: Concept presented to Council who was initially supportive (based on prescribed public consultation and impact studies).
- March 2018: Council expedites the re-zoning process “given the minor nature of the proposal”.
- June 2018: Following community concerns about the site, and without notice, Council moves to not support the proposal.
- June - October 2018: Efforts to resurrect project are rejected by Council despite BC Transit plans for broader public consultations.¹
- June 2019: Minister Trevena advises the Mayor of View Royal that MOTI will acquire and lease the property to BC Transit. View Royal Council has expressed concerns with this approach as being heavy handed.

- Financial Implications

s.13; s.16; s.17

- Project Details

- The facility will include an administrative space, operations building and transit yard to accommodate 110 handyDART buses, with maintenance bays, on-site fueling and an automated bus wash.

Recommendations:

- Public provincial support for the construction of this facility is critical as this new facility is needed to ensure BC Transit’s fleet can be maintained and operated efficiently, to support nearly 400,000 annual handyDART trips, and 26 million annual conventional transit trips across the region.

¹ View Royal Council saw one member change in the 2018 municipal election. The motion to decline was motioned and seconded by returning members



BRIEFING NOTE FOR INFORMATION

DATE: July 11, 2019

PREPARED FOR: Honourable Claire Trevena, Minister of Transportation and Infrastructure

ISSUE: *Motor Vehicle Act* amendments to enable new transportation technologies

SUMMARY:

Growing demand for active transportation options and improvements in technology (e.g. battery technology) have contributed to the expansion of new types of personal mobility devices, such as e-scooters and electric skateboards. As new transportation modes and technologies are increasingly available, government is addressing the legal uncertainty respecting use of such devices and technologies through proposed amendments to the *Motor Vehicle Act* (MVA) to provide for regulations if and when needed.

BACKGROUND:

Current laws are unclear with respect to the use of personal mobility devices, including devices used by persons with disabilities and other modes of emerging personal transportation. The number and type of devices in operation is increasing as more varieties become available and costs decrease.

In 2017, the Ministry of Transportation and Infrastructure and an individual came to a negotiated settlement of his claim before the B.C. Human Rights Tribunal. The impetus of the claim was a failure to accommodate the individual's desire to access public transit with a Segway modified to accommodate his disability. As part of the settlement, the Ministry committed to a review of the *Motor Vehicle Act* with a view to amending the legislation to provide a regulatory framework for assistive mobility devices to be safely used on public roads and sidewalks.

Individuals have received a fine of \$598 for using a device such as an electric skateboard on a public road in B.C. because current laws do not clearly outline where and when such devices may be used on a roadway.

As part of the engagement and consultation on the active transportation strategy (Move. Commute. Connect.), stakeholders and public indicated they valued the option to choose new transportation technologies. Through engagement with municipalities, staff learned that communities like Kelowna, Nelson, Vancouver and Victoria are interested in implementing e-scooter share programs.

In Estimates debates 2019, MLA Letnick asked about the possibility of e-scooter, hoverboard and air wheel pilots in the City of Kelowna. In March 2019, Kelowna Mayor Basran, provided correspondence to Premier Horgan and Minister Trevena asking to "*respectfully request the Ministry of Transportation and Infrastructure for an exemption from the Motor Vehicle Act to permit the City of Kelowna to Pilot the operation of electric scooters on public roadways.*"

On June 17, 2019, Move. Commute. Connect. was released. A medium-term action in the strategy states the Province will "*Review legislative, regulatory and policy frameworks – including the Motor Vehicle Act – to acknowledge all road users and emerging active transportation modes.*"

In June 2019, the City of Kelowna announced it will be piloting an e-scooter share program. The first of three private companies are set to operate starting Friday July 12, 2019.



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PREPARED BY:

Hana Blazkova
Policy and Legislation
Jesse Skulmoski,
Programs and Corporate Initiatives

REVIEWED BY:

Jeremy Wood, Director, Policy and Legislation

Andrew Brooke, Executive Director,
Programs and Corporate Initiatives

Deborah Bowman, ADM
Transportation Policy and Programs

Nancy Bain, EFO
Finance and Management Services Department

INITIALS

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BRIEFING NOTE FOR DECISION

DATE: June 24, 2019

PREPARED FOR: Honourable Claire Trevena, Minister of Transportation and Infrastructure

ISSUE: Approval for conversion of general purpose eastbound Highway 7 lane to High Occupancy Vehicle and Bus Lanes and part of TransLink's B-Line project

RECOMMENDED OPTION:

OPTION 1: Approve Highway 7 B-Line project request.

BACKGROUND:

Currently, Highway 7 in Pitt Meadows has three westbound lanes and three eastbound lanes. During peak hours (Monday to Friday), one westbound lane is designated as a High Occupancy Vehicle (HOV)/Bus Lane that operates from 6:00 AM – 8:30 AM and 3:30 PM – 6:00 PM.

TransLink has requested a permit to develop a peak hour 3.4 km HOV/Bus Lane in the eastbound direction, between Kennedy Road and Park Road in Pitt Meadows, as part of their B-Line program. In addition, the project will include transit signal priority at Maple Meadows Way and 203rd Street Intersections in advance of the HOV/Bus Lane to improve the overall transit travel time.

DISCUSSION:

Permitted HOV lanes users include passenger vehicles with 2 or more people, transit buses, electric vehicles and motorcycles. HOV lanes incentivize travelers to carpool, use transit or drive electric vehicles or motorcycles. Improving transit reliability supports an active transportation network.

The existing westbound HOV/Bus lane currently carries 23% of the total traffic in both the AM and PM peak hours. It is anticipated that more than 20% of the eastbound traffic would utilize an HOV/Bus lane during the same hours. This would lead to a travel time saving for transit of 52 seconds and 69 seconds in the AM and PM peaks respectively. HOV traffic would see travel time saving of 22 seconds in the AM peak and 49 seconds in the PM peak. Single occupancy vehicles would have an increased travel time of 21 seconds the AM peak and PM peak.

OPTION 1: Approval for conversion of eastbound general purpose lane to HOV/Bus Lane during peak hours:

Pros:

- Improved transit and HOV travel time along the corridor
- Incentivize mode shift from single occupancy vehicle to other travel modes, such as, carpool, transit electric vehicles and motorcycles
- Supports an active transportation network
- No financial impacts to MOTI as TransLink is paying for this infrastructure upgrade

Cons:

- Single occupancy vehicles will see an increase in travel times
- Increased single occupancy vehicle travel time and modification to lane usage may increase requests for improvements to other infrastructure in the area

OPTION 2: Maintain existing lane configuration and operations:

Pros:

- Travel time for single occupancy vehicle and transit remain the same

Cons:

- Travel time for transit and HOV vehicles remains as existing
- No incentive for drivers to shift from single occupancy vehicles to other travel modes

FINANCIAL IMPLICATIONS:

- None, TransLink is paying for all the infrastructure upgrades associated with this B-Line route.

ATTACHMENT

Appendix 1 – Highway 7 B-Line Project Map

APPROVED / NOT APPROVED

Honourable Claire Trevena
Minister of Transportation and Infrastructure

Date

PREPARED BY:

Kenedee Ludwar, Director
Traffic and Highway Safety Engineering
(604) 209-4010

REVIEWED BY:

Ashok Bhatti, Executive Director
South Coast Region
Nancy Bain, Assistant Deputy Minister
Finance and Management Services

Kevin Richter, Associate Deputy Minister
Ministry of Transportation and Infrastructure

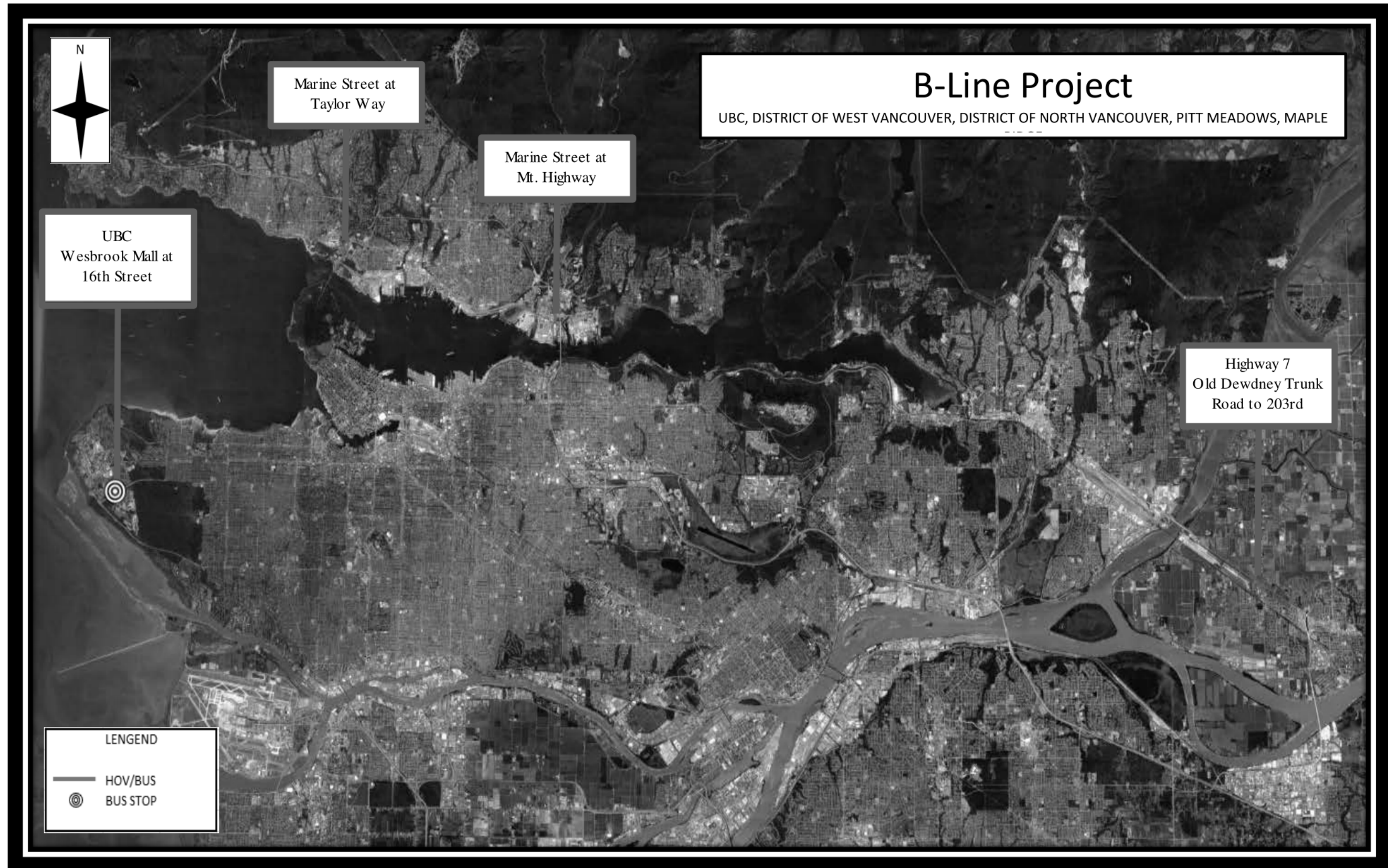
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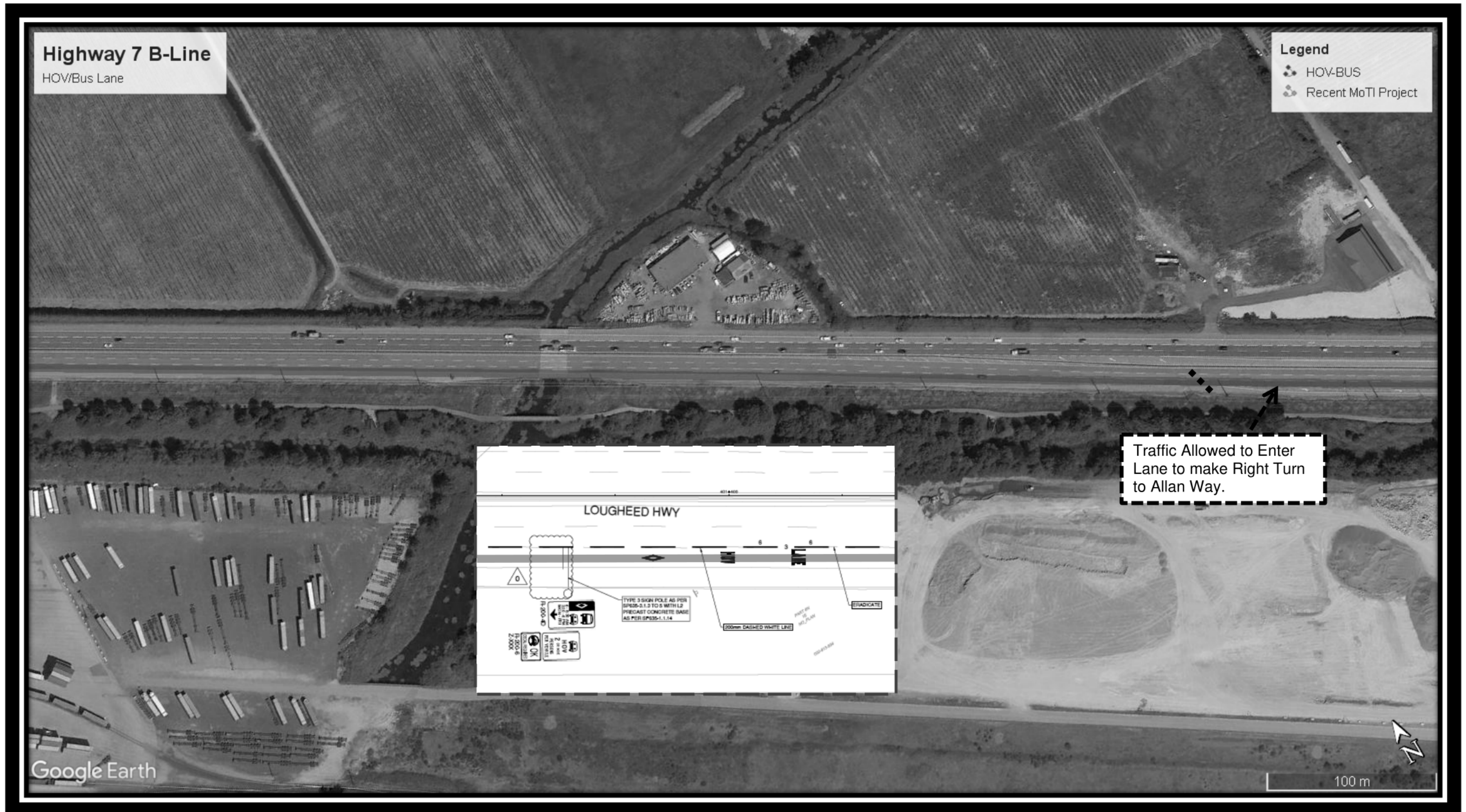
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APPENDIX

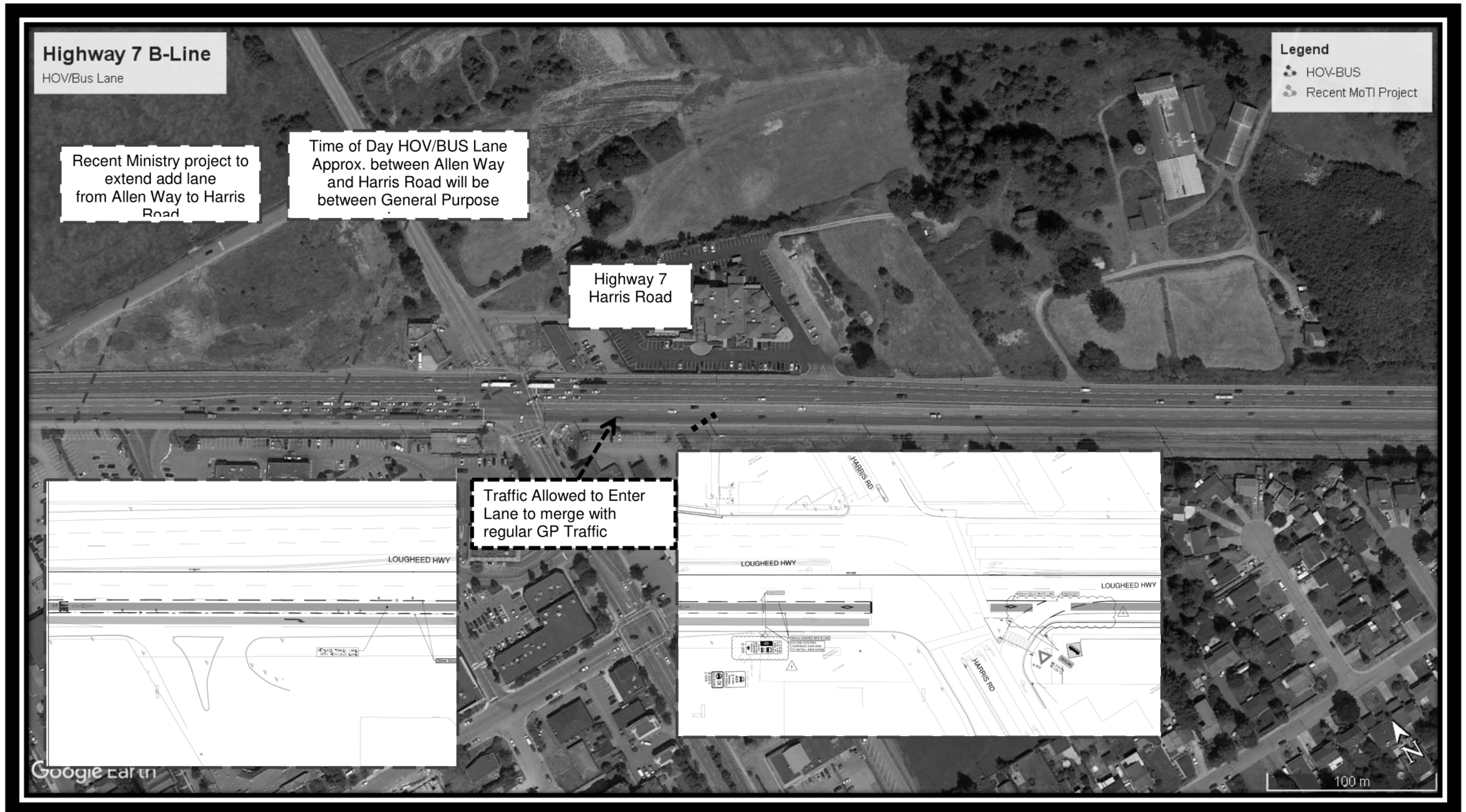
















BRIEFING NOTE FOR INFORMATION

PRIVILEGED AND CONFIDENTIAL

DATE: July 8, 2019

PREPARED FOR: Honourable Claire Trevena, Minister of Transportation and Infrastructure

ISSUE: Vancouver Island Aggregate Industry Allegations

ISSUE:

Email correspondence to the Attorney General alleging that certain firms and individuals have been involved in alleged "control, collusion and corruption" in the Vancouver Island aggregate industry (e.g., crushed stone, sand, asphalt, concrete etc.) including in connection with a number of Ministry of Transportation and Infrastructure projects. As well as other local government and private projects.

SUMMARY:

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BACKGROUND:

- The MoTI records available and reviewed, to date, indicate that the applicable MOTI contracts were for construction and repair of provincial public highways.

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- The contractors may engage subcontractors and suppliers, in their discretion, the contractors remain primarily liable and responsible for delivery and completion of the applicable projects. There



has been an exception whereby the ministry named a FN contractor on the Lillooet Station Bridge contract as FN Accommodation.

- MOTI tender calls currently do not require bidders to include the names of the subcontractors or suppliers that each bidder will engage should the bidder be awarded the MOTI contract.
- MOTI does not directly contract with the firms supplying the aggregate, concrete or asphalt and carrying out the applicable works. Rather the MOTI contracts with the general contractor. The general contractor is then responsible for delivering all suppliers, labour and works required to complete the project. As a result, the firm supplying the aggregate, concrete or asphalt and carrying out the applicable aggregate, concrete, or asphalt works would have likely been a subcontractor or sub-subcontractor to the general contractor. There would have been no contractual relationship between the MOTI and the applicable aggregate, concrete, or asphalt firms.

DISCUSSION:

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- Neither MOTI or Ministry of Attorney has received copies of any of the previous alerts to the Vancouver Island Construction Association and the British Columbia Construction Association.

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- In particular, MOTI has identified the head contracts between the Province (MOTI) and the corresponding head contractors for delivery of the applicable MOTI projects. A table of these contracts is included in Appendix "A".

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Subdivision were not MOTI projects and were not delivered by MOTI or using MOTI contracts.

- The intent is to gather information specific to the following subject categories:
 - General project tombstone information
 - Aggregate, Concrete and Asphalt contract pricing and value
 - Aggregate, Concrete and Asphalt suppliers/subcontractors

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FINANCIAL IMPLICATIONS:

None

ATTACHMENT: Appendix "A" – Projects Referenced in the allegations.

PREPARED BY:

Rodney Chapman,
Director, Construction and Maintenance
(778) 974-5359

REVIEWED BY:

Renée Mounteney, Assistant Deputy Minister
Highway Services
Nancy Bain, EFO
Finance and Management Services Department

INITIALS

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BRIEFING NOTE FOR INFORMATION

DATE: July 9 2019
PREPARED FOR: Honourable Claire Trevena, Minister of Transportation and Infrastructure
ISSUE: Contractor Assessment Program (CAP) – 2018/19 Winter Audit Results for Contractors assessed under the 2003/04 CAP

SUMMARY:

- Despite some challenging winter conditions in parts of the Province, maintenance contractors' performance was very good.
- The 2018/19 average rating for contractors is 93.7% which is slightly higher than last year's rating of 93.5%.
- There were no big differences between the Local, Regional, and Stakeholders results.

BACKGROUND:

- There are 22 service areas assessed under the 2003/04 Contractor Assessment Program. The remaining 6 service areas will be assessed under the 2018/19 Contractor Assessment Program and those results are expected to be available by the end of July 2019.
- Local and Regional winter audits as well as Stakeholders assessments were conducted in 20 services areas during the winter season. Two service areas were assessed based on the Local assessment only because they only had 1 month during the winter.
- Winter audit results are slightly higher than last year's results. The average overall rating last year was 93.5% whereas this year it was 93.7%.
- This year we have 8 contractors at the 2% CAP score, 12 at the 1.5% CAP score, and two contractors at the 1% CAP score.

DISCUSSION:

- Maintenance Contractors are awaiting to receive the results of the audits. This information will allow them to improve their operations in future years.
- Once approved, each contractor will receive their individual results.
- Winter audit results are not shared with any other parties unless requested through FOI.
- CAP score payment for both Winter and Summer occurs in November.
- CAP score payments have occurred every year since the start of the 2003/04 contract.

FINANCIAL IMPLICATIONS:

- s.17 – included in 2019/20 budget

Attachments:

- 2018/19 Winter Audit Results



Ministry of
Transportation
and Infrastructure

PREPARED BY:

Ian Pilkington, Chief Engineer Highway Services
(778) 974-5247

REVIEWED BY:

Renée Mounteney, ADM Highway Services

Nancy Bain, EFO

Finance and Management Services Department

INITIALS

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CONTRACTOR ASSESSMENT RATINGS		WINTER 2018/2019 (draft)					
Service Area	Contractor	Local	Regional	Stakeholder	Rating	CAP Score	2017/18 CAP Score
SA01 South Island	Mainroad South Island Contracting LP	s.17; s.21					
SA02 Central Island							
SA03 North Island							
SA04 Howe Sound	Mainroad Howe Sound Contracting LP						
SA05 Sunshine Coast	Capilano Highway Services Company						
SA06 Lower Mainland	Mainroad Lower Mainland Contracting LP						
SA07 Fraser Valley	Emil Anderson Maintenance Co. Ltd.						
SA08 South Okanagan	Argo Road Maintenance (South Okanagan) In						
SA09 Kootenay Boundary							
SA10 Central Kootenay	Yellowhead Road & Bridge (Kootenay) Ltd.						
SA11 East Kootenay	Mainroad East Kootenay Contracting LP						
SA12 Selkirk	Emcon Services Inc. eff Jan 1/15						
SA13 Okanagan-Shuswap	JPW Road & Bridge Inc. eff Mar 29/13						
SA14 Nicola	VSA Highway Maintenance Ltd.						
SA15 Thompson							
SA16 South Cariboo	Interior Roads Ltd.						
SA17 Central Cariboo	Interior Roads Ltd (formerly R1890 Holdings Ltd)						
SA18 North Cariboo	Emcon Services Inc. eff Jan 1/15						
SA19 Fort George	Yellowhead Road & Bridge (Fort George) Ltd.						
SA20 Robson	Lakes District Maintenance Ltd.						
SA21 South Peace	Caribou Road Services (South) Ltd.						
SA22 North Peace	Yellowhead Road and Bridge Ltd.						
SA23 Nechako	Yellowhead Road & Bridge (Vanderhoof) Ltd.						
SA24 Lakes							
SA25 Bulkley-Nass	Billabong Road & Bridge						
SA26 Skeena	Nechako Northcoast Construction (141187 Ve						
SA27 North Coast							
SA28 Stikine	Lakes District Maintenance Ltd.						



BRIEFING NOTE FOR INFORMATION

DATE: July 11, 2019

PREPARED FOR: Associate Deputy Minister, Kevin Richter

MEETING: Minister's Council on July 16, 2019

ISSUE: The Huu-aay-aht (HFN) first nations would like the ministry to commit to a cost sharing agreement with the federal government to Chip Seal Bamfield road.

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DISCUSSION:

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FINANCIAL IMPLICATIONS:

s.13; s.17

PREPARED BY:

Mike Pearson, District Manager, VID

REVIEWED BY:

Ashok Bhatti, Executive Director, SCR

(604) 527-2168

Renée Mounteney, Assistant Deputy Minister

Highway Services

Nancy Bain, EFO

Finance and Management Services

Department

INITIALS:

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BRIEFING NOTE FOR INFORMATION

DATE: July 3, 2019
PREPARED FOR: Honourable Claire Trevena, Minister of Transportation and Infrastructure
ISSUE: Update on TransLink B-Line Projects integrated with MoTI infrastructure

SUMMARY:

- Three new B-Line routes (41st Avenue, Marine-Main, and Lougheed-Hwy7) will be launching in January 2020 to improve travel time and reliability for transit users.
- The ministry has been engaged with TransLink since 2018 to facilitate the B-Line project through participation in the design review and ministry permitting process.
- 41st Avenue B-Line: A permit to improve two bus stops on 16th Avenue was issued on June 7, 2019 as part of the 41st Avenue B-Line;
- Marine-Main B-Line: To accommodate the Marine-Main B-Line, two segments of ministry infrastructure will be modified. A permit to provide a curbside westbound bus lane on Marine Drive from Taylor Way to Lions Gate Bridge was issued on June 6, 2019. The ministry is currently working with TransLink to permit proposed changes to improve bus access on Main Street to Phibbs Exchange.
- Lougheed (Hwy 7) B-Line: TransLink Lougheed B-Line has proposed the conversion of a general purposed lane on Highway 7 to a HOV/Bus Lane. Permitting is in progress and awaiting a ministerial decision on how to proceed.

BACKGROUND:

To give travellers a faster and more reliable travel option, in January 2020 TransLink will be launching 3 new B-Line routes within the Metro Vancouver (See Appendix A). The new B-Line routes are along 41st Avenue in Vancouver (from UBC to Joyce-Collingwood Station), Marine Drive and Main Street on the North Shore (from Phibbs Exchange to Park Royal), and Lougheed Highway (from Coquitlam Central to Maple Ridge).

Since 2018, the ministry has been engaged in the design review for the portions of the new B-Line services that falls within the ministry's jurisdiction. Currently, TransLink is working through the ministry's permitting process. The ministry and Canada, through the Public Transit Infrastructure Fund (PTIF), are funding improvements to the provincially-owned Phibbs Transit Exchange and Joyce-Collingwood SkyTrain Station and bus loops which also will support the B-Line service.

DISCUSSION:

41st Avenue B-Line

The new B-Line runs along 41st Avenue in Vancouver from UBC to Joyce-Collingwood Station. Key changes to the corridor include implementing bus-priority lanes through the removal or restriction of parking and installation of left/right turn bays at key intersections.

Impacts to ministry infrastructure are limited to improvement to the existing eastbound and westbound transit stops on West 16th Avenue between Westbrook Mall and East Mall (UBC).



Ministry Permits for the modifications of the transit stops were issued by the ministry on June 7, 2019.

Upgrades to the west stationhouse of the Joyce-Collingwood SkyTrain Station and to the bus loops outside the east and west stationhouses were completed in June 2019.

Marine-Main B-Line

The Marine-Main B-Line was developed as part of the Mayors' 10 Year Vision to give travellers throughout the North Shore a faster and more reliable east-west travel option. Changes to accommodate the Marine-Main B-Line include the creation of dedicated bus lanes, queue jumping/transit signal priority, traffic signal synchronization, and enhanced B-Line stops.

Two segments of the Marine-Main B-Line are within the ministry's jurisdiction:

1. Marine Drive - Taylor Way to Lions Gate Bridge

This segment is an approximate 450 m stretch of Marine Drive will provide a curbside westbound bus lane from the bus queue jump at the Lions Gate Bridge north interchange to the Taylor Way intersection. There are minimal impacts to the existing general traffic and will provide time savings for transit.

Ministry Permits for this segment were issued on June 6, 2019.

2. Main Street – Mountain Highway to Phibbs Exchange

TransLink has proposed modifications to ministry infrastructure along a 250 m stretch of Main Street starting at the Mountain Highway intersection to improve bus access to Phibbs Exchange. The following changes are being considered by the ministry:

- Eastbound bus only lane, in the centre lane on Main Street on the west side of Mountain Highway intersection
- Eastbound transit priority signal at Main Street and Mountain Highway
- Eastbound, Bus only turn lane with signalized access to Phibbs Exchange

The proposed changes will maintain most of the capacity for existing general traffic as well as provide improved transit movements.

Ministry Permits for this segment are expected to be issued by mid-July 2019.

TransLink also is implementing improvements to the Phibbs Exchange (located on provincial highway right-of-way) using provincial and federal PTIF funding. Improvements are expected to be completed in early 2020.

Lougheed (Hwy 7) B-Line

The Lougheed B-Line is a new service that will connect the communities of Maple Ridge, Pitt Meadows, Port Coquitlam and Coquitlam. TransLink has proposed a peak hour 3.4 km HOV/Bus Lane in the eastbound direction, between Kennedy Road and Park Road in Pitt Meadows. In addition, the project will include transit signal priority at Maple Meadows Way and 203rd Street Intersections in advance of the HOV/Bus Lane to improve the overall transit travel time.



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FINANCIAL IMPLICATIONS:

- TransLink is paying for infrastructure upgrades on West 16th Avenue, Highway 7, and Marine Drive and Main Street associated with these B-Line routes, except the signalized access to Phibbs Exchange.
- Upgrades to Joyce-Collingwood Station and bus loop and to the Phibbs Exchange, including the signalized access to Phibbs Exchange, are covered by funding previously approved by Treasury Board for the Public Transit Infrastructure Fund.

PREPARED BY:

Elena Farmer, Associate District Manager
Lower Mainland District
(604) 527-2272

REVIEWED BY:

Ashok Bhatti, Executive Director
South Coast Region
Kevin Richter, Associate Deputy Minister
Transportation and Infrastructure
Nancy Bain, EFO
Finance and Management Department

INITIALS:

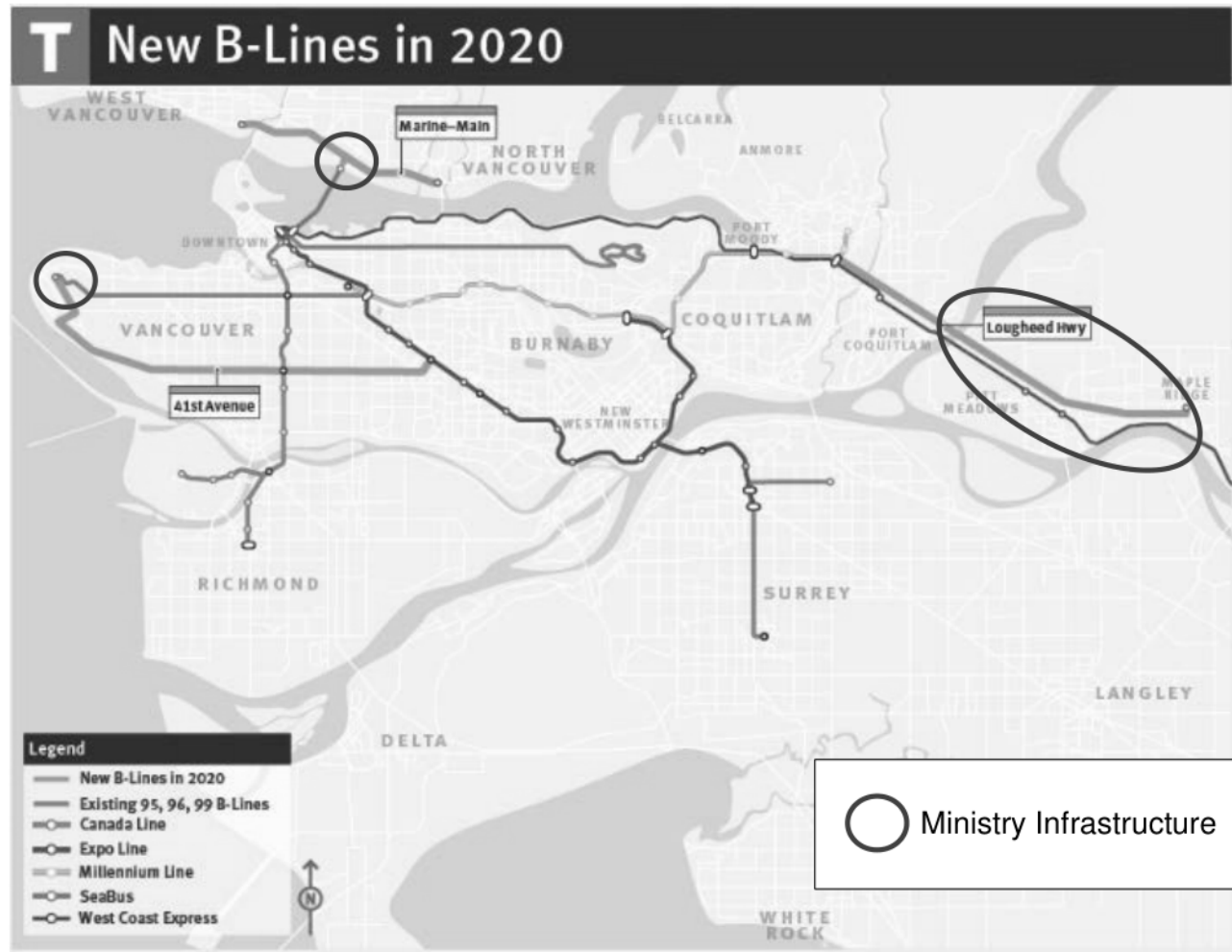
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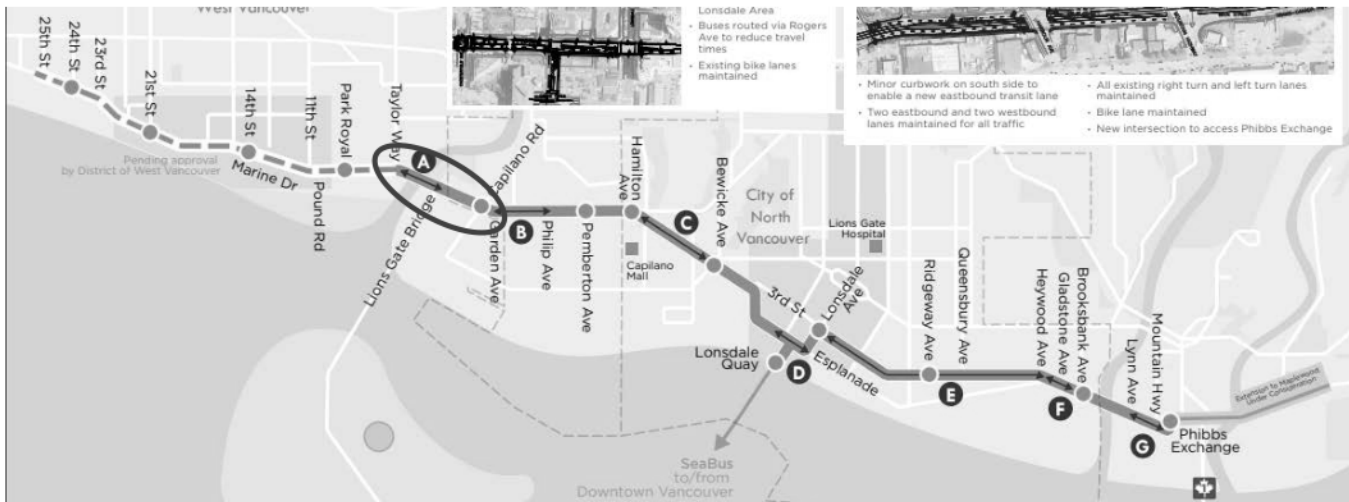
Appendix A: New B-Lines in 2020 – Mayors Vision



41st Avenue B-Line



Marine-Main B-Line



A Taylor Way to Lions Gate Bridge

KEY CHANGES

- Westbound: outside lane dedicated to buses, bicycles, and vehicles turning right



Lougheed Highway B-Line

(See related BN)

Rural Subdivision Approvals

ISSUE:

- Transfer of rural subdivision approval authority to Regional Districts (Shawnigan Lake, Cowichan Lake, Mill Bay & Cobble Hill)

BACKGROUND:

- During the 1995 UBCM convention, the province announced their decision to allow transfer of the rural subdivision approving function to regional districts by creating Regional Approving Officers.
- In 1996, the Province amended the *Land Titles Act* to allow for the rural subdivision approval function to be transferred to a Regional District, through an OIC appointment of a Regional Approving Officer.
- Currently there are no appointed Regional Approving Officers in the Province.
- At the 2017 and 2018 UBCM, Cowichan Valley Regional District (CVRD) requested the ministry to consider granting a Regional Approving Officer to the CVRD.

DISCUSSION:

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Prepared by:
Sandra Toth Nacey, Director
Transportation Services Branch
Highways Department

BRIEFING NOTE FOR INFORMATION

DATE: July 25, 2019

PREPARED FOR: Honourable Claire Trevena, Minister of Transportation and Infrastructure

MEETING: Area Director from the Strathcona Regional District and the Strathcona Community Network Health Coordinator on Monday July 29, 2019

ISSUE: Strathcona Regional District Intra-Regional Rural Community Bus

SUMMARY:

- **At this time, the Ministry of Transportation and Infrastructure (MoTI) has no policy for coordinating community bus services nor funding allocated to fund community bus services.**
- **Since 2016 and as part of the Highway 16 Five-Point Transportation Action Plan , MoTI has funded 12 community vehicle services.**
- **Current capital funding opportunities exist for community buses through the UBCM Working Community Fund.**
- **Currently, community buses in Southern BC are covering their operational costs through fares, donations, regional and municipal tax funding and partnerships with local bodies, such as local health authorities. Options also exist through Community Gaming Grants.**
- **Regional transit options have been explored by the Strathcona Regional District for connecting Sayward and Gold River/Tsa'xana to Campbell River.**

BACKGROUND:

MoTI staff have been asked to provide information pertaining to three issues:

1. The opportunities for community bus service connecting Cortes to Campbell River via Quadra Island.
2. Potential options for connecting rural communities in the Strathcona Regional District (SRD) via community buses and/or BC Transit.
3. Potential partnerships for funding community bus options.

DISCUSSION:



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¹ BC Transit has also branded some of its routes serviced by smaller buses in urban centres as “community buses”. These operate under the standard BC Transit conventional service model.



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FINANCIAL IMPLICATIONS:

- There are no financial implications at this time as the Ministry has not allocated funding for any new community bus services.

Attachments: Appendix A

PREPARED BY:

Jonathan Bleackley,
Policy Analyst
Transit Branch

778-698-1458

REVIEWED BY:

Andrea Mercer, Executive Director,
Transit Branch

Deborah Bowman, ADM,
Transportation Policy & Programs

Nancy Bain, EFO
Finance and Management Services
Department

INITIALS

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² The current funding formula for conventional transit in most BC Transit systems is 47% (Province) 53% (Local Partners). It is not clear from the Community Bus Coalition's report if they are advocating for the province to pay 60% or 40%.

