



## **Rural Connectivity and Intercity Bus Service in British Columbia**

Presentation to the Hon. Claire Travena,  
British Columbia Minister of Transportation  
and Infrastructure

September 14, 2017

Strictly Confidential

Page 02 of 14 to/à Page 04 of 14

Withheld pursuant to/removed as

Copyright

Page 05 of 14

Withheld pursuant to/removed as

s.12; s.13

Page 06 of 14 to/à Page 11 of 14

Withheld pursuant to/removed as

Copyright

Page 12 of 14

Withheld pursuant to/removed as

s.12; s.13

Page 13 of 14

Withheld pursuant to/removed as

Copyright



December 4, 2017

Hon. Claire Trevena  
Minister of Transportation and Infrastructure  
Room 305  
Parliament Buildings  
Victoria, B.C. V8V 1X4

VIA EMAIL: [claire.trevena.MLA@leg.bc.ca](mailto:claire.trevena.MLA@leg.bc.ca)

Dear Minister Trevena:

I want to begin by thanking you for taking the time to meet with my colleagues and me in your offices in Victoria, on September 14, 2017. We appreciated the opportunity to bring you up to date on important issues facing the intercity bus sector in British Columbia in general, and Greyhound's current status, in particular. We thought it appropriate to apprise you of the difficulties we are experiencing in the province as evidenced by the application we filed with the Passenger Transportation Board on August 10, 2017. In the interim, the Board has published Notice of Public Hearings, pursuant to our application, to take place during the week of December 11, 2017.

As you will recall, during our discussion you expressed concern about the need for intercity bus transportation options for citizens living in rural and remote communities throughout British Columbia. We concurred and cited the example of a rural bus connectivity program in the United States that might serve as an applicable model for B.C.

Since meeting with you we have conferred with a number of mayors and regional municipal officials in several British Columbia communities including Prince George, Kelowna and Penticton. What we learned reinforces our view that there exists a clear need for a socially-mandated intercity bus transportation program to provide essential transportation services for rural and remote citizens with limited transportation options. To that end, we discovered significant interest in the concept of a rural connectivity program that municipalities could access.

We are mindful of the fact that cumulatively all levels of government in Canada allocate billions of tax dollars annually to fund urban transit projects and services. In contrast, transit funding for rural and remote communities is miniscule; transportation services to these communities should be regarded as an equally important driver of social and economic development.

We therefore propose that your department initiate a Connecting Communities Fund to address significant transportation challenges for citizens and taxpayers who reside in small, rural or remote communities with a view to providing them with access to