

**Victoria Regional
Transit Commission**

Mayor Christopher
Causton - Chair
District of Oak Bay

Mayor Frank Leonard
District of Saanich

Mayor Janet Evans
District of Sooke

Mayor Jack Mar
District of Central
Saanich

Mayor Dean Fortin
City of Victoria

Councillor Susan Brice
District of Saanich

Councillor John Luton
City of Victoria

October 5, 2011

Greater Victoria Chamber of Commerce
#100-852 Fort St.
Victoria, BC
V8W 1H8

Dear ~~Bruce Carter~~ *Bruce*

On behalf of the Victoria Regional Transit Commission, I would like to thank the representatives from the Greater Victoria Chamber of Commerce for attending the Victoria Regional Transit Commission meeting as a delegation on September 13, 2011. At this meeting you outlined four concerns that required further clarification.

1. The requirement for a third party review to private equity standards

At the Commission meeting, staff outlined a process chart that I have attached for your information. A third party review will be undertaken as part of phase two in the project's three phase development.

2. A decision making process which allows for taxpayer approval

Before moving to phase two, the Capital Regional District and BC Transit have partnered to completed a local funding strategy to determine the local affordability. As part of this work, further public consultation will be conducted including focus groups and public meetings. The terms of reference for this work can be located at the project website: www.lrtlocalfunding.ca. Furthermore, additional public engagement will be conducted before the project moves into design, engineering and construction, to consult with the public on their willingness to proceed based on the result of the detailed business case.

3. The system must be governed by a regional transportation authority

In June 2011, The Capital Regional District Board passed a resolution requesting that the Province amend legislation to replace the Victoria Transit Commission with the CRD Board, specifically:

" 1. The minister responsible for the British Columbia Transit Act be requested to consider amendments to that Act as are necessary to constitute the members of the CRD Board representing the Greater Victoria regional transit service area, as elected or appointed from time to time, as the Regional Transit commission in place of the current members of the commission;

2. The minister responsible for the Local Government Act, and the minister responsible for the British Columbia Transit Act, be requested to consider the grant to the CRD of the additional transit-related powers referred to in Appendix 6 to the CRD staff report dated June 15, 2011, whether by legislative amendment or the grant of additional powers by regulation.

Further that the Board:

3. Direct staff to prepare terms of reference for consulting services for a service feasibility report based on the proposed scope of transportation service authorities outlined in Appendix 7, including costing and an analysis of current regional/provincial revenue collection and funding streams at a cost of up to \$70,000, to be funded by the regional feasibility fund."

The report can be found on page 26:

<http://www.crd.bc.ca/agendas/capitalregionaldistr /2011 /20110615regionalboar/20110615regionalboar.pdf>

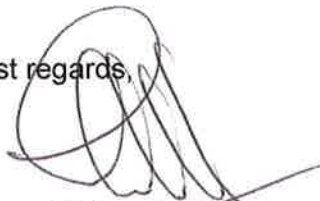
4. Given the rapid transit timeframe, interim steps must be taken to ensure smooth operations continue

The Ministry of Transportation and Infrastructure is investigating opportunities between Langford and downtown Victoria to improve transit travel times and reliability along the Highway 1 and Douglas Street corridors. The purpose of their review is to examine the need for, and to identify the potential of bus priority improvements along the Highway 1 section between Old Island Highway in View Royal and north of Tolmie Avenue in Saanich in a manner that does not compromise the potential longer term implementation of LRT.

In addition, the Transit Future Plan for Victoria has identified a number of corridors that would also benefit from transit priority and BC Transit is working with our municipal partners in attempt to implement these improvements.

As we indicated in these meetings, we would like to thank you, David Marshall and Sasha Angus for taking the time to attend the Commission meeting and to provide feedback to this project. We look forward to continuing to work with the Chamber of Commerce to move transit forward in the Victoria region.

Best regards,



Mayor Christopher Causton

Attachment: Process chart

Phase 1: Business Report

COMPLETE

Cost: \$3.1M

Approval of rapid transit alignment

Recommendation of rapid transit technology

Development of technical reports

Extensive public consultation

Endorsement by CRD, Commission and Board to proceed to funding development

Decisions required to move to Phase 2

Commitment from the Province to proceed to Phase 2

Completion of local funding task force and commitment from CRD and Commission*

** This will determine local affordability, which will drive the project scope and budget*

Phase 2: Detailed Business Case (Capital & Operating)

~12 – 24 MONTHS

Estimated cost: \$5M

Conduct independent review of assumptions including: sensitivities of ridership, operating costs, design and engineering, etc

Partnerships BC to assess procurement and delivery options and completion of business case

Federal funding application

Decisions required to move to Phase 3

Public engagement

Approvals from Local, Provincial, Federal governments

Phase 3: Engineering & Construction

~ 4 – 5 YEARS

Design and engineering

Implementation and construction of approved project