

## What is a Regional District Service?

- Regional districts establish and provide services based on what local communities and municipalities ask for and need.
- The CRD has three types of services:
  - Regional, where all 13 municipalities and three electoral areas are served.
  - Sub-Regional, where two or more jurisdictions are served.
  - Local, in the electoral areas where the CRD is the local government.
- To establish a new service, the CRD Board must describe a proposed service in a bylaw and obtain elector approval prior to adopting the bylaw.
- The CRD provides a wide range of services including water treatment and supply, solid waste (landfill), wastewater treatment, regional parks, housing, 911 call answer, and recreation facilities.
- To learn more about the service establishment process visit [Alternative Approval Process | Capital Regional District](#)

## Why is a Regional Transportation Service (RTS) needed?

- The population of the CRD is increasing, and transportation has been identified as a key challenge and a regional priority.
- A Regional Transportation Service (RTS) would help support higher rates of walking, cycling and transit use; reduce carbon pollution; and address congestion.
- Since transportation in the region connects multiple municipalities, a RTS would coordinate different travel options and address the growing needs of our region.
- The proposed service would help the CRD launch new programs such as sustainable commute planning and enhanced transportation data and analysis, and support improvements to major transportation routes and trails. The goal is to make transportation more reliable and consistent across the region.
- The RTS would also establish a unified regional voice on transportation which would help secure long-term funding and bring important resources to the region.

## What would the new service do?

- The RTS would start by transferring and combining existing functions carried out today by Regional Parks and Regional Planning. This includes data collection, school travel planning, and the operations and

maintenance of regional trails, including the Galloping Goose, Lochside and E&N Regional Trails. These have existing funding and will not incur new costs.

- The service would grow gradually over several years. In the first two years, the RTS would focus on developing a new Regional Transportation Plan. This would include creating a new vision, setting goals and priorities to guide long-term transportation planning and future projects and programs.
- New and expanded functions could include sustainable commute programs, transportation modelling and analysis, new mobility policies for areas like traffic safety and regional car sharing, and grant programs to support infrastructure projects around the region. The service would also manage and expand Regional Trails and help fund regionally important projects.

### What is the maximum which can be requisitioned for this service?

- The [service establishment bylaw](#) sets the maximum amount that can be collected by requisition annually as either a fixed amount (\$20 million) or a property value tax amount (\$0.10834 per \$1,000). This represents the long-term capacity for the service, not the proposed budget.
- Approximately 50% of this amount is existing and approved costs, including:
  - The estimated costs for current Regional Parks and Regional Planning transportation functions.
  - The future borrowing to support the Regional Trestles Renewal, Trails Widening and Lighting Project, which is intended to be transferred to the service.
- The remaining requisition amount is for long-term service growth at the discretion of the CRD Board.
- There are no plans to reach the proposed maximum requisition.

### How much would this new service cost?

- The service would start by transferring and combining existing functions from Regional Parks and Regional Planning. Currently these functions, including the operations and maintenance of the Regional Trails, cost an estimated average of \$4.7 million per year.
- The costs would grow gradually as new functions are added to support regional transportation needs.
- Any costs related to this service would go through the CRD's annual planning process and must be approved by the CRD Board as part of the CRD Financial Plan Bylaw.
- The CRD is also working on the [Regional Trestles Renewal, Trails Widening and Lighting Project](#), which will improve, widen and upgrade 6.5 kms of the Galloping Goose and Lochside trails. *This project is intended to be transferred to the Regional Transportation Service (RTS) along with the regional trails.* These loan payments are estimated only and will be reduced subject to potential grant funding from senior governments.
- Table 1 provides a summary of projected costs over the first four years of the service, including the existing and projected operating costs, as well as the approved borrowing costs to support the Regional Trestles Renewal, Trails Widening and Lighting Project. These are estimated costs that be further refined upon service establishment.

**Table 1: Projected Regional Transportation Service Four Year Costs**

Description	2026	2027	2028	2029
Existing Service Cost*	\$4.70M	\$4.70M	\$4.70M	\$4.70M
New Service Cost**	\$0.65M	\$0.79M	\$0.92M	\$0.97M
Total Service Cost	\$5.35M	\$5.49M	\$5.62M	\$5.67M
Regional Trail Project Estimated Borrowing Cost***	\$0.54M	\$1.78M	\$3.55M	\$4.55M
<b>TOTAL (4-year)</b>	<b>\$5.89M</b>	<b>\$7.27M</b>	<b>\$9.17M</b>	<b>\$10.22M</b>

\*Estimated existing service costs in other CRD Services that would be transitioned to the RTS.

\*\*Estimated and subject to future refinement and CRD Board approval(s).

\*\*\*Existing approved borrowing for projects in the Regional Parks Service. Borrowing costs are estimated and subject to offsetting grant application(s)

## What services would move from the Regional Parks service to the RTS?

- The bylaw allows the CRD Board to determine which regional trails are important for active transportation and should be included in the Regional Transportation Service (RTS).
- Currently, the service is proposed to include the Galloping Goose, Lochside and E&N Regional Trails.
- The management of trails in the RTS would focus on improving travel efficiency and accessibility.

## Who has been engaged in the development of the service concept?

- Throughout 2023 and 2024 the CRD engaged regional partners we work with on transportation governance.
  - Staff representatives from local governments, electoral areas, BC Transit, MoTT, BC Ferries and Victoria Airport Authority have been engaged in ongoing discussions related to this work through the Transportation Working Group and one-on-one meetings.
  - On May 24, 2024, the CRD held a regional transportation workshop bringing political and staff representatives from local governments, electoral areas and First Nations together to provide input on the list of potential transportation service categories and functions.
  - On June 19, 2024, feedback from the Transportation Workshop was presented to the [Transportation Committee](#) and later to the CRD Board.
- Staff provided updates on this work through open meetings of the [Transportation Committee](#) and CRD Board.
- Staff will continue to engage with local government partners, the Province, BC Transit, BC Ferries, Victoria Airport Authority, Island Health, and other interested and affected people to develop new or expanded services.

For more information visit [www.crd.ca/transportation-aap](http://www.crd.ca/transportation-aap)

## How does this benefit local communities and Electoral Areas?

- Most travel in our region crosses local government boundaries, reflecting the interconnected nature of our communities. The Regional Transportation Service (RTS) would enhance regional consistency through the Regional Transportation Plan. Improved consistency and alignment would:
  - Make it easier for residents to access jobs, education, and other opportunities.
  - Enhance connectivity between urban and suburban areas to facilitate travel for work, leisure, and other activities.
- Strengthening regional cooperation and increasing capacity to address transportation challenges would support the case for further Federal and Provincial investment in transportation across the CRD.
- Another potential through the RTS is the creation of a capital cost-sharing program that provides grant funding for infrastructure projects of regional importance. This is intended to support local government to complete transportation projects that contribute to the Regional Multi-modal Network (walking, cycling, transit and driving) and would provide project funding that may otherwise not be available.
- Smaller municipalities and Electoral Areas in the CRD benefit from regional programs that they may not otherwise have the resources or capacity to undertake, such as traffic modelling, transportation data collection and analysis, Transportation Demand Management programs, transportation policy, and Regional Trails. Regional cost sharing grants would also allow smaller municipalities fund important transportation projects.
- Larger municipalities benefit from strengthened regional transportation planning that supports better integration with neighbouring communities. Supporting better regional transportation integration can:
  - Attract businesses and tourists which boosts the local economy.
  - Make it easier for residents to access jobs, education, and other opportunities.
  - Enhance connectivity between urban and suburban areas to facilitate travel for work, leisure, and other activities.
- Residents throughout the region will also benefit from improvements to the regional trail network, such as trail widening, the separation of pedestrians and cyclists, lighting and renewed infrastructure such as trestles.

## Who would participate in the proposed RTS?

- The proposed service area applies to all municipalities and electoral areas of the Capital Regional District, including Central Saanich, Colwood, Esquimalt, Highlands, Langford, Metchosin, North Saanich, Oak Bay, Saanich, Sidney, Sooke, Victoria, View Royal, and the Electoral Areas of Juan de Fuca, Salt Spring Island, and Southern Gulf Islands.

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- Participating area consent is being obtained by conducting a region wide Alternative Approval Process (AAP).

## What is an Alternative Approval Process (AAP)?

- An Alternative Approval Process (AAP) is a form of approval that allows electors to indicate whether they are against a local government proposal moving forward. Electors do this by submitting a completed elector response form to the CRD. If 10% or more of the eligible electors submit response forms in opposition, the CRD must either proceed to assent voting (referendum) within 80 days or reconsider the proposed action.

## Why does the CRD need elector approval?

- As per the Local Government Act, the CRD must receive the electors' approval before it can adopt a bylaw to establish a service levy or incur long-term debt.

## What is the expected approval timeline? When would the AAP start? When would the service be established?

- The anticipated timing for the Regional Transportation Service AAP is as follows:
  - September 11, 2024 – 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> reading of Bylaw 4630 by the CRD Board, with direction to proceed towards an AAP
  - February 2025 – Bylaw received approval of Inspector of Municipalities
  - April 3, 2025 – AAP response period begins
  - May 16, 2025 – AAP response period ends
  - June 2025 – AAP results delivered and final adoption of bylaw (if applicable)

## Where can I find more information on the AAP?

- For more information on the Alternative Approval Process (AAP), who can participate, where to find a response form, and how forms may be submitted, please visit [www.crd.ca/transportation-aap](http://www.crd.ca/transportation-aap).