



Notice of Meeting and Meeting Agenda Transportation Committee

Wednesday, March 25, 2026

1:30 PM

6th Floor Boardroom
625 Fisgard St.
Victoria, BC V8W 1R7

D. Murdock (Chair), S. Goodmanson (Vice Chair), P. Brent, S. Brice, J. Caradonna, Z. de Vries, B. Desjardins, D. Kobayashi, L. Szpak, M. Tait, D. Thompson, R. Windsor, C. McNeil-Smith (Board Chair, ex officio)

The Capital Regional District strives to be a place where inclusion is paramount and all people are treated with dignity. We pledge to make our meetings a place where all feel welcome and respected.

1. Territorial Acknowledgement

2. Approval of Agenda

3. Adoption of Minutes

3.1. [26-0356](#) Minutes of the Transportation Committee meeting of January 28, 2026

Recommendation: That the minutes of the Transportation Committee meeting of January 28, 2026 be adopted as circulated.

Attachments: [Minutes: January 28, 2026](#)

4. Chair's Remarks

5. Presentations/Delegations

5.1. Presentations

5.1.1. [26-0344](#) Presentation: Martin Stewart, Chief Executive Officer, Future Marine Inc. Re: Electric Ferry Network

Recommendation: There is no recommendation. This presentation is for information only.

Attachments: [Presentation: Future Marine Inc. Re: Electric Ferry Network](#)

5.2. Delegations

5.2.1. [26-0378](#) Delegation - Dmitry Petrov, Resident of Victoria, Re: Agenda Item 6.1: Capital Regional District Regional Transportation Plan Update

6. Committee Business

6.1. [26-0345](#) Capital Regional District Regional Transportation Plan Update

Recommendation: There is no recommendation. This report is for information only.

Attachments: [Staff Report: Regional Transportation Plan Update](#)
[Appendix A: Regional Transportation Plan Engagement Highlights](#)
[Presentation: Regional Transportation Plan Update](#)

7. Notice(s) of Motion

8. New Business

9. Adjournment

The next meeting is May 27, 2026

Meeting Minutes

Transportation Committee

Wednesday, January 28, 2026

1:30 PM

6th Floor Boardroom
625 Fisgard St.
Victoria, BC V8W 1R7

PRESENT:

Directors: D. Murdock (Chair), S. Brice, J. Caradonna, Z. de Vries, B. Desjardins, R. Fawcett (for P. Brent), L. Szpak, M. Tait (EP), D. Thompson, M. Wagner (for S. Goodmanson) (EP), R. Windsor (EP), C. McNeil-Smith (Board Chair, ex officio)

STAFF: T. Robbins, Chief Administrative Officer; L. Jones, General Manager, Parks, Recreation and Environmental Services; K. Lorette, General Manager, Housing, Planning and Protective Services; P. Klassen, Senior Manager, Regional Planning and Transportation; M. MacIntyre, Senior Manager, Regional Parks; D. Ovington, Senior Manager, Salt Spring Island Administration; G. Tokgoz, Manager, Transportation; J. Douillard, Senior Transportation Planner; M. Lagoa, Deputy Corporate Officer; T. Pillipow, Senior Committee Clerk; J. Ives, Committee Clerk (Recorder)

EP - Electronic Participation

Guests: Director Holman; L. Megenbir, Manager, Service Planning, BC Transit; L. Timmermans, Director, Project Delivery, BC Transit; E. Wren, Manager, Government Relations, BC Transit

Regrets: Directors P. Brent, S. Goodmanson, D. Kobayashi

The meeting was called to order at 1:33 pm.

1. Territorial Acknowledgement

Director Szpak provided a Territorial Acknowledgement.

2. Approval of Agenda

MOVED by Director McNeil-Smith, **SECONDED** by Director Desjardins,
That Director Holman be permitted to participate in the January 28, 2026 meeting
of the Transportation Committee.

CARRIED

MOVED by Director Brice, **SECONDED** by Director Desjardins,
That the agenda for the Transportation Committee meeting of January 28, 2026
be approved.

CARRIED

3. Adoption of Minutes

- 3.1. [26-0123](#) Minutes of the Transportation Committee Meetings of June 25, 2025 and October 22, 2025
- MOVED** by Director Caradonna, **SECONDED** by Director Brice,
That the minutes of the Transportation Committee meetings of June 25, 2025 and October 22, 2025 be adopted as circulated.
CARRIED

4. Chair's Remarks

There were no Chair's remarks.

5. Presentations/Delegations

5.1. Presentations

- 5.1.1. [26-0048](#) Presentation: Elise Wren and Levi Megenbir, BC Transit Re: Victoria Regional Transit Plan Update

E. Wren and L. Megenbir presented Item 5.1.1.

Discussion ensued regarding:

- the potential for creating a Transportation Commission
- investments in route 95 RapidBus line and potential future alignment with higher-order transit
- suggested avenues for further transit advocacy, including to the Province of British Columbia and the Union of British Columbia Municipalities

- 5.1.2. [26-0074](#) Presentation: Levi Timmermans, BC Transit Re: Saanich Transit Centre

L. Timmermans presented Item 5.1.2.

5.2. Delegations

- 5.2.1. **26-0130** Delegation - Nathan Bird, Victoria Transit Riders Union, Re: Agenda Item 6.2: Fare Free Youth Transit, Resolution for AVICC/UBCM

N. Bird spoke to Item 6.2.

- 5.2.2. **26-0129** Delegation - Robin Jenkinson, Island Pathways, Re: Agenda Item 6.4: Salt Spring Island Regional Trail Feasibility Study Findings and Next Steps

R. Jenkinson spoke to Item 6.4.

- 5.2.3. **26-0131** Delegation - Nathan Davidowicz, Resident of Vancouver, Re: Agenda Item 6.2: Fare Free Youth Transit, Resolution for AVICC/UBCM

N. Davidowicz spoke to Item 6.2.

6. Committee Business

6.1. [26-0094](#) 2026 Transportation Committee Terms of Reference

K. Lorette presented Item 6.1. for information.

6.2. [26-0045](#) Fare Free Youth Transit, Resolution for AVICC/UBCM

K. Lorette spoke to Item 6.2.

**MOVED by Director Caradonna, SECONDED by Director Szpak,
The Transportation Committee recommends to the Capital Regional District
Board: That the following resolution be submitted to the Association of
Vancouver Island and Coastal Communities and the Union of British Columbia
Municipalities:**

**WHEREAS the Province of British Columbia's Get on Board! program provides
fare-free transit for children aged 12 and under, and youth older than 12 face cost
barriers that limit access to education, employment, and community services and
to establish lifelong, sustainable travel habits;**

**AND WHEREAS the immediate expansion of fare-free transit to all youth aged 13
to 18 may present fiscal challenges for the Province;**

**THEREFORE BE IT RESOLVED that the Association of Vancouver Island and
Coastal Communities and the Union of British Columbia Municipalities request
that the Province of British Columbia implement a phased expansion of the
fare-free youth transit program by increasing eligibility by one year at a time
until fare-free transit is available to youth aged 13 through 18.**

CARRIED

Opposed: Brice, Desjardins, Tait, Windsor

6.3. [26-0046](#) Regional Transportation Service Implementation Update and 2026 Work
Plan

K. Lorette presented Item 6.3. for information.

Discussion ensued regarding:

- the governance structure of the Regional Transportation Service and the potential for creating a delegated Transportation Commission under the CRD
- aligning transportation planning between various agencies and stakeholders

6.4. [25-1253](#) Salt Spring Island Regional Trail Feasibility Study Findings and Next Steps

K. Lorette and M. MacIntyre spoke to Item 6.4.

Discussion ensued regarding:

- governance implications of designating CRD Gulf Islands trails as active transportation trails
- desire to review trail designation guidelines during the update of the Regional Transportation Plan
- staff capacity to undertake trail planning and design
- stakeholder engagement during the trail design phase
- distinctions between planned transportation trails and existing regional park trails connected to natural assets

Motion Arising:

**MOVED by Director Desjardins, SECONDED by Director McNeil-Smith,
That staff report back on the implications of the CRD Gulf Island trails being
considered as regional trails under the Regional Transportation Service, during
the update of the Regional Transportation Plan.**

Motion to Table:

**MOVED by Director Caradonna, SECONDED by Director Thompson,
That Item 6.4. be tabled until the Transportation Committee rises from the closed
session.
CARRIED**

9.1. [26-0122](#) Motion to Close the Meeting

**MOVED by Director Thompson, SECONDED by Director Caradonna
That the meeting be closed for intergovernmental negotiations in accordance
with Section 90(2)(b) of the Community Charter.
CARRIED**

The Transportation Committee moved to the closed session at 3:29 pm.
The Transportation Committee rose from the closed session at 3:40 pm without
report.

6.4. [25-1253](#) Salt Spring Island Regional Trail Feasibility Study Findings and Next Steps

Director Tait left the meeting at 3:40 pm.

The question was called on the motion arising:

**MOVED by Director Desjardins, SECONDED by Director McNeil-Smith,
That staff report back on the implications of the CRD Gulf Island trails being
considered as regional trails under the Regional Transportation Service, during
the update of the Regional Transportation Plan.
CARRIED**

6.5. [25-1240](#) Motion with Notice: Fulford-Ganges to Vesuvius multi use pathway Advocacy (B. Webster)

Committee discussion ensued on the referred motion with notice being more appropriate as a Regional Parks matter.

The Transportation Committee's consensus (without objection) was to report back to the CRD Board with no recommendation.

6.6. [26-0047](#) Previous Minutes of Other CRD Committees and Commissions for Information

The following minutes were received for information only:

- a) CRD Traffic Safety Commission minutes of October 14, 2025
- b) Regional Transportation Working Group minutes of September 16, 2025

7. Notice(s) of Motion

There were no notices of motion.

8. New Business

There was no new business.

9. Motion to Close the Meeting

9.1. [26-0122](#) Motion to Close the Meeting

This item was considered during Item 6.4.

10. Adjournment

MOVED by Director Thompson, **SECONDED** by Director de Vries,
That the January 28, 2026 Transportation Committee meeting be adjourned at 4:09 pm.
CARRIED

Chair

Recorder

Future Marine Inc Electric Ferry Network



Martin Stewart



Opportunity: Waterways as Transportation Corridors

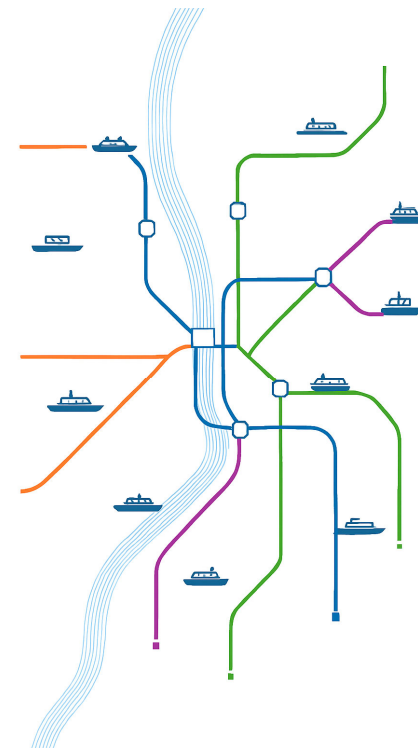
The Capital Region has extensive navigable coastline and sheltered waterways

Direct marine routes connect many communities faster than road routes

Marine transit bypasses road congestion entirely

About Future Marine

- British Columbia marine innovation company focused on zero-emission marine transportation
- Designs and operates electric passenger ferries for urban and regional routes
- Developing autonomous navigation and advanced safety systems
- Building scalable coastal mobility networks in the Pacific Northwest
- Working with municipalities, First Nations, and public transit agencies



Transportation Challenges in the Capital Region

- Rapid regional population growth including the West Shore communities of Colwood, Langford, and Sooke
- High dependence on private vehicles for daily commuting
- Increasing congestion on Highway 1 and Highway 14
- Limited options and high costs to expand road capacity
- Transportation emissions represent a significant portion of regional greenhouse gas emissions



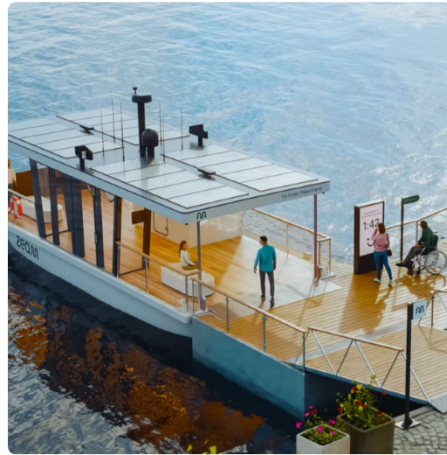
Opportunity: Waterways as Transportation Corridors

- The Capital Region has extensive navigable coastline and sheltered waterways
- Direct marine routes connect many communities faster than road routes
- Marine transit bypasses road congestion entirely
- Small electric ferries require minimal physical infrastructure
- Water-based mobility can complement buses, light rail, cycling networks, and walkable centres



Future Vessels

12 Passengers



12-passenger electric catamaran ferries designed for harbour mobility

Zero Emission



Zero-emission electric propulsion and very low noise

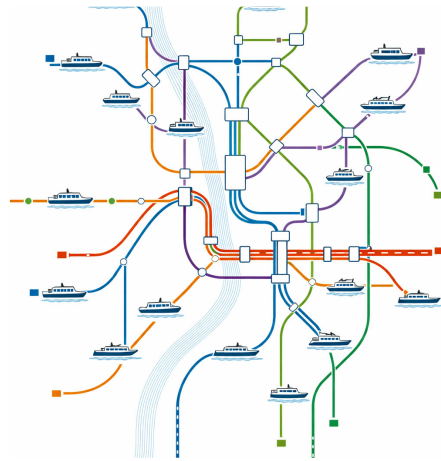
Low Wake



Low wake design suitable for sensitive harbour environments

Future Vessels

High Frequency



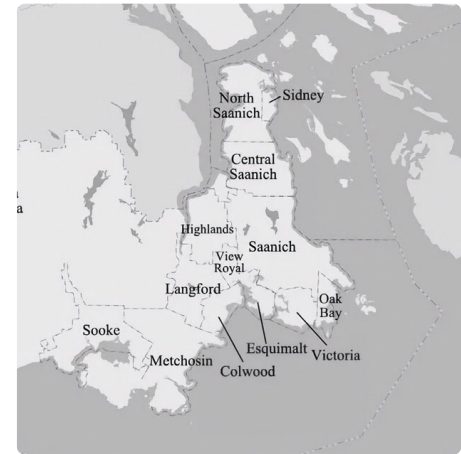
High frequency, on demand service

Short Crossings



Ideal for short crossings in urban waterways

Service Areas



Potential South Island service areas include Esquimalt Harbour, Sooke Basin, Victoria Inner Harbour

Regional Ferry Service – High Speed Vessels

- High-speed electric passenger ferries using hydrofoil technology
- Hydrofoils lift the vessel above the water to dramatically reduce drag
- Significantly lower energy use compared with conventional fast ferries
- Cruising speeds of 25–30+ knots
- Ideal for longer regional routes such as Victoria–Sooke–Port Renfrew, Mill Bay–North Saanich–Airport
- Complements smaller urban ferries by connecting regional destinations

ARTEMIS 30 PASSENGER



ARTEMIS 2



Integrated Multi-Modal Transportation

- Ferry terminals can connect directly with BC Transit, light rail, and other transportation options.
- Integration with cycling and pedestrian infrastructure
- Opportunity to create local mobility hubs near ferry landings
- Supports inter-modal travel without reliance on private vehicles
- Creates flexible transportation choices for residents and visitors

Alignment with Climate Action Goals

- Zero-emission electric propulsion eliminates fossil fuel pollution
- Supports regional greenhouse gas reduction targets
- Encourages shift from private vehicles to public transportation
- Reduces noise pollution in urban waterfront environments
- Supports sustainable coastal transportation systems

Reducing Road Congestion

- Waterways provide additional transportation capacity at no additional cost
- Creates parallel transportation corridors that do not require new highways
- Reduces pressure on key commuter routes
- Improves travel reliability for commuters, and in the event of accidents or road closures
- Supports regional population growth without major road expansion

First Nations Collaboration

- Future Marine is developing partnerships with First Nations communities
- Opportunities for shared planning of marine transportation infrastructure
- Economic development and employment opportunities
- Marine training and operations roles
- Potential collaboration with Songhees Nation, Esquimalt Nation, Malahat Nation, and T'Sou-ke Nation

Phased Implementation

- Phase 1: Pilot service with 2 to 4 electric ferries
- Initial dock locations in strategic harbour locations
- Operational demonstration and ridership development
- Phase 2: Expansion to additional communities and routes
- Phase 3: Integration of autonomous navigation systems

Collaboration with the CRD

- Integrate marine transit into regional transportation planning
- Identify potential ferry landing sites
- Coordinate with municipalities and First Nations partners
- Support provincial and federal funding opportunities
- Develop a regional electric ferry pilot program

Future Marine Inc Electric Ferry Network



Martin Stewart



Making a difference...together

REPORT TO TRANSPORTATION COMMITTEE MEETING OF WEDNESDAY, MARCH 25, 2026

SUBJECT **Capital Regional District Regional Transportation Plan Update**

ISSUE SUMMARY

To present an update of the development of the Regional Transportation Plan (RTP), including foundational work completed to date and upcoming engagement.

BACKGROUND

In June 2025, the Transportation Committee endorsed the proposed timeline and scope for the development of a new RTP. Following that, a consulting team was engaged to support the work.

Work to date has focused on establishing a foundation for the plan. This has included confirming scope, completing background research and high-level data analysis, and reviewing previous municipal planning and engagement from across the region. Staff and consultants have also examined best practices from other regions to identify lessons and approaches relevant to the capital region.

This work highlights the most urgent transportation needs facing the region and clarifies the outcomes the updated RTP can realistically influence. It also identifies areas where regional coordination can make the most difference – such as rapid transit corridors, the Regional Multi-modal Network, transportation demand management, safety, land use integration, governance, and major project prioritization.

Reconciliation Corridor Initiative

The Reconciliation Corridor Initiative, which will explore passenger rail service between Langford and Victoria on the Island Rail Corridor, emerged after the initial RTP scoping was set.

Additional analysis will clarify the Corridor's potential strategic role, its alignment with growth, mobility, and equity goals, and the considerations of identifying it as a priority transit corridor. This expanded work will shift final RTP completion to Q4 2027.

Regional Context and Emerging Challenges

Over the past decade, the region has made measurable progress toward a more multi-modal transportation system. Active transportation networks have expanded and walking and cycling rates have grown significantly. The Regional Transportation Service (RTS) has also created a stronger framework for regional coordination.

Despite progress, the region faces several structural challenges that require a renewed regional strategy:

- **Growth and land use pressures:** Rapid population and housing growth have outpaced transportation investment, underscoring the need for stronger land use and transportation integration.

- **Mobility gaps:** Many communities still lack reliable transit or safe active transportation options. This contributes to congestion, higher household costs, and inequitable access to jobs and services.
- **Inconsistent regional experience:** Approaches to safety, transportation demand management (TDM), active transportation design, and transit priority vary across municipalities. This creates an uneven travel experience for people moving through the region.
- **Mode share trends:** While walking and cycling have increased (14.3% in 2001 to 22.5% in 2022), regional transit use has remained at approximately 6.5% over the same period.

Together, these conditions highlight the risks of fragmented decision-making and reinforce the need for clearer regional priorities and coordination action.

Plan Framework

Analysis to date identifies several opportunities for impactful regional leadership:

- **Connecting growth to the core:** Align transit supportive investment with emerging growth areas to strengthen connections to jobs, services, and the regional core.
- **Advancing equitable mobility:** Better integrate transit planning and investment with the Regional Multi-modal Network to expand reliable travel options, particularly in communities with fewer transportation choices.
- **Improving regional consistency:** Increase alignment across municipalities through shared design standards, coordinated safety and TDM approaches, and region-wide approaches to transit priority.
- **Strengthen transit and active transportation coordination:** Build on rising walking and cycling rates while aligning transit investment with land use patterns and evolving travel patterns, including recent RapidBus performance results.

Regional Transportation Goals

Draft goals for the RTP reflect long-standing regional values—sustainability, safety, affordability, and climate leadership—and input from previous governance studies. The proposed goals are to:

- Increase access to transportation opportunities
- Increase sustainable mode share
- Achieve zero fatalities and serious injuries
- Improve household transportation affordability
- Improve reliability and manage congestion
- Reduce transportation-related emissions

These goals are intended to form the backbone of the RTP. They will continue to be tested and refined through engagement to confirm alignment with regional priorities and the CRD's mandate.

Direction, Guidance and Policy Potential

The updated RTP will provide strategic regional direction within the CRD's mandate and tools. Key areas include:

- **Regional priorities and investment intent:** Establish clear strategic priorities and define the role of major corridors, networks, and modes in achieving regional goals.

- **Investment alignment and sequencing:** Provide guidance on how transportation investments should be coordinated and phased across jurisdictions, modes, and funding programs.
- **Transportation and land use integration:** Set regional expectations to better align transportation planning and land use and growth strategies.
- **Regional policies, guidelines, and standards:** Establish consistent, collaborative, regional approaches on key issues such as TDM, safety, access to resources, curb management, island connectivity, and design.
- **Governance and decision-making:** Clarify regional roles and decision-making processes, including options for stepwise governance refinement.

These directions will be refined through further technical work and engagement.

Engagement

Engagement is structured to inform decision-making at key stages of plan development rather than all at once. The approach emphasizes transparency and alignment with regional and provincial direction.

Engagement Objectives

- Build a shared regional vision and priorities
- Clarify how input informs decisions
- Identify regional trade-offs and system-level considerations
- Build understanding of emerging strategic direction
- Demonstrate alignment with regional and provincial direction

Engagement to Date (Q1 2026)

Engagement undertaken between February and March 2026 focused on validating key challenges and opportunities and confirming early decision-making criteria. Activities included meetings and workshops with the Regional Transportation Advisory Committee (RTAC) and the Development Planning Advisory Committee (DPAC), as well as a cross-section of regional interest holders, including public agencies, community and equity-serving organizations, transportation advocates, business associations, and resident groups.

Membership on the RTAC includes senior staff from key transportation stakeholders including the CRD, the 13 municipalities and three electoral areas as well as the Ministry of Transportation and Transit, BC Transit, BC Ferries, Victoria Airport Authority, Greater Victoria Harbour Authority, Insurance Corporation of British Columbia, Island Corridor Foundation, and Vancouver Island Health Authority or Provincial Health Services Authority.

Membership on the DPAC includes senior planning staff from the CRD, the 13 municipalities and the Juan de Fuca Electoral Area.

Upcoming Engagement

Engagement will continue through the following phases:

Timing	Purpose	Participants
Q2 2026	Drafting the Plan Develop and refine draft strategies; explore regional opportunities and emerging directions; assess alignment and strengthen confidence in the draft plan.	CRD Board & Committees, elected officials, RTAC & DPAC, interest holders, public
Q4 2026 -Q1 2027	Refining the Plan Incorporate feedback; clarify areas of change; resolve outstanding issues; and confirm direction; prepare for governance consideration.	CRD Board & Committees, RTAC & DPAC, interest holders
Q3 - Q4 2027	Finalizing the Plan Confirm final plan; demonstrate how engagement informed decisions; reinforce alignment with regional and provincial priorities.	CRD Board & Committees; RTAC & DPAC

Election Considerations

Engagement has been designed to align with the upcoming 2026 municipal election cycle:

- Engagement with elected officials continues through late spring 2026 and pause through the election period.
- During governance transition, engagement will focus on advisory committees and partners to maintain technical momentum.
- Re-engagement with the new Board in early 2027 will include summarizing progress and upcoming decisions.

This approach maintains continuity while respecting election protocols.

Engagement with First Nations

Engagement with First Nations is being coordinated through the CRD’s First Nations Relations team. Initial discussions, carried out jointly with BC Transit, involved seven First Nations within the BC Transit service area. Engagement will continue throughout the RTP process, tailored to the interests and preferences of each Nation.

CONCLUSION

Since 2025, work on the new Regional Transportation Plan has focused on clarifying regional challenges, identifying strategic opportunities, and determining where coordinated regional action can make the greatest impact. This report provides an update on progress, including draft goals, regional pressures, emerging directions, and the engagement program supporting plan development.

Next steps include continued analysis, engagement, and development of draft strategies for Board consideration.

RECOMMENDATION

There is no recommendation. This report is for information only.

Submitted by:	Patrick Klassen, RPP, Sr. Manager Planning and Transportation
Concurrence:	Kevin Lorette, P. Eng., MBA, General Manager, Housing, Planning and Protective Services
Concurrence:	Ted Robbins, B. Sc., C. Tech., Chief Administrative Officer

ATTACHMENTS

Appendix A: Regional Transportation Plan Engagement Highlights
Presentation: Regional Transportation Plan Update

Engagement Highlights

Regional Transportation Plan



Capital Regional District | February 2026

Engagement Goal

To establish a new regional vision and plan for transportation which reflects and responds to the unique needs and aspirations of residents across the 13 municipalities and electoral areas in the capital region. The Regional Transportation Plan engagement is structured to support decision-making at key moments in plan development. Rather than seeking broad input all at once, engagement is paced to align with when values, priorities, and strategic choices are being shaped alongside technical analysis.

Objectives

1. Support the development of a shared regional vision, goals, and transportation priorities
2. Inform decision-making at each stage of the plan, with clarity about how input will be used
3. Surface regional patterns, trade-offs, and system-wide considerations
4. Strengthen understanding of and confidence in the emerging strategy
5. Demonstrate alignment with regional and provincial priorities
6. Communicate clearly how engagement input has influenced the plan

Tools and Techniques

Engagement activities are designed to reflect The CRD's regional mandate and build on prior planning and engagement work across the region. The approach emphasizes:

- A regional perspective that focuses on shared outcomes and system-wide opportunities
- Drawing on previous regional studies and engagement across the capital region
- Transparency about constraints, trade-offs, and decision-making roles
- Accessibility through plain language and inclusive formats

Engagement Highlights

Regional Transportation Plan

Capital Regional District | February 2026

Engagement activities will include:

- Public survey (Get Involved CRD website)
- Pop up tent at community events
- Social media, digital and print advertising
- Media outreach
- Workshops with governments, First Nations and partners
- Workshops with community groups
- Meetings with community and advocacy groups
- Advisory group meetings (RTAC, DPAC)
- Information session to share the plan
- Engagement summary report

Membership on the RTAC includes:

- CRD, 13 municipalities and three electoral areas
- Ministry of Transportation and Transit
- BC Transit
- BC Ferries
- Victoria Airport Authority
- Greater Victoria Harbour Authority
- Insurance Corporation of British Columbia
- Island Corridor Foundation
- Vancouver Island Health Authority or Provincial Health Services Authority

Membership on the DPAC includes senior planning staff from the CRD, the 13 municipalities and the Juan de Fuca Electoral Area.

Engagement Highlights

Regional Transportation Plan

Capital Regional District | February 2026

Timelines

Phase	Timing	Purpose	Participants
Phase 1	Complete	Scoping and initiating	
Phase 2	Q1 2026	Validating key challenges and opportunities Identified through foundational research and confirming early decision-making criteria. Input gathered during this period will be synthesized into a “What We Heard” summary report. The report will document themes raised and identify areas requiring further refinement as the plan moves into the next stage of development.	<ul style="list-style-type: none">• Committee meetings• RTAC Workshop
Phase 3	Q2	Draft plan development Co-develop and refine draft strategies with governance bodies and key interest holders. Explore regional opportunities, test emerging directions, and assess alignment with local goals. Use structured discussions to strengthen confidence in the draft plan.	<ul style="list-style-type: none">• CRD Board & Committees• Elected officials• RTAC & DPAC• Regional public
Phase 4	Q4 2026 - Q1 2027	Refining the plan Incorporate feedback into the draft plan. Clarify areas of change, address outstanding tensions, and confirm direction. Begin shifting toward broader communication and preparing for governance consideration.	<ul style="list-style-type: none">• CRD Board & Committees• RTAC & DPAC

Engagement Highlights

Regional Transportation Plan

Capital Regional District | February 2026

Phase 5	Q3 – Q4 2027	Finalizing and approving the plan Confirm the final plan. Demonstrate how engagement informed decisions. Reinforce alignment with regional and provincial priorities while supporting clarity and transparency ahead of approval.	<ul style="list-style-type: none">• CRD Board & Committees
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Election Considerations

Engagement has been structured to align with the upcoming election cycle and associated governance transition.

Engagement with elected officials will occur through late spring 2026. Following June 2026, engagement activities involving elected officials will pause in accordance with election period protocols.

During the transition period in late fall 2026, engagement will focus on advisory committees and regional partners, ensuring that technical refinement and alignment work continues while governance bodies are in transition.

Re-engagement with the newly appointed Board is anticipated in early 2027 (targeting late February). At that time, staff will provide supporting materials to assist with onboarding and ensure continuity. These materials are expected to outline work completed to date, key engagement themes, emerging draft directions, and upcoming decision points.

This approach is intended to ensure continuity across governance cycles while maintaining transparency, clarity of process, and alignment with prior Board direction.

Engagement with First Nations

Engagement with First Nations will occur through a separate but parallel process in coordination with the CRD's First Nation's Relation team. Early outreach has already begun in collaboration with BC Transit as they have developed their Victoria Regional Transit Plan, with timelines and approaches tailored to the interests and decision-making processes of each Nation. CRD staff will ensure coordination between public and First Nations engagement while maintaining distinct processes.

Spur + ACCESS.



Regional Transportation Plan Update

Project foundations and
engagement overview

Welcome & purpose of today

Why we're here and what this session will cover

Why we're here

To provide an overview of the Regional Transportation Plan foundations and outline the proposed engagement approach moving forward.

What this session is intended to accomplish

- Share key themes emerging from early analysis
- Provide an overview of the direction and engagement approach
- Outline next steps in the planning process

Where this fits in the RTP process

This is an early step in developing the Regional Transportation Plan.





About the Regional Transportation Plan (RTP)

This update builds on the 2014 RTP with refreshed goals, actions and strategies, and a renewed focus on implementation through the RTS.

Scope

The RTP will cover all local governments within the capital region, focusing on transportation issues of regional significance and identifying priorities for the Regional Multimodal Network. The Plan is scheduled for completion in Q4 2027.

Relationship to other plans

The RTP will align with local and regional plans and address region-wide transportation gaps by clarifying roles, priorities, and coordination across jurisdictions.

Project background & work to date

With the newly established Regional Transportation Service and growing transportation pressures across the region, we are setting a new and clear direction. The update will help align planning efforts, clarify roles, and position the region to unlock future funding.

Work completed to date

- **Foundations Memo** – At the onset of the project, the planning team drafted a memo which establishes early foundations of the plan. This memo lays the groundwork for the new Regional Transportation Plan by outlining major issues and opportunities the plan is positioned to address
- **Key research inputs** – Key inputs include internal team workshops, a scan of relevant jurisdictions facing similar issues and opportunities, and a review of previous planning efforts
- **What we've learned so far** – Through drafting the Foundations Memo, we have identified some key issues and opportunities to address within the RTP update

The capital region today: Key challenges

Growth and land use pressures – Population growth and housing development are accelerating across the region. Transportation investment has not always kept pace, underscoring the need for closer coordination between land use and infrastructure planning.

Mobility gaps – Many communities lack reliable transit service, limiting access to jobs, education, health care, and social connection. For many residents, driving remains the only viable option right now, contributing to congestion and inequitable access.

Inconsistent regional experience – Policies, standards, and investment approaches vary across key regional system components, creating inconsistent travel experiences across the region.

Mode share trends – Walking and cycling increased, while transit mode share remains comparatively low.

- In the Growth Management Area, cycling mode share increased from 2.6% to 7.9% (2001–2022)
- While overall Transit trips have increased, Transit mode share has remained flat at 6.5% in the same period

What direction could the RTP provide?

01

Set clear regional priorities

Define what matters most for transportation across the region, including the role of key corridors, transit routes, active transportation networks, and goods movement, and what outcomes the region is working toward.

02

Align and sequence investments

Provide guidance on how transportation investments should be coordinated and phased across municipalities, modes, and funding sources so projects work together rather than in isolation.

03

Better connect transportation + land use

Clarify how transportation planning and investment should support housing, growth, and land use decisions, and how those land use decisions should inform transportation priorities.

04

Establish shared regional approaches

Develop consistent regional guidelines, in collaboration with municipalities, on topics such as safety, transportation demand management, access to opportunity, curb management, island connectivity, and design standards.

05

Clarify governance and decision-making

Define regional roles and responsibilities for transportation, and outline how decisions should be made and coordinated across jurisdictions over time.

Engagement overview

How we are gathering input and who we are engaging

Q1 2026

Validate priorities and decision criteria

Build shared understanding of needs and goals. Define key issues and identify early priorities.

WHO'S ENGAGED

Transportation Committee (Inform)

RTAC & DPAC (Collaborate)

Interest holders (Consult)

Q2 2026

Refine draft strategies and key actions

Test and strengthen strategic directions, address trade-offs, and inform the draft plan.

WHO'S ENGAGED

CRD Board & Committees (Collaborate)

Elected officials (Collaborate)

RTAC & DPAC (Collaborate)

Regional public (Consult)

Q1 2027

Confirm direction and readiness for approval

Resolve outstanding questions and confirm direction ahead of plan approval.

WHO'S ENGAGED

CRD Board & Committees (Collaborate)

RTAC & DPAC (Collaborate)

Regional public (Consult)

Q3-Q4 2027

Support approval and communicate the plan

Demonstrate how engagement shaped the final plan and communicate the approved direction.

WHO'S ENGAGED

CRD Board & Committees (Collaborate)



Next steps

What happens next and key milestones ahead

- Finalize and share the “What We Heard” summary from early March engagement onto the project “Get Involved” page.
- Continue refining draft strategies and key actions (Q3 2026)
- Test trade-offs and strengthen alignment ahead of the draft Plan (Q4 2026)
- Return to Committee with updates as the draft Plan takes shape