

An aerial photograph of a coastal city, likely Seattle, with a large body of water in the foreground and mountains in the background. The city is densely packed with buildings and greenery. The text is overlaid on the image.

Proposed Regional Transportation Service

Alternative Approval Process
Information Session

April 1, 2025



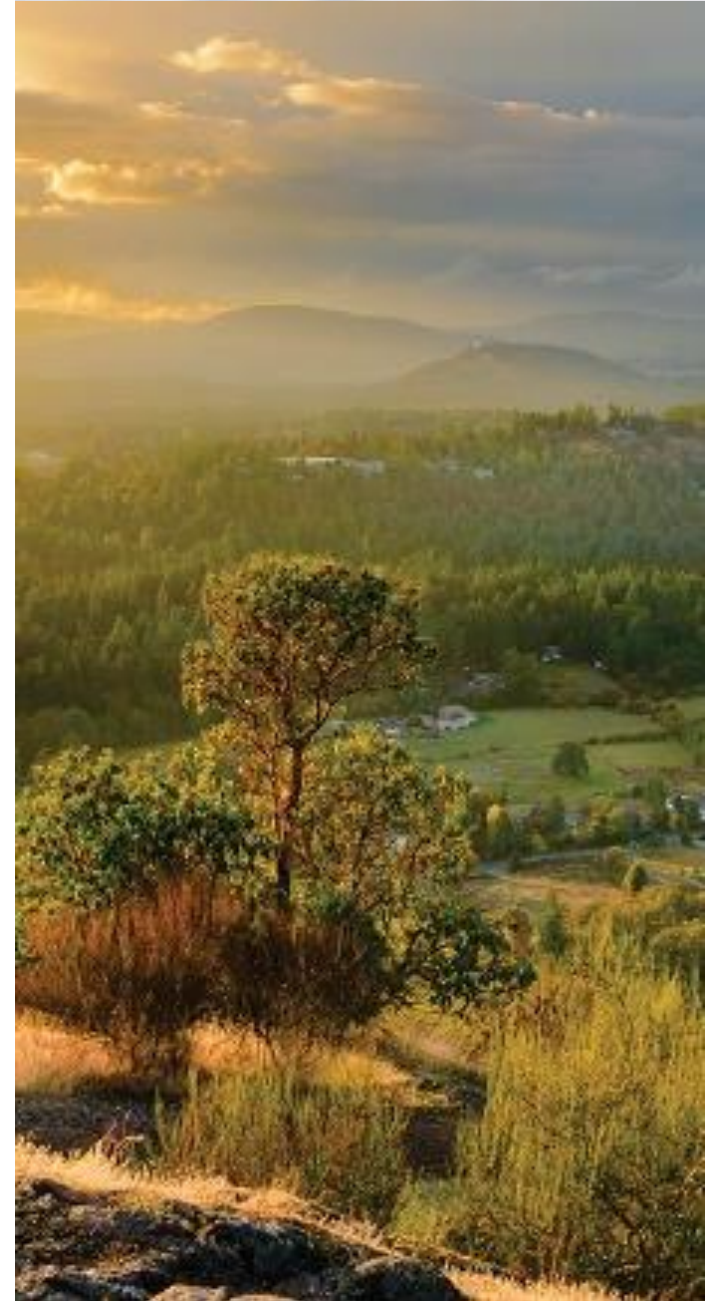
Territorial Acknowledgement

The CRD conducts its business within the Territories of many First Nations, including but not limited to BOKÉCEN (Pauquachin), MÁLEXEŁ (Malahat), P'a:chi:da?aht (Pacheedaht), Spune'luxutth' (Penelekut), Sc'ianew (Beecher Bay), Songhees, SĀÁUTW (Tsawout), T'Sou-ke, WJOŁEŁP (Tsartlip), WSIKEM (Tseycum), and x^wsepsəm (Kosapsum), all of whom have a long-standing relationship with the land and waters from time immemorial that continues to this day.



Agenda

1. Introductions
2. Capital Regional District
3. Transportation
4. Regional Transportation Service
5. Estimated Costs
6. Next Steps
7. Questions



Capital Regional District (CRD)



Boundary

- 237,000 ha.
- 70 Islands
- Population estimate 460,000 (2024)
- 13 Member Municipalities
- 3 Electoral Areas

Regional District Purpose

- An order of government
- Steward public assets and foster economic, social and environmental well-being
- Cooperate, collaborate and facilitate relationships among its member municipalities and electoral areas
- Legislative authority from the Province with three corporate entities
- Enable greater regional cooperation and equitable cost-sharing between municipal areas and rural areas



Our Services

The CRD currently provides a wide range of services that include:

- Regional water supply
- Solid waste
- Wastewater treatment
- Regional parks and trails
- Housing
- Regional Planning



Regional Service Establishment

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.

Establishing bylaws describe the service, define the service boundaries, identify the participants, and indicate the method of cost recovery.



Transportation

2023 – 2026 CRD Board Priorities



Transportation



Housing



Climate Action & Environment



First Nations

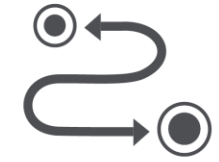


Governance





Transportation



Our Priority

Residents have access to convenient, green and affordable multi-modal transportation systems that enhance livability.

Why?

- The region currently experiences lengthy and costly travel times.
- There are limitations to how many roads can be built.
- On-road transportation is responsible for ~40% of greenhouse gases emitted by the region.










The long-term transportation needs of our communities are a priority.

CRD's Current Transportation Role

- Operating Regional Trails
- Planning and Policy support
- Key documents guiding our work:
 - 2014 Regional Transportation Plan (RTP)
 - Regional Trails Management Plan



Transportation Responsibilities

	 CRD	 Local Governments	 BC Transit	 MoTT
 Regional Trails	Primary	Direct service delivery impact	Consulted agency	Leases right-of-way
 Regional and Local Roads	Planning / policy impact	Primary	Direct service delivery impact	Legislation / funding
 Land Use	Planning / policy impact	Primary	Direct service delivery impact	Legislation
 Regional Transit Network	Planning / policy impact	Direct service delivery impact	Primary	Legislation / funding
 Provincial Highways	Planning / policy impact	Direct service delivery impact	Direct service delivery impact	Primary

Regional Transportation Service (RTS)

Regional Transportation Service

Bylaw No. 4630 would establish a new regional transportation service for the purpose of addressing transportation needs within the Capital Regional District



Create a New Regional Vision



Develop New Regional Programs



Unify Our Regional Voice



Expand and Enhance Regional Trails

Create a New Regional Vision

- **Update the Regional Transportation Plan** to establish a new vision for the region that aligns with residents' aspirations and future needs
 - Establish regional priorities
 - Align the strategies of local governments
 - Create a roadmap for the future programs and functions
- Work toward integrating land use with transportation



Unify Our Regional Voice

- Strengthen our collective decision-making to better deliver regional projects
- Speak with a unified voice to better attract senior government funding
- Increase the effectiveness of our advocacy on policy and funding to better support regional transportation



Develop New Regional Programs

- Expand existing data analysis and education programs
- Create more tools to deliver transportation focused programs
- Support local initiatives that align with regional priorities

Did you know?

Our region's travel mode share:

- 71% Vehicle
 - 14.6% walk
 - 7.9% Bike
 - 6.5% Transit
- } 22.5% active travel



Expand & Enhance Regional Trails

- Improve access and safety for all trail users
- Widen and light the high traffic areas of the regional trails
- Expand the Regional Trail network as a transportation asset
- Work together with residents and local governments to plan for the future

Did you know?

Galloping Goose and Lochside Regional Trails average 3.8 million visits per year



Regional Trestles Renewal, Trails Widening & Lighting Project

- The CRD is already improving 6.5km of the Galloping Goose and Lochside Trails
- Funded by grants and borrowing
- This project will be supported by the RTS
- For more information visit www.crd.ca/trailsproject

Did you know?

There are 1.3 million trips (walking and biking) at Selkirk Trestle in 2024



Estimated Costs

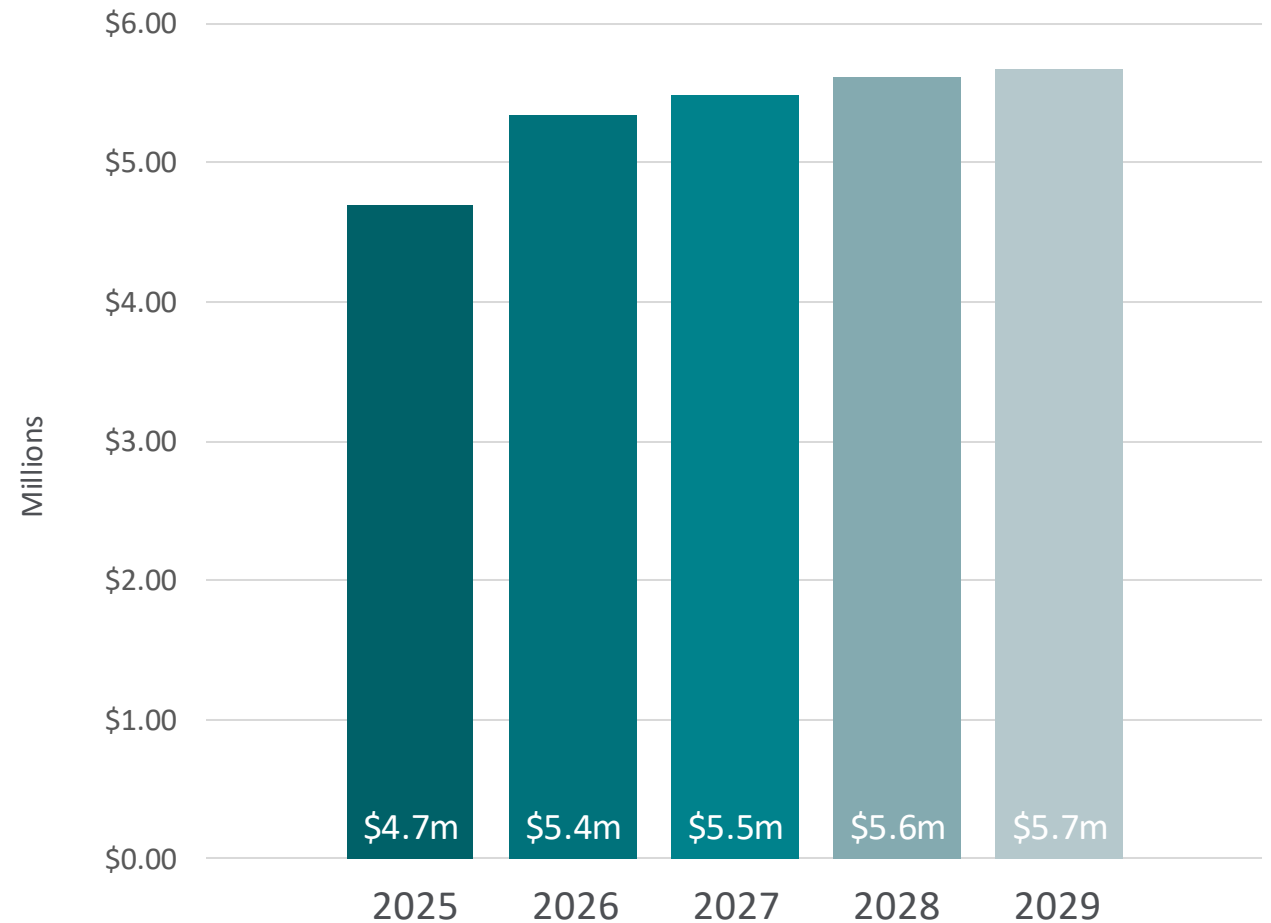
Initial Steps

- Transferring and combining existing transportation functions:
 - Regional Planning
 - Regional Trails
- Existing service costs are \$4.7M
- Support the Regional Trestles Renewal, Trails Widening and Lighting Project
- New Integrated Regional Transportation Plan



Projected Service Costs

- All new funding will have cost control and require approval by the CRD Board
- Increases to the budget will be gradual over time



Figures include estimated existing costs in other CRD Services that will be transitioned to the RTS and estimated new costs which are subject to future refinement and CRD Board approval(s)

Projected Four-Year Service Costs

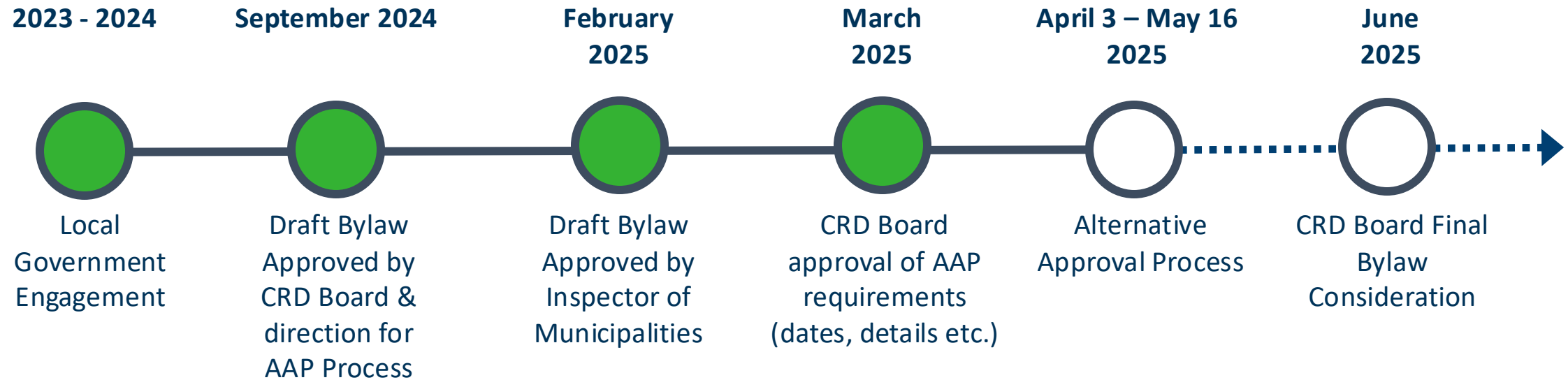
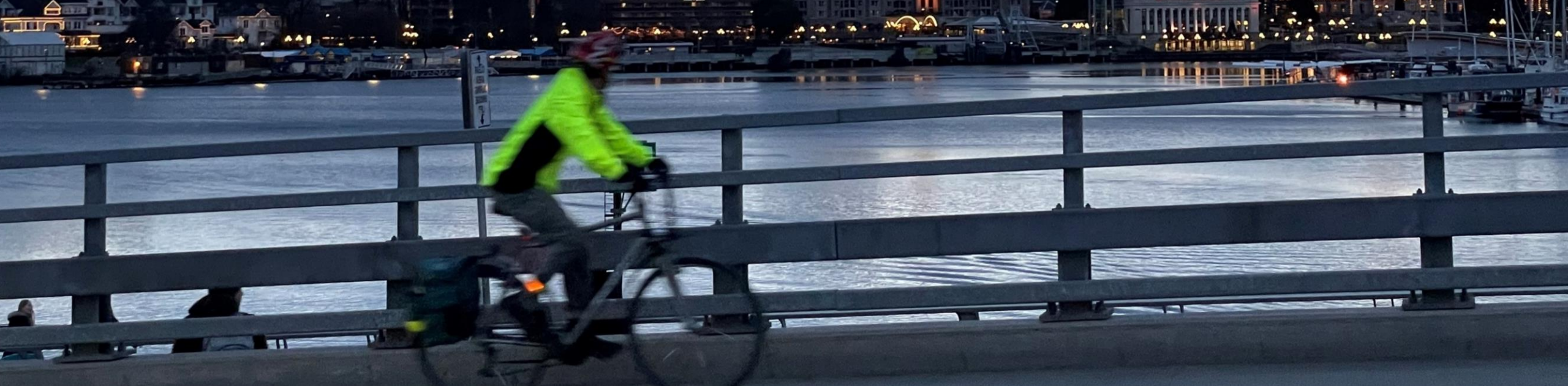
Description	2026	2027	2028	2029
Existing Service Cost*	\$4.70M	\$4.70M	\$4.70M	\$4.70M
New Service Cost**	\$0.65M	\$0.79M	\$0.92M	\$0.97M
Total Service Cost	\$5.35M	\$5.49M	\$5.62M	\$5.67M
Regional Trail Project Estimated Borrowing Cost***	\$0.54M	\$1.78M	\$3.55M	\$4.55M
TOTAL	\$5.89M	\$7.27M	\$9.17M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

**Estimated existing costs in other CRD Services that will 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)*

Next Steps



Alternative Approval Process (AAP)

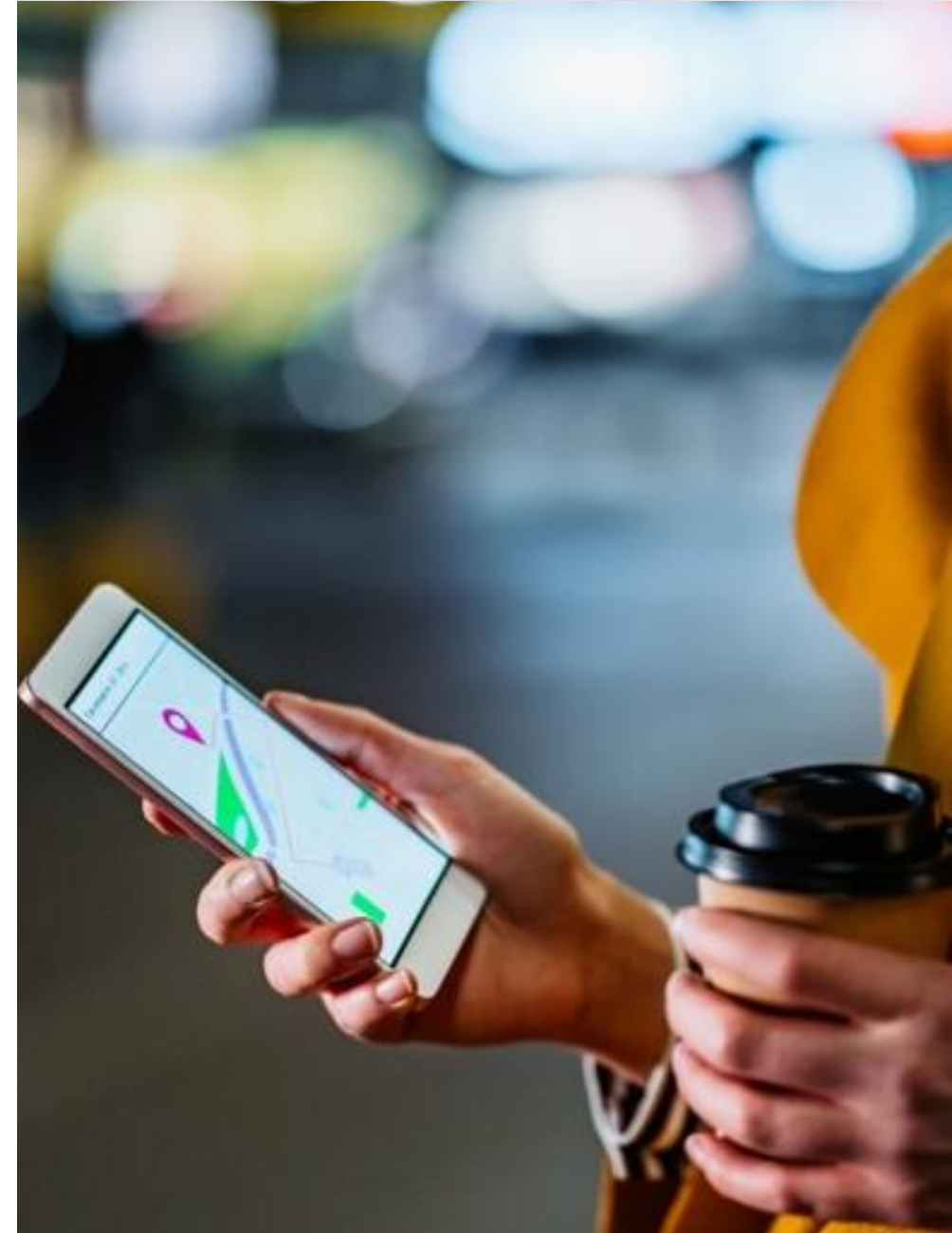
What is an AAP?

- A form of approval that allows electors in the participating area to indicate whether they are opposed a local government proposed bylaw moving forward
- Electors can voice their opposition by submitting a completed elector response form to the CRD
- If at least 10% of eligible electors complete and submit the form, the AAP has not obtained elector approval



Why use an AAP?

- It is a way for local governments to gauge public support for bylaws proposing new services or initiatives
- It gives electors the most flexibility to participate by submitting a completed elector response form over a period of at least 30 days
- This process ensures that significant decisions reflect the community's wishes while saving resources



How to participate

- The Alternative Approval Process response period for the Regional Transportation Service **opens on April 3 and closes at 4:30 pm on May 16, 2025**
- If you support the proposed bylaw, no action is required
- If you are opposed to the proposed bylaw, fill out an elector response form and submit it to the CRD by the deadline
- Qualified Residents & Non-Resident Property Electors of the Participating Area may submit a completed elector response form
- Visit www.crd.ca/transportation-aap for elector response forms from April 3, 2025
- The Capital Regional District accepts completed forms by hand, mail, and email. Submission details will be included on the elector response form

Questions

Please use the Q&A button on the bottom of the screen to submit your questions.

Contact

Email: LegServ@crd.bc.ca

Visit: www.crd.ca/transportation-aap