

**REPORT TO PLANNING AND PROTECTIVE SERVICES COMMITTEE  
MEETING OF WEDNESDAY, JANUARY 24, 2007**

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**SUBJECT****TRAVELCHOICES IMPLEMENTATION PLAN – Status Report****PURPOSE**

As directed by the Capital Regional Board in 2005, Regional Planning was to prepare a TravelChoices Implementation Plan in part to provide a basis for applying for New Deal monies and in part to act on the vision adopted in the TravelChoices Strategy. This report is intended to update the new Planning and Protective Services Committee on the status of this plan.

**BACKGROUND**

The TravelChoices Implementation Plan (TIP) is intended to guide the CRD and its partners on actions that would establish a future framework for fulfilling the goals of the TravelChoices Strategy. The need for a TIP was identified in 2000 when the Board approved a joint partnership with BC Transit to develop a long-term transportation strategy along with a short-term implementation plan.

In January 2002 the CRD Board approved a Terms of Reference for developing the Regional Transportation Strategy in partnership with BC Transit.. Key principles of the Board approved TOR that guided the development of the transportation strategy and its accompanying implementation plan included:

- support the Regional Growth Strategy;
- enhance regional quality of life;
- supports the region's vibrant economy;
- minimizes negative impacts on the environment and associated resources;
- ensures the needs for mobility are provided in a manner that is consistent with community objectives and funding resources, and
- maximizes the usage of non-auto mode choices in this region.

A draft transportation strategy and implementation plan was presented to the Board in October 2003 at which time the Board recommended *removing the implementation plan and associated funding option* from the draft long-term transportation strategy.

**2005/2006 Initiatives**

In April 2005, the CRD adopted the region's first long-term transportation strategy - TravelChoices. This plan was intended to provide a vision and key targets that would support the goals of the Regional Growth Strategy. Following the announcement of the Federal Gas Tax Rebate Program in 2005, the Board directed a transportation implementation plan be prepared that would help the region and its partners in any funding application.

Guided by the Board's direction and its concerns that municipalities had adequate input into potential projects related with an implementation plan, Regional Planning initiated a two phased approach to improve the information forward

as part of a TIP. In Phase 1, all potential transportation projects plan, proposed or envisioned by the region's potential partners for the next 20 years were documented. Member municipalities, BC Transit and Ministry of Transportation participated and over 220 projects were identified.

Phase 2 of the work plan focused on developing a recommended short-list of *Regionally Significant Transportation Priorities* and related costs; reviewing the core recommendations from the 2003 draft TIP; providing an estimate scale of investment for the next five years; and developing key recommendations for a regional TIP.

### **Status and Consultant Findings**

The consultant report outlining a recommended TIP was received by staff on December 31, 2006. The consultant recommendations provide a basis for formulating a 5-year TIP guided by input from the TravelChoices Select Committee and the Planning and Protective Services Committee. There are ten primary recommendations and over fifty supporting recommendations. The consultant also identifies the need for an investment of \$10 million annually or a total of \$50 million over five years in consideration of the types of key initiatives that would achieve mode shift as identified in TravelChoices. This scale of investment recognizes the need to invest from \$300 (core plan) to 700 million with LRT over the next 20 years if this region is to provide a balance multi-modal system.

The consultant's key recommendations focus on the following eight recommendations:

1. CRD adopt the TIIP that advances the 2026 modal shift targets identified in the Travel Choices Strategy..
2. CRD work with the Ministry of Transportation (MoT), BC Transit and member municipalities to establish development and implementation policies and strategies that support advancing the modal shift targets.
3. CRD adopt a 5-year TIIP and include the priority projects identified in the plan.
4. CRD develop a funding strategy to implement the 5-year TIIP. Two funding sources include the Regional Significant Priorities (RSPF) and the General Strategic Priorities Fund (GSPF). Other funding sources are needed to fully realize the 5-year TIIP.
5. CRD guided by the Board's funding decisions work with BC Transit to coordinate its capital plans with the CRD 5-year TIIP.
6. CRD initiate discussions with the MoT to develop a long-term strategy for highway and priority corridor improvements that support the short and long-term goals of the Travel Choices Strategy.
7. CRD work with member municipalities and MoT to develop corridor management plan for the primary corridors.
8. CRD develop a Master Cycling Plan and Travel Demand Management Plan as part of the 5-year TIIP.
9. CRD continue to update the 5-year TIIP annually seeking new and/or updated short-term candidate projects from member municipalities, BC Transit and MoT.
10. CRD undertake an ongoing monitoring program to collect and analyze data to evaluate the 5-year TIIP and the Travel Choices.

Each proposed action has a number of related policy or implementation projects that are further described in the consultant report.

### **TravelChoices Select Committee**

Before a draft TIP can be considered for approval, there is need to review all of the recommendations proposed in the consultant's recommended TIP and direction provided on four specific issues – the amount of investment; how should it be funded; how the funding should be allocated and how to coordinate projects.

The Board has established the TravelChoices Select Committee to provide input and recommendations on the proposed TravelChoices Implementation Plan. Due to the timing of the report and changes in the appointments to committees, it is proposed the consultant report be forwarded the select committee for the next available meeting.

### **ALTERNATIVES**

1. That the consultant report be received as information and forward to the TravelChoices Select Committee for review and recommendations then be brought back to this committee for review.
2. That the consultant report is received as information and staff review the consultant report then provide recommendations to the Planning and Protective Services Committee.

### **TRAVELCHOICES TRANSPORTATION STRATEGY IMPLICATIONS**

The Transportation Implementation Plan is intended to be the instrument that enables the vision and targets of the 2005 TravelChoices Strategy to become a reality. The final TIP will determine the rate of change in achieving the goals outlined in the TravelChoices Strategy.

### **FINANCIAL IMPLICATIONS**

The current direction from the Board is to prepare a TravelChoices 5-year implementation plan based on the funds allocated to the region from the Strategic Priorities Fund which, to date, includes both the Regionally Significant Priority Fund (RSPF) and General Strategic Priority Fund (GSPF). The GSPF are pooled funds. The Board has already approved allocating \$11.3 million from the RSPF to both cycling and transit priority projects and endorsed the CRD apply through the GSPF process for an additional \$5.65 million for completion of the Westside Rail Trail and Victoria Transit Commission apply through the GSPF process for those funds necessary to implement it's 5 year capital plan.

The consultant recommended plan has identified funding requirements beyond current revenue options and as such requires committee and Board consideration. The recommended TIP would require an additional funding from sources other than the Strategic Priority Fund. It should be noted that BC Transit plans go beyond the proposed TIP and their funding needs are being determined by their capital plan.

### **GROWTH MANAGEMENT & TRANSPORTATION IMPLICATIONS**

The Capital Region's Growth Strategy and its relationship to transportation matters is defined in the *Local Government Act*. The Act requires member municipalities to work towards minimizing the use of automobiles and encouraging walking, cycling and the efficient use of transit. The adopted TravelChoices Strategy provides a vision and objectives that support the Growth Strategy and the Local Government Act. The proposed implementation plans offer alternative rates of achieving the desired outcomes.

### **SUMMARY/CONCLUSIONS**

The purpose of this report is to update the Planning and Protective Services Committee on the status of the potential TravelChoices Implementation Plan and the next steps required before the plan can be completed.

**RECOMMENDATION**

That the consultant report be received as information and the consultant report be forward to the TravelChoices Select Committee for review and recommendations then be brought back to this committee for review.

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Larry Roberts  
Senior Transportation Planner  
Regional Planning Services

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Robert Lapham, MCIP  
General Manager,  
Planning and Protective Services  
Concurrence

**COMMENTS:**

