



## Notice of Meeting and Meeting Agenda Capital Regional District Board

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Wednesday, September 13, 2023

1:10 PM

6th Floor Boardroom  
625 Fisgard Street  
Victoria, BC

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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 THE AGENDA

### 3. ADOPTION OF MINUTES

#### 3.1. [23-625](#) Minutes of the August 9, 2023 Capital Regional District Board Meeting

**Recommendation:** That the minutes of the Capital Regional District Board meeting of August 9, 2023 be adopted as circulated.

**Attachments:** [Minutes - August 9, 2023](#)

### 4. REPORT OF THE CHAIR

### 5. PRESENTATIONS/DELEGATIONS

*The public are welcome to attend CRD Board meetings in-person.*

*Delegations will have the option to participate electronically. Please complete the online application at [www.crd.bc.ca/address](http://www.crd.bc.ca/address) no later than 4:30 pm two days before the meeting and staff will respond with details.*

*Alternatively, you may email your comments on an agenda item to the CRD Board at [crdboard@crd.bc.ca](mailto:crdboard@crd.bc.ca).*

#### 5.1. Presentations

##### 5.1.1. [23-642](#) Presentation: Gord Horth (General Manager) Capital Region Emergency Service Telecommunications (CREST); Re: Member Agency Report

**Attachments:** [Presentation: CREST Member Agency Report](#)  
[Appendix A: UBCM Resolution 911 Emerg. Comms. Service Delivery](#)

### 6. CONSENT AGENDA

**6.1.      [23-614](#)      Household Hazardous Waste Pickup in Electoral Areas**

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

**Attachments:**      [Staff Report: Household Hazardous Waste Pickup in EAs](#)  
                             [Appendix A: Hartland Depot - Accepted Household Hazardous Waste Products](#)  
                             [Appendix B: Household Hazardous Waste Collection Locations within EAs](#)  
                             [Appendix C: BC Ferries - Dangerous Goods Information](#)

**6.2.      [23-525](#)      Capital Regional District External Grants Update**

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

**Attachments:**      [Staff Report: CRD External Grants Update](#)  
                             [Appendix A: 2023 External Grants Dashboard](#)  
                             [Appendix B: 2023 Grant Alerts](#)

**6.3.      [23-644](#)      2022 Capital Regional District Origin Destination Household Travel Survey**

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

**Attachments:**      [Staff Report: 2022 Origin Destination Household Travel Survey](#)  
                             [Appendix A: 2022 Origin Destination Household Travel Survey](#)  
                             [Presentation: Origin Destination Household Travel Survey](#)

**7. ADMINISTRATION REPORTS****7.1.      [23-655](#)      Consent on Behalf for Bylaw 4551 - Amendment to Increase Annual Requisition for Land Assembly, Housing and Land Banking Service**

**Recommendation:** 1. That participating area approval for Bylaw No. 4551, "Land Assembly, Housing and Land Banking Service Establishment Bylaw No. 1, 2010, Amendment Bylaw No. 2, 2023" be obtained via two-thirds consent on behalf of municipal and electoral area participating areas.  
2. That participating area approval in the electoral areas for Bylaw No. 4551 be provided by the Electoral Area Directors consenting on behalf, rather than alternative approval process.  
(NWA)

**Attachments:**      [Staff Report: Consent on Behalf for BL4551 – Amd. to Inc. Annual Req.](#)  
                             [Appendix A: Bylaw No. 4551 at Third Reading](#)  
                             [Appendix B: Previous Staff Report dated May 3, 2023](#)



7.2.      [23-641](#)      Regional District Wide AAP for Bylaw 4552 - Land Assembly, Housing and Land Banking Loan Authorization Bylaw No. 3, 2023

- Recommendation:**
1. That elector approval for long-term borrowing under Bylaw No. 4552 be obtained by alternative approval process for the entire service area, as per section 345 of the Local Government Act;  
(NWA, 2/3 on region wide AAP)
  2. That third reading of Bylaw No. 4552, "Land Assembly, Housing and Land Banking Loan Authorization Bylaw No. 3, 2023," be rescinded;  
(WA)
  3. That Bylaw No. 4552 be amended by replacing in its entirety Whereas Clause E with the following:  
"E. Pursuant to section 407 of the Local Government Act, participating area approval is required for this borrowing and shall be obtained by alternative approval process for the entire service area under section 345 of the Local Government Act; and,"  
(NWA)
  4. That Bylaw No. 4552 be read a third time as amended;  
(WA)
  5. That Bylaw No. 4552 as amended be referred to the Inspector of Municipalities.  
(NWA)

- Attachments:**
- [Staff Report: Reg. Dist. Wide AAP for BL4552 - Land Banking Loan Auth.](#)
  - [Appendix A: Bylaw No.4552](#)
  - [Appendix B: Bylaw No. 4552 Redlined](#)
  - [Appendix C: Prev. Staff Report dated May 3, 2023](#)
  - [Appendix D: Prev. Staff Report dated June 14, 2023](#)

7.3.      [23-559](#)      Bylaw No. 4570: 2023 to 2027 Financial Plan Bylaw, 2023, Amendment No. 2, 2023

- Recommendation:**
1. That Bylaw No. 4570, "2023 to 2027 Financial Plan Bylaw, 2023, Amendment Bylaw No. 2, 2023" be introduced and read a first, second, and third time; and  
(WA)
  2. That Bylaw No. 4570 be adopted.  
(WA, 2/3 on adoption)

- Attachments:**
- [Staff Report: BL 4570: 2023-2027 Fin. Plan Amd. No. 2](#)
  - [Appendix A: BL No. 4570 Schedules A & B](#)

- 7.4. [23-615](#) Bylaw No. 4569 and 4568: Temporary Borrowing Saanich Peninsula Recreation Services
- Recommendation:** 1. That Bylaw No. 4569, "Temporary Borrowing (Saanich Peninsula Recreation Services Centennial Park Multi-Sport Box) Bylaw No. 1, 2023", be introduced and read a first, second and third time; and  
(WA)  
2. That Bylaw No. 4569 be adopted.  
(WA, 2/3 on adoption)  
3. That Bylaw No. 4568, "Temporary Borrowing (Saanich Peninsula Recreation Services Panorama Heat Recovery System) Bylaw No. 1, 2023", be introduced and read a first, second and third time; and  
(WA)  
4. That Bylaw No. 4568 be adopted.  
(WA, 2/3 on adoption)
- Attachments:** [Staff Report: Bylaw No 4568-4569: Temp. Borrowing - Saan. Pen. Rec.](#)  
[Appendix A: BL 4569 Temp. Borrowing \(Centennial Park Multi Sport Box\)](#)  
[Appendix B: BL 4568 Temp. Borrowing \(Panorama Heat Recovery\)](#)
- 7.5. [23-524](#) Growing Communities Fund Allocation and Project Approvals
- Recommendation:** That the recommendations provided to the Capital Regional District Board in Appendix D Option 1 be endorsed.  
(NWA)
- Attachments:** [Staff Report: GCF Allocation and Project Approvals](#)  
[Appendix A: April 12, 2023 CRD Board Report & Appendices - GCF](#)  
[Appendix B: GCF Internal Program Scorecard](#)  
[Appendix C: GCF Application Summary](#)  
[Appendix D: Options for Allocation of GCF](#)  
[Appendix E: GCF Grant Regs. & CRD 2023-26 Corp. Plan](#)

## 8. REPORTS OF COMMITTEES

### Finance Committee

8.1. [23-405](#) Capital Region Emergency Service Telecommunications Inc. (CREST)  
Service Agreement

**Recommendation:** The Finance Committee recommends to the Capital Regional District Board:

1. That the March 9, 2022 Board resolution pertaining to the approved Service Agreement be rescinded;
2. That the Chief Administrative Officer be authorized to enter into a further revised Service Agreement to provide emergency communications services, as attached at Appendix C; and,
3. That Staff be directed to amend the Financial Plan to reflect the increased service agreement payments for 2022 to 2027.  
(WA)  
[At the July 5, 2023 Finance Committee meeting, the following motion arising was passed:]
4. That the CRD Board ask the CREST Board to present funding options to update the Call Answer Levy revenue.  
(NWA)

**Attachments:** [Staff Report: CREST Service Agreement](#)  
[Appendix A: Staff Report 8 Dec 2021 Board CREST](#)  
[Appendix B: Staff Report 9 Mar 2022 Board CREST](#)  
[Appendix C: Service Agreement 2022-27- tracked changes](#)

## Transportation Committee

8.2. [23-529](#) Motion with Notice: Transferring of Regional Trails to CRD (Director Caradonna)

**Recommendation:** [At the July 19, 2023 Transportation Committee, the following Notice of Motion was read into the record to be discussed at the next Committee meeting:]  
The Transportation Committee recommends to the Capital Regional District Board:  
That staff inquire with the province on the possibility of transferring the trails rights-of-way and assets to the CRD.  
(NWA)

## 9. BYLAWS

## 10. NOTICE(S) OF MOTION

10.1. [23-646](#) Motion with Notice: Implications of Funding for Homelessness Agencies (Director de Vries)

**Recommendation:** [At the September 6, 2023 Hospitals and Housing Committee meeting, the following Notice of Motion was provided to be discussed at the CRD Board meeting:]  
  
That staff return to the October meeting of the Hospitals and Housing Committee with a Staff Report detailing the implications associated with a requested 5-year funding extension to the Aboriginal Coalition to End Homelessness (\$150,000 annually with an annual inflation indexation) and a requested increase in funding (\$120,000 annually with an annual cost of living indexation) for the Alliance to End Homelessness in the Capital Region (totaling \$345,000 annually).  
(NWA)

**11. NEW BUSINESS****12. MOTION TO CLOSE THE MEETING****12.1.     [23-630](#)       Motion to Close the Meeting**

- Recommendation:**
1. That the meeting be closed for Appointments in accordance with Section 90(1)(a) of the Community Charter. [1 item]
  2. That the meeting be closed for Labour Relations in accordance with Section 90(1)(c) of the Community Charter. [1 item]
  3. That the meeting be closed for Intergovernmental Negotiations in accordance with Section 90(2)(b) of the Community Charter. [1 item]

**13. RISE AND REPORT****14. ADJOURNMENT****Voting Key:****NWA - Non-weighted vote of all Directors****NWP - Non-weighted vote of participants (as listed)****WA - Weighted vote of all Directors****WP - Weighted vote of participants (as listed)**

## Meeting Minutes

### Capital Regional District Board

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**Wednesday, August 9, 2023**

**1:00 PM**

**6th Floor Boardroom  
625 Fisgard Street  
Victoria, BC**

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#### PRESENT

DIRECTORS: C. Plant (Chair), M. Tait (Vice Chair), M. Alto (EP), P. Brent (1:02 pm), S. Brice, J. Brownoff, C. Coleman, Z. de Vries, B. Desjardins, S. Goodmanson (1:12 pm) (EP), G. Holman (1:02 pm), P. Jones (1:02 pm), S. Kim (for J. Caradonna) (EP), M. Little, C. McNeil-Smith (1:02 pm), K. Murdoch, D. Murdock, J. Rogers (for S. Tobias) (EP), L. Szpak, D. Thompson (EP), A. Wickheim (1:05 pm), K. Williams (1:09 pm), R. Windsor (1:20 pm) (EP)

STAFF: T. Robbins, Chief Administrative Officer; N. Chan, Chief Financial Officer; M. Barnes, Acting General Manager, Planning and Protective Services (for K. Lorette); A. Fraser, General Manager, Integrated Water Services; L. Hutcheson, General Manager, Parks and Environmental Services; K. Morley, General Manager, Corporate Services; S. Henderson, Senior Manager, Real Estate; C. Neilson, Senior Manager, Human Resources; E. Sinclair, Senior Manager, Regional and Strategic Planning; F. Lopez, Manager, Strategic Planning; M. Taylor, Manager, Building Inspection; M. Lagoa, Deputy Corporate Officer; T. Pillipow, Committee Clerk (Recorder)

EP - Electronic Participation

Regrets: Directors Caradonna, Kobayashi, Tobias

The meeting was called to order at 1:00 pm.

#### 1. TERRITORIAL ACKNOWLEDGEMENT

Director Brice provided a Territorial Acknowledgement.

#### 2. APPROVAL OF THE AGENDA

**MOVED** by Director Brice, **SECONDED** by Director Tait,  
That the agenda for the August 9, 2023 Session of the Capital Regional District Board be approved with the following amendment:  
- agenda item 6.3. be moved to be considered under Reports of Committees as Item 8.12.  
**CARRIED**

#### 3. ADOPTION OF MINUTES

**3.1. [23-550](#) Minutes of the July 12, 2023 Capital Regional District Board Meeting**

**MOVED by Director Tait, SECONDED by Director Coleman,  
That the minutes of the Capital Regional District Board meeting of July 12, 2023  
be adopted as circulated.**

**CARRIED**

**4. REPORT OF THE CHAIR**

Good afternoon Directors, Staff and members of the public.  
It is nice to see everyone again. I hope you are having an enjoyable summer.  
I want to begin by looking back to last month's meeting and thank each of you.  
I recognize the topic of Biosolids continues to be a challenging one for this board but the reason I am referencing last month's meeting is because I wish to acknowledge the respectful debate that we had last month.  
I think it is a sign of a highly functioning board that we can continue to cooperate and be congenial with each other despite some very significant differences of opinion on the subject.  
I hope that continues to be a trademark of our work together.  
I also want to thank each of our committees for their work to date and acknowledge the Chairs and Vice Chairs for their efforts to conduct effective meetings thus far.  
Over the next few months two things are going to emerge for this board that I hope you will each begin to consider in advance of our meetings.  
The first is our interest in developing a more coordinated transportation system is now in the stage of consulting with our member municipalities and other transportation agencies.  
I hope you will each be an ambassador for the CRD's efforts at your Council tables over the next couple of months. There will inevitably be different opinions but I am optimistic we will find a consensus on how to move forward based on shared goals.  
The other topic I wish to "whet the ground" about is our provisional 2024 budget. The 2023 budget was largely shaped by the previous board.  
For Budget 2024 there are inevitably going to be opportunities and challenges but I encourage each of you to ask lots of questions and prepare for the meetings each of our committees in September through October that will have to shape the budget.  
If you have any questions about the budgeting process please reach out to staff and/or myself.  
Thank you for listening to my remarks. Now let's get on with the business of our meeting.

**Directors Brent, Holman, Jones and McNeil-Smith joined the meeting at 1:02 pm.  
Director Wickheim joined the meeting at 1:05 pm.**

**5. PRESENTATIONS/DELEGATIONS****5.1. Presentations**

There were no presentations.

## 5.2. Delegations

- 5.2.1.**     [23-561](#)     Delegation - Edward Domovitch; Resident of Sooke: Re: Agenda Items: 6.7. Development Variance Permit for Lot 1, Section 98, Sooke District, Plan VIP23938 - 6144 East Sooke Road, and 6.8. Provision of Park Land for Subdivision of Lot 1, Section 98, Sooke District, Plan VIP23938 - 6144 East Sooke Road
- This delegation did not speak.
- 5.2.2.**     [23-562](#)     Delegation - Mick Collins; Resident of Oak Bay: Re: Agenda Items: 6.5. Long-Term Biosolids Management Planning, 8.1. Notice of Motion: Academic Review - Land Application of Biosolids (Director Desjardins), 8.2. Notice of Motion: Consortium Approach - Lessons Learned on Thermal Processing of Biosolids from Australia (Director Tobias), and 8.3. Healthy Waters Project for Tod Creek on the Saanich Peninsula - Update - July 2023
- M. Collins spoke to items 6.5., and 8.1. through 8.3. and provided a handout of their presentation.
- Director Williams joined the meeting at 1:09 pm.**
- 5.2.3.**     [23-563](#)     Delegation - Frances Pugh; Representing Saanich Inlet Protection Society and Peninsula Biosolids Coalition: Re: Agenda Item: 6.5. Long-Term Biosolids Management Planning
- F. Pugh spoke to item 6.5.
- 5.2.4.**     [23-564](#)     Delegation - Jonathan O'Riordan; Resident of the Capital Regional District: Re: Agenda Items: 6.5. Long-Term Biosolids Management Planning, 8.1. Notice of Motion: Academic Review - Land Application of Biosolids (Director Desjardins), and 8.2. Notice of Motion: Consortium Approach - Lessons Learned on Thermal Processing of Biosolids from Australia (Director Tobias)
- J. O'Riordan spoke to items 6.5., 8.1. and 8.2.

## 6. CONSENT AGENDA

**MOVED by Director Desjardins, SECONDED by Director Murdoch,  
That consent items 6.1., 6.2. and 6.4. through 6.11. be approved.  
CARRIED**

- 6.1.**     [23-555](#)     Capital Regional District Arts and Culture: 2022 Impact Report
- This report was received for information.

- 6.2. [23-532](#) 2023 Electoral Areas Committee Terms of Reference - Revised
- That the revised 2023 Electoral Areas Committee Terms of Reference be approved as presented.
- CARRIED**
- 6.4. [23-475](#) Implications of Increasing Fine Rates at Hartland Landfill
- This report was received for information.
- 6.5. [23-496](#) Long-Term Biosolids Management Planning
- This report was received for information.
- 6.6. [23-535](#) 2023 Governance Committee Terms of Reference - Revised
- That the revised 2023 Governance Committee Terms of Reference be approved as presented.
- CARRIED**
- 6.7. [23-467](#) Development Variance Permit for Lot 1, Section 98, Sooke District, Plan VIP23938 - 6144 East Sooke Road
- That Development Variance Permit VA000159 for Lot 1, Section 98, Sooke District, Plan VIP23938 to vary the Juan de Fuca Land Use Bylaw, 1992, Bylaw No. 2040, Schedule A, Part 1, Section 3.10(4)(a) by reducing the minimum frontage requirement for proposed Lot 3 from 10% of the lot perimeter (32 m) to 8.6% of the lot perimeter (27.5 m) for the purpose of permitting a four-lot subdivision, be approved.
- CARRIED**
- 6.8. [23-468](#) Provision of Park Land for Subdivision of Lot 1, Section 98, Sooke District, Plan VIP23938 - 6144 East Sooke Road
- That cash in lieu of park land dedication be requested for the proposed subdivision of Lot 9, Section 129, Sooke District, Plan VIP67208, subject to verification of the land value pursuant to Section 510 of the Local Government Act.
- CARRIED**
- 6.9. [23-465](#) Watershed Security Officer Designation
- Appoint Jim Harradine and Derek Hall as Watershed Security Officers; and that Devon Barnes be removed from appointment; for the purpose of Section 233 of the Local Government Act and Section 28(3) of the Offence Act, and in accordance with Capital Regional District Bylaw No. 2681.
- CARRIED**



**6.10. [23-533](#) Disaster Mitigation and Adaptation Fund Grant Application**

That staff be instructed to apply for, negotiate, and if successful, enter into an agreement, and do all such things necessary for accepting Disaster Mitigation and Adaptation grant funds and overseeing grant management for the proposed projects.

**CARRIED**

**6.11. [23-493](#) Merchant Mews Pathway Design - Additional Funding**

That the Salt Spring Island Transportation Service 2023 Capital Plan be amended to increase the budget for the Merchant Mews project by \$16,400 funded from the Capital Reserve Fund.

**CARRIED**

**7. ADMINISTRATION REPORTS**

There were no administration reports.

**8. REPORTS OF COMMITTEES****Environmental Services Committee**

8.1. [23-456](#)

Notice of Motion: Academic Review - Land Application of Biosolids  
(Director Desjardins)

Director Windsor joined the meeting electronically at 1:20 pm.

**MOVED** by Director Desjardins, **SECONDED** by Director Williams,  
That staff report back with a proposal that CRD Environment Service fund  
University of Victoria or other suitable independent academic institution to  
prepare a review:

- a) of available literature, to determine whether there are validated examples  
and/or peer reviewed papers assessing the risks of the application of biosolids on  
environmental and human health, and
- b) based on this and on The Precautionary Principle, whether CRD may have a  
legal liability for such application. The institution may receive submissions from  
the public.

Discussion ensued regarding whether there will be new information coming  
forward from the Province this fall.

**MOVED** by Director Holman, **SECONDED** by Director Brownoff,  
That the main motion be amended to replace the opening statement with the  
wording, "That staff report back with a proposal that CRD Environmental Service  
work with senior governments to provide a review:"

**DEFEATED**

Opposed: Alto, Coleman, Desjardins, Goodmanson, Jones, Little, Rogers, Tait,  
Thompson, Wickheim, Williams, Windsor

**MOVED** by Director Holman, **SECONDED** by Director Brent,  
That the main motion be amended to add the wording "and benefits" after the  
wording "assessing the risks"

**CARRIED**

Opposed: Desjardins, Jones, Tait, Thompson, Wickheim, Williams

**MOVED** by Director Brent, **SECONDED** by Director de Vries,  
That the main motion be amended to remove the wording "and on The  
Precautionary Principle".

**DEFEATED**

Opposed: Coleman, Desjardins, Goodmanson, Jones, Kim, Little, Murdock,  
Rogers, Tait, Thompson, Wickheim, Williams, Windsor

Discussion ensued regarding the expected benefits of having public input.

Director Windsor left the meeting at 1:51 pm.

**MOVED** by Director Murdoch, **SECONDED** by Director Brent,  
That the main motion be further amended to strike the wording "The institution  
may receive submissions from the public."

Discussion ensued regarding:

- clarification on public submissions
- whether part b) of the motion would be part of a public document

The question was called on the amendment:

That the main motion be further amended to strike the wording "The institution may receive submissions from the public."

**CARRIED**

Opposed: Desjardins, Jones, Thompson, Wickheim

The question was called on the main motion as amended:

That staff report back with a proposal that CRD Environment Service fund University of Victoria or other suitable independent academic institution to prepare a review:

- a) of available literature, to determine whether there are validated examples and/or peer reviewed papers assessing the risks and benefits of the application of biosolids on environmental and human health, and
- b) based on this and on The Precautionary Principle, whether CRD may have a legal liability for such application.

**CARRIED**

Opposed: McNeil-Smith, Murdoch

**8.2.**     [23-457](#)

Notice of Motion: Consortium Approach - Lessons Learned on Thermal Processing of Biosolids from Australia (Director Tobias)

Discussion ensued regarding the procurement process.

**MOVED** by Director Desjardins, **SECONDED** by Director Williams,

That staff look to the example of Logan, Australia for lessons learned on thermal processing of biosolids and a consortium approach.

**CARRIED**

Opposed: Brent, Brice, Brownoff, de Vries, Jones, Murdock, Szpak

**8.3.**     [23-500](#)

Healthy Waters Project for Tod Creek on the Saanich Peninsula - Update - July 2023

Discussion ensued regarding the parameters and funding sources of this study.

**MOVED** by Director Desjardins, **SECONDED** by Director Williams,

That the CRD move forward with the study of Healthy Waters Project for Tod Creek on the Saanich Peninsula.

**CARRIED**

Opposed: Brent, De Vries

**Finance Committee**

- 8.4. [23-405](#) Capital Region Emergency Service Telecommunications Inc. (CREST) Service Agreement
- MOVED** by Director Brice, **SECONDED** by Director Williams,
1. That the March 9, 2022 Board resolution pertaining to the approved Service Agreement be rescinded;
  2. That the Chief Administrative Officer be authorized to enter into a further revised Service Agreement to provide emergency communications services, as attached at Appendix C; and,
  3. That Staff be directed to amend the Financial Plan to reflect the increased service agreement payments for 2022 to 2027.
  4. That the CRD Board ask the CREST Board to present funding options to update the Call Answer Levy revenue.
- Discussion ensued regarding:
- revenue and subsidy options
  - any impact a referral may have on staff preparing the financial plan
- Referral Motion:**
- MOVED** by Director McNeil-Smith, **SECONDED** by Director Holman,  
That the main motion be referred to the next meeting of the CRD Board and that a representative of CREST be invited to give a presentation at that meeting.  
**CARRIED**  
Opposed: Jones

#### Governance Committee

- 8.5. [23-531](#) Capital Regional District Advocacy Strategy
- T. Robbins spoke to Item 8.5.
- Discussion ensued regarding how this applies to issues within the electoral areas and sub-regional commissions.
- MOVED** by Director Little, **SECONDED** by Director Murdoch,  
That the updated CRD Advocacy Strategy be approved.  
**CARRIED**  
Opposed: Wickheim
- Director Coleman left the meeting at 2:48 pm.

**8.6.     [23-534](#)           Capital Regional District Mission Statement**

**Director Desjardins and Alternate Director Rogers left the meeting at 3:03 pm.**

Discussion ensued regarding the original staff recommendation.

**MOVED by Director Little, SECONDED by Director Szpak,  
That the following mission statement be adopted:**

**“We are a regional federation working together to serve the public good, plan for the future, and help build a livable, sustainable and resilient region. We work across municipal and electoral area boundaries to deliver services to residents regionally, sub-regionally and locally through an inclusive, efficient and open organization.”**

**CARRIED**

**Opposed: de Vries, Kim, Plant**

**8.7.     [23-516](#)           Bylaw No. 4556: Capital Regional District Public Notice Bylaw No. 1, 2023**

**Alternate Director Rogers returned to the meeting at 3:06 pm.**

**MOVED by Director Little, SECONDED by Director Murdoch,**

**1. That Bylaw No. 4556, “Capital Regional District Public Notice Bylaw No. 1, 2023” be introduced and read a first, second, and third time.**

**CARRIED**

**MOVED by Director Little, SECONDED by Director Jones,**

**2. That Bylaw No. 4556 be adopted.**

**CARRIED**

**8.8.     [23-530](#)           Membership in the Institute of Corporate Directors**

Discussion ensued regarding membership fees.

**MOVED by Director Little, SECONDED by Director Murdoch,**

**That the Board renew its membership with the Institute of Corporate Directors until the end of 2024.**

**CARRIED**

- 8.9. [23-539](#) Bylaw No. 4350 and 4566 - Proposed Amendments to Recreation Commission Bylaws for Sooke and EA (2788) and Peninsula (2397)

**MOVED** by Director Little, **SECONDED** by Director Tait,

1. That Bylaw No. 4350, "Sooke and Electoral Area Parks and Recreation Commission Bylaw No. 1, 2000, Amendment Bylaw No. 4, 2023" be introduced and read a first, second and third time.

**CARRIED**

**MOVED** by Director Little, **SECONDED** by Director Tait,

2. That Bylaw No. 4350 be adopted.

**CARRIED**

**MOVED** by Director Little, **SECONDED** by Director Wickheim,

3. That Bylaw No. 4566, "Peninsula Recreation Commission Bylaw No. 1, 1996, Amendment Bylaw No. 6, 2023" be introduced and read a first, second, and third time.

**CARRIED**

**MOVED** by Director Little, **SECONDED** by Director Tait,

4. That Bylaw No. 4566 be adopted.

**CARRIED**

#### **Juan de Fuca Land Use Committee**

- 8.10. [23-382](#) Development Permit with Variance for Lot 30, Section 98, Sooke District, Plan 33263 - 6067 Brecon Drive

**MOVED** by Director Wickheim, **SECONDED** by Director Tait,

That Development Permit with Variance DV000091, as amended, for Lot 30, Section 98, Sooke District, Plan 33263, to authorize construction of an accessory building within a Riparian Development Permit Area, and to vary Juan de Fuca Land Use Bylaw No. 2040, as follows:

1. Part 1, Section 4.01 (1)(d) to reduce the front yard requirement from 15 m to 6 m;

2. Part 1, Section 4.01 (2)(a) to increase the height permitted from 6 m to 6.392 m; and

3. Part 1, Section 4.01 (2)(c) to increase the maximum combined total floor area allowance for accessory buildings and structures from 100 m<sup>2</sup> to 167 m<sup>2</sup> on a lot with an area of more than 2,000 m<sup>2</sup> and less than 5,000 m<sup>2</sup> be denied.

**CARRIED**

#### **Transportation Committee**

**8.11. [23-492](#) Regional Trails Widening and Lighting Project - Funding Options**

**MOVED** by Director Murdock, **SECONDED** by Director Szpak,

- 1. That the Regional Trails Widening and Lighting Project be accelerated by the inclusion of the Project in the 2024-2028 Financial Plan and that project funds be secured by way of debt; and**
- 2. That staff continue to develop partnerships, pursue grant opportunities and report back to the Regional Parks Committee at the September 27, 2023 meeting with options to generate additional funds through non-tax revenue.**
- 3. That the CRD Chair and CRD staff work with the province including a letter to the Minister of Transportation to secure opportunities for supporting the work identified in the Trails Widening and Lighting Project; and**
- 4. That going forward the project be referred to as the regional trestles renewal, trails widening and lighting project.**

Discussion ensued regarding:

- maintenance service levels
- grant opportunities

**MOVED** by Director Holman, **SECONDED** by Director Wickheim,

**That the main motion be amended to replace section 1 with the wording "That Regional Trail and active transportation projects in electoral areas also be accelerated by including such projects in the 2024-28 Financial Plan, and that project funds also be secured by way of additional regional debt of up to \$4 million, to be allocated to electoral areas based on converted assessments."**

Discussion ensued regarding transportation governance.

**Referral Motion:**

**MOVED** by Director Murdoch, **SECONDED** by Director Brice,

**That the amending motion be referred to the next meeting of the Transportation Committee for discussion.**

Discussion ensued regarding whether the intent of the amending motion directed a new action, and therefore should be considered a motion arising.

**The question was called on the referral motion:**

**That the amending motion be referred to the next meeting of the Transportation Committee for discussion.**

**DEFEATED**

**Opposed:** Alto, Brent, Brice, de Vries, Goodmanson, Jones, Kim, McNeil-Smith, Plant, Rogers, Szpak, Tait

**The Chair ruled the amendment out of order.**

Discussion ensued regarding:

- active transportation and trail priorities in the electoral areas
- whether debt servicing may delay overall dam and bridge upgrade projects
- maintenance levels required on the aging trestles

**MOVED** by Director de Vries, **SECONDED** by Director Brice,

**That the meeting be extended beyond the 3 hour scheduled time.**

**CARRIED**

The question was called on the main motion.

1. That the Regional Trails Widening and Lighting Project be accelerated by the inclusion of the Project in the 2024-2028 Financial Plan and that project funds be secured by way of debt; and

2. That staff continue to develop partnerships, pursue grant opportunities and report back to the Regional Parks Committee at the September 27, 2023 meeting with options to generate additional funds through non-tax revenue.

3. That the CRD Chair and CRD staff work with the province including a letter to the Minister of Transportation to secure opportunities for supporting the work identified in the Trails Widening and Lighting Project; and

4. That going forward the project be referred to as the regional trestles renewal, trails widening and lighting project.

**CARRIED**

- 8.12. [23-545](#) Enforcement Practices for Alternative Forms of Housing - Recreational Vehicles

**MOVED** by Director Brent, **SECONDED** by Director Wickheim,  
That the Board work collaboratively with former premier Mike Harcourt to advocate to other levels of government and their agencies for housing opportunities in the Electoral Areas.

**CARRIED**

## 9. BYLAWS

- 9.1. [23-537](#) Bylaw 4546 - "Saanich Peninsula Recreation Services (Centennial Park Multi-Sport Box) Loan Authorization Bylaw No. 1, 2023"

**MOVED** by Director Tait, **SECONDED** by Director Jones,  
That Bylaw 4546 - "Saanich Peninsula Recreation Services (Centennial Park Multi-Sport Box) Loan Authorization Bylaw No. 1, 2023" be adopted.

**CARRIED**

- 9.2. [23-538](#) Bylaw 4547 - "Saanich Peninsula Recreation Services (Panorama Heat Recovery System) Loan Authorization Bylaw No. 1, 2023"

**MOVED** by Director Tait, **SECONDED** by Director Jones,  
That Bylaw 4547 - "Saanich Peninsula Recreation Services (Panorama Heat Recovery System) Loan Authorization Bylaw No. 1, 2023" be adopted.

**CARRIED**

## 10. NOTICE(S) OF MOTION

There were no notice(s) of motion.

## 11. NEW BUSINESS

There was no new business.

## 12. MOTION TO CLOSE THE MEETING



12.1. [23-552](#)

## Motion to Close the Meeting

**MOVED** by Director Tait, **SECONDED** by Director Murdoch,

1. That the meeting be closed for Appointments in accordance with Section 90(1)(a) of the Community Charter.

**CARRIED**

**MOVED** by Director Tait, **SECONDED** by Director Murdoch,

2. That the meeting be closed for Labour Relations in accordance with Section 90(1)(c) of the Community Charter.

**CARRIED**

**MOVED** by Director Tait, **SECONDED** by Director Murdoch,

3. That the meeting be closed for Land Acquisition in accordance with Section 90(1)(e) of the Community Charter.

**CARRIED**

**MOVED** by Director Tait, **SECONDED** by Director Murdoch,

4. That such disclosures could reasonably be expected to harm the interests of the Regional District.

**CARRIED**

**MOVED** by Director Tait, **SECONDED** by Director Murdoch,

5. That the meeting be closed for Legal Advice in accordance with Section 90(1)(i) of the Community Charter.

**CARRIED**

**MOVED** by Director Tait, **SECONDED** by Director Murdoch,

6. That the meeting be closed for Contract Negotiations in accordance with Section (90)(1)(k) of the Community Charter.

**CARRIED**

**MOVED** by Director Tait, **SECONDED** by Director Murdoch,

7. That such disclosures could reasonably be expected to harm the interests of the Regional District.

**CARRIED**

**MOVED** by Director Tait, **SECONDED** by Director Murdoch,

8. That the meeting be closed for Intergovernmental Negotiations in accordance with Section 90(2)(b) of the Community Charter.

**CARRIED**

The Capital Regional District Board moved to the closed session at 4:15 pm.

### 13. RISE AND REPORT

The Capital Regional District Board rose from its closed session at 4:49 pm without report.

**14. ADJOURNMENT**

MOVED by Director de Vries, SECONDED by Director Brice,  
That the August 9, 2023 Capital Regional District Board meeting be adjourned at  
4:49 pm.  
CARRIED

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**CHAIR**

**CERTIFIED CORRECT:**

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**CORPORATE OFFICER**

A black and white photograph of a police officer in uniform, looking upwards and to the right while speaking into a radio. The officer's uniform features a 'VICTORIA POLICE' patch on the shoulder. The image is semi-transparent, serving as a background for the text.

CREST

CREST

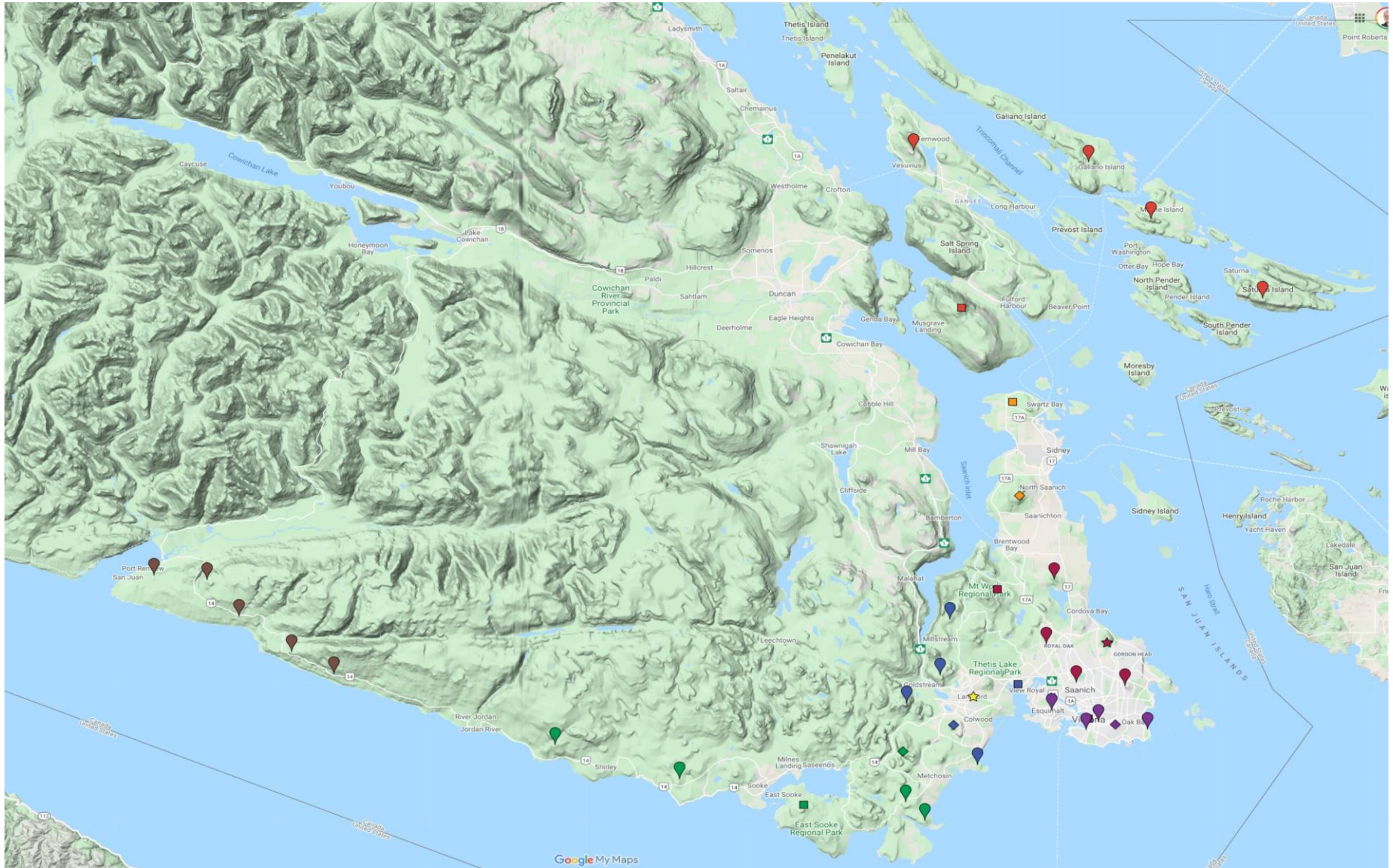
# Why CREST?

- A wide range of entities use the CREST system because they need to interoperate together.
- Having a single entity dedicated to providing secure reliable public safety grade communications is cost effective & the safest option.
- 7 highly trained electrical engineers and communication technicians, available 24/7, manage the 3000 radios on the system and the 7 dispatch centers equipment.

# GROWTH SINCE INCEPTION

	<i><b>2003</b></i>	<i><b>2023</b></i>
• <b>Transmission Towers</b>	<b>10</b>	<b>35</b>
• <b>Agency users</b>	<b>36</b>	<b>50</b>

# CREST System 2023



# PERFORMANCE BY THE NUMBERS (ANNUAL) 2022

CREST

- **Total Transmissions *10,067,183***
- **System Availability *99.9992%***
- **Average Calls Per Hour *1,149***
- **Radios in Service *2,994***

# 2020 & 2023 User Survey

The CREST logo is located in the top right corner of the slide. It consists of the word "CREST" in a white, bold, sans-serif font, centered within a dark gray rectangular background.

- Overall Radio System & Equipment 88.6\*
- Mobile Radio (Coverage/Clarity) 91.6\*
- Portable Radio (Coverage/Clarity) 89.4\*
- Technical Support 96.6\*

\* Respondents who were satisfied or very satisfied (possible score of 100)



# CRD Service Fee vs CREST Budget

The CREST logo is located in the top right corner of the slide. It consists of the word "CREST" in a white, bold, sans-serif font, centered within a dark gray rectangular background.

	<i>CRD Service Fee</i>	<i>CREST Budget</i>
<b>2005</b>	<b>\$1,584,305</b>	<b>\$3,040,572</b>
<b>2010</b>	<b>\$1,602,549</b>	<b>\$5,622,081</b>
<b>2015</b>	<b>\$1,400,999</b>	<b>\$6,776,664</b>
<b>2020</b>	<b>\$1,681,602</b>	<b>\$7,778,130</b>

*The CRD service fee as a percentage of the overall CREST budget has declined dramatically over time. Conversely the service delivered by CREST has grown year over year.*

The CRD is mandated to provide emergency communications.

CREST was formed as an independent service provider of emergency communications to fulfil that responsibility.

- Initially a 911 “call answer” levy on telephone landlines was the primary method of funding collected by the CRD and allocated to CREST. It was thought at the time (2001) that the province would mandate a call answer levy on all devices (cell & landline) and that revenue would be available to fund CREST operations.

# Call answer levy

The CREST logo is located in the top right corner of the slide. It consists of the word "CREST" in a white, bold, sans-serif font, centered within a dark grey rectangular box.

**A cell phone levy has been discussed and studied repeatedly by the province.**

- UBCM has called for a province wide cell phone levy for 20 years. Resolutions to that effect were passed in 2004/09/11/12/21/22. **It is on AGAIN (SR2) at this year's UBCM.**
- Eight of the 12 provinces/territories have had a cell phone levy for quite some time ( the average monthly charge currently in Canada is just over a \$1).
- CREST has advocated for a provincial cell emergency levy since our inception.
- Should a cell phone levy be legislated in BC, it is likely those funds would flow to the CRD (& other regional districts), not directly to CREST.



# Comments - Questions?



## Community Safety

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### SR2 911 Emergency Communications Service Delivery

### UBCM Executive

Whereas there is a growing need for a more resilient and reliable emergency communications system, especially in light of the increasing severity and frequency of disasters and emergencies, 911 service disruptions and a growing annual emergency call volume;

And whereas 911 is a universally recognized number for British Columbians to call when there is an emergency (e.g. medical issue), but 911 calls related to mental health are oftentimes directed to police agencies as the first point of contact;

And whereas the improvement of the 911 emergency communications system has been a long-standing priority for local governments, as well as the UBCM Executive, which has made calls for improvements related to funding, governance and standards:

Therefore be it resolved that the Province of BC work with local governments to modernize the 911 emergency communications system in a manner that is consistent with recent UBCM advocacy, and which includes the following:

- Implementation of a 911 call answer levy on cellular devices, to address current and future financial challenges associated with the delivery of 911 services;
- Development of consistent 911 service standards, without increasing service costs for local governments;
- Creation of a provincial 911 governance model, with local government representation, to address policy and service standard issues, and manage revenue; and
- Integration of mental health call options within the 911 framework.

*UBCM Resolutions Committee recommendation:* **Endorse**

*UBCM Resolutions Committee comments:*

*The UBCM membership has consistently endorsed resolutions seeking the creation of a call answer levy on cellular devices to fund 911 emergency services (2021-EB7, 2012-LR1, 2011-B13, 2009-B10, 2004-SR1). Last year, UBCM members endorsed a more wide-ranging resolution (2022-EB42), seeking for the Province to work with UBCM to develop a new provincial mandate and structure for 911 service delivery, with a focus on improving the governance, funding and operations.*

*Additionally, the UBCM Executive, in October 2022, delivered correspondence calling for a governance model, consistent service standards, and a provincial strategy to modernize 911 services, in addition to emphasizing the need for a call answer levy on cellular devices.*

*The integration of mental health call options within the 911 framework is an emerging advocacy issue for the UBCM Executive. In August 2022, the UBCM Executive and Local Government Policing Modernization Roundtable requested that the Province create and fund a coordinated continuum of response to mental health, addictions and other complex social issues, including through the addition of a mental health option within 911 call options. This request is consistent with recommendations delivered by the Special Committee on Reforming the Police Act in April 2022.*

*In March 2023, the Province announced funding towards the implementation of Next Generation 911 (NG911), a federally mandated initiative to modernization 911 networks and infrastructure across Canada. Funding includes:*

- *\$90 million towards E-Comm 911 technological upgrades and other work associated with the transition that would otherwise be funded by local governments; and*
- *\$60 million to UBCM to support local government transition costs.*

See resolution RR17

UBCM Executive comments:

### **Background**

*The Executive is bringing forward this Special Resolution as a means to consolidate recent UBCM resolutions and advocacy pertaining to 911 emergency communications service delivery. Requests related to funding, governance, standards and the integration of mental health call options have all been featured as part of recent UBCM resolutions and/or other advocacy directed towards the provincial government.*

*Many of these requests have coincided with the introduction of Next Generation 911 (NG911), which is a federally mandated initiative to modernization 911 networks and infrastructure across Canada. NG911 digital-based infrastructure and technology will enable enhanced emergency communications capabilities, including real time texting, audio and video streaming, picture messaging and precise location determination. This new platform also offers the ability to add new emergency response functions, including the integration of mental health call options into the current police, fire and ambulance dispatch framework.*

*These requests are also a reflection of the current state of 911 emergency communications service delivery in British Columbia. The implementation of NG911 will likely increase the annual cost of 911 service delivery, which will be borne by local governments. The financial pressures to fund the 911 system are even more noteworthy given the lack of a province-wide call answer levy on cellular devices. While most Canadian provinces have already implemented such a levy, BC local governments are only able to pay for this service through property taxes or a levy on those that still use landline phones.*

*Data provided by E-Comm 911 shows that annual call volume has increased over the past several years, putting substantial pressure on the dispatch system. Many 911 calls are also mental health related, and without a dedicated call option, affected individuals are often passed to agencies who are not and should not be expected to take the place of trained mental health professionals.*

*While the 911 emergency communications system has become province-wide, with E-Comm handling 99 percent of calls, BC still lacks a provincial 911 governance structure. This means that many local governments are not able to provide direct input towards the 911 services that they fund and receive. This has made it difficult to develop, among other things, province-wide standards, which would ensure all areas of the province are receiving the same level of service.*

### **UBCM Policy Position**

*The UBCM membership has consistently endorsed resolutions seeking the creation of a call answer levy on cellular devices to fund 911 emergency services (2021-EB7, 2012-LR1, 2011-B13, 2009-B10, 2004-SR1). Furthermore, in October 2019, the UBCM Executive called on the Province to establish a call answer levy on cellular devices, in addition to creating a new governance entity to manage associated revenue.*

*Last year, UBCM members endorsed a more wide-ranging resolution (2022-EB42), seeking for the Province to work with UBCM to develop a new provincial mandate and structure for 911 service delivery, with a focus on improving the governance, funding and operations.*

*Noting the increasing frequency and severity of disasters, recent 911 service disruptions and growing annual call volume, the UBCM Executive, in October 2022, delivered a more comprehensive request to the Province. Correspondence called for a governance model, consistent service standards, and a provincial strategy to modernize 911 services, in addition to emphasizing the need for a call answer levy on cellular devices.*

*The integration of mental health call options within the 911 framework is an emerging issue prioritized by the Local Government Policing Modernization Roundtable (LGPMR) and UBCM Executive. In August 2022, the UBCM Executive and LGPMR requested that the Province create and fund a coordinated continuum of response to mental health, addictions and other complex social issues, including through the addition of a*

mental health option within 911 call options. This request is consistent with recommendations delivered by the Special Committee on Reforming the Police Act in April 2022.

### **Current Status**

*In 2019, six years after a UBCM working group had examined the introduction of a province-wide call answer levy on cellular devices, the Province initiated a comprehensive review of 911 emergency communication service delivery. This review was abruptly concluded in February 2020, prior to any meaningful changes being implemented.*

*The Province and UBCM, in spring 2023, examined local government transition costs associated with Next Generation 911. Following these discussions, the Province finalized a \$150 million investment towards the implementation of NG911, including:*

- \$90 million towards E-Comm 911 technological upgrades and other work associated with the transition that would otherwise be funded by local governments; and*
- \$60 million to UBCM to support local government transition costs.*

*UBCM has also continued to engage the Province regarding long-term changes to 911 emergency communications service delivery. Most recently, UBCM Executive members raised this issue as part of an April 2023 meeting with the Honourable Mike Farnworth, Minister of Public Safety and Solicitor General. UBCM and provincial staff continue to meet on a regular basis to discuss challenges, concerns and long-term solutions to improve 911 emergency communications service delivery.*

Conference decision: \_\_\_\_\_



**REPORT TO ELECTORAL AREAS COMMITTEE  
MEETING OF WEDNESDAY, SEPTEMBER 13, 2023**

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**SUBJECT**     **Household Hazardous Waste Pickup in Electoral Areas**

**ISSUE SUMMARY**

At the June 14, 2023 Capital Regional District (CRD) Board meeting, staff were asked to investigate the cost and feasibility of Hartland funding a one-time household hazardous waste (HHW) pickup on the four islands in the Southern Gulf Islands, Juan de Fuca and also on Salt Spring Island.

**BACKGROUND**

In 2004, the CRD launched a HHW collection program at the Hartland Depot to support residents of the region with safe end-of-life management of their unwanted and expired HHW products. This no-charge program includes both products covered under Extended Producer Responsibility (EPR) through the *BC Recycling Regulation*, such as paint and motor oil, as well as non-EPR products (orphans) like propane tanks and pool chemicals.

Subsequently, the HHW collection area at the Hartland Depot was retrofitted in 2009 to support this growing service, with a focus on safety for the public, staff and contractors and improvements for receipt, sorting, storage and subsequent transport of material. The ability to receive and manage orphan materials at the Hartland Depot is a unique service our region provides to residents and is heavily reliant on the infrastructure investment, staffing and contractor services to support this operation. The cost for delivery of this service is approximately \$800,000 per year (2023 numbers) net of revenue from the services agreements for products covered under EPR. A complete list of HHW items currently accepted at the Hartland Depot is included as Appendix A.

In addition to the Hartland Depot program, and in support of a proactive strategy to remove additional residual HHW products from the waste stream, the CRD had also facilitated and funded collection of HHW from municipal yards, non-profit reuse organizations and gulf island recycling depots. Between 2006 and 2015, the CRD provided 26 mobile round-up events in Electoral Area communities. These ancillary collection programs were discontinued in 2016. This decision was made due to a number of factors, including: concerns around safety at these collection sites; decreasing volumes collected; a decision to focus resources towards the collection infrastructure available for residents region-wide at the Hartland Depot; and expansion of provincial EPR programs providing collection for many HHW products in Electoral Area communities, making the mobile round-up events somewhat redundant.

Education materials were developed and distributed in 2016 to communities impacted by the discontinuation of the biennial mobile HHW round-up events on the Gulf Islands. Residents were encouraged to take a “pack-in, pack-out” approach to managing their unwanted HHW products, as most of these items would have been purchased from off-island locations. This communication also included information about allowances and restrictions for both regular and dangerous goods sailings on the BC Ferries.

The range of products included in provincial EPR programs, and the associated collection of these materials within Electoral Areas, has expanded over the years, as well as the number of collection points throughout the province and in our region. A list of locations within Electoral Area

communities that accept this material on an ongoing basis can be found in Appendix B. Through expansion of the *BC Recycling Regulation*, it is expected that by 2025, collection programs will be operational in the province for orphan items such as compressed canisters (fuel, adhesives, bear spray) propane tanks, fire extinguishers and more aerosols, battery types and electronic accessories, providing additional return opportunities for consumers.

Reinstatement of mobile HHW collection service within the Electoral Area communities would involve the following key items:

- securing locations and dates for events
- hiring a contractor to manage the events including all aspects of collection, packaging, transportation and processing as well as site safety
- advertising and promotion

Preliminary estimates provided by a qualified third party to conduct mobile collection events in these communities range from \$20,000 to \$50,000 per community, depending on volume and type of products received, as well travel logistics and subsequent transport of material to sorting and processing facilities. The Environmental Resource Management (ERM) budget for the HHW service is limited to the Hartland Depot operation and community education; costs for mobile collection events are not currently included in the ERM budget. The total cost to provide one-time HHW events in the six Electoral Area communities is estimated to be \$200,000.

## **CONCLUSION**

The acceptance of both provincially-regulated (Extended Producer Responsibility) and non-regulated household hazardous waste at the Hartland Depot offers residents a one-stop drop for their unwanted products, and provides for safe and efficient collection, consolidation and packaging for transportation to processing. Cost for delivery of the service is approximately \$800,000 per year. Off-site Capital Regional District collection programs were conducted between 2006 and 2015, but discontinued due to concerns around site safety, reducing volumes and a renewed focus on the centralized collection infrastructure at the Hartland Depot. Through expansion of the *BC Recycling Regulation*, it is expected that by 2025, collection programs will be operational for items such as compressed canisters (fuel, adhesives, bear spray) propane tanks, fire extinguishers and more aerosols, battery types and electronic accessories.

## **RECOMMENDATION**

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

Submitted by:	Russ Smith, Senior Manager, Environmental Resource Management
Concurrence:	Larisa Hutcheson, P. Eng., General Manager, Parks & Environmental Services
Concurrence:	Ted Robbins, B. Sc., C. Tech., Chief Administrative Officer

## **ATTACHMENTS**

Appendix A: Hartland Depot – Accepted Household Hazardous Waste Products

Appendix B: Household Hazardous Waste Collection Locations within Electoral Areas

Appendix C: BC Ferries – Dangerous Goods Information

# What is Household Hazardous Waste?

Household hazardous waste (HHW) is any waste from your home that you consider to be dangerous or unsure of. It includes any leftover household products that are marked flammable, corrosive, explosive or poisonous. Common examples include pesticides, varnishes, paints, cleaners, and batteries.

## Items accepted at the Hartland HHW facility:

### Automotive Products

Air conditioning refrigerants  
Antifreeze  
Autobody filler  
Automobile batteries – lead acid  
Brake fluid  
Carburetor cleaner  
Car wax with solvent  
Diesel fuel  
Chrome polish  
Engine degreaser  
Fuel additives  
Gasoline (in ULC approved container)  
Grease  
Hardeners (MEKP)  
Oil filters  
Starter fluids  
Transmission fluid  
Used motor oil and containers  
Windshield washer fluid

### Batteries

General household batteries  
Lead acid batteries  
Lithium-ion Batteries  
Small Ni-Cad batteries (re-chargeable)  
E-mobility batteries

### Glues & Cements

Liquid glues only  
(dispose of hardened glue as regular garbage)

### Hobby Supplies

Chemistry sets  
Kerosene  
Photography chemicals

### Household Products

Abrasive cleaners  
Aerosol products  
All-purpose cleaners  
Ammonia  
Disinfectants  
Bleach  
Drain cleaner  
Floor wax strippers  
Furniture polish and waxes  
Linseed oil  
Metal cleaners  
Oven cleaners  
Rust remover  
Shoe polish (liquid)  
Spot and stain remover  
Toilet bowl cleaner  
Upholstery and rug cleaners  
Lighter fluid  
Muriatic acid  
Tub and tile cleaners  
Window cleaners

### Tanks & Containers

Butane tanks  
Gas tanks  
Helium tanks  
Kerosene containers  
Pesticide containers  
Propane tanks  
Fire extinguishers

## Gardening and Pest Control

All fungicides  
All herbicides  
All insecticides  
Chemical fertilizers  
Flea/tick pet products  
P.C.P Act  
Rat poison  
Slug bait  
Wood preservatives

## Mercury Items

Compact fluorescent light bulbs (CFLs)  
Fluorescent tubes/ballasts  
Metal halide lamps  
Thermometers  
Thermostats  
Ultraviolet lamps  
Pure Mercury

## Miscellaneous

Barbecue starters  
Smoke detectors  
Swimming pool and spa/hot tub chemicals  
Cell phones  
Electronics with re-chargeable batteries  
Home heating oil

## Paints & Solvents

Acetone  
Empty containers  
Latex paint  
Lead based paint  
Marine paint  
Oil-based paint  
Paint thinner and strippers  
Plastic  
Spray paint  
Varnish or lacquer  
Other solvents

## Personal Care Products

Antibacterial soap  
Foot powder  
Hair dye  
Hairspray  
Hydrogen peroxide  
Jewelry cleaner  
Nail polish and remover  
Perm lotion or solution  
Rubbing alcohol

## Items NOT accepted at the Hartland HHW facility:

### Ammunition

Call your local police/  
fire department  
for information.

### Flares

Visit myrecyclopedia.ca and  
search flares for events and  
facilities that accept flares.

### Pharmaceuticals

Return all unused medication to  
pharmacies participating in the  
return program, free of charge.



Flammable



Corrosive



Explosive



Poison

For more information on  
Household Hazardous Waste  
please visit our website at  
[www.crd.bc.ca/hhw](http://www.crd.bc.ca/hhw) or call the  
CRD Infoline at 250.360.3030.

CRD

CRD

**HOUSEHOLD HAZARDOUS WASTE COLLECTION  
LOCATIONS WITHIN ELECTORAL AREAS**

<b>Electoral Area</b>	<b>Household Hazardous Waste – Extended Producer Responsibility Materials</b>	<b>Household Hazardous Waste – Non-Extended Producer Responsibility</b>
<b>SOUTHERN GULF ISLANDS</b>		
<b>Galiano Island</b>		
Galiano Island Recycling Depot	<ul style="list-style-type: none"> <li>• Paint</li> <li>• Light bulbs/tubes</li> <li>• Smoke and CO Alarms</li> <li>• Single-use batteries</li> <li>• Rechargeable batteries</li> <li>• Oils/filters/containers (2024)</li> </ul>	
<b>Mayne Island</b>		
Mayne Island Recycling Depot	<ul style="list-style-type: none"> <li>• Paint</li> <li>• Light bulbs/tubes</li> <li>• Smoke and CO Alarms</li> <li>• Electronics</li> <li>• Single-use batteries</li> <li>• Rechargeable batteries</li> <li>• Empty oil/antifreeze jugs</li> </ul>	<ul style="list-style-type: none"> <li>• Inkjet/toner cartridges</li> </ul>
<b>Pender Island</b>		
Pender Island Recycling Depot	<ul style="list-style-type: none"> <li>• Paint</li> <li>• Light bulbs/tubes</li> <li>• Smoke and CO Alarms</li> <li>• Single-use batteries</li> <li>• Rechargeable batteries</li> <li>• Oils/filters/containers</li> <li>• Antifreeze</li> <li>• Automotive batteries</li> <li>• Thermostats</li> </ul>	
Pender Island Firehall		<ul style="list-style-type: none"> <li>• Propane cylinders/tanks</li> </ul>
<b>Saturna Island</b>		
Saturna Island Recycling Depot	<ul style="list-style-type: none"> <li>• Paint</li> <li>• Electronics</li> <li>• Household batteries</li> <li>• Lightbulbs/tubes</li> <li>• Motor oil/antifreeze</li> </ul>	<ul style="list-style-type: none"> <li>• Inkjet/toner cartridges</li> </ul>
Darryl's and James's Digs	<ul style="list-style-type: none"> <li>• Automotive batteries</li> <li>• Antifreeze</li> <li>• Smoke and CO Alarms</li> <li>• Thermostats</li> </ul>	<ul style="list-style-type: none"> <li>• Propane cylinders/tanks</li> </ul>

Electoral Area	Household Hazardous Waste – Extended Producer Responsibility Materials	Household Hazardous Waste – Non-Extended Producer Responsibility
<b>SALT SPRING ISLAND</b>		
Salt Spring Island Recycling Depot	<ul style="list-style-type: none"> <li>• Paint</li> <li>• Pesticides, solvents, gasoline</li> <li>• Light bulbs/tubes</li> <li>• Smoke and CO Alarms</li> <li>• Electronics</li> <li>• Single-use batteries</li> <li>• Rechargeable batteries</li> <li>• eMobility batteries</li> <li>• Automotive batteries</li> <li>• Thermostats</li> </ul>	<ul style="list-style-type: none"> <li>• Inkjet/toner cartridges</li> </ul>
Pharmasave/Lower Ganges	<ul style="list-style-type: none"> <li>• Single-use batteries</li> <li>• Rechargeable batteries</li> </ul>	
Harbour Authority Salt Sprint Island	<ul style="list-style-type: none"> <li>• Oils/filters/containers</li> </ul>	
Salt Spring Garbage & Recycling		<ul style="list-style-type: none"> <li>• Propane cylinders/tanks</li> </ul>
<b>JUAN DE FUCA</b>		
Port Renfrew Garbage & Recycling Depot	<ul style="list-style-type: none"> <li>• Paint</li> <li>• Paint plus</li> <li>• Electronics</li> <li>• Light bulbs/tubes</li> <li>• Motor oil</li> <li>• Cooking oil</li> </ul>	<ul style="list-style-type: none"> <li>• Propane tanks and canisters</li> <li>• Fire extinguishers</li> </ul>

**Travel advisory:**

All Routes Status

[Home](#) / [Travel and boarding](#) / [Dangerous goods](#)

## Common dangerous goods

Carefully review the list below. If you plan to travel with dangerous goods, or you're shipping a trailer with dangerous cargo, you need to complete a dangerous goods shipping document ahead of travel. Print your completed document and present it to the ticket agent when you arrive at the terminal.



Diesel, gasoline and propane do not require dangerous goods documentation if within the limits described in the list below.

[Complete dangerous goods shipping document](#)

PDF 77 KB | 2 pages

If your particular product is not listed or you have any questions about travelling with dangerous good, you can email us at [dg.bcf@bcferries.com](mailto:dg.bcf@bcferries.com), call 250-978-1152, or fax 250-386-1652.

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**Aerosols** no larger than 1 litre are allowed.

**Automotive antifreeze** is not considered dangerous and can be carried in any amount.

**Auxiliary fuel tanks** that form an integral part of the vehicle, connected by a fuel line to the engine fuel system, and firmly secured and protected from external damage, are permitted. Auxiliary fuel tanks are not to be confused with spare gas tanks (see Gasoline).

**Adhesive** products containing flammable liquid, such as contact cement, have special

requirements. Check with the terminal staff for information on acceptable quantities.

### **Air bottles, scuba tanks and enriched air**

- *Oxygen* for personal use is allowed in cylinders up to 5 litre water capacity. No transferring between containers is permitted.
- *Scuba tanks* (compressed air) for personal use is unlimited and must be declared
  - All full or partially-full tanks require a dangerous goods shipping document
  - All full or partially-full tanks are to be transported in closed, locked vehicles, or in open vehicles, provided the tanks are out of sight
- *Enriched air* must be declared and fully documented
  - The number of enriched air tanks may not exceed 8 per consignment (tank size not to exceed 20 kg). Enriched air tanks follow the same conditions of transportation as Scuba tanks for safe stowage in vehicles.
- Empty tanks not containing air are not considered dangerous goods under the *Transport of Dangerous Goods Regulations*, as long as the valves are open and not under pressure
- Foot passengers may take these tanks on board, provided the tanks are taken immediately to the main vehicle deck for stowage during the voyage. The vessel's officer will identify to foot passengers a safe stowage area on the vessel.
- These tanks are not considered baggage and our employees are not permitted to handle them or to transport them in our baggage vans

**Ammunition** for small arms, rifles and shotguns are permitted on our ferries in small quantities, provided they are securely packaged and carried separately from the firearm.

**Batteries** for automobiles are permitted. New vehicle batteries and up to 3 used batteries can be transported.

**Boat/RV gas** can be carried in spare tanks. See gasoline for the amounts of gas which can be carried in spare tanks.

**Coleman's fuel, naphtha and white gas** products used to fill camp stoves and lanterns are permitted in 5 litre metal containers in vehicles, but foot passengers are prohibited from carrying them.

**Cleansers** like bleach and other household cleansers may be carried on our ferries in a carton designed to keep them upright and secure to avoid spillage and harmful fumes.

**Diesel fuel** in tidy tanks of 450 litres or less is permitted. No dangerous goods documentation required if you travel with amounts of diesel fuel within this limit.

**Firearms** may be transported under strict conditions.

- Firearms must be transported in compliance with Canadian Firearms Regulations. Firearms transported in vehicles must be:
  - Unloaded
  - Not visible from outside the vehicle
  - Locked inside vehicle when unattended
- Foot passengers are not permitted to transport firearms, except on sailings between Port Hardy (Bear Cove) and Prince Rupert, and between Prince Rupert and Graham Island (Skidegate) on Haida Gwaii. On these routes, foot passengers with firearms must:
  - Declare firearms to the ship's officer once on board
  - Be responsible for securing the firearms in a locker designated by the ship's officer
- Airsoft guns, pellet guns, crossbows, bow and arrows, axes and similar items of concern are subject to restrictions, including:
  - Foot passengers are not permitted to transport any items of concern with them; if they have any, these must be stored in checked luggage
- Items of concern transported in vehicles must be:
  - Not visible from outside the vehicle
  - Locked inside the vehicle when unattended
- On-duty police officers, armoured car personnel, or peace officers authorized to carry restricted firearms in the performance of their duties are permitted by law to possess and transport firearms

**Fire extinguishers** can be carried on BC Ferries as long as they are firmly packaged or secured to prevent them from moving.

**Fireworks** are prohibited on BC Ferries. Some pyrotechnics are permitted if they are used as safety equipment for a vehicle or are equipment being transported. These pyrotechnics will normally fall under the category of Class 1 - 1.4S.

**Foot passenger carry-on commodities** are allowed on the car deck, as long as the deck officer gives their authority, and a suitable storage area is available on the car deck.



- Passengers may carry outboard motors, chain saws, etc. onto the car deck only. This type of equipment is not permitted in passenger areas.
- A foot passenger may carry no more than 1 cylinder of propane, not exceeding 15 kg (30 litres). The cylinder must be carried on board by the customer and must be stowed on the car deck in a location designated by the ship's officer.

**Fuel oils** in tank truck quantities can be transported as long as the flash point of products is not less than 37.8°C for the following fuels:

- UN 1202
- UN 1223
- UN 1267
- UN 1268
- UN 1300
- UN 1863

**Gasoline** in approved containers is permitted on BC Ferries in limited amounts, not exceeding 25 litres. However, foot passengers are not allowed to carry gasoline on board the ferry.

- The following may carry 1 spare container of gasoline:
  - RVs and vehicles
  - Vehicle carrying a boat on top
  - Vehicle carrying or towing jet skis or quads
- The following may carry 2 spare containers of gasoline:
  - Boat towed behind a vehicle

**Note:** No dangerous goods documentation required if you travel with amounts of gasoline within the limits above.

**Gases**, including most compressed gases and some liquefied gases, are acceptable. To prevent damage, cylinders must be properly secured within the vehicle.

**Hay bales** may be carried, but must be secured within a closed vehicle or the load must be completely tarped to prevent random ignition. A dangerous goods shipping document is required and is transported under UN 1327, and in addition Class 4.1 placarding must be displayed when transporting over 500kgs (1100lbs).

**Helium** can be transported aboard BC Ferries. All full or partially full tanks require a dangerous goods shipping document, and must be transported in closed, locked vehicles; or in open vehicles, provided the tanks are out of sight.

**Kirpans** are permitted for all of our passengers who are practicing members of the Sikh religion. All passengers travelling with Kirpans must do the following while aboard our ferries:

- Keep the Kirpan sheathed
- Keep the Kirpan worn underneath clothing
- Keep the Kirpan not visible to other passengers

**Marine pollutants** are hazardous to aquatic life and humans; therefore, all marine pollutants must be identified on a dangerous goods shipping document.

**Methanol** in the fuel tank of a race car is permitted up to a maximum of 25 litres. A maximum of 2 additional containers are permitted, but must be completely secured and labelled.

**Oxygen** for personal medical use is permitted, but cylinders may not exceed 5 litre water capacity.

- Cylinders that are not in a portable unit must be secured within the transport vehicle
- The transfer of liquid oxygen from the liberator or bulk container to the stroller or portable container on board the vessel is prohibited
- Please notify terminal staff if you are carrying personal medical oxygen

**Paint** and related paint products, including lacquer, enamel, stain, shellac, varnish, polish, liquid filler and liquid lacquer base, paint thinners or reducing compounds are allowed for personal use, and if purchased at a public retail outlet.

- If you're transporting commercial quantities, check with the terminal of departure for details of flash point limits for flammable products
- Latex or water-based paint is not subject to regulations

**Propane** valves must be closed and sealed with the tags issued at the ticket booth, and the cylinders must be upright and firmly secured to prevent tipping.

- Commercial vehicles are prohibited from carrying propane tanks
- RVs are permitted:
  - 2 x 25 kg cylinders (50 litre water capacity each) connected to a regulator and secured in or on the vehicle
  - 1 x 15 kg (30 litre water capacity) for a barbecue
- Passenger vehicles are permitted:
  - 1 x 15 kg (30 litre water capacity)

- *Important propane safety alert:*
  - The brass valve in a propane cylinder will be damaged if it comes in contact with anhydrous ammonia. This deterioration will lead to cracking of the valve body or its components and can ultimately result in a violent, unexpected expulsion of the valve from the cylinder, causing personal injury or death.

**Note:** No dangerous goods documentation required if you travel with amounts of propane within the limits above.

**Service vehicles**, including welding, refrigeration and plumbing vehicles, or any vehicle having a service repair function, may be classed as a service vehicle. Service vehicles travelling in marine mode are required to present a shipping document for dangerous goods. Call the terminal of departure for details on limits.

**Wheelchairs (motorized)** have no restrictions when they are in use, but there are some precautions when they are carried as cargo or freight:

- The battery must be securely in place, disconnected, with the terminals insulated to prevent short-circuiting
- The chair itself must be securely anchored so that it will not move

**REPORT TO CAPITAL REGIONAL DISTRICT BOARD  
MEETING OF WEDNESDAY, SEPTEMBER 13, 2023**

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**SUBJECT     Capital Regional District External Grants Update**

**ISSUE SUMMARY**

To provide the Capital Regional District (CRD) Board a bi-monthly update on external grants activity for the period between June 20, 2023 and August 21, 2023.

**BACKGROUND**

This report summarizes activities and outcomes since the CRD External Grants Update was last presented in July. The External Grants Dashboard (Appendix A) details applications submitted, updated, awarded and declined as of 2023. Appendix B provides a summary of grant alerts for 2023.

**IMPLICATIONS**

*Financial Implications*

**Grants/Contributions Awarded**

1. \$65,000 through the Ministry of Municipal Affairs' Regional District Basic Grant program to assist with administration costs for electoral areas.
2. \$60,000 through BC Hydro's Sustainable Communities & Industry Partnerships Project Implementation Offer to support the Neighbourhood Energy Navigator Project.
3. \$45,000 through UBCM's Support Local Preparedness for Implementation of NG911 to provide base funding for Next Generation 911.
4. \$12,000 through University of Victoria's Pacific Institute for Climate Solutions Internship Program to support the Regional Climate Projections – Understanding Current Use, Gaps, and Opportunities Project.
5. \$10,000 through BC Healthy Communities Society's PlanH program to support the Decolonizing Health Policy, Planning and Programming in the Capital Region Project.
6. \$7,500 through Salt Spring Island Foundation's Community Grant Program to support New Audio System for Salt Spring Island Multi Space Gymnasium.
7. \$6,000 through Salt Spring Island Foundation's Community Grant Program to support Uniforms and Safety Gear for Martial Arts and Wrestling Programs.

There are two grants under news embargo.

## Applications Submitted

Two CRD applications were submitted:

1. \$63,150,000 through Infrastructure Canada's Disaster Mitigation and Adaptation Fund to support the Capital Regional District – Regional Water System Upgrades – Disaster Mitigation and Adaptation Improvement Project. This has an estimated total project cost of \$150,000,000.
2. \$1,581,250 through Natural Resources Canada's Zero Emission Vehicle Infrastructure Program – For Delivery Organizations to support the Capital Region EV Charger Assistance Program. This has an estimated total project cost of \$3,100,000.

## Service Delivery Implications

### New Grant Opportunities

Twenty-three grant calls (includes programs with multiple streams) were issued during the reporting period and are summarized in the table below. Appendix B details relevant active grants (as of August 21, 2023) and lists recently closed grants for 2023.

Grant	Deadline	Information
Veteran Homelessness Program – Infrastructure Canada	06-Jul-23	Funding to prevent and reduce veteran homelessness in Canada
Retrofit Funding for Multi-unit Residential Buildings – Canada Greener Affordable Housing – Canada Mortgage and Housing Corporation	31-Jul-23	Access to low-interest repayable and forgivable loans for deep energy retrofits of multi-unit residential buildings
Housing Accelerator Fund – Canada Mortgage and Housing Corporation	18-Aug-23	Incentive funding to local governments to encourage initiatives aimed at increasing housing supply
Community Climate Transitions Innovation Fund – Tamarack Institute	24-Aug-23	Provides funding for community-led climate change mitigation and adaptation projects.
Community Based Projects – New Horizons for Seniors Program	14-Sep-23	Funds projects that empower seniors in their communities and contribute to improving their health and well-being
Climate Change Adaptation Program – Natural Resources Canada	22-Sep-23	Funding to increase access to climate change adaptation tools and resources

Grant	Deadline	Information
Disaster Risk Reduction – Climate Adaptation – UBCM	06-Oct-23	Funding to reduce risks from future disasters due to natural hazards and climate-related risks through three streams: 1. Foundational Activities including risk mapping, risk assessments and planning 2. Non-structural projects including land use planning and education and temporary mitigation equipment 3. Small-Scale Structural Projects
Youth Innovation Component – Enabling Accessibility Fund – Employment and Social Development Canada	10-Oct-23	Funding for Youth Accessibility Leaders to find accessibility barriers in their communities
Innovator Skills Initiative – Innovate BC	20-Oct-23	Funding to employers to hire for tech or tech-related roles
Volunteer and Composite Fire Departments Equipment and Training – Community Emergency Preparedness Fund – UBCM	20-Oct-23	Funding to fire departments for preparation and response to emergencies
BC Active Transportation Infrastructure Grants Program – Ministry of Transportation and Infrastructure	27-Oct-23	Funding to support network planning grants and infrastructure grants to support the development of active transportation infrastructure for all ages and abilities
Rural Economic Diversification and Infrastructure Program – Ministry of Employment, Business and Economic Development	30-Oct-23	Funding for rural economic development projects that promote economic capacity building, economic diversification, resilience, clean economy and infrastructure development through three streams: 1. Economic Capacity 2. Economic Diversification 3. Forest Impact Transition
Indigenous Cultural Safety and Cultural Humility Training – UBCM	03-Nov-23	To enhance cultural safety and humility in the delivery of local emergency management programs and services
Complete Communities Program – UBCM	12-Jan-24	Funding to undertake assessments to inform land use decision-making; considering housing need, supply and location; providing transportation options; and connecting to infrastructure investment and servicing decisions

Grant	Deadline	Information
Community Safety Support Fund – Fierté Canada Pride (FCP)	31-Mar-24	Provides funding to both FCP members and non-members for Pride Festivals and Events between June 1, 2023 and March 31, 2024
Rental Protection Fund – Ministry of Housing	No established deadline	Provides funding for affordable housing projects
Environmental Jobs Growth Program – Environmental Careers Organization of Canada	Continuous	Funding for training and employment to support job seekers looking to enter or advance their careers in the clean economy
Community Support, Multiculturalism, and Anti-Racism Initiatives Program – Canadian Heritage	Continuous	Funding to community-based events that promote intercultural or interfaith understanding, promote discussions on multiculturalism, diversity, racism and religious discrimination, or celebrate a community's history and culture such as heritage months recognized by Parliament
Next Generation 911 – UBCM	Continuous through 2025	Funding to eligible recipients to support the transition and operational readiness of existing 911 services to NG911

## **CONCLUSION**

The CRD recognizes grants are a supplementary funding source to address the needs of services provided to the region. The External Grants Update outlines how the CRD continues to integrate and consider these grant opportunities relative to service needs, as well as informing local partners of these opportunities through the Grants Dashboard and Grants Alerts. The CRD will continue to provide a summary of activities and outcomes in the External Grants Update on a bimonthly basis.

## **RECOMMENDATION**

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




Submitted by:	Lia Xu, MSc., CPA, CGA, Finance Manager, Local Services
Concurrence:	Nelson Chan, MBA, FCPA, FCMA, Chief Financial Officer
Concurrence:	Ted Robbins, B. Sc., C. Tech., Chief Administrative Officer

## **ATTACHMENTS**

Appendix A: 2023 External Grants Dashboard  
Appendix B: 2023 Grant Alerts

## APPENDIX A 2023 EXTERNAL GRANTS DASHBOARD

(Updated as of 21-Aug-23)

 Approved	 Pending	 Declined / Withdrawn
28	10	16
\$22,941,455	\$77,954,312	\$14,644,091

### 2023 Approved Grants

Department	Grant Program	Project	Amount (\$)	Year Submitted
Corporate Services	Inclusive Governance Study Grant – Ministry of Municipal Affairs – Province of BC	Inclusive Regional Governance	60,000	N/A
	Restructure Planning Grant – Ministry of Municipal Affairs – Province of BC	Community Issues Assessment for Magic Lake Estates	15,000	N/A
	Capital and Innovation Program – Island Coastal Economic Trust	SGL: Miners Bay Dock Revitalization Project, Mayne Island	30,000	2023
	TD Friends of the Environment Foundation – TD Bank	SGL: Pender Island Parks and Recreation Commission Youth Native Tree Planting Program Project	6,000	2023
Executive Services	CleanBC Organic Infrastructure and Collection Program – Organic Processing Infrastructure	Salt Spring Island Composting Project	168,462	2021



Department	Grant Program	Project	Amount (\$)	Year Submitted
Executive Services (con't)	Bloom Fund – Salt Spring Island Foundation	SSI: Mount Maxwell Park Land Acquisition	100,000	2022
	2023 Canada Summer Jobs – Employment and Social Development Canada	Salt Spring Island Parks	13,154	2023
	Community Grants Fund – Salt Spring Island Foundation	Salt Spring Island Multi-Space Dance Project	9,000	2022
	Infrastructure Planning Grant Program – Province of BC	SSI: Mount Erskine Water System Infrastructure Condition Assessment	7,500	2022
	Community Grants Fund – Salt Spring Island Foundation *New	Uniforms and Safety Gear for Martial Arts and Wrestling Programs	6,000	2023
	Community Grants Fund – Salt Spring Island Foundation *New	New Audio System for SIMS Gymnasium	7,500	2023
Finance and Technology	Growing Communities Fund – Ministry of Municipal Affairs – Province of BC	Growing Communities Fund	11,559,000	N/A
	Regional District Basic Grant– Ministry of Municipal Affairs – Province of BC *New	Administrative Support to Electoral Areas	65,000	N/A
Integrated Water Services	Strategic Priorities Fund – Canada Community-Building Fund	Regional Water Supply Main No. 4 Mt. Newton to Highway 17 Section Replacement	6,000,000	2022
	Restructure Implementation Grant – Ministry of Municipal Affairs – Province of BC	Conversion and Transfer of Seagirt Waterworks to the CRD	5,000	N/A

Department	Grant Program	Project	Amount (\$)	Year Submitted
Parks & Environmental Services	2022/23 Active Transportation Infrastructure Stream – BC Active Transportation Infrastructure Grants Program	Mayne Island Regional Trail Phase 1 Development Project	500,000	2022
	Priority Places Program – Environment and Climate Change Canada	Species at Risk Assessment, Planning, and Habitat Restoration at Mill Hill Regional Park 2023-2026	180,000	2022
	Custom Efficiency Program Implementation Incentive – Fortis BC	Energy Conservation Measures at CRD HQ	11,700	2023
	Sustainable Communities and Industry Partnerships Project Implementation Offer – BC Hydro *New	Neighbourhood Energy Navigator Project	60,000	2023
	Pacific Institute for Climate Solutions Internship Program – University of Victoria *New	Regional Climate Projections: Understanding Current Use, Gaps, and Opportunities	12,000	2023
Planning & Protective Services	Reaching Home: Canada's Homelessness Strategy – Infrastructure Canada	Designated Communities Stream (2023-24)	3,194,540	2023-24
	Island Rail Corridor Funding Grant – Ministry of Transportation and Infrastructure – Province of BC	Island Rail Corridor Consultation	600,000	2023

Department	Grant Program	Project	Amount (\$)	Year Submitted
Planning & Protective Services (Con't)	2022 Volunteer & Composite Fire Departments Equipment and Training – Community Emergency Preparedness Fund – UBCM	Capital Regional District Fire Department Training & Equipment Project	178,599	2022
	Regional Emergency Management Planning Grant – Ministry of Emergency Management and Climate Readiness – Province of BC	Regional Emergency Planning 2023	50,000	N/A
	2023 Emergency Operations & Training – Community Emergency Preparedness Fund – UBCM	CRD DOC/EOC Capacity Development Project	30,000	2023
	2023 Emergency Operations & Training – Community Emergency Preparedness Fund – UBCM	CRD Evacuee Registration and Assistance (ERA) Team Project	18,000	2023
	Healthy Public Policy Stream – Healthy Communities Grant – PlanH *New	Decolonizing Health Policy, Planning and Programming in the Capital Region	10,000	2023
	Base Funding – Next Generation 911 – UBCM *New	Support Local Preparedness for Implementation of NG911	45,000	N/A
Total			22,941,455	

## 2023 Pending Grants

Department	Grant Program	Project	Amount (\$)	Year Submitted
Executive Services	2023 Canada Summer Jobs – Employment and Social Development Canada	Panorama \$51,365 and SEAPARC \$42,908	94,273	2023
Integrated Water Services	Disaster Mitigation and Adaptation Fund – Infrastructure Canada <i>*New</i>	Capital Regional District – Regional Water System Upgrades – Disaster Mitigation and Adaptation Improvement Project.	63,150,000	2023
Parks & Environmental Services	CleanBC Communities Fund – Climate Change Mitigation – Green Infrastructure Stream – Investing in Canada Infrastructure Program	Capital Regional District Public Electric Vehicle Charging Network Project	6,403,671	2022
	Active Transportation Fund – Infrastructure Canada	Galloping Goose Regional Trail and Selkirk Trestle Enhancement Project (Submitted by Ministry of Transportation and Infrastructure, in partnership with Regional Parks)	5,848,328	2022
	CleanBC – BC Hydro Commercial Custom Program	Panorama Energy Recovery Project	200,000	2020
	Community Sport Program Development – ViaSport	SEAPARC’s Learn to Play Lacrosse Program	3,000	2023
	For Delivery Organizations – Zero Emission Vehicle Infrastructure Program – Natural Resources Canada <i>*New</i>	Capital Region EV Charger Assistance Program	1,581,250	2023

Department	Grant Program	Project	Amount (\$)	Year Submitted
Planning & Protective Services	Community Resiliency Initiative Grant – 2023 FireSmart Community Funding & Supports – UBCM	Capital Regional District FireSmart Project – 2023	348,790	2022
	Sustainable Affordable Housing Study Grant – Green Municipal Fund – Federation of Canadian Municipalities	Campus View Redevelopment Project	175,000	2023
	2023/24 Complete Communities Grant Program – UBCM	Capital Region Growth and Mobility Study	150,000	2023
Total			77,954,312	

## X 2023 Declined / Withdrawn Grants

Department	Grant Program	Project	Amount (\$)	Year Submitted
Corporate Services	Economic Diversification Stream – Rural Economic Diversification and Infrastructure Program	Last-mile Connectivity and Economic Development Project for the Southern Gulf Islands (Declined)	576,725	2023
	Community Sport Program Development – ViaSport <sup>*New</sup>	SGI: Mayne Island Parks and Recreation Commission BCSP Community Sports Program (Declined)	3,000	2023
Executive Services	Environmental Quality – Green Infrastructure Stream – Investing in Canada Infrastructure Program	SSI: Cedars of Tuam – New Well and Water Treatment Plant (Declined)	1,143,948	2022
	Active Transportation Infrastructure Stream – BC Active Transportation Infrastructure Grants Program	SSI: Merchant Mews Pathway Project (Declined)	81,900	2022
	Reaching Each and Everyone: A Community Sport Intervention Program – Canadian Parks and Recreation Association	SSI: Inclusive Recreation Project (Declined)	50,000	2022
	Community Grants Program – ICBC	Salt Spring Island Speed Reader Boards (Withdrawn)	21,200	2022
	2023 Youth Employment Experience – Canadian Parks and Recreation Association	Youth Program Leader Position, Salt Spring Island (Declined)	14,768	2023
Integrated Water Services	Environmental Quality – Green Infrastructure Stream – Investing in Canada Infrastructure Program	JDF: Anderson Cove Water Main Extension Project (Declined)	1,766,905	2022

Department	Grant Program	Project	Amount (\$)	Year Submitted
	Environmental Quality – Green Infrastructure Stream – Investing in Canada Infrastructure Program	SGI: Skana Water System Storage Tank Replacement (Declined)	535,272	2022
Parks & Environmental Services	Strategic Priorities Fund – Canada Community Building Fund	Lochside Regional Trail and Swan Lake Trestle Enhancement Project, Capital Region, Victoria, BC (Declined)	5,999,999	2022
	Strategic Priorities Fund – Canada Community Building Fund	Lochside Regional Trail and Brett Avenue Trestle Enhancement Project, Capital Region, Victoria, BC (Declined)	4,376,354	2022
	New Horizons for Seniors Program – Employment and Social Development Canada	Community Garden Improvements at the Greenglade Community Centre (Declined)	25,000	2020
	New Horizons for Seniors Program – Employment and Social Development Canada	SGI: Dinner Bay Seniors Fitness Circuit Project (Declined)	25,000	2022
	2023 Youth Employment Experience – Canadian Parks and Recreation Association	Assistant Cultural Programmer for Regional Parks (Withdrawn)	8,000	2023
	Community Connectedness Stream – Healthy Communities Grant – PlanH *New	Building Community Connection – Regional Parks Inclusive and Adaptive Hiking with Power to Be (Declined)	4,200	2023
Planning & Protective Services	Community Wellness Grant – Island Health	Village on the Green Redevelopment Project (Declined)	11,820	2023
Total			14,644,091	

## APPENDIX B 2023 GRANT ALERTS

### Open Grants as of 21-Aug-23

DEADLINE	PROGRAM	DESCRIPTION
24-Aug-23	Community Climate Transitions Innovation Fund – Tamarack Institute <a href="#">[LINK]</a>	Provides funding for community-led climate change mitigation and adaptation projects.
31-Aug-23	Aquatic Invasive Species Prevention Fund – Fisheries and Oceans Canada <a href="#">[LINK]</a>	Funding for efforts to prevent the introduction and spread of aquatic invasive species.
01-Sep-23	Community to Community Program – UBCM <a href="#">[LINK]</a>	Funding to support increased understanding and improve relations between First Nations and local governments.
14-Sep-23	Greener Neighbourhoods Pilot Program – Demonstration Projects – Natural Resources Canada <a href="#">[LINK]</a>	Funding for six Energiesprong-inspired aggregated deep energy retrofit projects in communities across Canada.
14-Sep-23	Community Based Projects – New Horizons for Seniors Program <a href="#">[LINK]</a>	Funds projects that empower seniors in their communities and contribute to improving their health and well-being.
15-Sep-23	BC Asset Management Planning Program – UBCM <a href="#">[LINK]</a>	Funding to assist local governments in delivering sustainable services by extending and deepening asset management practices.
22-Sep-23	Climate Change Adaptation Program – Natural Resources Canada <a href="#">[LINK]</a>	Funding to increase access to climate change adaptation tools and resources.



DEADLINE	PROGRAM	DESCRIPTION
06-Oct-23	Disaster Risk Reduction – Climate Adaptation – UBCM <a href="#">[LINK]</a>	Funding to reduce risks from future disasters due to natural hazards and climate-related risks through three streams: 1. Foundational Activities including risk mapping, risk assessments and planning 2. Non-structural projects including land use planning and education and temporary mitigation equipment 3. Small-Scale Structural Projects
10-Oct-23	Youth Innovation Component – Enabling Accessibility Fund – Employment and Social Development Canada <a href="#">[LINK]</a>	Funding for Youth Accessibility Leaders to find accessibility barriers in their communities.
20-Oct-23	Innovator Skills Initiative – Innovate BC <a href="#">[LINK]</a>	Funding to support network planning grants and infrastructure grants to support the development of active transportation infrastructure for all ages and abilities.
20-Oct-23	Volunteer and Composite Fire Departments Equipment and Training – Community Emergency Preparedness Fund – UBCM <a href="#">[LINK]</a>	Funding to fire departments for preparation and response to emergencies.
27-Oct-23	BC Active Transportation Infrastructure Grants Program – Ministry of Transportation and Infrastructure <a href="#">[LINK]</a>	Funding to support network planning grants and infrastructure grants to support the development of active transportation infrastructure for all ages and abilities.
30-Oct-23	Rural Economic Diversification and Infrastructure Program – Ministry of Employment, Business and Economic Development <a href="#">[LINK]</a>	Funding for rural economic development projects that promote economic capacity building, economic diversification, resilience, clean economy and infrastructure development through three streams: 1. Economic Capacity 2. Economic Diversification 3. Forest Impact Transition.
03-Nov-23	Indigenous Cultural Safety and Cultural Humility Training – UBCM <a href="#">[LINK]</a>	To support eligible applicants to enhance cultural safety and humility in the delivery of local emergency management programs and services.

DEADLINE	PROGRAM	DESCRIPTION
04-Nov-23	Enhancement & Restoration Grants – Habitat Conservation Trust Foundation <a href="#">[LINK]</a>	Funding for projects that focus on native freshwater fish, wildlife and their habitats and have the potential to achieve a significant conservation outcome.
31-Dec-23	2023 Fire Smart Community Funding and Supports Program – Community Resiliency Investment – UBCM <a href="#">[LINK]</a>	Funding to increase community resiliency through Fire Smart planning/activities to reduce wildfire risk.
Continuous through 2023	Community Placemaking Program – Island Coastal Economic Trust <a href="#">[LINK]</a>	Funding for communities to reimagine and revitalize public spaces.
Continuous through 2023	2 Billion Trees Program – Government of Canada <a href="#">[LINK]</a>	Funding for tree planting through three streams: 1. Mass Planting 2. Small-Scale Planting 3. Urban/Suburban
Continuous through 2023	Forest Enhancement Society of BC <a href="#">[LINK]</a>	Funding support to reduce wildfire risk and increase community resilience.
Continuous through 2023	Play Your Court Program – National Bank of Canada <a href="#">[LINK]</a>	Funding to give new life to community tennis courts.
12-Jan-24	Complete Communities Program – UBCM <a href="#">[LINK]</a>	Funding to support local government and modern treaty First Nations undertake assessments to inform land use decision-making; considering housing need, supply and location; providing transportation options; and connecting to infrastructure investment and servicing decisions.
31-Mar-24	Community Safety Support Fund – Fierté Canada Pride (FCP) <a href="#">[Link]</a>	Provides funding to both FCP members and non-members for Pride Festivals and Events between June 1, 2023, and March 31, 2024.

DEADLINE	PROGRAM	DESCRIPTION
No established deadline	Rental Protection Fund – Ministry of Housing <a href="#">[LINK]</a>	Provides funding for affordable housing projects.
Continuous through 2025	Next Generation 911 – UBCM <a href="#">[LINK]</a>	Funding to eligible recipients to support the transition and operational readiness of existing 911 services to NG911.
Continuous through March 2026	Local Community Accessibility Grants Program – SPARC BC <a href="#">[LINK]</a>	Funding to identify and remove barriers to improve accessibility and inclusion.
Continuous	Supporting Rural Destinations – Discover West Tourism <a href="#">[LINK]</a>	Funding for tourism events in rural communities.
Continuous	Community Building Recommissioning Grant – Green Municipal Fund – Federation of Canadian Municipalities <a href="#">[LINK]</a>	Funding to identify opportunities to reduce whole-building energy use by up to 5-15 percent (with higher savings possible), extend equipment life and reduce maintenance costs. Two types of projects are eligible for this grant: building recommissioning and building retro-commissioning.
Continuous	Capital Projects Stream – Rural Transit Solutions Fund – Infrastructure Canada <a href="#">[LINK]</a>	Funding for rural and remote community capital projects to support both traditional and non-traditional transport modes and transportation systems.
Continuous	Homelessness Community Action Grant – Social Planning and Research Council of BC <a href="#">[LINK]</a>	One-time funding for local planning and collaborative initiatives to respond to the needs of those who are homeless or at risk of becoming homeless.
Continuous	Canada Cultural Spaces – Canadian Heritage <a href="#">[LINK]</a>	Funding for improvement of physical conditions for heritage, culture and creative innovation including renovation and construction projects.

DEADLINE	PROGRAM	DESCRIPTION
Continuous	Capital Project: Signature Initiative – Green Municipal Fund – Federation of Canadian Municipalities <a href="#">[LINK]</a>	Funding (combined loans and grants) to help Canadian cities and communities of all sizes implement bold environmental projects that reduce Greenhouse Gas Emissions (GHG) emissions and protect the air, water, or land.
Continuous	New Construction and Retrofits for Affordable Housing – Federation of Canadian Municipalities <a href="#">[LINK]</a>	Funding to evaluate solutions for integrating deep energy efficiency measures and onsite renewable energy generation in existing affordable housing retrofit and new build projects.
Continuous	Wastewater Systems – Federation of Canadian Municipalities <a href="#">[LINK]</a>	Funding for wastewater treatment systems through two streams: 1. Capital 2. Study
Continuous	GHG Impact Retrofits – Federation of Canadian Municipalities <a href="#">[LINK]</a>	Funding to retrofit a local recreational or cultural facility to reduce GHG emissions.
Continuous	Commemorate Canada – Canadian Heritage <a href="#">[LINK]</a>	Funding for initiatives that commemorate and celebrate historical figures, places, events and accomplishments of national significance.
Continuous	Community Building Monitoring and Analysis Grant – Green Municipal Fund – Federation of Canadian Municipalities <a href="#">[LINK]</a>	Funding to track energy use of existing community facilities over time, compare the energy performance of their buildings to similar buildings in other municipalities and identify opportunities to save energy. Funding is intended for community building owners who do not have a building monitoring and analysis system in place.
Continuous	GHG Reduction Pathway Feasibility – Green Municipal Fund – Federation of Canadian Municipalities <a href="#">[LINK]</a>	Funding to assess feasibility for projects that reduce energy and GHGs for recreational and cultural facilities.

DEADLINE	PROGRAM	DESCRIPTION
Continuous	McConnell Foundation Fund <a href="#">[LINK]</a>	Funding to support projects through three streams: 1. Climate 2. Reconciliation 3. Communities
Continuous	Medium and Heavy Duty Zero Emission Vehicles Program – Transport Canada <a href="#">[LINK]</a>	Funding to encourage adoption of medium and heavy-duty zero emissions vehicles.
Continuous	Planning Stream: Early Support for Sustainable Affordable Housing – Green Municipal Fund – Federation of Canadian Municipalities <a href="#">[LINK]</a>	Funds for deliverables required in applications for additional funding of energy efficient affordable housing.
Continuous	Reduce Fossil Fuel Use in Fleets – Federation of Canadian Municipalities <a href="#">[LINK]</a>	Funding for feasibility studies for projects that reduce or avoid fossil fuel use in any vehicle that delivers municipal services.
Continuous	Regional Innovation Ecosystems – Pacific Economic Development Canada <a href="#">[LINK]</a>	Funding to create, grow and nurture inclusive ecosystems that support business needs.
Continuous	Smart Renewables and Electrification Pathways Program – Natural Resources Canada <a href="#">[LINK]</a>	Four funding streams: 1. Established Renewables 2. Emerging Technologies 3. Grid Modernization (the only eligible Applicants are Utilities and System Operators) 4. Strategic Dialogue Linked Projects
Continuous	Pilot Projects: Stormwater Quality, Community Project – Green Municipal Fund – Federation of Canadian Municipalities <a href="#">[LINK]</a>	Funding for capital projects that allow a community to remove 60 percent of total suspended solids or a significant amount of other contaminants (e.g., Escherichia coli (E.coli), salt, grease) from its stormwater runoff.

DEADLINE	PROGRAM	DESCRIPTION
Continuous	Zero Emission Transit Fund – Infrastructure Canada <a href="#">[LINK]</a>	Funding through two components to support public transit and school bus operators to electrify their fleets: 1. Planning projects 2. Capital projects
Continuous	Environmental Jobs Growth Program – Environmental Careers Organization of Canada <a href="#">[LINK]</a>	Funding for training and employment to support job seekers looking to enter or advance their careers in the clean economy.
Continuous	Community Support, Multiculturalism, and Anti-Racism Initiatives Program – Canadian Heritage <a href="#">[LINK]</a>	Funding to community-based events that promote intercultural or interfaith understanding, promote discussions on multiculturalism, diversity, racism and religious discrimination, or celebrate a community's history and culture such as heritage months recognized by Parliament.

## Closed Grants

DEADLINE	PROGRAM	DESCRIPTION
04-Jan-23	Rural Economic Diversification and Infrastructure Program – Ministry of Employment, Business and Economic Development <a href="#">[LINK]</a>	Funding for rural economic development projects that promote economic capacity building, economic diversification, resilience, clean economy and infrastructure development through three streams: 1. Economic Capacity 2. Economic Diversification 3. Forest Impact Transition. (CRD is excluded but EAs may request an exemption)
11-Jan-23	Green Jobs – Science and Technology Internship Program – Natural Resources Canada <a href="#">[LINK]</a>	Funding for youth training placements to build knowledge and skills for future employment in the natural resources sectors.
12-Jan-23	Canada Summer Jobs – Employment and Social Development Canada <a href="#">[LINK]</a>	Funding for wage subsidies for employers to create summer work experiences for youth 15-30 years of age.
12-Jan-23	Documentary Heritage Communities Program – Libraries and Archives Canada <a href="#">[LINK]</a>	Funding to commemorate local history and heritage.
15-Jan-23	TD Friends of the Environment Foundation Grant – TD Bank <a href="#">[LINK]</a>	Funding for environmental initiatives with a primary focus on environmental education and green space programs.
16 Jan-23	BC Vision Zero Grant Program – BC Injury and Prevention Unit <a href="#">[LINK]</a>	Funding for projects that protect vulnerable road users from serious injury, disability or death.
18-Jan-23 (Extended)	Healthy Canadians and Communities Fund – Public Health Agency of Canada <a href="#">[LINK]</a>	Funding for interventions that address health inequities through three streams: 1. Creating supportive social environments for tobacco prevention and cessation. 2. Creating food environments that enable access to healthy foods to improve healthy eating. 3. Creating and/or promoting healthy built environments to increase physical activity.

DEADLINE	PROGRAM	DESCRIPTION
18-Jan-23	Infrastructure Planning Grant Program – Province of BC <a href="#">[LINK]</a>	Funding for projects supporting the development of sustainable community infrastructure.
27-Jan-23	2023 Emergency Support Services – Community Emergency Preparedness Fund – UBCM <a href="#">[LINK]</a>	Capacity support for emergency support services including volunteer recruitment, training and purchase of equipment.
31-Jan-23	Wildfire Community Preparedness Day – FireSmart Canada <a href="#">[LINK]</a>	Funding to support Wildfire Community Preparedness Day May 6, 2023.
01-Feb-23	ParticipACTION Community Challenge – PARTICIPACTION <a href="#">[LINK]</a>	Funding for community organizations to remove barriers and increase physical activity and sport participation for equity-deserving groups.
16-Feb-23	Connecting Communities BC – BC Connectivity Infrastructure (Canada/BC): Second intake <a href="#">[LINK]</a>	Second intake of connectivity funding program to expand broadband internet services to underserved rural, remote and Indigenous communities.
17-Feb-23	Insurance Corporation of British Columbia (ICBC) Community Grants Program – ICBC <a href="#">[LINK]</a>	Funding for road safety and injury recovery initiatives.
24-Feb-23	Disaster Risk Reduction – Climate Adaptation – Community Emergency Preparedness Fund – UBCM <a href="#">[LINK]</a>	Funding for disaster risk reduction and climate-related risks through three streams: 1. Foundational Activities 2. Non-Structural Projects 3. Small-scale Structural Projects
28-Feb-23	Green and Inclusive Community Buildings – Infrastructure Canada <a href="#">[LINK]</a>	Funding through two streams to build and adapt community buildings to reduce GHG and improve climate change resilience: 1. Large retrofits and new buildings 2. Small and medium retrofit projects
28-Feb-23	Kal Tire's RePlay Fund – Kal Tire <a href="#">[LINK]</a>	Funding to help cover the cost of recycled rubber products through third-party suppliers for community infrastructure projects.



DEADLINE	PROGRAM	DESCRIPTION
28-Feb-23	Scotts Gro for Good – Scotts Miracle Grow <a href="#">[LINK]</a>	Funding to support community efforts to showcase the benefits of gardening, including encouraging healthy eating habits.
03-Mar-23	Fairs, Festivals and Events Fund – Ministry of Tourism, Arts, Culture and Sport <a href="#">[LINK]</a>	One-time funding to event organizers to support the sustained recovery of community events.
09-Mar-23	Community Foundation Grants – Canada Post Community Foundation <a href="#">[LINK]</a>	Funding to small municipalities to make a difference in the lives of children and youth.
13-Mar-23	Zero Emission Vehicle Awareness Initiative – Medium and Heavy Duty Stream – Natural Resources Canada <a href="#">[LINK]</a>	Funding for new and innovative projects that aim to increase knowledge, awareness and confidence in medium and heavy-duty zero-emission or low-emission vehicles for fleet owners, drivers and general public.
15-Mar-23	Projects – Stream Rapid Housing Initiative Round 3 – Canada Mortgage and Housing Corporation <a href="#">[LINK]</a>	Funding to build new housing and/or purchase existing buildings that will be rehabilitated or converted into permanent affordable housing.
17-Mar-23	Poverty Reduction Planning and Action Program – UBCM <a href="#">[LINK]</a>	Funding to support local governments to reduce poverty and advance the province's poverty reduction strategy through two streams: 1. Poverty Reduction Plans and Assessments 2. Poverty Reduction Action
17-Mar-23	Emotive Community Outreach Incentive Program – Go Electric Program – CleanBC <a href="#">[LINK]</a>	Funding to small municipalities to assist in delivering Electric Vehicle (EV) awareness campaigns to accelerate adoption of EVs across BC.
22-Mar-23	Community Wellness Grant Program – Island Health <a href="#">[LINK]</a>	Funding for upstream wellness interventions that reduce barriers and increase supports for health and wellness.
27-Mar-23	Living Cities Fund – Green Communities Canada <a href="#">[LINK]</a>	Funding for community-based local organizations with training, funding, and logistical support to implement transformative green infrastructure projects.

DEADLINE	PROGRAM	DESCRIPTION
31-Mar-23	2023 Emergency Operations Centres and Training –Community Emergency Preparedness – UBCM <a href="#">[LINK]</a>	Funding for purchase of equipment and supplies to maintain/improve EOCs and training.
04-Apr-23	Community Grants Program – Victoria Foundation <a href="#">[LINK]</a>	Funding to strengthen community resilience through flexible, general operating funding to eligible local organizations.
07-Apr-23	Enabling Small Modular Reactors Program – Natural Resources Canada <a href="#">[LINK]</a>	Funding for research and development to develop and deploy small modular reactors for waste management.
13-Apr-23	Building for the Future – Housing Supply Challenge: Round 4 – Impact Canada (Canada Mortgage and Housing Corporation) <a href="#">[LINK]</a>	Funding for activities for innovative construction processes, techniques, systems and materials to increase affordable, climate-resistant housing.
14-Apr-23	2023 Pilot Program – Urban Communities Partnering for Reconciliation – UBCM <a href="#">[LINK]</a>	Funding for events and activities to enhance dialogue and support reconciliation efforts and resolve issues of common responsibility.
14-Apr-23	Emerging Approaches for Reducing Landfill Methane Emissions – Environment and Climate Change Canada <a href="#">[LINK]</a>	Funding to encourage additional testing and further adoption of emerging technologies that permit continuous or drone-based monitoring of methane emissions in landfills.
14-Apr-23 (Extended)	Codes Acceleration Fund – National Resources Canada <a href="#">[LINK]</a>	Funding to support adoption and implementation of national model building energy codes through two streams: 1. Those who have the ability to adopt energy codes 2. Those that do not have the ability to adopt energy codes
17-Apr-23	Habitat Acquisition Grants – Habitat Conservation Trust Foundation <a href="#">[LINK]</a>	Funding for land trust organizations, including regional governments, to purchase properties to protect fish and wildlife habitat.

DEADLINE	PROGRAM	DESCRIPTION
28-Apr-23	Deep Retrofit Accelerator Initiative – Natural Resources Canada <a href="#">[LINK]</a>	Funding to support accelerated development of deep retrofit projects.
28-Apr-23	Heritage Legacy Fund – Heritage BC <a href="#">[LINK]</a>	Funding for community initiatives to conserve and increase the understanding and appreciation of heritage resources as well as those working towards reconciliation with Indigenous peoples through collaboration.
28-Apr-23	2023 Public Notification & Evacuation Route Planning – Community Emergency Preparedness – UBCM <a href="#">[LINK]</a>	Funding for evacuation route planning and public notification, emergency support services and Emergency Operations Centres (EOC) training.
30-Apr-23	Community Anniversaries – Building Communities Through Arts and Heritage – Canadian Heritage <a href="#">[LINK]</a>	Provides funding for one-time events/capital projects that celebrate the 100th (or 125th/150th /175th, etc.) anniversary of a significant historical event/personality.
01-May-23	Capacity Grants – Habitat Conservation Trust Foundation <a href="#">[LINK]</a>	Funding to build and strengthen the capacity of organizations to design and deliver conservation or restoration projects.
05-May-23	Community to Community Program – UBCM <a href="#">[LINK]</a>	Funding to support increased understanding and improve relations between First Nations and local governments.
12-May-23	Asset Management Planning Program – UBCM <a href="#">[LINK]</a>	Funding for local governments to deepen and strengthen asset management practices.
15-May-23	AgriSpirit Fund – Farm Credit Canada <a href="#">[LINK]</a>	Funding for capital projects that enrich the lives of residents in communities of less than 150,000.
15-May-23	Healthy Communities Grant – PlanH <a href="#">[LINK]</a>	Funding through two streams to support initiatives that advance programs and strategies that improve health equity and well-being: 1. Community Connectedness 2. Healthy Public Policy

DEADLINE	PROGRAM	DESCRIPTION
15-May-23	Emerging Priorities Stream – Community Workforce Response Grant – WorkBC <a href="#">[LINK]</a>	Funding for immediate skills training needs for labour market challenges/opportunities.
31-May-23	Local Food Infrastructure Fund - Agriculture Canada <a href="#">[LINK]</a>	Funding for infrastructure investments that increase food security.
01-Jun-23	Housing Accelerator Fund – Canada Mortgage and Housing Corporation (CMHC) <a href="#">[LINK]</a>	Incentive funding to local governments to encourage initiatives aimed at increasing housing supply.
02-Jun-23	Extreme Temperature Risk Mapping, Assessment and Planning – Community Emergency Preparedness Fund – UBCM <a href="#">[LINK]</a>	Funding to support effective response plans and strategies to prepare, mitigate and adapt to risks of extreme temperatures.
02-Jun-23	Go Electric Public Charger Program – CleanBC Go Electric Program – Ministry of Environment and Climate Change <a href="#">[LINK]</a>	Funding for Direct Current Fast Charger stations with priority on rural, northern and Indigenous communities.
02-Jun-23	Project Feasibility Studies – CleanBC Industry Fund – Ministry of Environment and Climate Change <a href="#">[LINK]</a>	Funding to support preliminary studies for potential projects intending to apply for funding through the Emissions Performance or Innovation Accelerator Request for Proposal (RFP) streams.
15-Jun-23	BC Community Sport Development Fund – ViaSport <a href="#">[LINK]</a>	Funding to make community sport more accessible by reducing barriers to participation.
16-Jun-23	Canada's National Mini Forest Pilot – Green Communities Canada <a href="#">[LINK]</a>	Funding to help community-based organizations grow support for green infrastructure and engage citizens in local action.

DEADLINE	PROGRAM	DESCRIPTION
16-Jun-23	Complete Communities Program – UBCM <a href="#">[LINK]</a>	Funding to support local government and modern treaty First Nations undertake assessments to inform land use decision-making; considering housing need, supply and location; providing transportation options; and connecting to infrastructure investment and servicing decisions.
30-Jun-23	Community Engagement Funding – Veterans Affairs Canada <a href="#">[LINK]</a>	Funding for commemorative activities or materials.
06-Jul-23 (Extended)	Veteran Homelessness Program – Infrastructure Canada <a href="#">[LINK]</a>	Funding to prevent and reduce veteran homelessness in Canada
07-Jul-23	Catherine Donnelly Foundation Grants <a href="#">[LINK]</a>	Funding to address community needs in three streams: 1. Adult Education for Social Change Initiatives 2. Environment Initiatives 3. Housing Initiatives
12-Jul-23	Infrastructure Planning Grant – Ministry of Municipal Affairs <a href="#">[LINK]</a>	Funding to help governments develop or improve long-term comprehensive plans including asset management plans, integrated stormwater management plans, etc.
19-Jul-23	Disaster Mitigation and Adaptation Fund – Infrastructure Canada <a href="#">[LINK]</a>	Funding for infrastructure projects designed to mitigate current and future climate-related risks and disasters triggered by natural hazards.
26-Jul-23	Environmental Damages Fund – Environment and Climate Change Canada <a href="#">[LINK]</a>	Funding to projects that restore damage to natural environment and support wildlife conservation.
28-Jul-23	Age-Friendly Communities Grants – BC Healthy Communities <a href="#">[LINK]</a>	Funding to help seniors lead active, independent lives through two streams: 1. Planning 2. Projects

DEADLINE	PROGRAM	DESCRIPTION
31-Jul-23	Retrofit Funding for Multi-unit Residential Buildings- Canada Greener Affordable Housing – Canada Mortgage and Housing Corporation <a href="#">[LINK]</a>	Access to low-interest repayable and forgivable loans for deep energy retrofits of multi-unit residential buildings.
31-Jul-23	TSBC Community Grant Program – Tire Stewardship BC <a href="#">[LINK]</a>	Funding to support the use of recycled tire products, including playgrounds, water parks, tracks, playing fields, etc.
18-Aug-23 (Extended)	Housing Accelerator Fund – Canada Mortgage and Housing Corporation (CMHC) <a href="#">[LINK]</a>	Incentive funding to local governments to encourage initiatives aimed at increasing housing supply.
Currently Closed (Continuous)	Jobs and Growth Fund in British Columbia – Pacific Economic Development Canada <a href="#">[LINK]</a>	Funding through four streams: <ol style="list-style-type: none"> <li>1. Activities that support the transition to a green economy</li> <li>2. Activities that foster an inclusive recovery</li> <li>3. Activities that advance Canada's competitiveness and grow small and medium-sized enterprises through digital adoption</li> <li>4. Activities that strengthen capacity in sectors critical to Canada's recovery and growth</li> </ol>

**REPORT TO TRANSPORTATION COMMITTEE  
MEETING OF WEDNESDAY, SEPTEMBER 13, 2023**

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**SUBJECT**     **2022 Capital Regional District Origin Destination Household Travel Survey**

**ISSUE SUMMARY**

To provide the results of the 2022 Capital Regional District (CRD) Origin Destination Household Travel Survey (OD Survey).

**BACKGROUND**

The CRD 2022 Origin Destination Household Travel Survey (profiles residential travel patterns on an average fall day). The OD Survey provides comprehensive data about how residents travel around the region and the underlying demographic and household factors that influence people's travel behaviours. The survey provides key data points about where people go, for what purpose and how they get there. The CRD, local governments, the Province and other agency partners use the data to support transportation and land use decisions, track progress toward regional transportation goals and guide additional research. The 2022 OD Survey is provided in Appendix A.

The OD Survey covers the Regional Planning Area, inclusive of the CRD's 13 municipalities and the Juan de Fuca Electoral Area. Since 2017, the OD Survey has also included Salt Spring Island. The OD Survey is statistically representative of travel behaviour in the region. Over the duration of the survey, 62,500 households were contacted, and 8,581 valid surveys were completed, exceeding the target of 7,650 surveys by 11%. This completion rate represents 4.6% of all households in the Regional Planning Area and Salt Spring Island combined.

The 2022 OD Survey methods were adjusted to respond to administrative, societal and technological changes since 2017:

- Added questions about e-bikes and e-micromobility
- More nuanced questions relating to work from home and hybrid work from home
- Replaced 'other' with 'non-binary', 'prefer to self-describe' for gender
- Asked questions about dwelling tenure (rented or owned)
- Asked about household income
- Asked about access to electric vehicle (EV) charging
- Distinguished plug-in hybrid from hybrid vehicles

The above noted changes ensure that the data is robust and reflective of the times and that the 2022 OD Survey aligns well with other OD surveys undertaken in mid to large-sized regions in Canada. Additionally, they better support the CRD's climate action and equity goals.

Although it followed the same general procedure as previous surveys, the 2022 OD Survey is unique in that it took place following severe pandemic-induced impacts on travel. As a result, the report notes differences in travel behaviour from previous surveys and how the pandemic or other factors may have influenced these changes.

## Key Findings

Regional transportation goals are listed below. The OD Survey provides data that helps track the region's progress toward achieving these goals.

### Goal 1: Reduce congestion in the morning and afternoon peak periods

People are taking fewer trips, with a 10% reduction in total trips in 2022 despite a 9% increase in population since 2017. This trend can be attributed to changing travel behaviours in the densely populated Core (Victoria, Saanich, Oak Bay, Esquimalt and View Royal). However, trips within the Westshore (Langford, Colwood, Highlands, Metchosin and Sooke), and between the Westshore and the Core and the Saanich Peninsula (Central Saanich, Sidney and North Saanich), are slightly higher in 2022.

Trip volumes are also slightly down. People taking fewer trips throughout the day correspond to reductions in work and school commutes, as well as shopping, restaurant/bar, social activities and other activities that occur outside the commuter peaks. All these reductions are consistent with the lingering effects of pandemic activity shifts.

### Goal 2: Increase the number of people walking, cycling and taking transit

Mode share continues to trend in the right direction, with 29% of trips made by walking, cycling and transit use. This is up from the 2017 mode share of 26.6%. The regional mode share goal is 45%. As with trip volumes, mode share varies depending on where you live in the region.

### Goal 3: Reduce greenhouse gas (GHG) emissions from the transportation sector

In addition to gains in mode share, the region is also showing gains in the number of EVs-only. The gain in EVs between 2017 and 2022 is significant from 1,900 to 11,900 vehicles. EVs now represent 4% of the region's private vehicles, with hybrids at 3% and plug-in hybrids at 1%. Note that the numbers in the OD survey reflect the responses of surveyed households and may not correspond to the Insurance Corporation of British Columbia's vehicle population breakdown.

## IMPLICATIONS

### *Environmental & Climate Action*

Car travel is a significant contributor to GHG emissions. GHG emissions can be reduced in two ways: reducing car trips and switching to EV, hybrid and plug-in hybrid vehicles.

To better understand the rollout of a higher percentage of EVs, the OD Survey collected information on access to EV charging. Access is highest in five+ storey apartments, with 42% of these respondents having access in their building (33%) or nearby (9%). The access rate was 28% for single-detached dwellings, 26% for ground-oriented dwellings and 18% for apartments of less than five storeys.

The OD Survey also collected information on electric bicycles and e-micromobility devices. It found that 11% of adult bicycles were electric, representing 30,490 bicycles and that 2.3% of households had access to an e-micromobility device.

Survey data show that 32% of full-time workers who usually commute to an external workplace now work from home at least once a week. This trend has had a direct impact on daily travel volumes. With more people commuting and working, remote work could be another way to reduce the number of car trips.



### *Regional Growth Strategy Implications*

The Regional Growth Strategy (RGS) has set a goal of 42% of all trips made by walking, cycling and transit (sustainable modes) by 2038. Since adoption of the RGS, the regional target has been adjusted upwards to 45% to reflect the Victoria Regional Transit Commission increased the transit mode share target from 12% to 15% in 2020.

For 2022, 29% of trips were made using sustainable modes, up from 26.6% in 2017. Table 1 provides more detail about the change in mode share over time.

*Table 1 Details of sustainable mode shares, persons 11+, 2001-2022*

	2001		2006		2011		2017		2022	
Travel Mode	Daily Trips	Mode Share	Daily Trips	Mode Share	Daily Trips	Mode Share	Daily Trips	Mode Share	Daily Trips	Mode Share
Transit	65,000	6.9%	71,500	7.0%	65,500	6.5%	82,000	7.8%	60,900	6.5%
Bicycle	24,500	2.6%	35,100	3.5%	27,200	2.7%	53,400	5.1%	73,900	7.9%
Walk	109,300	11.7%	101,100	10.0%	133,500	13.2%	144,200	13.7%	136,800	14.6%
<b>Sustainable</b>	<b>198,800</b>	<b>21.2%</b>	<b>207,700</b>	<b>20.5%</b>	<b>226,200</b>	<b>22.4%</b>	<b>279,600</b>	<b>26.6%</b>	<b>271,600</b>	<b>29.0%</b>

Mode share gains are from a 2.8% increase in cycling since 2017. Notable is that while e-bikes only make up 10% of bicycles, they represent 30% of the cycling trips. Among sustainable modes, transit has the highest share for trips between the Core, Westshore and Saanich Peninsula.

Sustained effort is needed to meet the 45% regional mode share target by 2038. A preliminary assessment of mode shift potential indicates that more than half of car driver trips could be made by bicycle or on foot. Additional research is needed to understand whether walking or cycling is a suitable mode for the trip purpose.

### *Equity, Diversity & Inclusion (EDI)*

Survey wording was adjusted and new questions were added to better address EDI.

The OD Survey also provides insight into equity gaps. For instance, women and men make nearly equivalent numbers of walking trips, but women have only about two-thirds as many cycling trips as men. Other research supports that this difference is at least partially attributable to women being more reluctant to ride on infrastructure that is not physically separated from vehicle traffic.

Additionally, the OD Survey found that most people travelling by sustainable modes had access to a vehicle, except for transit users. A third of transit users did not have access to a vehicle, possibly making them 'captives' to taking transit. Further, a greater proportion of transit users are in households earning under \$22,000. This suggests the need to make transit more attractive so that it is a choice rather than a necessity to expand transit mode share.

### *Intergovernmental Relations*

The findings of the report were shared with local government staff at the September 11, 2023, joint meeting of the Regional Transportation Working Group, Development and Planning Advisory Committee and Climate Action Inter-Municipal Working Group. CRD staff will continue to support local government staff as they use the information for transportation and land use decisions.

*Service Delivery*

Information from the OD Survey will be used to support further research by CRD staff such as an update to the CRD Housing and Transportation Cost Estimate Study and to support ongoing work related to transportation governance. Additionally, information will be available to support other CRD divisions such as Regional Parks and Climate Action with their initiatives. The OD Survey will be available publicly on the CRD website.

*Strategic / Corporate Plan*

Information from the OD Survey can contribute to the following corporate plan initiatives:

- 4b-2 Prepare policy positions to support advocacy for infrastructure investments and service improvements to achieve regional transportation priority items related to mass transit, general transit improvements, active transportation and multi-modal and safe highways
- 4b-3 Support local governments to implement consistent approaches to transportation demand management, active transportation and safety policy
- 4d-1 Shift travel behaviour through education, encouragement, and information

**CONCLUSION**

The CRD 2022 Origin Destination Household Travel Survey, conducted every five years, provides valuable insight into the travel patterns of the region's residents. The CRD, local governments, the Province and other agency partners will use the results to support transportation and land use decisions, track progress toward regional transportation goals and guide additional research.

**RECOMMENDATION**

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

Submitted by:	Emily Sinclair, MCIP, RPP Senior Manager, Regional and Strategic Planning
Concurrence:	Kevin Lorette, P. Eng., MBA, General Manager, Planning & Protective Services
Concurrence:	Ted Robbins, B. Sc., C. Tech., Chief Administrative Officer

**ATTACHMENT**

Appendix A: 2022 Origin Destination Household Travel Survey



# ORIGIN DESTINATION

2022 HOUSEHOLD TRAVEL SURVEY

## 2022 Capital Regional District Origin Destination Household Travel Survey

Final Report  
September 2023



Prepared for:  
Capital Regional District



Making a difference...together

Prepared by:  
R.A. Malatest & Associates Ltd. &  
David Kriger Consultants Inc.



**MALATEST**

DAVID KRIGER



TRANSPORTATION POLICY AND RESEARCH

## ACKNOWLEDGEMENTS

The CRD conducts its business within the traditional territories of many First Nations, including though not limited to BOKÉCEN (Pauquachin), MÁLEXEŁ (Malahat), Pacheedaht, Pune'laxutth' (Penelekut), Sc'ianew (Beecher Bay), Ləkʷəŋən (Songhees), SṠÁUTW\_ (Tsawout), T'Sou-ke, WŚIKEM (Tseycum) and xʷsepsum (Esquimalt), all of whom have a long-standing relationship with the land and water from time immemorial that continues to this day.

The survey research was conducted by R.A. Malatest & Associates Ltd. with David Kriger Consultants Inc. (the Consultants), with the guidance of the Capital Regional District (CRD).

We gratefully acknowledge the direction and guidance of John Hicks, Senior Transportation Planner at the CRD, as well as the marketing and public communications support provided by the Communications team at the CRD.

This project would not be possible without the contributions of over 8,500 participating households that responded to this survey, via phone interview or online and told us about their daily travel. We thank you for your participation in the region's household travel survey; you have contributed to transportation planning data that will be useful for years to come.



## SURVEY HIGHLIGHTS

In fall 2022, the Capital Regional District (CRD) conducted a comprehensive origin-destination (O-D) survey. The *2022 CRD Origin-Destination Household Travel Survey* is the latest in a series of surveys that have been conducted every 5-6 years. The survey profiles residents' 24-hour travel patterns over the course of a typical fall weekday. The profile will aid the CRD in its Regional Growth Strategy, the Regional Transportation Plan and other ongoing sustainable planning initiatives.

The survey study area covers the Regional Planning Area (RPA) plus Salt Spring Island. The final sample comprises 8,581 households. The final survey dataset includes information on 18,023 residents of the CRD and 43,531 trips made by those residents aged 5+ years. When weighted and expanded, the survey data represent approximately 184,700 households in the region and almost 405,500 residents. Overall, the survey dataset constitutes a randomly selected 4.6% sample of households and 4.4% sample of population.

The 2022 O-D survey followed the same general procedure as previous CRD O-D surveys. However, the 2022 O-D survey is unique in that it took place following the severe pandemic-induced impacts on travel. As a result, the report notes differences in travel behaviour from previous surveys and how the pandemic or other factors may have influenced these changes.

Survey highlights are presented below. Many of the highlights show comparisons with previous surveys, some dating back to 2001.<sup>1</sup> Details can be found in the accompanying report.

### Demographics

Population and the numbers of households, workers and vehicles are all important determinants of travel. Since 2001, **the number of workers** (i.e., the number of potential commuters) **has grown faster than the population**. The **numbers of households and vehicles have also grown faster than population**, although households to a somewhat lesser extent than vehicles. Growth rates for all these variables were highest between 2017 and 2022, with employment and vehicles growing at a 1.85% compound annual growth rate.

In 2022, 212,800 people, or more than half the population, were employed, either full-time (166,100) or part-time (45,700). Almost one-quarter of the population was retired (92,100)

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<sup>1</sup> Surveys were conducted in 2001, 2006, 2011 and 2017. Except where noted, comparisons with previous surveys are made for the RPA. This is because different geographies have been used over the years, although the RPA has always been covered.

people). By comparison, 54% of the population was in the working age cohort (25-64 years old) in 2022 and the 65+ population has increased by 23% since 2017 and 52% since 2011.<sup>2</sup>

The four determinants relate to each other. These relationships help explain how and why travel behaviour has changed over time. Overall, the **relationships among these determinants have been stable or have experienced only gradual changes**. In 2022, the average household size was 2.19 people per household, which represents a modest reduction over time. There was an average of 1.19 workers per household, which represents a marginal reduction since 2011. Vehicle availability has also been steady, at 1.55 vehicles per household in 2022.

## Mobility options

There is a strong relationship between mode choice and *access* to a vehicle. In other words, if a household has a vehicle, it is likely to be used. This is especially true of workers, who have been shown in past surveys to have priority over the use of the household vehicle for their commute to work. Key findings are:

**Access to a vehicle remains pervasive**, with 89% of RPA households having access to at least one vehicle. RPA households have an average of 1.56 vehicles each. Ninety-three percent of RPA residents of driving age (16+) have access to a household vehicle, representing an average of 0.83 vehicles per person 16+.

However, these rates vary by geography, with vehicle availability tending to be highest in suburban communities like Saanich and Langford and lowest in Victoria. The geographical variations may reflect differences in dwelling type, density, dwelling tenure, household income, occupational status, accessibility to transit and other factors. Further research may be needed to understand the underlying factors.

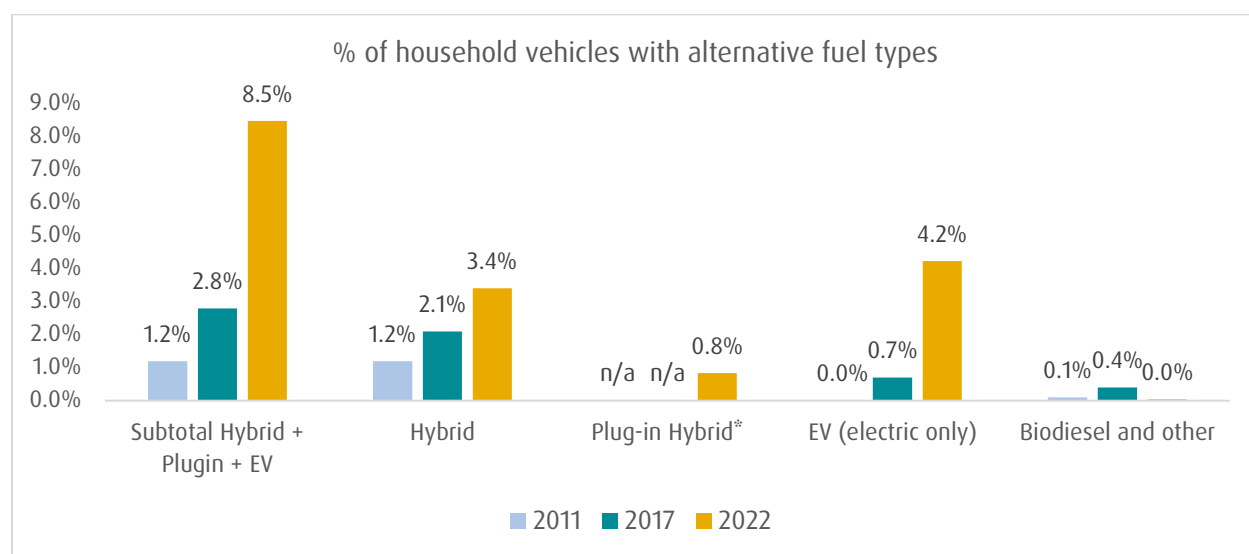
**A slight reduction in vehicle dependency is apparent**. In 2022, there were more zero- and 1-vehicle households compared with 2017, with the number of single-vehicle households slightly exceeding those households with two or more vehicles. Moreover, the proportion of 'car-light' households has increased: These reflect households that have fewer vehicles than workers, at 19.9% of households in 2022 compared with 17.8% in 2017. While these may be encouraging findings in terms of potentially reducing the dependency on the private auto, it should be noted that the 2022 findings might have been influenced by the pandemic-induced economic conditions and impacts on household finances. As well, the average numbers of vehicles in multi-vehicle households continued to grow slightly, which pushed up the overall average number of vehicles per household slightly. Further research is needed to understand the underlying factors. There will also be a need to monitor these trends over time.

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<sup>2</sup> These comparisons are for context only, given that not every worker is in the 25-64 age cohort and not every retiree is in the 65+ age cohort.

**The take-up of alternative-fuelled ‘green’ vehicles is growing rapidly.** Though still a small proportion of the private vehicle stock,<sup>3</sup> the population of alternative-fuelled vehicles (‘green’ vehicles) has grown quickly in recent years. These include hybrids, plug-in hybrids, electric-only vehicles (EVs) and biodiesel. As the figure below shows, green alternative-fuelled vehicles represented 8.5% of the vehicle population in 2022, triple the 2.8% share in 2017, which itself was more than double the 1.2% share in 2011. In absolute terms, this represents a tripling of green alternative-fuelled vehicles, from 8,100 vehicles in 2017 to 23,800 vehicles in 2022.<sup>4</sup> This growth has been driven by the six-fold+ increase in electric vehicles, from 1,900 vehicles in 2017 to 11,900 vehicles in 2022.<sup>5</sup> Note also that the absolute numbers of diesel and biodiesel vehicles have been declining over time, even as the total vehicle population has increased.

#### Households with green alternative-fuelled vehicles, 2011-2022



Note: Reflects households in private dwellings (i.e., excludes collective dwellings).

Plug-in hybrids were not tracked separately from non-plug-in hybrids in 2011 and 2017.

Also noteworthy is households’ access to bicycles and e-micromobility devices, which can complement, or serve as an alternative to owning, a household vehicle. Bicycles include adult and children’s bicycles, as well as adult e-bikes (which have an electric motor to assist

<sup>3</sup> As opposed to the stock of vehicles that are in commercial use.

<sup>4</sup> These figures include hybrid, plug-in hybrid, electric-only vehicles, biodiesel and other or unknown alternative fuel. Diesel and gasoline are grouped with gasoline as conventionally powered vehicles.

<sup>5</sup> Note that comparison of the survey results with ICBC statistics on the fuel types of registered private vehicles shows similar numbers of hybrid vehicles but the number of EVs is higher in the expanded survey results than the ICBC counts. However, it should also be noted that the figures may not be directly comparable, given that the ‘household vehicles’ captured by the survey include both privately-owned vehicles and some business-owned vehicles kept at home by the business owner or available to employees for personal use. While the number of EVs is unquestionably growing fast, caution may be exercised in interpreting the magnitude of the increase suggested by the survey results.

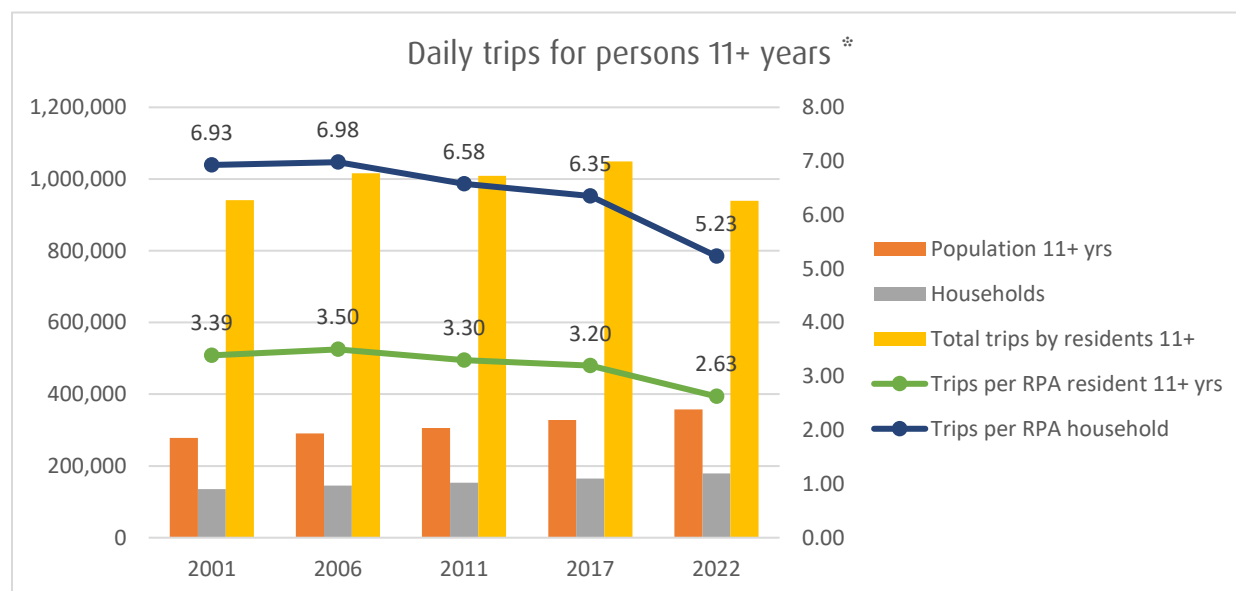
the cyclist when they are pedalling). E-micromobility devices include e-scooters, e-skateboards, hoverboards and other lightweight low-speed electric-powered devices. The survey counted electric throttle-assisted bicycles that do not need to be pedalled to accelerate are counted as e-micromobility devices, rather than as e-bikes.<sup>6</sup>

**Bicycles are pervasive among RPA households, though not as pervasive as vehicles.** Two-thirds of RPA households (66%) have at least one adult bicycle or e-bike. Seventy percent of households with children have at least one child-sized bicycle. E-bikes make up 10% of the stock of all bicycles and 11% of adult bicycles, while 2.3% of households have access to an e-micromobility device.

## Trip volumes

Through 2017, the total number of daily trips made by RPA residents increased, even as the average daily number of trips made per person decreased steadily. However, as shown in the figure below, **2022 marked a significant drop in both total trips and the average trip rate per person**, for both the 5+ and 11+ thresholds.<sup>7</sup> The evident explanation is an apparent lingering effect of the pandemic-induced changes in people's daily activities.

### Trips for persons 11+ years, RPA households, 2001-2022



\* All trips in the RPA that are made by RPA residents 11+, which excludes Salt Spring Island residents' trips.

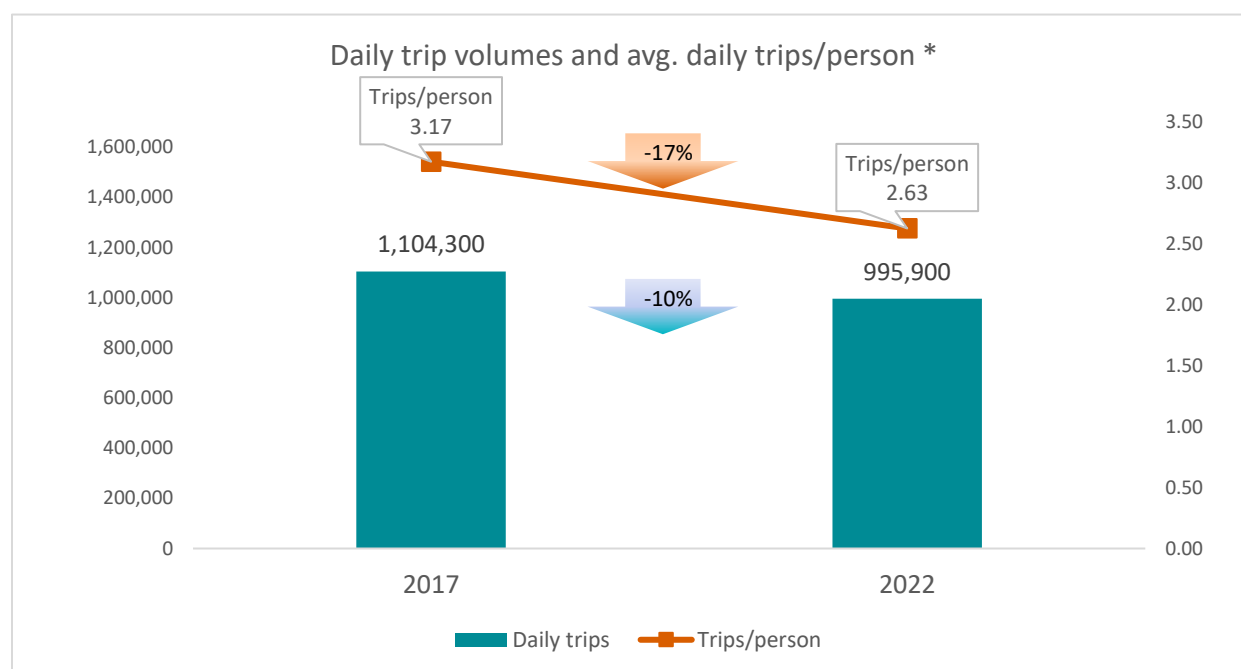
<sup>6</sup> Heavier devices such as electric wheelchairs and mobility scooters were not included as e-micromobility devices for the purposes of the survey.

<sup>7</sup> Prior to the 2017 O-D survey, trips were captured only for people 11 years of age and older.



From 2017, daily trip volumes for persons aged 5+ dropped by 10% to 995,900 daily trips in 2022 from 1,104,300 trips, as shown in the figure below. This corresponds to a 17% reduction in the average daily trip rate per person aged 5+, to 2.63 trips per person in 2022 from 3.17 trips per person in 2017. It also corresponds to a 17% reduction in average daily trips per household, to 5.54 trips per household in 2022 from 6.69 trips per household in 2022.<sup>8</sup>

Figure 36. Daily trips for persons 5+ years, 2017 and 2022



\* Total trip volumes: all trips in the RPA, including Salt Spring Island residents' trips in the RPA. Trips/person: trips in the RPA made by RPA residents, excluding Salt Spring Island residents and their trips.

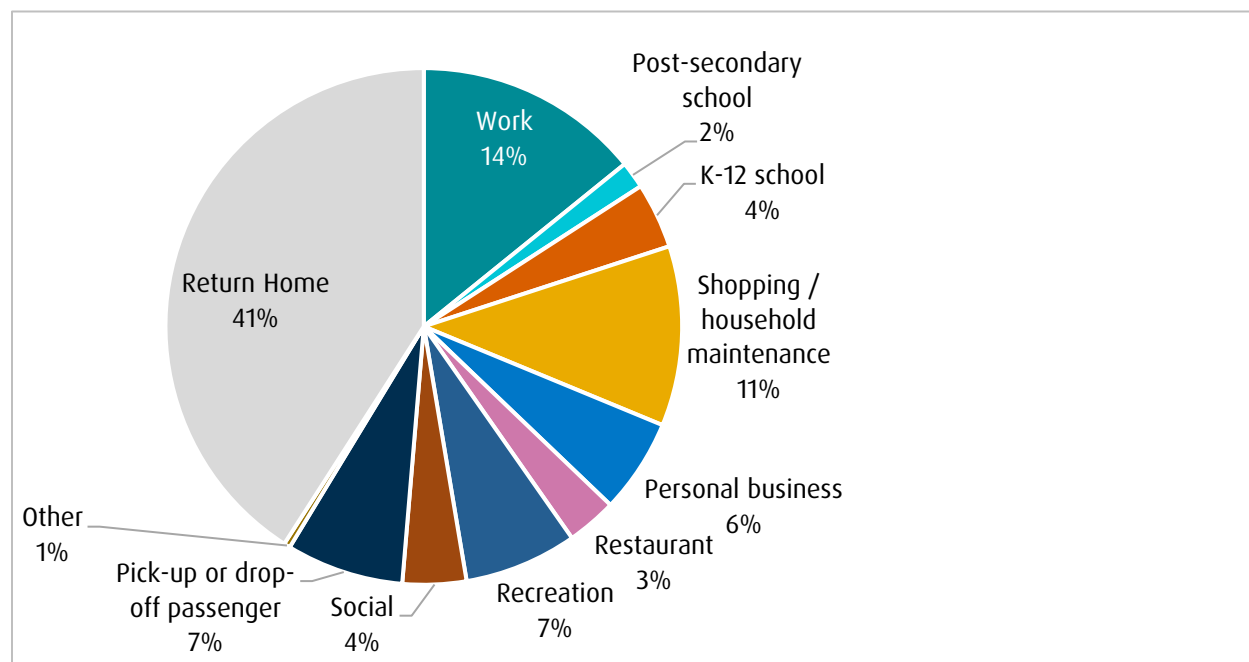
## Reasons for travelling (trip purpose)

People travel for a variety of reasons. As shown in the figure below, **commuting trips to work and school comprise 20% of daily trips**. Stated another way, these commuting trips represent one-third (34%) of all trips destinations outside the home.<sup>9</sup> Including trips to pick up or drop off passengers (which are mostly associated with commuting to and from work or school) brings the total commuting and commuting-related trips to just under half the total (46%). **Trips for shopping, household maintenance and personal business comprise 17% of all trips, or 29% of all trips other than return home. Trips for recreational, dining (restaurant) and social activities make up 14% of all trips, or 24% of all trips other than return home.**

<sup>8</sup> Based on 1,104,300 trips in the RPA made by persons 5+ in 2017 and 996,300 trips in the RPA made by persons 5+ in 2022.

<sup>9</sup> 59% of trips are to destinations outside the home and 41% of trips are return-home trips. The trips to work represent 34% of the to destinations outside the home.

## Daily trip purpose, population 5+, 2022



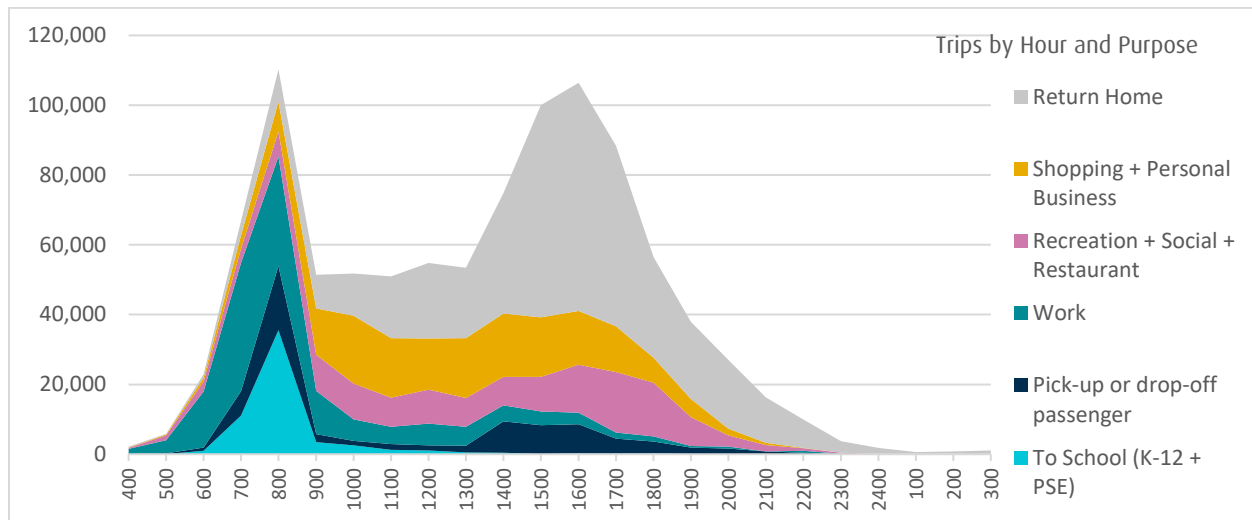
However, **compared with 2017, almost all trip purposes recorded reductions in volume**, commensurate with the lingering pandemic-induced shifts in people's activities. The greatest reductions occurred in commuting and commuting-related trips to work and post-secondary school, likely reflecting the ongoing shifts in remote / on-site working and schooling. Shopping / household maintenance and restaurant trips also experienced significant reductions, consistent with a lingering use of online purchases.

Trips to elementary and secondary schools increased by 7%, consistent with the 8.7% increase in the 5-17 population since 2017. The increase in these trips may reflect government policies that re-opened these schools as the pandemic eased, recognizing also that some parents may elect to keep their children home if the children or others were ill. Recreational trips also increased.

The **composition of trip purposes fluctuates by time of day**. The figure below shows a concentration of work, to school and pick-up and drop-off trips that dominates the AM peak period. After the AM peak period, shopping and personal business begin to increase, peaking in the hour beginning at 2 pm. Recreation, social and restaurant trips also increase, peaking in the hour beginning at 5 pm. All these purposes taper off significantly by the early evening. In the meantime, the return home trip builds after the AM peak period and dominates and peaks during the PM peak period.<sup>10</sup>

<sup>10</sup> Distributions of trip purposes are shown by hour according to the time the trip started. Some of the trip purposes have been grouped together in the figure for clarity.

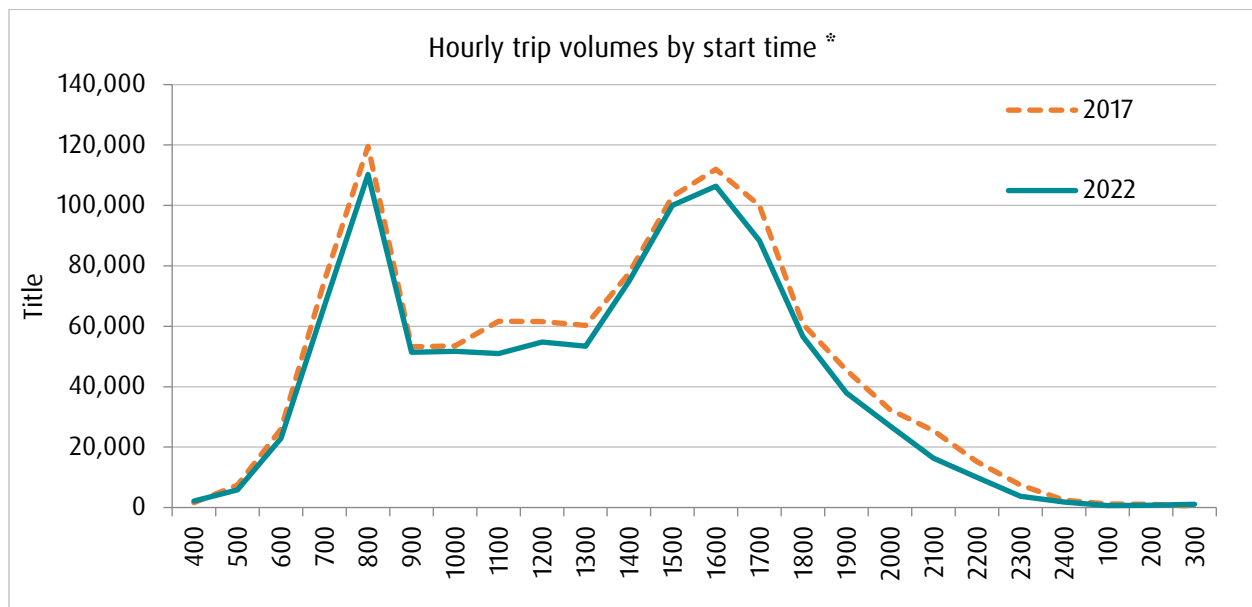
## Trip purpose by start hour, 2022



All trips made in the RPA by persons 5+, including Salt Spring Island residents' trips.

As noted, these volumes reflect a reduction in travel activity since 2017. The figure below shows that the **reductions are not limited to the typical peak travel times**. Their breadth across the day corresponds to reductions in work and school commutes, as well as shopping, restaurant/bar and social activities and other activities that occur outside the commuter peaks. All these reductions are consistent with the lingering effects of pandemic activity shifts.

## Trip volumes by hour of day, 2017 and 2022



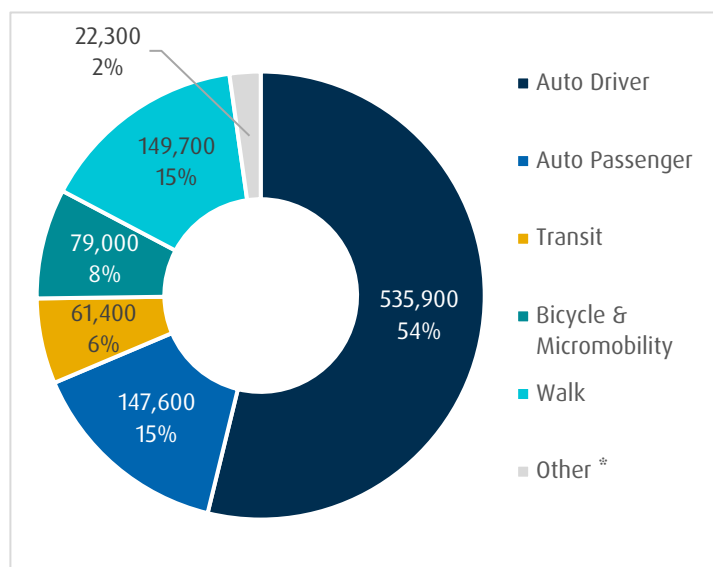
\* All trips in the RPA that are made by RPA residents, which excludes Salt Spring Island residents' trips.

## Mode shares

The figure below shows the mode shares of weekday trips made by RPA persons 5+, based on the primary mode of the trip.<sup>11</sup> It can be seen that:

- **More than two-thirds (69%) of daily trips are made by auto.** Of these, 54% are made as the driver, of which almost three-quarters are made by the driver travelling alone (39% of all trips). Another 15% are made with one or more passengers.
- **6% of trips are made by transit**, almost all of which are accessed on foot (95.2% of transit trips). Another 3.3% are accessed as park-and-ride and kiss-and-ride and 1.5% are accessed by bicycle or micromobility modes.
- **Almost one-quarter of trips are made by active transportation modes**, with 15% made on foot, 8% by bicycle or e-bike and 0.16% by micromobility modes.
- **30% of bicycle trips are made by e-bikes**, even though they make up only 10% of the stock of adult and children's bicycles. This suggests a more regular use of e-bikes than of other bikes.

### Daily mode shares, persons 5+, 2022



#### Auto Driver Trips

Single Occupant (SOV)  
2-Occupant (HOV-2)  
3-Occupant (HOV-3+)

Mode share	% of driver trips
39.1%	73.1%
11.0%	20.6%
3.3%	6.1%

#### Transit Access

Walk Access  
Park & Ride (drive access)  
Kiss & Ride (passenger)  
Bicycle/ Micromobility

Mode share	% of transit trips
5.9%	95.1%
0.1%	1.8%
0.1%	1.7%
0.1%	1.5%

#### Bicycle/Micromobility

Bicycle  
E-bike  
E-micromobility  
Micromobility

Mode share	% of bike/ micromobility
5.4%	68.4%
2.3%	29.5%
0.14%	1.8%
0.02%	0.3%

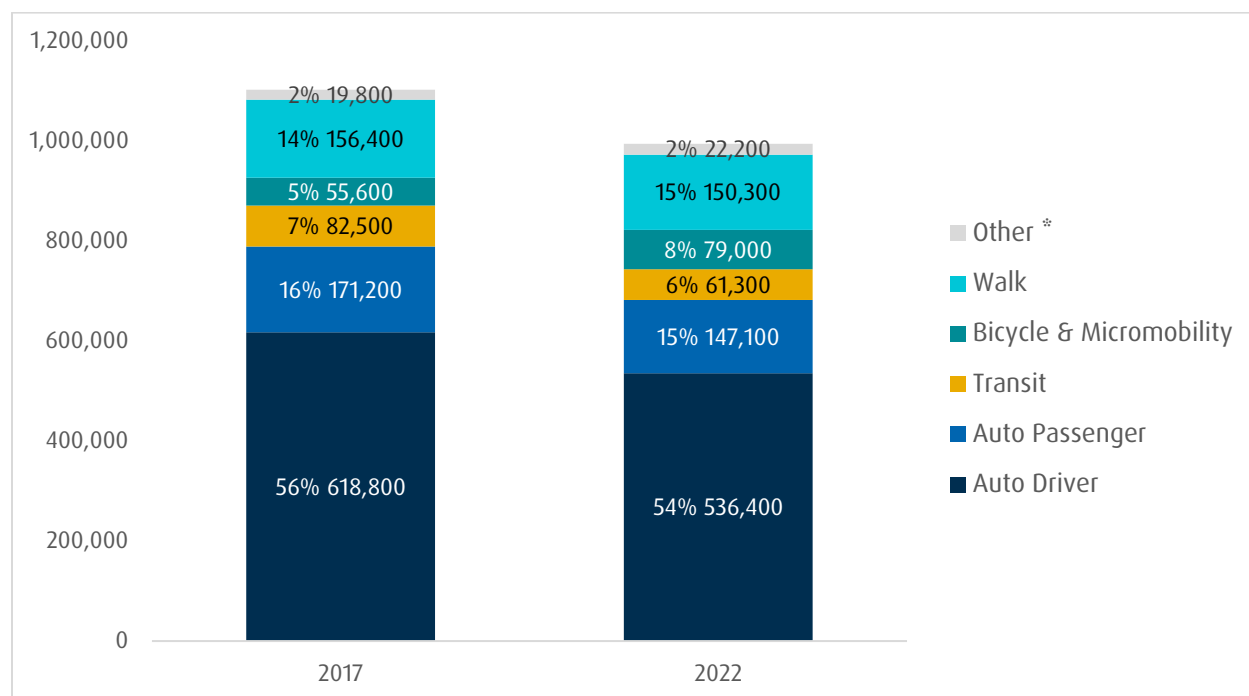
Based on all trips in the RPA, including Salt Spring Island residents' trips.

\* 'Other' modes include motorcycle / scooter, HandyDART, school bus, taxi, Harbour ferry / water taxi, BC Ferries, other marine, train and airplane.

<sup>11</sup> A trip may entail more than one mode of travel, such as Park & Ride trips. In these instances, the primary mode was assigned based on the following hierarchy (with transit, at the top of the hierarchy, always being assigned if a trip involved transit and another mode): transit, school bus, auto driver, auto passenger, other, bicycle, walked. The primary mode assigned to a multi-mode trip is usually the mode by which the greatest distance would be travelled.

The figure below compares the 2017 and 2022 mode shares. While proportions are generally in the same order, the overall magnitude of trips by all modes has dropped. There has been **an increase in the number and proportion of cycling trips**, although **the number of transit trips had not yet returned to 2017 levels**.

Daily mode shares, persons 5+, 2017 and 2022



Based on all trips in the RPA, including Salt Spring Island residents' trips.

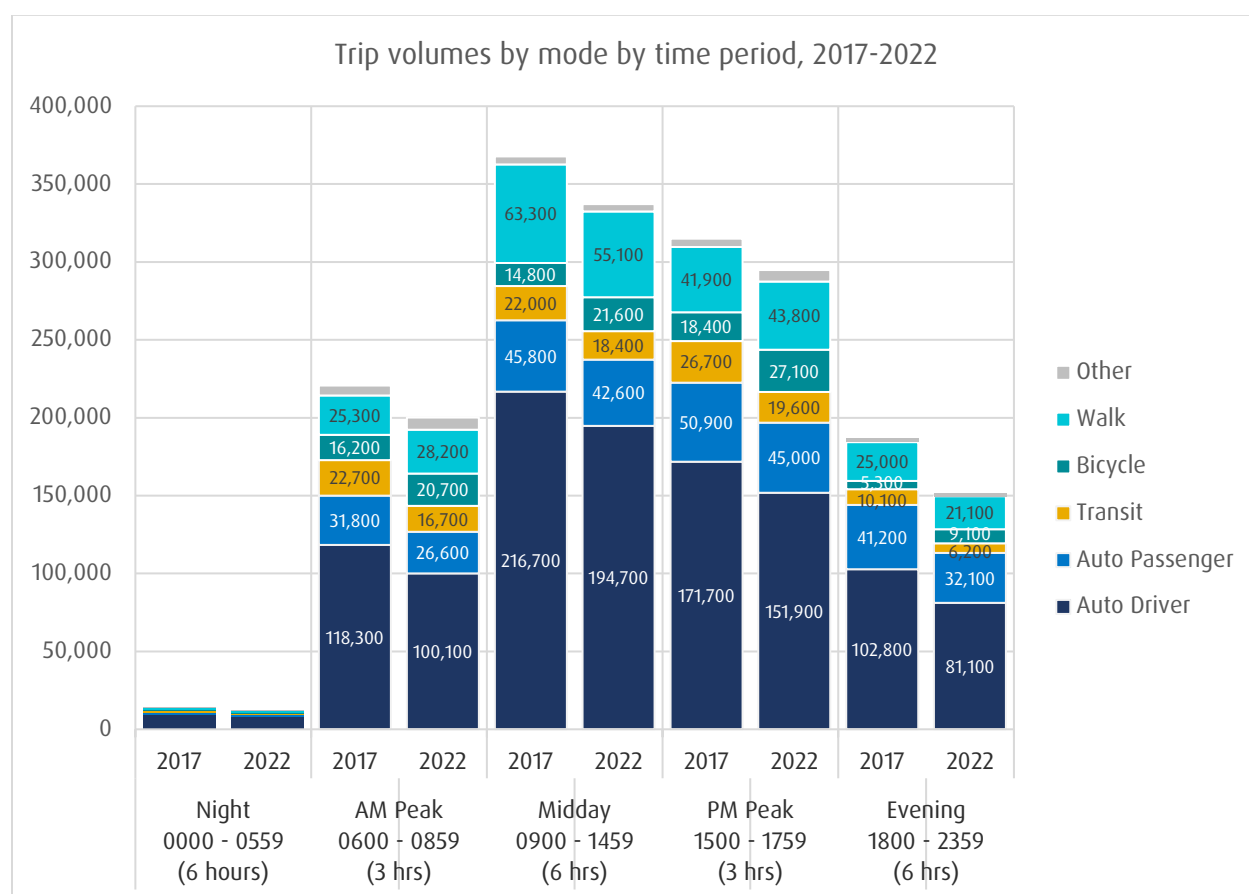
## Mode shares by time of day

As noted above, the total daily volume of trips in the RPA has dropped 10% overall. However, the reduction has varied by time of day. This suggests **shifts in activity patterns that go beyond simple changes to commuting**, as might otherwise be expected given the significant reductions in work and school trips. As shown in the figure below, there appears to be some slight shifting among the five major time periods of the day, with the Midday and PM peak periods increasing their share of daily trips and the evening accounting for a lower proportion than in 2017.

Compared to 2017, there are notable drops in auto driver mode shares in both the AM and PM peak periods (drops of -3.6 and -3.0 percentage-points respectively), with the same being true for transit (drops of -1.9 percentage-points in both peak periods). Conversely, in these same time periods, there has been increase in both bicycle/micromobility (+3.0, +3.4 %-pts) and walk mode shares (+2.6, +1.6 %-pts) in these same time periods. Bicycling also sees an increase at other times of day, except for overnight.

A number of factors may have influenced these shifts in trip volumes and mode shares, including the impact of increased work-/study-from-home and reduced commuting, possible shifts in where workers work and live, the impact of the pandemic on daily commerce (retail shopping and services), the social impacts of the pandemic and other factors not considered here.

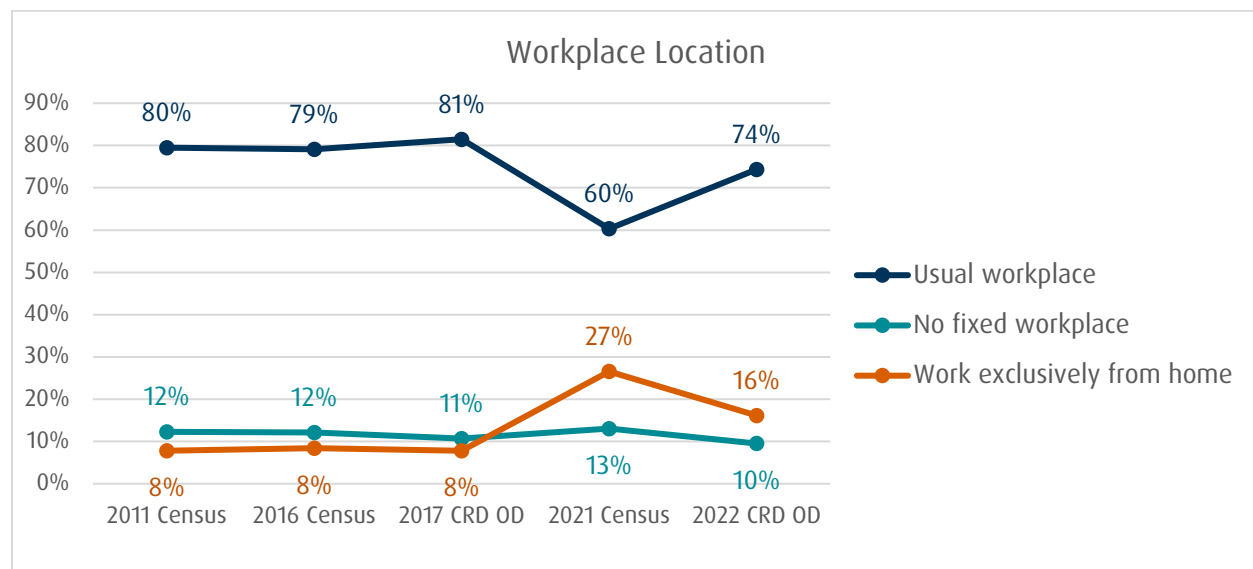
### Trip volumes by mode by time period, 2017-2022



### Telecommuting and work from home

The work commute is a key contributor to peak period travel. Commuters to and from work make up an important component of transit ridership, especially those who are commuting to and from the same work location. Through 2017, the proportions of workers who had a usual workplace (outside the home), no fixed workplace (the location varied) or worked exclusively from home remained fairly constant. The figure below shows that over this period, around 80% of workers had a usual workplace. Another 11-12% of workers had no fixed workplace. The remaining 8% worked exclusively from home.

## Workplace location, 2011 to 2022



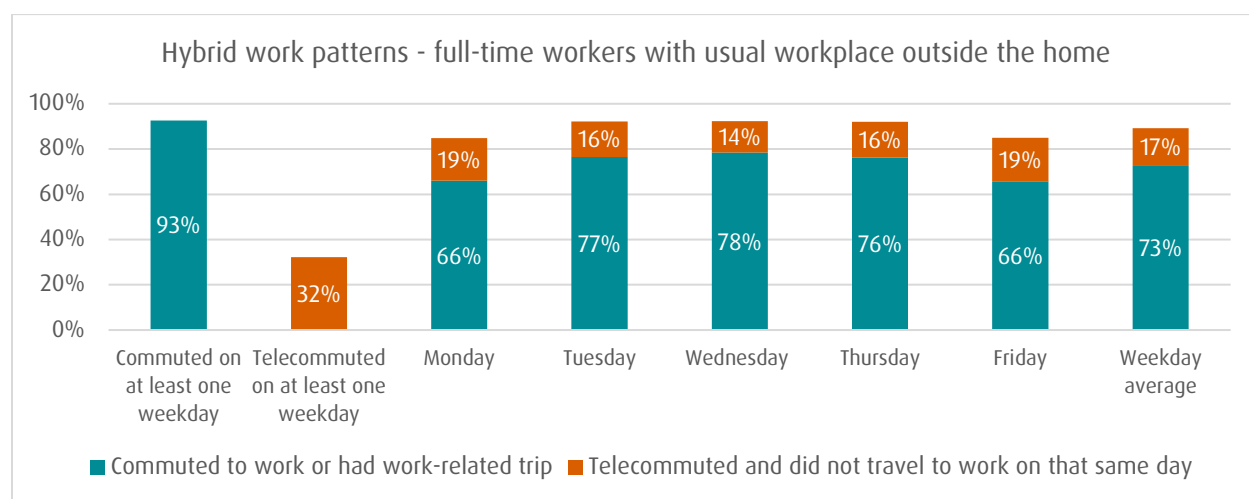
The pandemic altered these proportions, with its significant increase in people working from home. According to the 2021 Census, only 60% reported a usual workplace and 27% worked exclusively from home. The proportion of workers with no fixed workplace rose slightly to 13%. While these proportions are not unexpected and the Census and survey results are not directly comparable, the 2022 CRD survey proportions suggest that the pandemic has had some lingering effects:

- The share of workers who work exclusively from home has doubled since 2017.** One in six workers (16%) work this way, even as people reporting a usual workplace have increased from 60% in 2021 to 74% in 2022. However, with the emergent hybrid workplace environment, this does not necessarily mean that average peak period travel volumes and transit ridership levels have seen a similar rebound towards pre-pandemic levels. It is also too soon to tell whether the 2022 proportions will continue to shift as workplace policies evolve, or whether 2022 is the 'new normal.'
- One-third of full-time workers with a usual workplace have a hybrid working arrangement.** The figure below describes hybrid work patterns observed in 2022 for full-time workers who had a usual place of work outside the home. Almost one-third (32%) of these workers have hybrid work arrangements and telecommute on at least one weekday (i.e., when they do not travel to work or for a work-related trip). On an average weekday, 17% of full-time workers having a usual workplace outside the home, work from home. The work-from-home proportions were highest on Mondays and Fridays, at 19%. These days also saw the lowest proportion of people working, whether at a workplace or at home (a total of 85% reporting working on Monday and Friday compared with 92% to 94% on other weekdays): these figures are consistent

with flex day practices and with Mondays and Fridays being more common days for people to take vacation days.

- **The share of workers with no fixed workplace appears unaffected.** The proportion of workers with no fixed workplace has dropped slightly to pre-pandemic levels (and still slightly above the 2011 and 2017 shares). However, the proportion of workers with no fixed workplace seems largely to have been unaffected by the pandemic. This persistence likely reflects a combination of the traditional base in jobs that have no fixed workplace (e.g., construction) and growth in new 'gig' economy jobs (such as food delivery services, which grew rapidly during the pandemic lockdowns).

### Hybrid work patterns – full-time workers with usual workplace outside the home



### Walkable and bikeable motorized trips

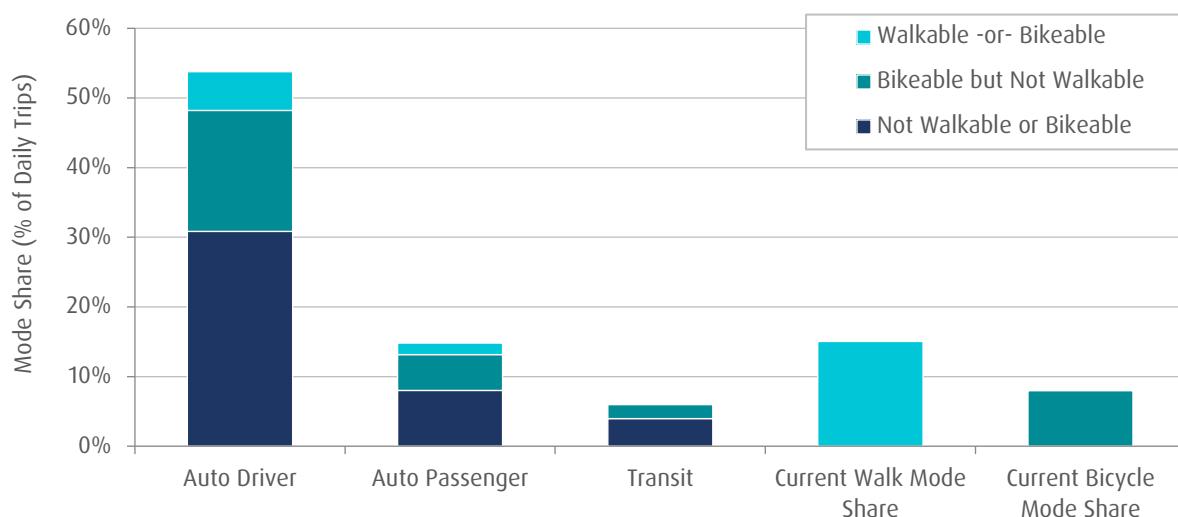
Many trips made by auto or by transit cover short distances. The figure below examines the extent to which trips could feasibly have been made on foot or by bicycle instead. The analysis uses distance to assess 'walkability' and 'bikeability.' The figure shows that more than half of auto driver trips (54%) could be made by bicycle (43%) or on foot (10%). These proportions are lower in suburban areas like the Saanich Peninsula (33%+9%) and West Shore (35%+9%) and highest in the Core (49%+12%). Good proportions of auto passenger and transit trips are also of bikeable or walkable distance. Given the smaller overall mode shares for these modes, shifting trips from these modes would contribute modestly to the mode shift potential. Taking into account the potential of all motorized modes, this trip distance analysis suggests that modes shifts of up to 30% potentially could be achieved.

These findings are informative. However, a mode shift for many of the auto or transit trips that are of walkable or bikeable distance may be impractical. For example, these trips may be part of a trip chain that requires a vehicle, an auto is needed to carry heavy items not easily carried walking or biking, the traveller might have a disability or health condition that



limits ability to walk or bike, some cyclists will use only separated pathways rather than travelling on the road and so on. There may also be a need to ensure that the ‘supply’ of bicycle and pedestrian paths is available to meet traveller needs and itineraries.

### Auto driver, auto passenger and transit trips that are walkable or bikeable, 2022



The distance was based on the trip length for each mode. Bikeable trips are those within a 4.6 km range, based on the finding that 90% of reported cycling trips had an estimated cycling trip length within this range. The distance threshold for walkable trips was set 1.6 km range, based on the same 90% criterion.

### What this means: a baseline for the future

The *2022 CRD Origin-Destination Household Travel Survey* provides an important baseline of travel in the post-pandemic period. Compared with 2017, the 2022 survey recorded a significant reduction in both total trips and the average trip rates per person and per household. These reductions also extended to shifts in trip purpose and in mode choice, reflecting in part a continuing contingent of people working from home and the emergence of a hybrid working arrangement.

From the perspective of the CRD’s sustainable transportation initiatives, there is evidence of changes in traveller behaviour. Cycling was the only mode that showed an increase, even with the drop in overall trip-making. Access to a household vehicle remained pervasive although there were signs of a reduced dependency by households on vehicles, evidenced by slight increases in the proportion of zero- and 1-vehicle households and in ‘car-light’ households. As well, the proportion of alternative-fuelled ‘green’ vehicles, while still relatively small, is increasing rapidly, with this growth being driven by a significant increase in electric vehicles since 2017.

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## ACRONYMS

The table below explains the acronyms that are used in this report.

Acronym	Explanation
AC	Alternating current (referring to household charging stations for electric vehicles)
AM peak period	Morning commuter peak period, covering the three hours from 0600 to 0859
CAGR	Compound annual growth rate (annualized compounded average rate of growth)
CATI/CATW	Computer Assisted Telephone/Web Interview survey systems
CRD	Capital Regional District
CVRD	Cowichan Valley Regional District
DA	Statistics Canada Dissemination Area
DC	Direct current (referring to fast charging stations for electric vehicles)
EV	Electric vehicle – in this study, typically a personal vehicle
FN	First Nation
F/T	Full-time student
GED	General Educational Development program
GTHA	Greater Toronto and Hamilton Area
HBO	Home-based other trips (neither school nor work trips)
HBS	Home-based school trips
HBW	Home-based work trips
HOV-2	High occupancy passenger vehicle (two occupants)
HOV-3	High occupancy passenger vehicle (three occupants)
HOV-4+	High occupancy passenger vehicle (four or more occupants)
K-12	Kindergarten – Grade 12, referring to elementary and secondary school grades
NHB	Non-home-based trips
O-D	Origin-destination
P/T	Part-time student
PM peak period	Afternoon commuter peak period, covering the three hours from 1500 to 1759
PSE	Post-secondary school or student
RPA	Regional Planning Area
SCVRD	South part of Cowichan Valley Regional District (Cowichan Valley Subdivision C)
SOV	Single occupant passenger vehicle
SS	Salt Spring Island
%-pts	Percentage points

# 1 INTRODUCTION

## 1.1 Overview

In fall 2022, the Capital Regional District (CRD) conducted a comprehensive trip diary (origin-destination, or O-D) survey. The survey profiles residents' travel behaviour. The profile will aid the CRD in its Regional Growth Strategy, the Regional Transportation Plan and other ongoing sustainable planning initiatives. The 2022 survey provides an update to surveys that were conducted in 2017, 2011, 2006 and 2001.

As in 2017, the 2022 survey study area includes all incorporated municipalities in the CRD, the Juan de Fuca Electoral Area and Salt Spring Island.

The survey was conducted with a random sample of 8,985 households in the study. The final sample was 8,581 households surveyed after data validation and rejection of surveys with data issues. The final survey dataset includes information on 18,023 residents of the CRD and 43,531 trips made by those residents. When weighted and expanded, the survey data represent approximately 184,700 households in the region and almost 405,500 residents. Overall, the survey dataset constitutes a randomly selected 4.6% sample of households and 4.4% sample of population. The overall household-level survey results have an estimated margin of error due to random sampling of  $\pm 1.3\%$  and the person- and trip-level results have an estimated margin of error of  $\pm 0.9\%$ , both at a 95% confidence level, taking into account the effects of data weighting.<sup>12</sup>

Although it followed the same general procedure as previous CRD O-D surveys, the 2022 O-D survey was unique in that it took place following the severe pandemic-induced impacts on travel. As a result, the report notes differences in travel behaviour from previous surveys and how the pandemic or other factors may have influenced these changes.

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<sup>12</sup> 19 times out of 20, for a given survey question, the survey response percentage should be somewhere within the margin of error of the survey results. The margin of error has been corrected to take into account the increase in error associated with data weighting to correct for over-/under-sampling and/or non-response bias.

### What is a household O-D survey and how is it used?

O-D surveys provide a comprehensive profile of how people move, yet their design and application are often misunderstood. Origin-destination surveys are conducted by municipalities around the world. They aim to provide a factual profile of how a municipality's residents travel and of the underlying demographic and household factors that influence people's travel behaviour.

In the CRD, as in several other Canadian municipalities, a web-based or telephone survey is conducted of a random sample of households. The survey asks about the travel made by all household members (in the CRD, all members 5 and over) over a recent 24-hour weekday. The survey collects information at three levels:

- **Household**, including number of members, the number of vehicles and bicycles, type of dwelling and more.
- **Person**, including age, occupational status, type of occupation if employed, whether the person has a driver's licence and more.
- **Trip**, covering the trips made by each household member. For each trip made on the designated survey day, information is gathered about where the trip began (origin), the time the trip began, where it ends (destination), the mode(s) used for the trip, the purpose of the trip (e.g., commuting to work) and more.

The data collected are cleaned, expanded (to represent the total number of households) and validated against other data sources such as the Census of Canada. All this is done according to rigorous statistical processes. All collected data are held as confidential and are stripped of any identifying features before they can be used.

The survey is entirely fact-based and is based on what people actually did. As a result, it is statistically representative of the travel behaviour of the CRD's residents. This factual basis enables planners and other analysts to inform plans and policies both objectively and systematically. They do this by using the data to better understand how household and personal characteristics influence travel behaviour – where people go, for what purpose, how they get there and so on. The data are used as inputs to travel demand models, which are used to forecast travel as the region grows and to evaluate alternative infrastructure improvements and policies. Because the CRD has a rich history of surveys, it can assess changes in demographic, household and travel trends over time – all of which supports forecasts, policies, plans and infrastructure decisions. Survey outputs can inform policies in other areas, like equity or climate change. However, they cannot measure or comment on the progress of these policies or other initiatives.

## 1.2 Report organization

This report presents the results of the *2022 CRD Origin-Destination Household Travel Survey*. The survey was conducted by R.A. Malatest & Associates Ltd. (Malatest) in association with David Kriger Consultants Inc. (DKCI). DKCI and Malatest prepared this report.

The report has several chapters, in addition to this introductory chapter:

- Chapter 2 explains how the survey was conducted. It provides an overview of how the survey was conducted, expanded and analyzed.
- Chapter 3 profiles the household and demographic characteristics that were gathered from the survey. It also describes how these characteristics have evolved over time, with a focus on those characteristics that influence travel.
- Chapter 4 profiles the travel characteristics that were gathered in the survey. These characteristics are compared with previous CRD surveys and, where appropriate, other surveys.
- Chapter 5 presents a series of origin-destination tables (matrices), which summarize key travel patterns across the study area.
- Chapter 6 presents two-page profiles of household, demographic and travel characteristics associated with the CRD study area and its sub-areas.

The report is accompanied by two appendices, for reference:

- Appendix 1 presents the survey invitation letter that was sent to the sampled households.
- Appendix 2 presents the survey instrument ('script') that was used for the telephone and web interviews.

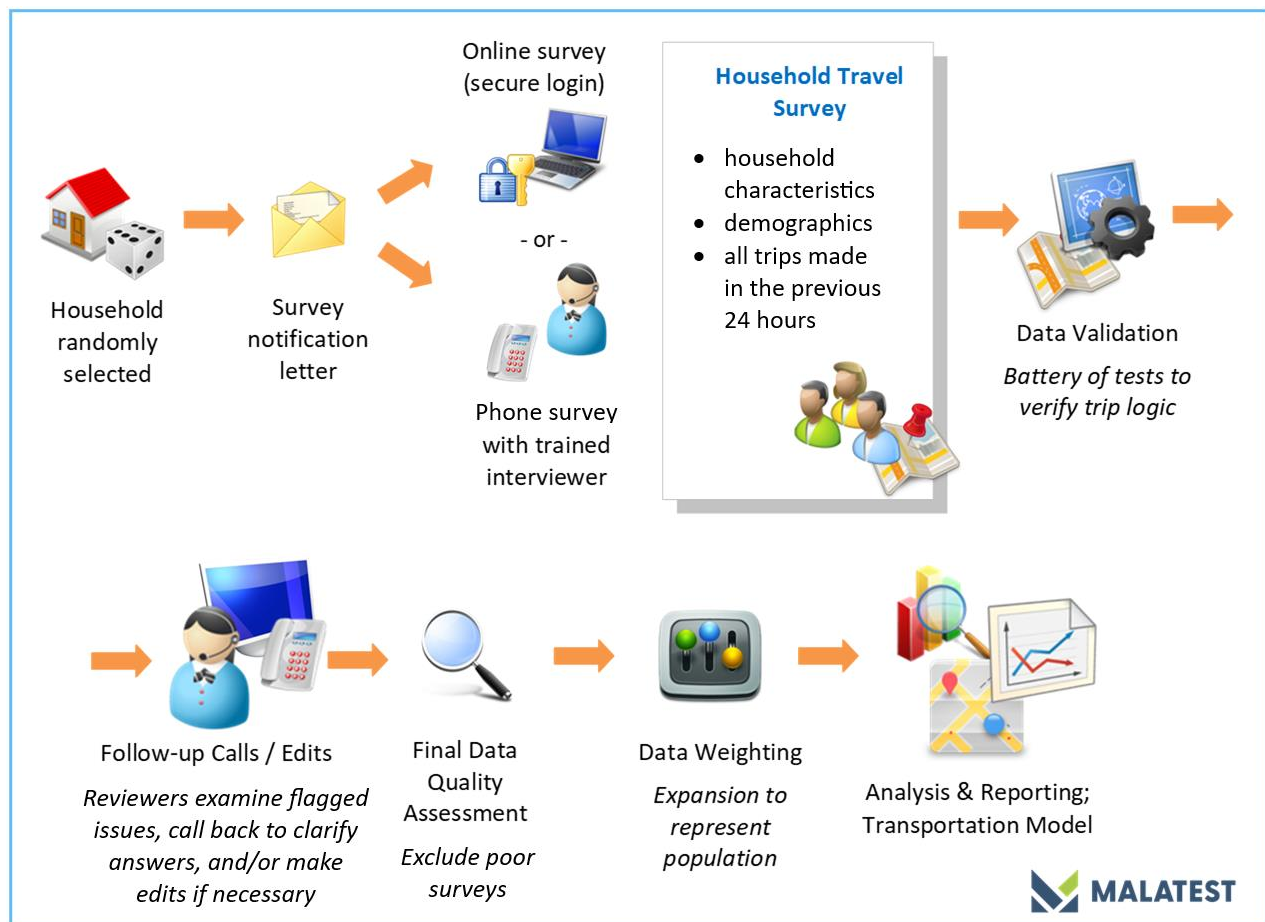
## 2 SURVEY CONDUCT

The 2022 Capital Regional District Origin Destination Household Travel Survey (CRD O-D survey or the survey) was a household travel survey designed to obtain information on mode shares and travel patterns in the study area. The survey captured information on key household characteristics (number of household members, number of vehicles, dwelling type, income); household residents' demographics, socio-economic characteristics and places of work and school; and trips taken over the course of 24 hours (from 4:00 a.m. to 3:59 a.m. the next day).

The methodology for this study included the completion of surveys both by telephone and online via a 24-hour recall survey. Triptelligence™, Malatest's CATI/CAWI (Computer Assisted Telephone/Web Interview) system, accommodated both survey modes on a single integrated platform. The diagram below illustrates the general process for the household travel survey. The survey process is summarized in the sections that follow.

### 2.1 Overview

Figure 1. Household Travel Survey Overview



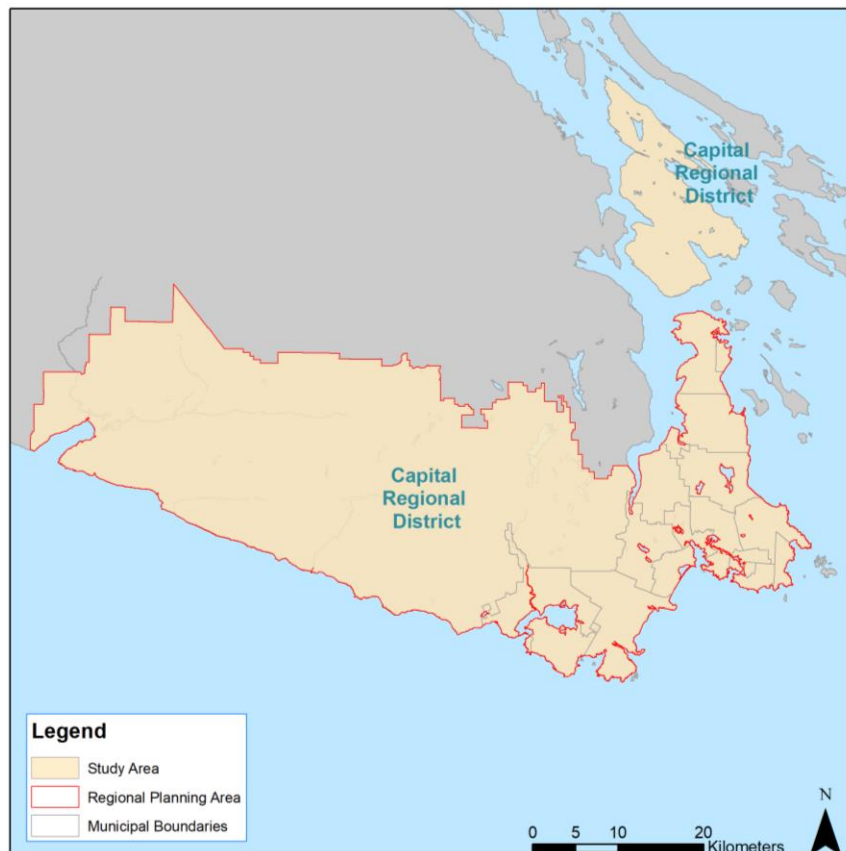
## 2.2 Survey geography

The 2022 study area consists of all incorporated municipalities in the CRD, First Nations within or adjacent to these municipalities, the Juan de Fuca Electoral Area and Salt Spring Island. The study area did not include the Southern Gulf Islands or any part of the Cowichan Valley Regional District (CVRD).<sup>13</sup>

Most of the reporting covers the thirteen incorporated municipalities and the Juan de Fuca Electoral Area: this area corresponds to that which is covered by the Regional Growth Strategy and is referred to in this report as the “Regional Planning Area” (RPA). Households from Salt Spring Island were included in the survey to build a better picture of travel from those regions to and from the RPA and of the travel patterns of Salt Spring Island residents (see Section 6 of this report for summary statistics for Salt Spring Island).

The study area is shown in Figure 2, with the RPA reporting area outlined in red. In general, the survey results focus on the characteristics of trips to, from and within the RPA by residents of the entire study area.

Figure 2. Study Area



<sup>13</sup> It may be noted that the 2011 survey included the southern part of the CVRD south of Cowichan Valley Highway (Highway 18)/ Herd Road. The 2006 survey included a smaller part of the South CVRD. Previous and subsequent surveys have not included this geography.

## 2.3 Survey design

The survey was a household-based survey that collected demographic information on all household members and trip information for household members 5 years of age and older. The survey employed a 24-hour recall method that asked survey respondents to report on their trips on the previous weekday, from 4:00 a.m. on the previous day to 3:59 a.m. the next day. Respondents could choose whether to complete the survey online or over the phone.

The survey was conducted using Malatest's Triptelligence™ system, an integrated CATI/CAWI (computer assisted telephone/web interview) system incorporating Google Maps and data handling features developed specifically for origin-destination surveys.

The survey was branded as "Origin-Destination Survey", with a logo designed by the CRD. A dedicated website was developed to provide prospective participants with information about the survey, including answers to frequently asked questions and contact information should they have any concerns about the survey.

Outlined below are the types of information collected by the survey:



HOUSEHOLD LEVEL	PERSON LEVEL For each person in the household	TRIP LEVEL For each trip made by each household member 5+ years of age
Home location Dwelling type Household size (# people) Number of vehicles by fuel type Number of bicycles (adult, adult e-bike children's) Number of e-micromobility devices Household income Dwelling tenure (rent/own) Availability of electric vehicle charging at home or nearby Agreement to participate in future research	Gender Age Driver's licence Car share membership Student status (f/t, p/t) School level School location Employment status (f/t, p/t) Workplace location Weekdays commuted or telecommuted last week Other occupational status (retired, unemployed, etc.) Whether took trips on travel day	Origin location Destination location Trip departure time Purpose (destination activity) Mode(s) of travel (up to 5) Bus routes boarded (if bus transit used) Use of Park & Ride locations (if bus transit used) Number of vehicle occupants (if driver or passenger) Whether vehicle occupants were other household members (if multiple vehicle occupants) Whether a vehicle was available for the trip (if non-auto mode)



### What is a trip?

For this survey, a trip was defined as a journey from one place (origin) to another (destination) with a single purpose that may involve more than one mode of travel. Travel to work with a stop at a coffee shop is two separate trips: one with a purpose of restaurant/dining and another with a purpose of work. Travel to work which involved driving to a park & ride location and then taking transit the rest of the way is considered a single trip, with transit as the primary mode and driving as the transit access mode.

### 2.3.1 Changes to the Survey Design since the 2017 Survey

The core of the 2022 survey questionnaire was largely the same as the questionnaire used in 2017 in order to facilitate longitudinal comparison. Refinements were made to the questionnaire to reflect changing trends in vehicles, social awareness, hybrid work, and transportation options.

Changes to the questionnaire are detailed below:

- Vehicle fuel type: added 'plug-in hybrid' category, differentiated from regular hybrids (the 2017 survey only had a single category for 'hybrid'.
- Gender: add response categories of 'non-binary' and 'prefer to self-describe' to replace 'other'.
- Occupational activity: 'Stay-at-home parent or caregiver' replaced 'homemaker'.
- Workplace type: more precisely-worded definitions were used (work exclusively from home; no fixed workplace or work on the road; usual workplace go to regularly or occasionally).
- Trip mode of travel: emergent modes were added, including
  - car share driver,
  - car-share passenger,
  - e-bike (pedal-assist electric bicycle),
  - micromobility device (e.g., kick scooter, skateboard, inline skates, unicycle), and
  - e-micromobility device (e.g., e-kick scooter, e-skateboard, hoverboard, e-unicycle/mono-wheel).

Other changes were made to how response categories have been aggregated in analysis of the data:

- 'Bicycle' mode share is now 'bicycle and micromobility', with the use of bicycles, e-bikes, micromobility devices, and e-micromobility devices now grouped under this category.
- 'Auto-driver' mode shares now include both auto driver and car-share driver.
- 'Auto-passenger' mode shares now include both auto passenger and car-share passenger.



- The detailed dwelling type response categories are now aggregated to four categories in the district summaries at the end of this report:
  - single-detached (unchanged from 2017),
  - other ground oriented (aggregating semi-detached, row/townhouse, suite in house, and mobile home),
  - apartment/condominium in a building with 1-4 floors, and
  - apartment/condominium in a building with 5 or more floors (with the latter two categories previously aggregated as ‘apartments’).

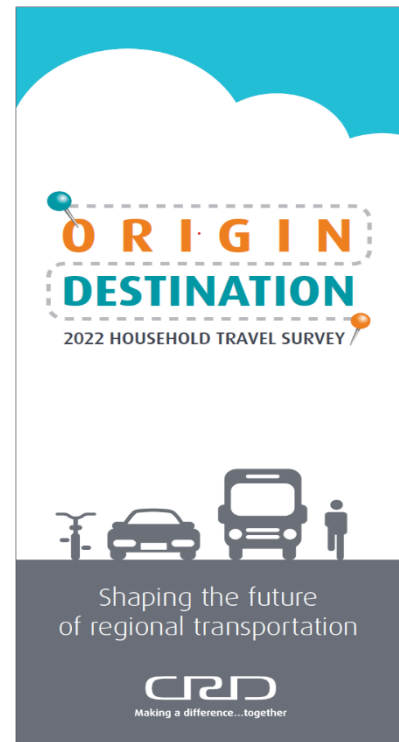
## 2.4 Survey conduct

To obtain coverage of all households in the study area, including cell-phone-only households, the survey of households employed an address-based sampling approach. Households were randomly selected from databases of mailable residential addresses, with a portion of these households having only address listings (address-only) and the remaining having addresses that could be matched to listed phone numbers (address-and-phone). A sampling plan was developed to obtain an overall 4.2% sample of the study area. Municipal districts with smaller populations were over-sampled to reduce the margin of sampling error for areas that would naturally have numerically small samples if sampled at the same rate as other municipalities. Districts with larger populations were modestly under-sampled relative to the overall target rate. The final valid samples obtained and the sampling rates are outlined in Table 1 at the end of this chapter.

Households were sent survey invitation letters signed by the Board Chair with a branded brochure explaining the purpose of the study, along with a secure access code and instructions for completing the survey online or over the telephone. Addresses with listed landlines received follow-up telephone calls to prompt completion of the survey either over the telephone or online.

The survey was tested internally before being launched the week of September 26, 2022. Sending letters to a portion of the sample allowed for a ‘rolling field test’ of the survey instrument via online and telephone interviews, to confirm that survey processes were operating as expected and to obtain feedback from participants. A full launch of the survey to all households followed.

Survey administration collected surveys between September 28 and December 17, 2022 for travel dates between September 27 and December 16, 2022. Survey completion targets were set for each of the 19 sampling districts in the region to ensure relatively uniform sampling



could be obtained across the region. Three main flights of letter invitations were sent in September and October, with two smaller flights of letters in November to target sampling districts with lower response rates. Across the entire survey administration period, just under 62,500 letters were sent. A small supplementary sample of 473 households that completed a joint City of Victoria / District of Saanich survey in 2021 and 2022 on Vehicle Kilometers Travelled had agreed to receive an invitation to the CRD OD survey. These households were invited to participate via email, with 51% of these households responding to the CRD OD survey.

By the end of October, 78% of data collection was completed, with targets for a number of districts achieved by this time. Survey administration continued to early December to target districts that were below target. Overall, across both sample types, the survey of households had a 14.3% response rate prior to the rejection of invalid surveys. After the invalid surveys were excluded, the valid response rate was 13.7%.

Across both sampling approaches, a total of 8,911 surveys were completed. A total of 330 surveys were rejected during data validation, for a final dataset of 8,581 validated households.

## 2.5 Data processing

After data collection, the survey data were subjected to a battery of validation tests to ensure that the survey questions were completed as intended and to flag possible errors in the data or issues with trip logic. Each night, Malatest's Triptelligence™ data validation system automatically ran a battery of tests on survey completions from the previous day. The system assigned flags for different issues with different levels of priority (critical issue, possible error, warning, etc.) for review by data validation staff. The data validation staff reviewed each flagged survey and either made logical corrections, re-geocoded locations, called back respondents to clarify information, or rejected the survey as unsalvageable. Surveys that passed all data validation tests were randomly selected for manual review to verify that such surveys appeared to be correct and that validation tests were working as expected. Through the data validation process, just under 4% of surveys were rejected.

The data were also systematically reviewed and tested by data analysts to provide quality control of the dataset and rule out the possibility of any systematic data issues. Any relevant re-codes to the data were undertaken (such as combining captured information on work status, school status or other status into a single occupation variable).

A small number of missing data points was imputed. In preparation for the data weighting, the few person records with unknown age or gender were imputed. Those reporting non-binary gender were randomly assigned to male or female for data weighting and analysis, as such respondents were too few to analyse separately. They are referred to in this report as "men+" and "women+". The original responses are preserved in the final dataset.

After finalization of the dataset, all latitude/longitude coordinates for locations captured by the survey (home, work, school, trip origin, trip destination) were geocoded using GIS tools to relevant study geographies and to Universal Transverse Mercator (UTM) Zone 10 x-y coordinates.

## 2.6 Data expansion and weighting

The data for the surveyed households were expanded to represent the total population living in residential households in the study area and a portion of post-secondary students living in on-campus residences. The survey data were also weighted to more accurately represent the distributions of households by household characteristics and demographics. This is necessary to address non-response bias and uneven sampling rates in the final survey sample.

The study area geography was organized into expansion zones as the base geographical unit for data weighting. The expansion zones were developed based on aggregations of Statistics Canada Dissemination Areas (DAs), for which detailed census profile data are available. For smaller municipalities, the expansion zone is the entire municipality. For the City of Victoria and District of Saanich, the expansion zones were developed to fit the sub-municipal district geographies as closely as possible, although some component DAs extend across district boundaries. Rather than attempting to split the DA-level Census data to two different expansion zones, the DAs were assigned to either one expansion zone or another. Thus, a few expansion zones have slightly different boundaries from the sub-municipal districts. For reporting purposes, however, each household is assigned to its correct reporting zone. This may result in very small variations in the weighted counts of households with different characteristics for the expansion zones compared to the actual districts used for sampling, analysis and reporting. As the overlaps between DA-based expansion zones and the districts used for reporting are very minor, these differences in counts will have negligible impact on the analysis of the data.

An iterative proportional fitting (IPF) method was employed to balance household weights and person weights for the multiple weighting controls. In this method, incremental adjustments to the household weights are made in succession for each of the household controls, as well as a composite adjustment to each household weight to account for the disproportionate distribution by age/gender amongst the members of each household. Each successive adjustment to balance a given control may slightly or significantly unbalance the correction previously introduced for a different control. However, iteratively cycling through each control results in convergence to a solution where all household and population controls have expected distributions (to within reasonable tolerance; some deviations may be expected, particularly for expansion zones with smaller sample sizes). In this manner, all persons within each household carry the same weight as the household. Limits were set on extreme weights, although they were allowed to range from 0.2 to 5.5 times the base expansion weight for the household's expansion zone. Less than 1% of households received

weights above 4.0 times the base expansion weight. The weights received final calibrations to ensure that the total number of households in each expansion zone matched the control totals.

The weighting controls were developed from 2021 Census data. The controls were selected for having significant influence on trip-making behaviour and for completeness of the information in the survey data. Estimates for 2022 were projected forward from 2021 Census counts based on annualized municipal-level growth rates between the 2016 and 2021 Censuses.<sup>14</sup> Adjustments to the resulting counts were also made to remove the portion of the population outside the survey sampling frame (approximately 2.3% of the population) that lives in collective dwellings or without a fixed address. The adjustments to the distributions of population by age group took into account that seniors make up a greater portion of the population living in collective dwellings. In some smaller expansion zones, certain age and/or gender categories may have been collapsed further due to small sample sizes or cells with no sample.

For each expansion zone, the weighting controls included:

- total households (private dwellings occupied by usual residents),
- household counts by dwelling type (house, apartment, other ground oriented),
- household counts by household size (1-person, 2-person, 3-person, 4-person, 5+ person),
- population counts by age and gender (12 age ranges, 2 genders),

In addition, the weights were seeded by an initial adjustment of household counts by DA, to better balance the sample geographically within each expansion zone. After this, the expansion zone level adjustments took over. It should be noted that the sample may not necessarily be fully balanced by DA or traffic zone.

As households reporting travel have more complex surveys with more questions and data points, they may have been more likely to either abandon the survey during data collection or more likely to have been rejected for poor trip logic or other data problems during data validation. To compensate for this, all partial surveys with demographic and all completed surveys that were rejected during validation were combined with the accepted survey

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<sup>14</sup> The projection to 2022 looked only at total population. The growth rate was projected forward from 2021 to 2022 based on annualized growth rate from 2016 to 2022 for each Census Subdivision (CSD). This was then applied to the Census Profile counts uniformly across the Dissemination Areas in each CSD, with those scaled up Dissemination Area Census Profile counts then grouped to the 19 municipal districts used in the data weighting controls.

Since the 2021 Census Profile distributions are the core weighting controls, a simple scaling up was used, rather than trying to fine-tune the controls with speculative changes in age or other distributions. A more complex forecasting exercise that tried to forecast changes in age/gender distributions would not easily take into account how the change in dwellings by dwelling type or household by household size, which are also core weighting controls, would be affected by changes in population by age group.

completions and weighted to determine the incidence of travel by geography and age group (i.e., what percentage of people reported travel). This revealed that the 'natural incidence' before survey abandonment and rejections was in fact slightly higher overall (84.6%) than in the accepted surveys (83.6%). To better reflect actual incidence of travel, a weighting adjustment by age group (seven groups) by expansion zone was introduced to the data weighting of the accepted survey completions prior to the final rebalancing by household and demographic characteristics. After the final rebalancing, this resulted in a very modest (0.7%) increase in the total weighted and expanded trip count in the final weighted data, compared to the result prior to the introduction of this adjustment.

To contain the variance of the data weights (as such weighting could create more extreme high or low data weights), no attempt was made to adjust the weighting to balance the survey sample by day of week. It may be noted that travel on Thursdays and Fridays is somewhat over-represented, while travel on Mondays is somewhat under-represented.

## 2.7 Validation of the weighted survey data

The weighted survey data were validated against Census statistics (various household and demographic characteristics, employed labour force estimates, usual mode of travel for journey to work) and other available reference data (enrolments). The results compared favourably for most characteristics, including geographic distributions, household size, dwelling type, age/gender and employed labour force. This suggests that the survey results can be taken to be generally representative of the total population.

There were a few deviations of the survey data from the reference statistics. Within the dwelling category of "other ground-oriented dwellings" used in the weighting, the survey distributions by rowhouse/townhouse, semi-detached, suite in a house and mobile home may not necessarily match Census distributions. The survey results may somewhat under-represent households with lower incomes, although it is difficult to say this with certainty given that only 58% of households answered the income question. Comparison against 2021 Census place of work and journey to work revealed differences that were more likely due to the conduct of the Census at the height of the COVID-19 pandemic (e.g., much higher incidence of people working from home than in the 2016 Census and in the 2022 CRD OD survey results). The survey data may somewhat under-represent Camosun College students<sup>15</sup> and may provide good representation of University of Victoria students living off campus (as the survey was conducted with residents of private dwellings and did not include students living in residence on campus).<sup>16</sup> Comparison against Statistics Canada's 2022 Labour Force

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<sup>15</sup> The expanded survey data represent 6,800 Camosun College students, half of the 13,600 enrolment for the entire 2022/23 year (*Camosun College Institutional Accountability Plan & Report, 2022/23 Reporting Cycle*, page 35, <https://camosun.ca/sites/default/files/2023-08/accountability-report-23.pdf>, last accessed August 2023). From published enrolment figures it is unclear how much of the reported 2022/23 enrolment was in the Fall semester.

<sup>16</sup> The expanded survey data represent 17,370 University of Victoria students (15,040 full-time and 2,330 part-time). This compares to reported 2021 UVic enrolments of 19,361 students, with 14,039 full-time and 5,322 part-time (*University of*

Survey (LFS) estimates suggest that the survey data do a good job of representing total employment: the expanded survey data represent 212,750 employed persons in the RPA, compared to October 2022 LFS estimates of 216,200 employed persons in the Victoria CMA.<sup>17</sup>

Finally, BC Transit ridership counts were compared against the survey data. BC Transit data for Fall 2022 suggest that there were around 89,990 boardings in October and 94,470 in November. The majority (78%) of the CRD OD surveys were completed by October 31, 2022, thus the BC Transit comparison would be to a weighted average between October and November of about 90,970 boardings, with the weighted and expanded survey results for residents of private dwellings representing 61,380 transit trips within the RPA with 75,350 boardings, or 83% of BC Transit's ridership estimate. Various factors might contribute to the difference between the BC Transit counts and the expanded survey counts: whether survey respondents under-reported the actual routes they took; the methodology of the BC Transit boarding counts; the extent to which people outside the survey frame make transit trips; and whether the survey sample under-represents transit users despite data weighting for various household and demographics characteristics.

## 2.8 Statistical reliability

### 2.8.1 Data reliability

The 2022 CRD OD survey was conducted with a sample of about 4.6% of households in the CRD. As with any survey, the data collected can be subject to sources of error or bias that can affect the reliability of the survey results. Potential sources of error can include the following:

- **Undercoverage.** Coverage error is associated with the failure to include some populations in the same frame used for sample selection, which may occur with samples of convenience such as telephone directories. The sample frame used was a Canada Post database of mailable residential addresses which provides excellent coverage of private dwellings in the study area, reducing the concern of under-coverage. However, the Canada Post database may sometimes miss some housing types, such as basement / secondary suites, mobile home parks and other non-conventional dwelling types.

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*Victoria Factbook Table 5 – Full Part-Time Headcount*, page 1 Table 5B, [https://www.uvic.ca/institutionalplanning/assets/docs/enrolment/factbook\\_table\\_05.pdf](https://www.uvic.ca/institutionalplanning/assets/docs/enrolment/factbook_table_05.pdf), last accessed August 2023). It may be noted that some portion of the reported enrolment, particularly part-time enrolment, may not have been in the Fall semester, and a small portion may include students living outside the study area. In addition, it may be noted that the university provides housing to up to 2,300 students in residence, who would not have been included in the survey sample frame. The headcount enrolment statistics for 2022 were not available, and it is unknown whether 2022 enrolments were higher or lower than 2021 enrolments.

<sup>17</sup> Statistics Canada. *Table 14-10-0380-02 Labour force characteristics, three month moving average, seasonally adjusted (x 1,000)*, last accessed August 2023.



- **Non-response bias.** Non-response bias occurs when individuals who do not participate in a survey differ in relevant ways from individuals who do participate. For example, younger people are often less inclined to participate in surveys. This bias has also been addressed, in part, through the data expansion process, including the weighting by household size, dwelling type, age, gender and post-secondary enrolments. However, it should be noted that there can be other, hidden biases in the data that could not be corrected by the data weighting.
- **Measurement error.** This type of error is associated with the failure of survey instruments to capture correct information (e.g., through misunderstanding survey questions). To control for this, the questionnaire and associated materials were based on previously well-tested survey questions, thoroughly reviewed for content and meaning and field-tested with a sample of respondents prior to the full survey administration. Telephone interviewers were trained on the objectives of the survey, definitions of key terms, the intent of survey questions and how to address different trip circumstances described by respondents. During survey administration, interviews were regularly monitored by a supervisor to ensure consistent application of questions. The online survey also included several built-in tests to prompt respondents to confirm key data and clarify illogical responses.
- **Processing error.** Processing errors include data entry, coding, editing and imputation errors. These potential sources of error were addressed through comprehensive training of survey staff and survey validation staff, continuous quality management practices and data validation.
- **Sampling error.** Sampling error refers to the variability that occurs by chance because a sample was surveyed, rather than the complete population. As best as possible, sampling error was controlled for by obtaining a robust survey sample and targeting of areas with lower-than-expected response rates.
- **Error due to extreme weights when analysing small samples.** Notwithstanding the limiting of very extreme weights in the data weighting, small sample sizes for some strata and non-response bias may contribute to the assignment of high weights for some cases relative to others within the same geographic zone or population stratum. Users of the data should take note that the sample sizes for some zones are relatively modest. The survey results for such zones should be interpreted with caution. Caution should also be exercised when analysing any small subgroups of the total population.

## 2.8.2 Estimates of sampling error

Sampling error can be estimated based on the size of the sample universe (number of households in the study area) and the number of household survey completions. The estimated margin of error for the survey results at the household level is at  $\pm 1.3\%$  at a 95%

confidence level (theoretically, for a given survey question, the true response proportion for the population would be somewhere within the margin of error of the survey results 19 times out of 20), taking into account the effects of data weighting on sampling error. For person- and trip-level survey results for the entire study area, the sampling error is estimated to be  $\pm 0.9\%$ . Sampling errors increase when the study area is disaggregated into sub-regions, municipal districts or when analysing population sub-samples.

Table 1 provides the household sampling rate, the household and person sample sizes and the household and person sampling errors for the geographies in the study area. It may be noted that while most districts obtained survey sample rates of between 3.9% and 4.9% of all households, certain districts were oversampled and achieved much higher sampling rates: Metchisin (14.1% of households were surveyed), Highlands (11.2%), Juan de Fuca Electoral Area (11.2%), Salt Spring Island (10.0%) and North Saanich (6.2%). Even with these higher sampling rates, the sampling errors in these districts are somewhat higher than for other districts due to the numerically small samples.

Reporting of survey results related to trips originating in or destined to given sub-regions or municipal districts will include trips made by residents of the given geography as well as other residents of the study area from outside the given geography. Therefore, the sampling error associated with information on trips to, from or within the area would be much better than that for just the trips made by residents of the area. The sampling errors for person-level information can be considered to carry over to the trips those people make (i.e., the sampling error is associated with the entire trip chain). Therefore, the calculation of sampling error can be undertaken using the number of persons as the sample size rather than number of trips.

**Table 1. Survey Samples and Sampling Errors for Different Levels of Reporting**

Geography	Households	Population in Private Dwellings	Surveys	Sampling Rate (% of Households)	Sampling Error, Household Level ( $\pm\%$ )	Persons in Surveyed Households	% of Population in Private Dwellings	Sampling Error for Persons, Trips Info ( $\pm\%$ )
Study Area	184,700	406,100	8,581	4.6%	1.3%	18,023	4.4%	0.9%
Regional Planning Area	179,500	394,600	8,056	4.5%	1.3%	16,991	4.3%	0.9%
Sub-Regions								
Saanich Peninsula	19,600	44,500	959	4.9%	3.8%	2,031	4.6%	2.7%
Core	120,600	253,600	5,030	4.2%	1.6%	10,114	4.0%	1.2%
West Shore	39,300	96,500	2,067	5.3%	2.7%	4,846	5.0%	1.7%
Municipal totals for those with sub-municipal districts								
City of Victoria	49,900	89,000	2,093	4.2%	2.4%	3,664	4.1%	1.8%
District of Saanich	48,300	116,200	1,990	4.1%	2.7%	4,465	3.9%	1.8%
Districts (reporting zones)								
Salt Spring Island Electoral Area	5,200	11,500	525	10.1%	5.4%	1,032	9.0%	4.0%
Sidney	6,000	11,900	296	4.9%	7.2%	531	4.4%	5.7%



Geography	Households	Population in Private Dwellings	Surveys	Sampling Rate (% of Households)	Sampling Error, Household Level ( $\pm\%$ )	Persons in Surveyed Households	% of Population in Private Dwellings	Sampling Error for Persons, Trips Info ( $\pm\%$ )
North Saanich & FNs	5,200	12,800	324	6.2%	6.4%	733	5.8%	4.4%
Central Saanich & FNs	8,300	19,800	339	4.1%	6.1%	767	3.9%	4.1%
Downtown	7,900	11,900	333	4.2%	6.1%	510	4.2%	5.0%
Victoria North	16,000	31,500	648	4.1%	4.3%	1,225	4.0%	3.2%
Victoria South	26,000	45,700	1,112	4.3%	3.2%	1,929	4.2%	2.5%
Saanich North	7,900	18,900	325	4.1%	7.2%	706	3.8%	4.9%
Saanich East	28,300	67,200	1,158	4.1%	3.3%	2,578	3.8%	2.2%
Saanich West	12,200	30,200	507	4.2%	5.4%	1,181	3.9%	3.5%
Oak Bay	7,800	17,600	312	4.0%	6.6%	666	3.8%	4.4%
Esquimalt	8,600	17,300	343	4.0%	6.6%	685	4.0%	4.9%
View Royal and FNs	6,000	13,500	292	4.9%	6.7%	634	4.7%	4.6%
Highlands	900	2,500	104	11.6%	13.8%	257	10.1%	8.5%
Langford	20,000	48,400	809	4.0%	4.0%	1,912	4.0%	2.5%
Colwood	7,600	19,200	300	3.9%	6.9%	707	3.7%	4.4%
Metchosin and FN	2,000	5,000	277	13.9%	8.0%	652	13.1%	5.2%
Sooke District and FN	6,400	15,600	297	4.6%	6.7%	669	4.3%	4.4%
Juan de Fuca EA & FN	2,500	5,700	280	11.2%	7.1%	649	11.4%	4.5%

### 2.8.3 Caveats

It should be understood that sampling error is not the only possible source of error. While efforts have been made to control for possible error and to weight the data to be more representative of the population, there may still remain some non-response bias or other sources of error not accounted for in the data weighting and data processing.

The weighted survey data are based on a sample of population expanded to represent the total population of persons living in private dwellings (excluding population living in collective dwellings). As such, expanded counts from the survey data should be understood to be estimates, not exact counts.

## 3 HOUSEHOLDS, DEMOGRAPHICS, VEHICLES AND BICYCLES

### 3.1 Overview

This chapter describes the household and demographic factors that influence people's travel choices and patterns. The chapter discusses how these relate to each other. It also notes how they have changed over time, especially in light of the profound pandemic-induced shifts in social, economic and travel activity that transpired between the 2017 and 2022 surveys.

Note that the factors and proportions presented in this chapter reflected the survey results, which were expanded and validated to Census and other reference statistics described in the previous chapter. As a result, in most cases the results are consistent with these references. However, references to the working population may differ from the Census, given that the 2021 Census was taken at the height of a Covid wave whereas the household travel survey was conducted 18 months later. These differences refer specifically to total employment, mode of travel to work and the number of people working at home.

### 3.2 Summary of key indicators

Table 2 traces the growth in population, workers, households and vehicles across the study areas for each survey since 2001. Because the study areas varied among the surveys, Table 3 shows the same information for the Regional Planning Area (RPAs) alone. According to both definitions, the variables have all grown between 8.5% (total population) and 9.6% (vehicles). The growth rates are discussed further below.



Both 11+ and 5+ populations were used for comparisons in the 2017 survey. This reflects the transition that year from 11+ year-olds as the survey's population threshold to 5+ year-olds. To enable the comparison with older CRD surveys, the two tables retain both age thresholds.

Figure 3 shows that **the number of workers** (i.e., the number of potential commuters) **has grown faster than population** over the last two decades. The number of workers grew by 9.6% between 2017 and 2022, while the population grew by 8.5% in the same period. The reasons for the faster growth in workers may be the result of changes in the labour market between 2017 and 2022 and other factors. Further research would be needed to understand the reasons.

The numbers of **households and vehicles** have also grown faster than population, although households to a lesser extent than vehicles. Nonetheless, growth *rates* have been uneven

among these demographic variables and over time. As Figure 4 shows, the compound annual growth rates (CAGRs) for the four demographic variables were highest between 2017 and 2022, with both employment and vehicles growing fastest at a 1.85% CAGR.<sup>18</sup>

Table 2. Scope of the study area – total population, households and vehicles

Survey Year	Geography	Population	Population 5+	Population 11+	Employment (Workers)	Households	Vehicles
2022	RPA+SS	405,500	389,700	368,200	217,900	184,700	288,980
2017	RPA+SS	373,700	357,500	337,700	199,100	170,000	263,600
2011	RPA+SS+SCVRD2	399,600	381,700	361,000	212,600	178,500	283,000
2006	RPA+SS+SCVRD1	362,200	N/A	N/A	189,200	160,500	253,600
2001	RPA	337,200	N/A	N/A	148,100	146,100	211,600
2017 to 2022 % increase		+8.5%	+9.0%	+9.0%	+9.4%	+8.6%	+9.6%

Geographies are not identical among survey years. Hence, parameters may not be directly comparable.

- The 2017 and 2022 study areas included the RPA and Salt Spring Island.
- The 2011 study area included the RPA, Salt Spring Island and the southern part of the CVRD including Duncan.
- The 2006 study area included the RPA, Salt Spring Island and a smaller portion of the southern CVRD (Cowichan Valley Subdivision C). Data expansion was based on estimates rather than actual 2006 Census counts and appeared to have overestimated the number of persons in the study area by 4.1% for the 2006 study area and 6.3% for the RPA alone.
- The 2001 study area effectively included only the RPA as only 2 surveys were obtained for Cowichan Valley Subdivision C and Salt Spring Island was excluded by design. Again, data expansion used estimates rather than Census counts, overestimating population in by 5.6% for the stated study area and 10.6% for the RPA (the effective study area).

Table 3. Regional Planning Area (RPA) – total population, households and vehicles

Survey Year	Population (Census)	Population 5+	Population 11+	Employment (Workers)	Households (Census)	Vehicles
2022	394,000	378,600	357,600	212,800	179,500	279,800
2017	363,300	347,400	328,000	194,200	165,100	255,300
2011	338,000	323,500	306,000	183,500	153,400	232,800
2006	322,900	309,600 (est.)	290,400 (est.)	169,300	145,500	223,100
2001	305,100	292,900 (est.)	277,800 (est.)	154,700	135,700	210,800
2017 to 2022 % increase	+8.5%	+9.0%	+9.0%	+9.6%	+8.7%	+9.6%

- 2022, 2017, 2011 figures reflect population in private dwellings, not total population (i.e., excluding population in collective dwellings).
- 2006 survey data have been re-geocoded to match the Regional Planning Area for the purpose of comparison. 2006 figures have also been scaled down to match actual 2006 Census dwelling counts and estimated population in private dwellings.
- 2001 figures have been scaled down to match actual 2001 Census dwelling counts and estimated population in private dwellings.

<sup>18</sup> This corresponds to the five-year 9.7% growth rate cited in Table 3.

Traditionally, growth in access to vehicles has translated into growth in trip-making in Canadian cities. However, as noted below, the number of vehicles available per household has only changed modestly since 2017. Moreover, as described in Section 4, the pandemic has had a profound impact on travel behaviour, resulting in a significant contraction in overall trip numbers in 2022. Nonetheless, the impact of the relatively rapid recent growth in the underlying demographic and household determinants of travel provides a comparator for future surveys.

For reference, Figure 4 also shows the overall CAGRs for each variable over the two decades.

Figure 3. RPA growth in population, workers, households and vehicles - 2001 to 2022

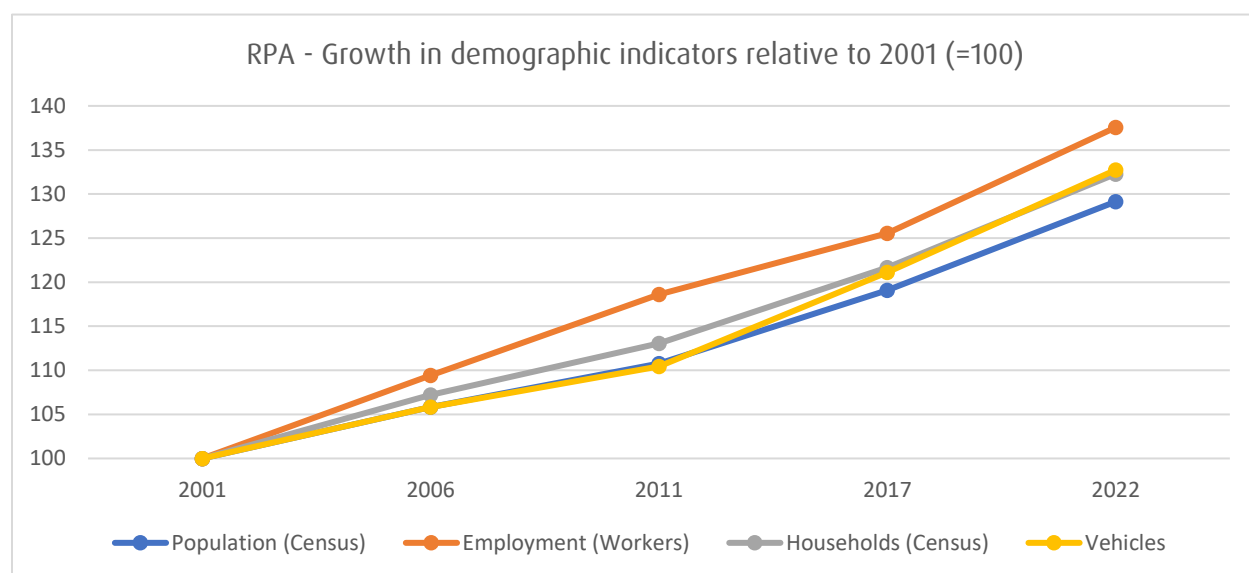
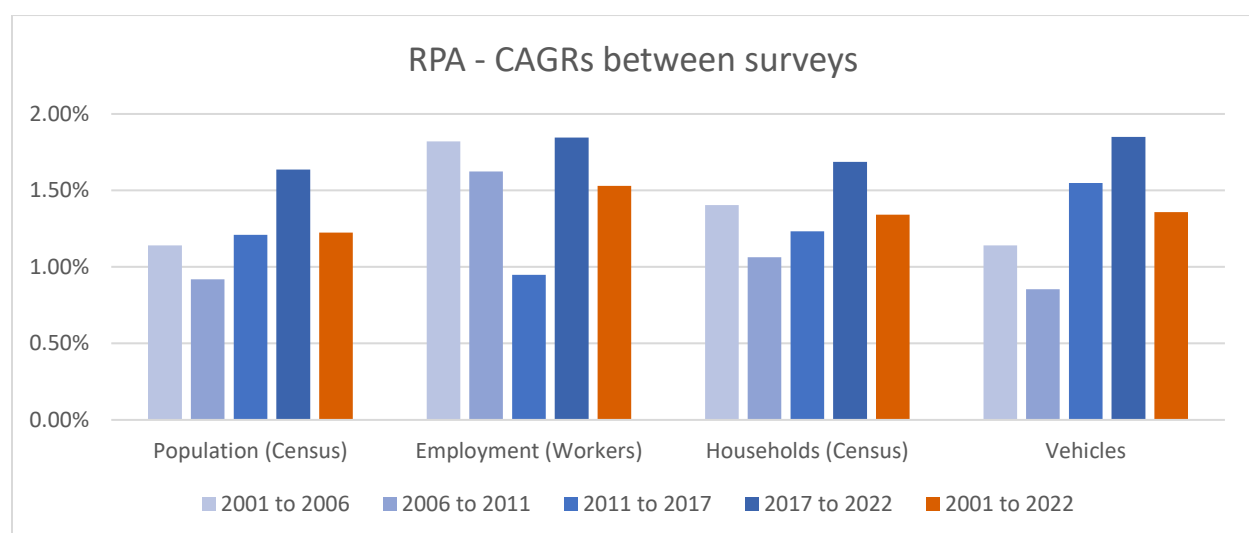


Figure 4. RPA growth rates in demographic variables (CAGRs), 2001 to 2022



CAGR = Compound Annual Growth Rate (i.e., the annualized compounded average rate of growth rate).

Table 4 summarizes how these indicators relate to each other. These relationships help explain how and why travel behaviour, described in the next section, has changed over time. Overall, these relationships have been stable or have experienced only gradual changes:

- **Household size and composition have changed modestly.** The average household size dropped slightly from 2.25 persons per household in 2001 to 2.20 persons per household in 2011. Since then, the average household size has been stable, at 2.20 persons per household in 2017 and 2.19 persons per household in 2022. This would normally suggest that the number of trips made to support household-level activities, likely the weekly trip for household groceries, should also be stable, although still subject to changes in human activity and commerce over time, including changes brought about by the impact of the COVID-19 pandemic. Since 2017, there has been a modest increase in the average number of young school-aged children (younger than 11), which may suggest an increase in elementary school trips.
- **Average vehicle availability (access) has grown modestly.** Mode choice is linked to vehicle access. This is especially true of employed household members, who often have priority for the household's vehicles, whose trips to and from work make up significant proportions of peak period travel volumes and, experience has shown, whose habitual commutes make these travellers more conducive to using transit and other alternatives to driving. On average, 1.55 vehicles were available per household in 2022. This rate has fluctuated slightly over the past two decades and is marginally higher than 2011's low of 1.52 vehicles per household. The rate is 30% greater than the average number of workers in the household (1.19 persons per household in 2022, an average that has dropped marginally since 2011) – meaning that there are more than enough vehicles on average for each worker.<sup>19</sup>

Stated another way, Figure 5 shows that over the decade to 2011, the average number of workers per household grew while the vehicles available to these workers dropped. Since then, to 2017 the situation was reversed. Although both rates have increased slightly since then (the rapid growth in the vehicle stock was noted above), the vehicle availability per workers remains below 2001 levels though per household vehicle availability is on par with its 2001 level.

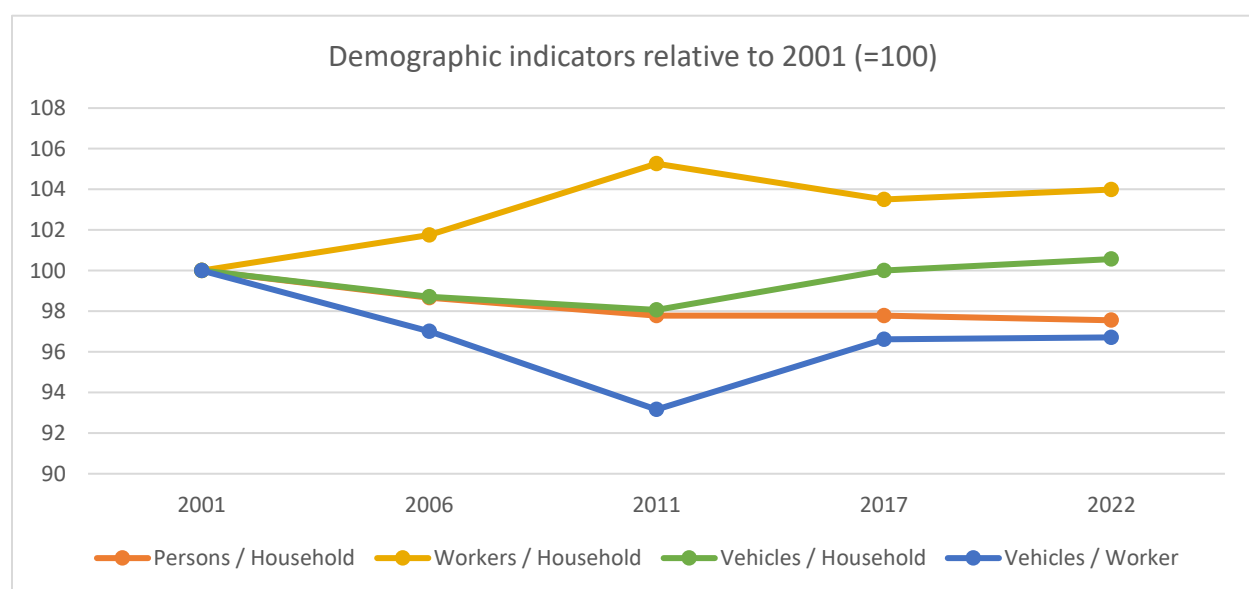
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<sup>19</sup> Note that workers' priority for the household vehicle reflects experience observed in surveys across Canada. It does not necessarily reflect the needs of other household members; rather, how the household members collectively might or might not decide to make their trips. The focus here on workers' mode choices also corresponds to their primacy as a target market for transit because the regularity of their trip to and from home makes them most conducive to switch to that mode. The fact that, on average, there are more than enough vehicles for each worker means that, on average, households have enough vehicles to support the habitual commute to and from work by auto while also enabling, on average, the uses of the household vehicle for other non-work-related travel. This is a measure of household vehicle dependency (see Section 3.4.1).

Table 4. Key demographic indicators (RPA)

Survey Year	Persons / Household	Population 5+ / Household	Population 11+ / Household	Workers / Household	Vehicles / Household	Vehicles / Worker
2022	2.19	2.11	1.99	1.19	1.55	1.31
2017	2.20	2.10	1.99	1.18	1.55	1.31
2011	2.20	2.11	1.99	1.20	1.52	1.27
2006	2.22	2.13 (est.)	2.00 (est.)	1.16	1.53	1.32
2001	2.25	2.16 (est.)	2.05 (est.)	1.14	1.55	1.36

Figure 5. Changes in key demographic indicators – 2001 to 2022 (RPA)



Finally, it should be noted that **the relative stability and the values of these key indicators are comparable with those elsewhere**. The comparison is relevant to this survey because it helps validate the survey findings. Table 5 compares key CRD indicators with Québec City (another capital region) and Central Okanagan (a smaller BC region). The table compares the most recent and preceding surveys. While the demographic and economic structure of the three regions varies, the comparison confirms that the key CRD indicators are reasonable and are within expectations. Although the Central Okanagan has a higher average vehicle availability per household, the average household sizes and average vehicle availability per person are in comparable ranges among the three regions. Moreover, with the possible exception of the drop in Central Okanagan's vehicle availability rate between 2013 and 2018 (still only a 6.7% drop), any changes have been slight.

Table 5. Comparison of key indicators

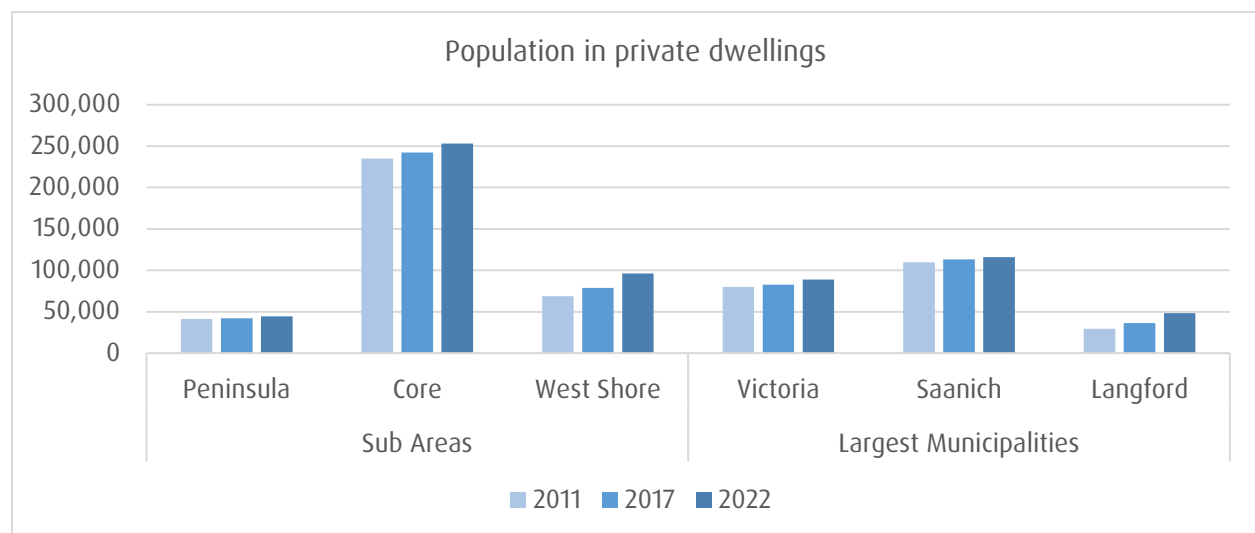
Survey Year	CRD (RPA)		Québec City *		Central Okanagan **	
	2017	2022	2011	2017	2013	2018
Population	363,300	394,000	807,245	841,160	220,470	237,250
Persons / household	2.20	2.19	2.22	2.22	2.33	2.31
Vehicles / household	1.55	1.55	1.38	1.44	1.95	1.82
Vehicles / person	0.70	0.71	0.74	0.78	0.84	0.79

\* *Origin-Destination Survey 2011, Summary of Results*, March 2015 and *Origin-Destination Survey 2017, Summary of Results*, October 2019, prepared for the Québec Urban Community et al.

\*\* R.A. Malatest, *2018 Okanagan Travel Survey, Report 3: Analysis of Survey Results & Trends*, prepared for the City of Kelowna et al., February 2020.

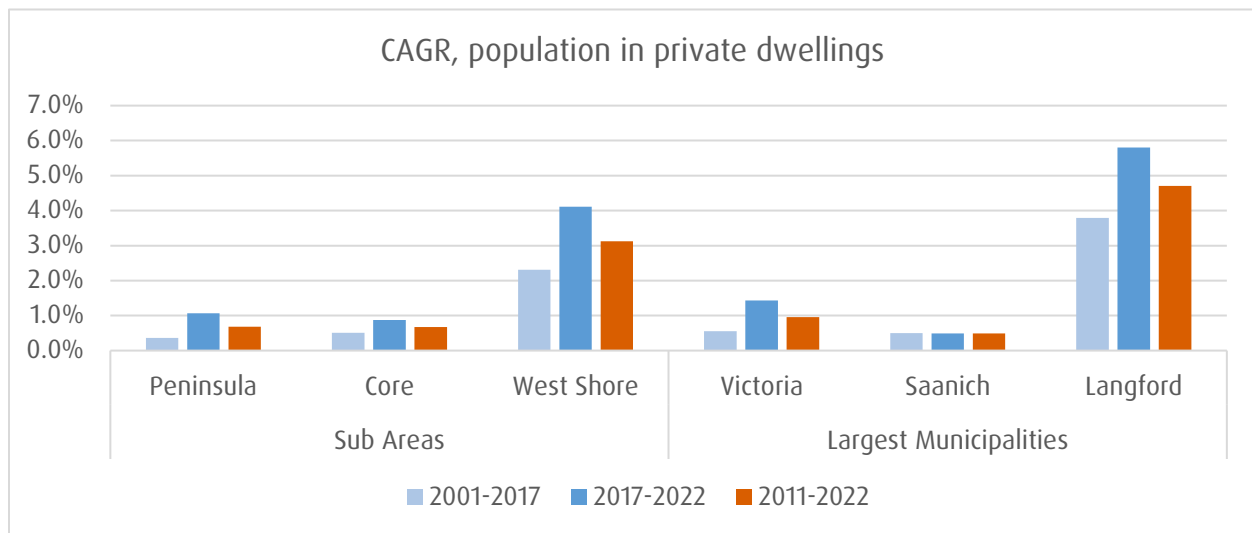
Figure 6 and Figure 7 show the growth in dwellings by RPA sub-area and the associated CAGRs, respectively. While the Core has the greatest concentration of population, the West Shore and especially Langford have had the highest annual growth rates, even as the CAGR has slowed since 2017.

Figure 6. Population in RPA sub-areas and largest municipalities, 2011 to 2022



Note: Population in private dwellings, not total population (i.e., excludes population in collective dwellings).

Figure 7. Population growth in RPA sub-areas and largest municipalities, 2011 to 2022



Note: Population in private dwellings, not total population (i.e., excludes population in collective dwellings).  
CAGR = Compound Annual Growth Rate (i.e., the annualized compounded average rate of growth rate).



### 3.3 Households and demographics

#### 3.3.1 Age distribution of population in private dwellings

Age is an important indicator of travel behaviour, reflecting in part an individual's occupational status as well as their responsibilities in the household and the modes that are available to them. Table 6 summarizes the population distribution by age for the 2011, 2017 and 2022 surveys. Figure 8 shows the distribution of the cohorts and Figure 9 shows their respective growth rates.

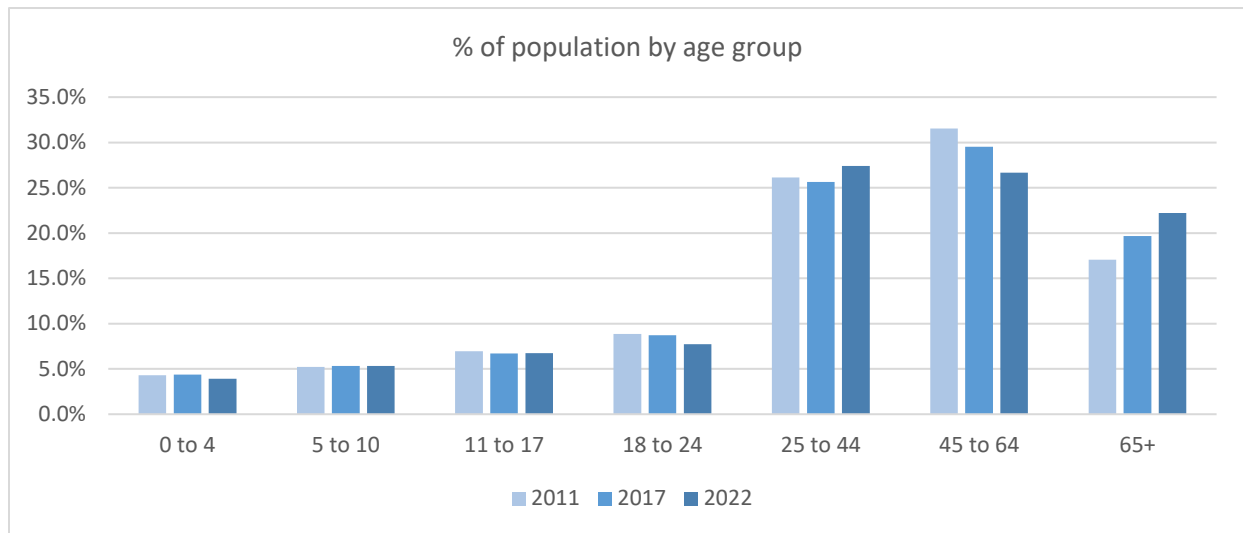
- **More than half the population is in the working age cohort (25-64)**, comprising 54.1% of the total population in 2022. However, this proportion has dropped from 57.1% since 2011, even as the absolute numbers in the 25-64 cohort have increased by 9.1%. This shift matters because this is the dominant group in household formation and in the workforce.
- At the same time, **seniors (65+)** have increased in absolute and proportional terms since 2011. Their numbers have increased by half (52%) since 2011, representing a 22.2% share of the total population (from 17% in 2011) and a CAGR of 3.87% since 2011.
- **The 65+ proportions (and numbers) are comparable to those of the 0-24 cohort**, who represent 23.7% of the total population in 2022. However, growth within this cohort has been uneven, with elementary and secondary school population growing the fastest since 2011 (1.58% CAGR for the 5-10 cohort and 1.11% CAGR for the 11-17 cohort), while the pre-school cohort (0-4) and the post-secondary cohort (18-24) are growing more slowly, at CAGRs of 0.55% and 0.14% respectively.

Table 6. RPA population by age group, 2011 to 2022

Age Group	2011	2017	2022	2011 %	2017 %	2022 %
0 to 4	14,500	15,900	15,400	4.3%	4.4%	3.9%
5 to 10	17,680	19,400	21,000	5.2%	5.3%	5.3%
11 to 17	23,480	24,400	26,500	6.9%	6.7%	6.7%
18 to 24	29,940	31,700	30,400	8.9%	8.7%	7.7%
25 to 44	88,300	93,200	108,000	26.1%	25.7%	27.4%
45 to 64	106,600	107,200	105,100	31.5%	29.5%	26.7%
65+	57,600	71,500	87,500	17.0%	19.7%	22.2%
Total (all ages)	338,000	363,300	394,000	100.0%	100.0%	100.0%

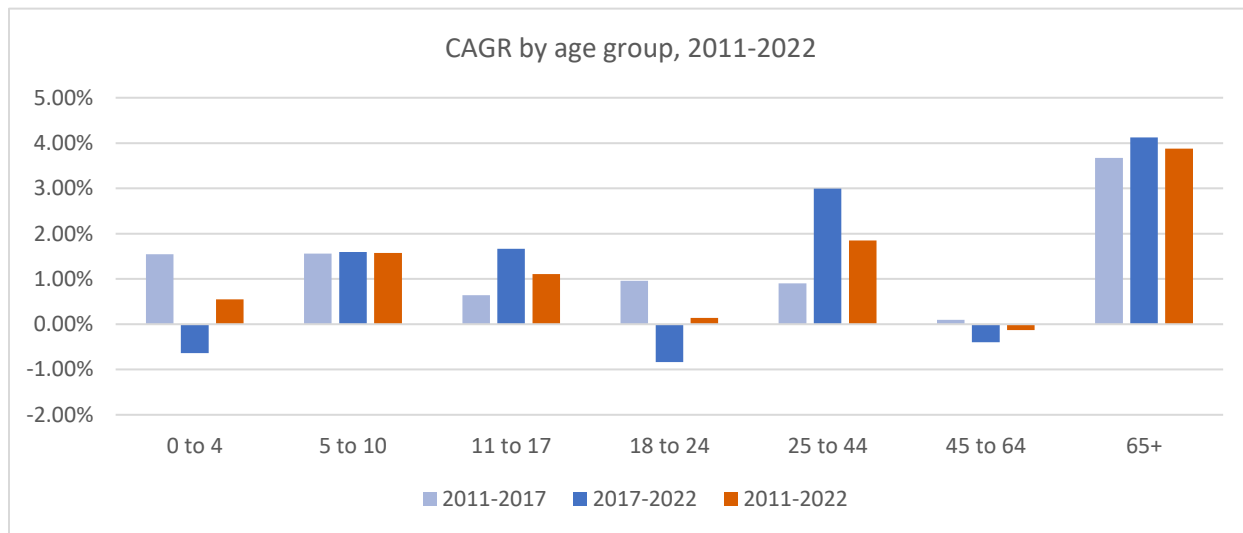
Note: Population in private dwellings, not total population (i.e., excludes population in collective dwellings). In 2022, Census data on the distribution of population by dwelling type by age group in each Census Subdivision was used to adjust the population of all age groups to reflect population in private dwellings. In 2011 and 2017, in the survey data weighting, within the 65+ group, the population of those aged 75+ was reduced by 20% to account for a larger proportion of the older population likely to reside in collective dwellings, which were not included in the sampling frame.

Figure 8. Population distribution by age group, 2011 to 2022



Note: population in private dwellings, not total population (i.e., excludes population in collective dwellings).

Figure 9. Population growth by age group, CAGR – 2011-2022



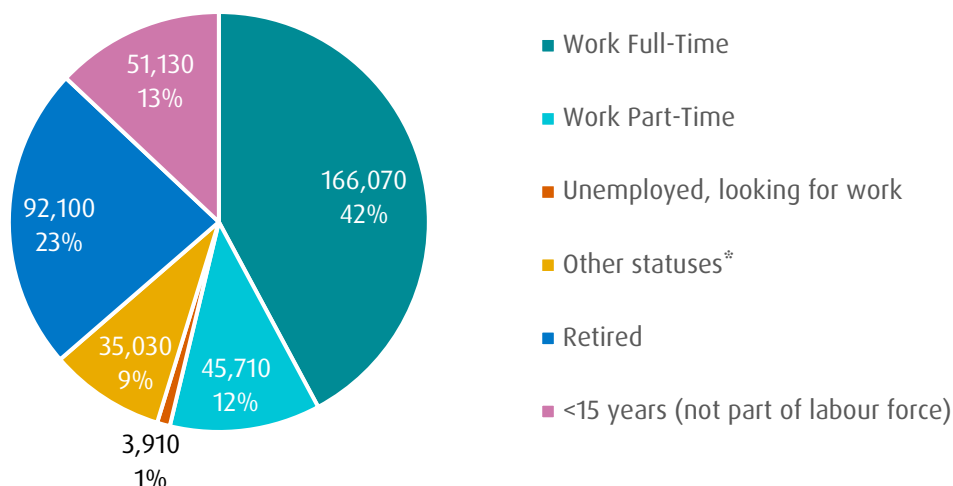
Note: population in private dwellings, not total population (i.e., excludes population in collective dwellings).

CAGR = Compound Annual Growth Rate (i.e., the annualized average rate of growth rate).

### 3.3.2 Occupational status

Occupational status influences travel behaviour: where people go and for what purpose, how often they travel and so on. Figure 10 shows the distribution of the population's employment status. Table 7 summarizes the occupational status of the population over 2011, 2017 and 2022. Figure 11 shows how the status has changed over time.

Figure 10. Employment status for total population, 2022



\* 'Other statuses' includes persons who are unemployed and looking for work, those who are unemployed and not looking for work (including on disability, on parental leave, on medical leave), stay-at-home parents and caregivers and other statuses not elsewhere classifiable).

The **proportion of employed people has remained steady** across the three survey years (53.6% of eligible respondents in 2022), even as the total number of workers has grown and noting that this masks the pandemic-high unemployment rate of 11.1% in July 2020.<sup>20</sup> An additional 1% of the population was unemployed in 2022.

There has been a **slight increase in full-time employment since 2017**, which is consistent with the low unemployment rates at the time of the survey (4.3% in October 2022 and 3.5% in November 2022).<sup>21</sup> This represents a 2.04% CAGR since 2011. Part-time employment increased by a CAGR of 0.67% since 2017, following a contraction from 2011.

The number of students has increased by only 200 since 2017, which is consistent with the flat school age (5-17) populations and the slight drop in the 18-24 population noted in the preceding section.

<sup>20</sup> *Labour force characteristics by census metropolitan area (CMA), three-month moving average, seasonally adjusted and unadjusted*, Table 14-10-0294-01, Statistics Canada. The cited unemployment rate refers to the Victoria CMA.

<sup>21</sup> *Labour force characteristics by census metropolitan area* and C Wilson, *Greater Victoria's unemployment rate dropped to 3.5 per cent last month*, *Times Colonist*, posted December 2, 2022. The cited unemployment rates refer to the Victoria CMA.

Retirees are growing fastest, representing almost one-quarter of the population (23.4%) in 2022. Growth in this group accelerated following 2017 (preceded by a CAGR of 2.56% from 2011 and followed by a CAGR of 4.28% to 2022). While this growth is consistent with the rapid growth in the 65+ population, it may also relate to shifts in retirement patterns that occurred during the pandemic.<sup>22</sup> Research may be required to ascertain the underlying factors.

Table 7. Population occupational status, 2011 to 2022

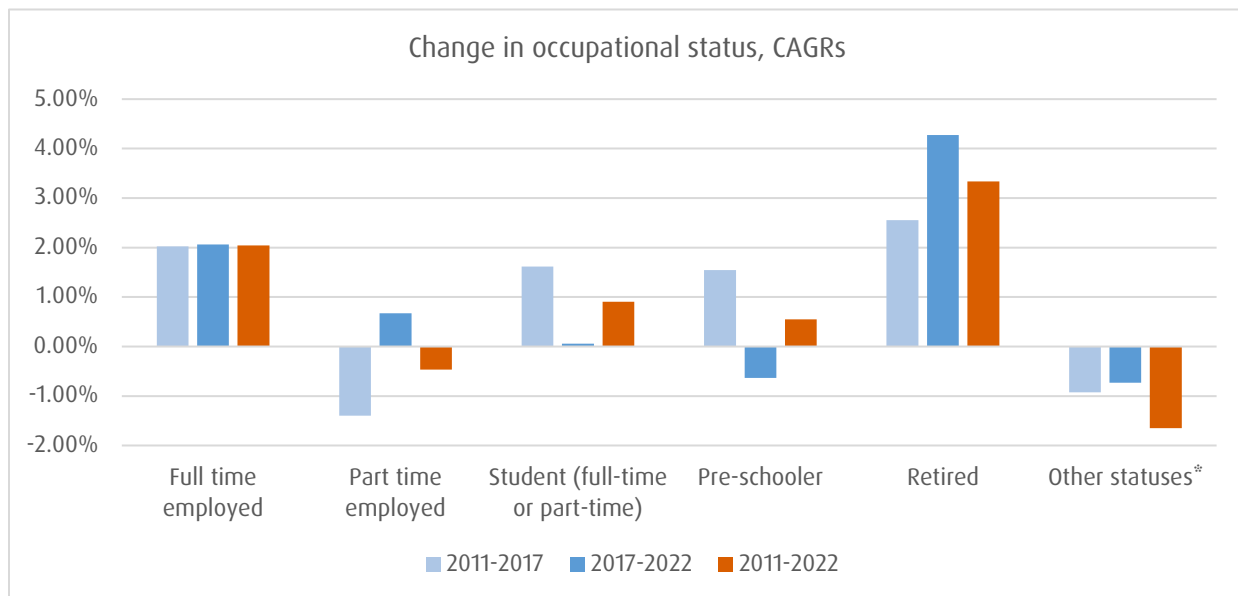
Occupational Status	2011	2017	2022	2011 %	2017 %	2022 %
Full-time employed	133,000	150,000	166,100	41.3%	39.3%	42.2%
Part-time employed	48,100	44,200	45,700	12.2%	14.2%	11.6%
Student (full-time or part-time)	66,300	73,000	73,200	20.1%	20.1%	18.6%
Pre-schooler (0-4 years)	14,500	15,900	15,400	4.4%	4.3%	3.9%
Retired	64,200	74,700	92,100	20.6%	19.0%	23.4%
Homemaker (2011, 2017 surveys) / Stay-at-home parent/caregiver (2022)*	10,000	10,600	5,900	2.9%	3.0%	1.5%
Other	17,900	17,200	20,800	4.7%	5.3%	5.3%
Decline / don't know	1,600	100	0	0.0%	0.5%	0.0%
Total (expanded number of eligible survey persons)	338,000	363,300	394,000	100.0%	100.0%	100.0%

Sum of rows adds to greater than 100% due to multiple responses (students who were employed were counted in both categories). Other includes persons who are unemployed and looking for work, those who are unemployed and not looking for work (including on disability, on parental leave, on medical leave and other statuses not elsewhere classifiable).

\*Exercise caution when interpreting the results for 'Homemaker / stay-at home parent or caregiver'. The response category of 'homemaker' was used in 2011 to 2017, whereas in 2022 the category was 'stay-at-home parent or caregiver'. In 2022, the 'other' category (specifically the subcategory of not employed and not looking) may include some of the types of people who might have identified as 'homemaker' in previous surveys.

<sup>22</sup> R Saba, *Wave of retirement hits Canadian workforce as healthcare, education lose workers*, *CTV News*, September 30, 2022.

Figure 11. Change in occupational status, 2011 to 2022



For this chart, 'other statuses' include unemployed and looking for work, unemployed and not looking, homemaker (2011, 2017) / stay-at-home parent or caregiver (2022) and other responses not elsewhere classifiable. For this chart, homemaker has been combined with other statuses because in 2022, the 'other' category may include some of the types of people who might have identified as 'homemaker' in previous surveys.

### 3.3.3 Worker occupation type

Figure 12 breaks down surveyed workers' type of occupation, while Figure 13 shows how the occupation type has varied since 2011. The figures reflect the sum of full-time and part-time employment. It can be seen that:

- **Office employment remains the largest single occupation**, consistent with the CRD's role as the provincial capital. Its 44% share has increased from the 38% shares recorded in 2011 and 2017, representing 93,000 jobs in 2022 – a 26% increase since 2017.
- **Most other occupation types have increased in number**, including industrial services (since 2017), other main services, arts, entertainment & recreation (since 2017), health care & social assistance, school employment, and commercial driver. Combined, these represent 89,500 or 42% of the jobs in 2022. Health care & social assistance remains the second-largest occupation type, at 25,300 jobs in 2022 (12% of all jobs). Despite its growth since 2017, employment in industrial services is still below what it was in 2011.
- **Two occupations contracted in 2022**, including accommodation & food services, (since 2017) and retail & wholesale. Combined, these represent 27,600 occupations in 2022 (13% of all occupations), down from 33,400 occupations in 2011 (18%). While the reductions in retail and wholesale reflect continued trends since 2011, the reductions overall are consistent with the pandemic-induced economic contractions and may

reflect a lingering after-effect of the pandemic. Given the low unemployment rate in 2022, they may also reflect a shift to other occupation types.

Readers are advised that the results presented here are survey results. Occupation type was not adjusted for in data weighting and may be subject to non-response bias.

Figure 12. Occupation type, 2022

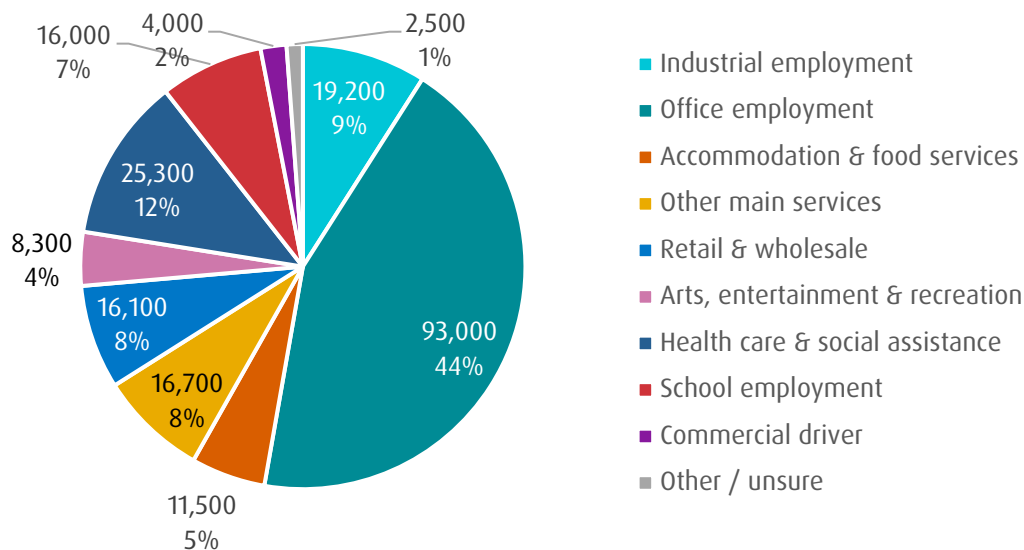
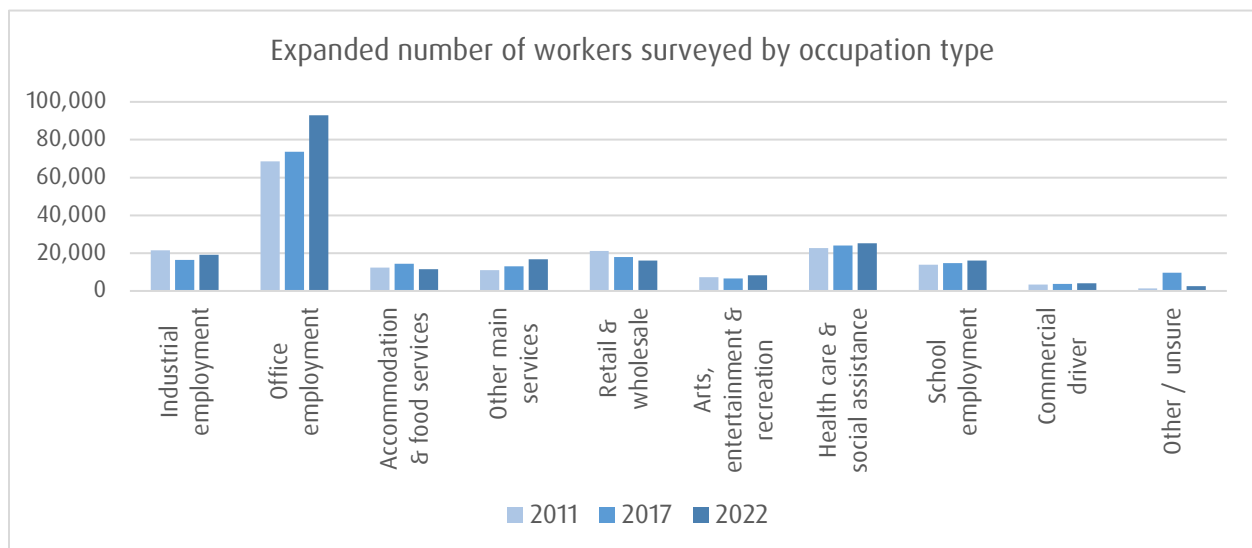


Figure 13. Occupation type, 2011-2022



Note that these distributions reflect survey respondents. Occupation type was not adjusted in the data weighting. If the survey sample is biased with respect to type of employment, the survey distributions may not necessarily reflect actual distributions in the population.

### 3.3.4 Workplace and work from home

The work commute is a key contributor to peak period travel. Commuters to and from work make up an important component of transit ridership, especially those who are commuting to and from the same work location. Through 2017, the proportions of workers who had a usual workplace (outside the home), no fixed workplace (the location varied) or worked exclusively from home remained fairly constant. Figure 15 shows that over this period, around 80% (79-81%) of workers had a usual workplace. Another 11-12% of workers had no fixed workplace. The remaining 8% worked exclusively from home.

The pandemic altered these proportions, with its significant increase in people working from home. According to the 2021 Census, only 60% reported a usual workplace and 27% worked exclusively from home. The proportion of workers with no fixed workplace rose slightly to 13%. While these proportions are not unexpected and the Census and survey results are not directly comparable, the 2022 CRD survey proportions suggest that the pandemic has had some lingering effects:

- **The share of workers who work exclusively from home has doubled.** The proportions reporting a usual workplace have increased from 60% in 2021 to 74% in 2022, falling short of the pre-pandemic level of 81% in 2017 (see Figure 14). There has been a corresponding reduction in the share of people who work exclusively from home, relative to the 27% proportion recorded in the 2021 Census. Even so, 16% (one in six workers) still work exclusively from home, which is double the pre-pandemic proportion of 8% recorded in the 2017 survey. With the emergent hybrid workplace environment, the rebound in those reporting a usual workplace does not necessarily mean that average peak period travel volumes and transit ridership levels have seen a similar rebound towards pre-pandemic levels (see Chapter 4). It is also too soon to tell whether the 2022 proportions will continue to shift as workplace policies evolve, or whether 2022 is the ‘new normal.’
- **One-third of full-time workers with a usual workplace have a hybrid working arrangement.** Figure 16 describes hybrid work patterns observed in 2022 for full-time workers who had a usual place of work outside the home. Not only has working exclusively from home doubled. In addition, another one-third (32%) of workers with a usual workplace have hybrid work arrangements and telecommute on at least one weekday (i.e., when they do not travel to work or for a work-related trip). On an average weekday, 17% of full-time workers having a usual workplace outside the home, work from home. The work-from-home proportions were highest on Mondays and Fridays, at 19%. These days also saw the lowest proportion of people working, whether at a workplace or at home (a total of 85% reporting working on Monday and Friday, compared with 92% to 94% on other weekdays): these figures are consistent with flex day practices and with Mondays and Fridays being more common days for people to take vacation days.

- **The share of workers with no fixed workplace appears unaffected.** The proportion of workers with no fixed workplace has dropped slightly to pre-pandemic levels (and still slightly above the 2011 and 2017 shares). However, the proportion of workers with no fixed workplace seems largely to have been unaffected by the pandemic. This persistence likely reflects a combination of the traditional base in jobs that have no fixed workplace (e.g., construction) and growth in new ‘gig’ economy jobs (such as food delivery services, which grew rapidly during the pandemic lockdowns).
- **Workplace patterns are consistent across the RPA.** Table 8 breaks down the workplace location for residents of the Saanich Peninsula, Core and West Shore sub-areas and the largest municipalities. The distributions of workplace locations are consistent among these areas, with three-quarters (74%-75%) of workers having a usual workplace, 14%-17% working exclusively from home (rising slightly to 18% among workers who live in Victoria) and 9%-12% having no fixed workplace.

Figure 14. Workplace location, 2022

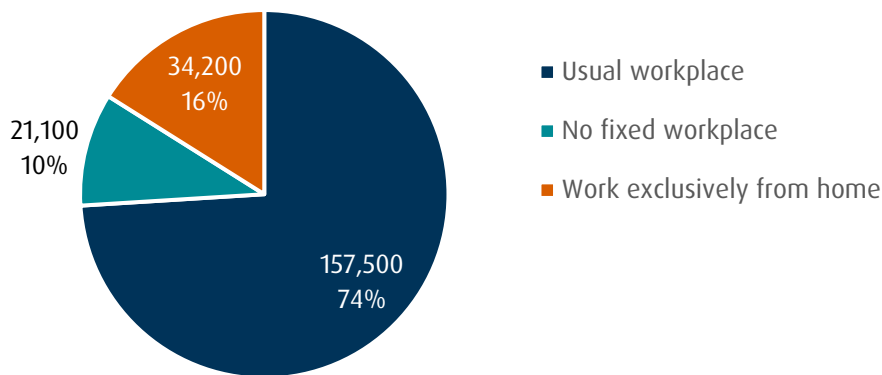


Figure 15. Workplace location, 2011 to 2022

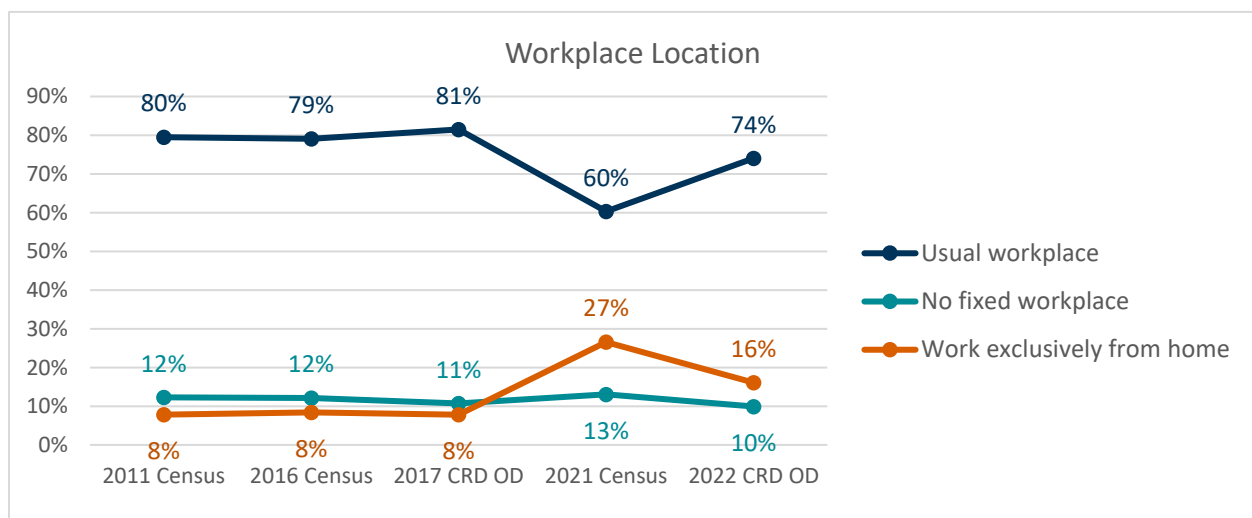




Figure 16. Hybrid work patterns – full-time workers with usual workplace outside the home

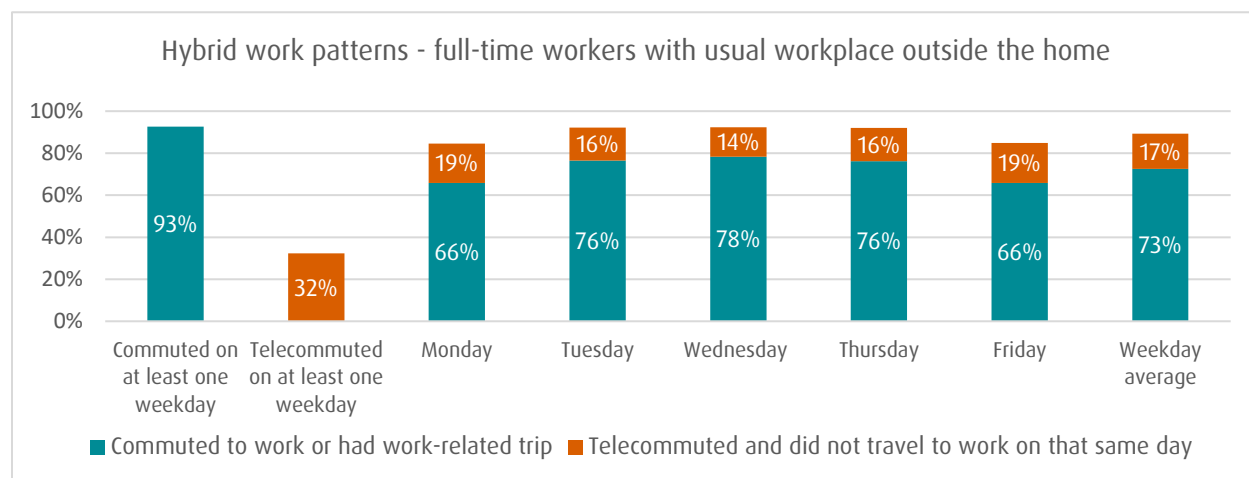


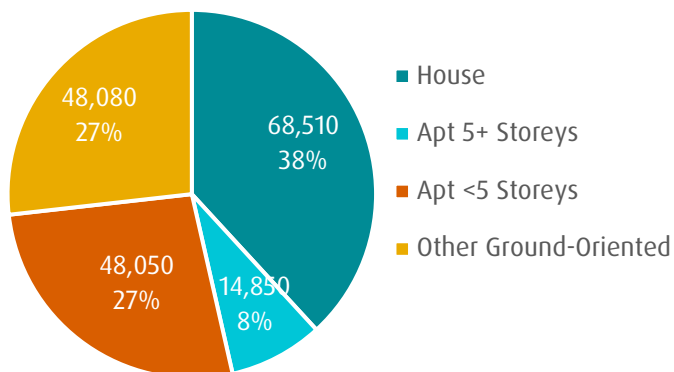
Table 8. Workplace location by sub-areas

	RPA Total	Saanich Peninsula	Core	West Shore	Victoria	Saanich	Langford
Total workers	212,400	20,300	138,900	53,500	53,540	60,590	28,480
Usual workplace	74%	75%	74%	74%	74%	75%	75%
No fixed workplace	10%	11%	9%	12%	8%	10%	9%
Work exclusively from home	16%	14%	17%	14%	18%	16%	16%

### 3.3.5 Dwelling type

Dwelling type can be an indicator of development density and sprawl, with higher densities generally reflecting a more efficient use of land and being more conducive to enticing residents to take transit, cycle or walk instead of driving. Figure 17 shows the breakdown of private dwelling types. Across the RPA, houses and ground-oriented dwellings represent almost two-thirds (65%) of all private dwellings. However, in the Core, 44% of the dwellings are apartments and in the City of Victoria, the number of apartments rises to 70% (48% are apartments of less than 5 storeys). In downtown Victoria, 95% of the dwellings are apartments, with 67% having 5 or more storeys.

Figure 17. Dwelling type



Note: Private dwellings – excludes collective dwellings, whose residents were not included in the survey.

Households surveyed were asked a supplemental question as to whether they rent or own the dwelling they live in. Approximately 62% provided an answer. Of those who did, approximately 75% were owners and 25% renters.<sup>23</sup> Given that the answers are for a sub-sample of the total survey dataset and that no adjustment was made in the data weighting for dwelling tenure, the survey result should not be taken to represent all households. The utility of the question is that it will make it possible for transportation planners to explore the transportation patterns and needs of renters as compared to owners.

### 3.3.6 Household size

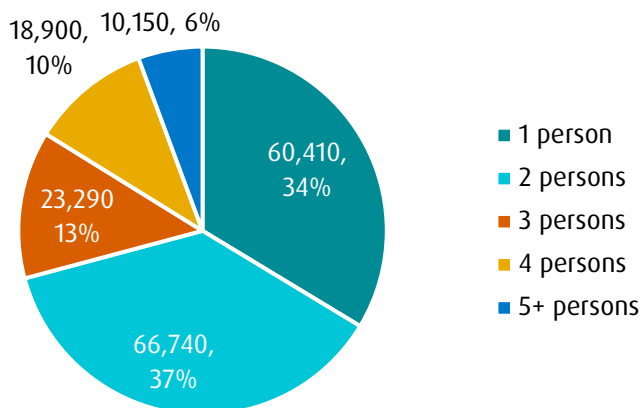
The stability in average household size (2.19 persons per household in 2022) was noted in Section 3.2. Figure 18 shows the breakdown of RPA households by the number of occupants. More than two-thirds (71%) of households have 1 or 2 occupants, with the remaining 29% having 3 or more occupants.

However, within the RPA, the average household size varies between the core and suburban areas: Seven percent of Downtown households and 16% of City of Victoria households have 3 or more persons. The proportion of 3+ households rises to 36% in the District of Saanich and 38% in the West Shore.

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<sup>23</sup> This compares to 62% owners and 38% renters in the RPA per the 2021 Census for a 25% sample (Census long form). It is difficult to assess whether this means that there is bias in the survey sample, as 38% of households surveyed did not provide a response.

Figure 18. Household size, 2022



Note: Reflects households in private dwellings (i.e., excludes collective dwellings).

### 3.3.7 Household income

Household income is a factor that can influence travel choices – notably, whether or not a household has a vehicle. Figure 19 summarizes the proportions of households by income, according to six income brackets. For comparison, Figure 20 shows the distributions for both the 2022 survey and the 2021 Census.

Note that only 58% of the responding households responded to this question. That is, these figures represent only a subsample of the responding households. Accordingly, the 2022 survey distributions shown in the figures are meant to be used for information only and are not necessarily representative of the population as a whole. Going forward, for analytical and modelling purposes the CRD may wish to use the data to further analyze the travel behaviour patterns of the *responding* households.

Figure 19. Household income, 2022

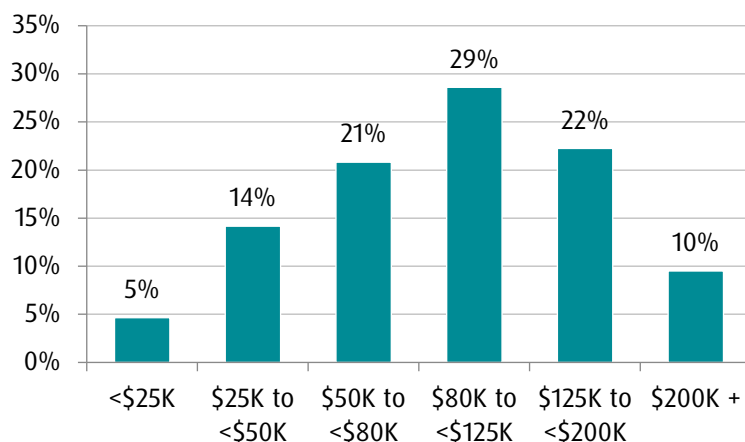
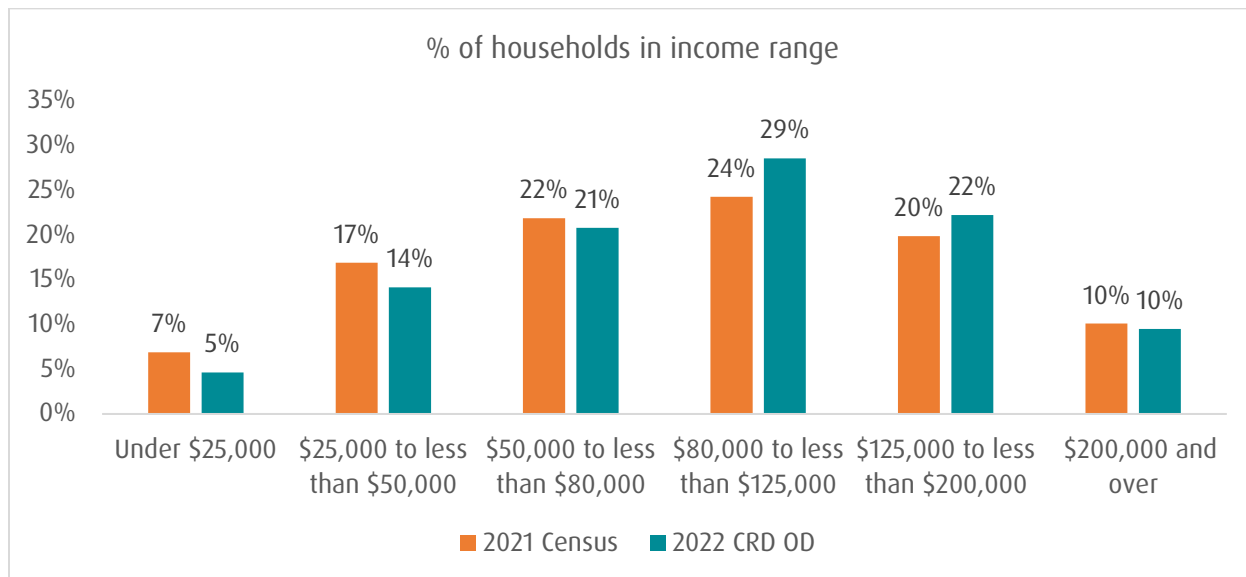


Figure 20. Household income, 2022 CRD OD vs. 2021 Census



Note: These distributions reflect responses from a subsample of 58% of the households that responded to the survey. Accordingly, these distributions are not necessarily representative of the population as a whole. Given that the number responding is a subsample, these data are not to be relied upon for any use other than information. However, for the survey records that do contain this information, in its future modelling and analytics, the CRD could use the data to better understand the travel patterns of households within different income brackets.

## 3.4 Access to vehicles

### 3.4.1 Vehicles and vehicle access

There is a strong relationship between mode choice and *access* to a vehicle. In other words, if a household has a vehicle, it is likely to be used. This is especially true of workers, who tend to have priority over the use of the household vehicle for their commute to work. Table 9 summarizes the characteristics of CRD households' access to a vehicle. Figure 21 and Table 10 show how these characteristics have changed over time. It can be seen that:

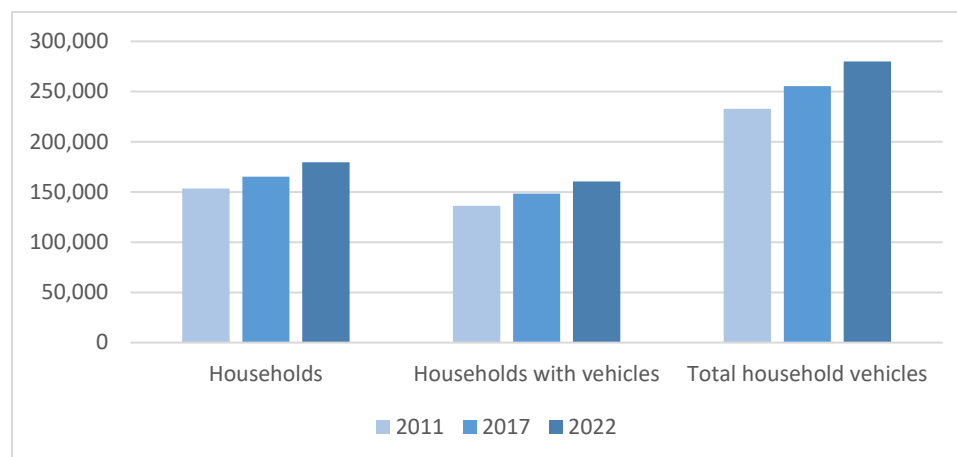
- **Access to a vehicle remains pervasive, although this varies by geography**, with vehicle access highest in the suburban communities like Saanich and Langford and lowest in Victoria:
  - 89% of RPA households have access to at least one vehicle. This pervasiveness has remained stable over time. In 2022, virtually all households in Saanich and Langford had access to a vehicle, while the same was true of three-quarters (75%) of Victoria households.
  - RPA households have an average of 1.56 vehicles each, reflecting slight growth since 2011. In 2022, there are almost 2 vehicles per household in the Saanich Peninsula and West Shore, with the rate closer to 1 vehicle per household in Victoria.
  - 93% of RPA residents of driving age (16+) have access to a household vehicle, representing an average of 0.83 vehicles per person 16+. Virtually all 16+ residents of Saanich and Langford have access to a vehicle (almost 1 vehicle on average), while the rate drops to 81% in Victoria (0.64 vehicle on average).

The geographical variations may reflect differences in dwelling type, density, dwelling tenure, household income, occupational status, accessibility to transit and other factors. Further research may be needed to understand the underlying factors.

Table 9. Access to household vehicles, 2022

	RPA	Sub-Areas			Large Municipalities		
		Saanich Peninsula	Core	West Shore	Victoria	Saanich	Langford
Total Households	179,490	19,590	120,560	39,340	49,870	48,340	19,970
Private Vehicles	279,800	38,180	166,970	74,650	50,770	82,930	35,540
Persons 16+ years of age	338,670	38,620	220,540	79,510	79,640	99,160	39,390
Avg. vehicles per household	1.56	1.95	1.38	1.90	1.02	1.72	1.78
Avg. per person 16+ years of age	0.83	0.99	0.76	0.94	0.64	0.84	0.90
% of Households with at least one Vehicle	89%	96%	86%	97%	75%	94%	97%
% of population 16+ years of age with access to a household vehicle	93%	98%	90%	98%	81%	96%	98%

Figure 21. Household vehicles, 2017-2022



Note: Reflects vehicles accessible to households in private dwellings (i.e., excludes collective dwellings).

Table 10. Household vehicles, 2011-2022

	2011	2017	2022
Households	153,400	165,100	179,490
Households with vehicles	136,300	148,300	160,430
Total household vehicles	232,800	255,300	279,800
% of households with at least one vehicle	89%	90%	89%
Average vehicles per household	1.52	1.55	1.56

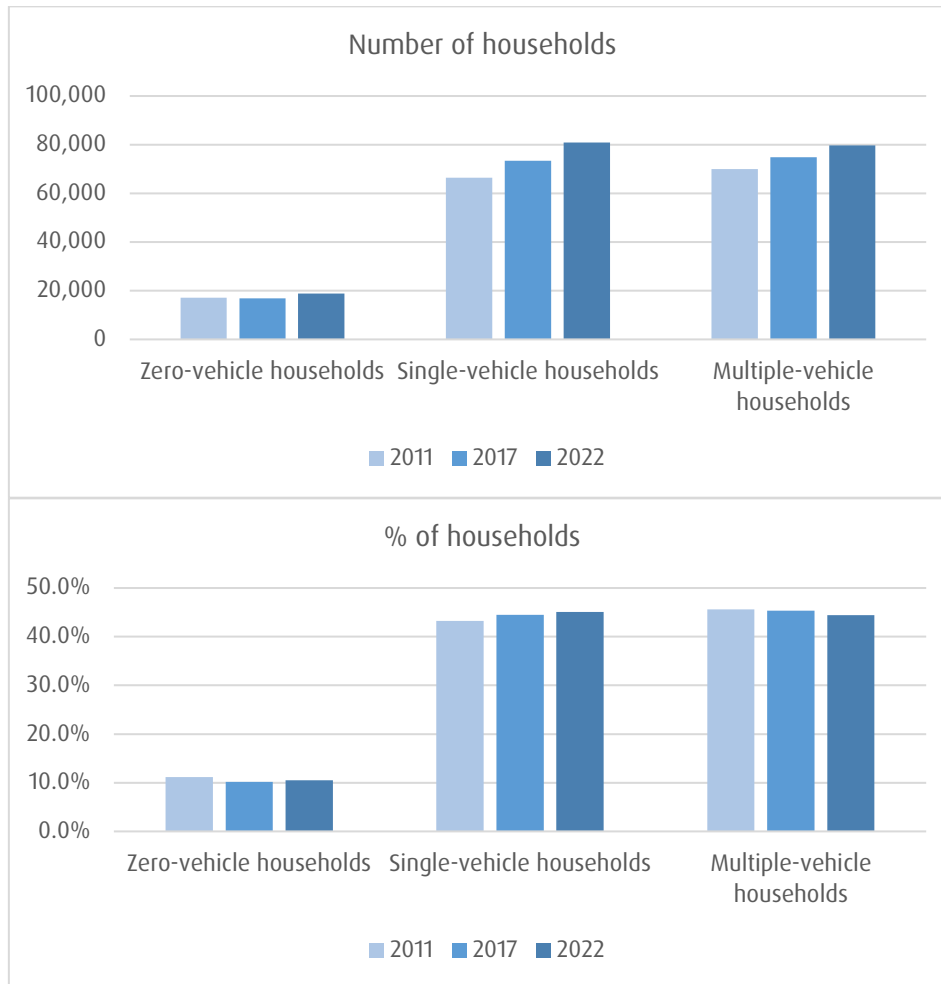
Note: Reflects vehicles accessible to households in private dwellings (i.e., excludes collective dwellings).

- More zero- and 1-vehicle households, while multi-vehicle households have more vehicles.** While the overall average number of vehicles per household has increased slightly, the distribution of these averages has shifted. Figure 22 and Table 11 show that although most households have access to a vehicle, the number of single-vehicle households now slightly exceeds households with two or more vehicles in 2022 (80,926 and 79,675 households, respectively).

Growth in single-vehicle households has been faster than growth in multi-vehicle households. Zero-vehicle households (18,891 households in 2022) have also grown slightly, after a slight drop in 2017. While these may be encouraging findings in terms of potentially reducing the dependency on the private auto, it should be noted that the 2022 findings might have been influenced by the pandemic-induced economic conditions. As well, the average numbers of vehicles in multi-vehicle households continues to grow slightly, from 2.38 vehicles per household in 2011 to 2.50 vehicles

per household in 2022, resulting in the slight increase in the overall number of vehicles per household (1.56 vehicles per household).

Figure 22. Vehicles per household, 2011-2022



Note: Reflects vehicles accessible to households in private dwellings (i.e., excludes collective dwellings).

Table 11. Details of vehicles per household, 2011-2022

	2011	2017	2022
Zero-vehicle households	17,095	16,800	18,891
Single-vehicle households	66,378	73,400	80,926
Multi-vehicle households (2+ vehicles)	69,967	74,900	79,675
Total households	153,440	165,100	179,492
Total vehicles	232,800	255,300	280,230
Total vehicles in multi-vehicle households	166,422	181,900	199,304
Average number of vehicles in multi-vehicle households	2.38	2.43	2.50

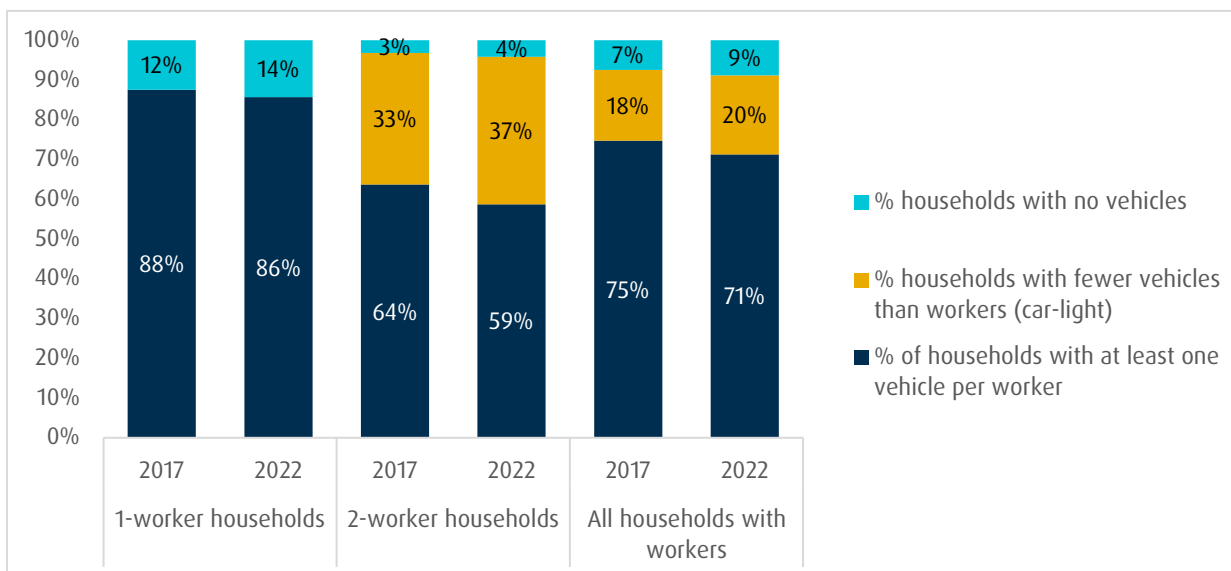
### 3.4.2 Car-light and zero-car households

One objective of sustainable land use and transportation plans is to make alternatives to driving sufficiently convenient that households can avoid the need for a vehicle, or for a second vehicle. A comparison of the 2017 and 2022 surveys suggests that **a gradual move towards 'car-light' and zero-car households is happening**, as summarized in Table 12 and Figure 23. The table focuses on vehicle availability according to households by number of workers who, as discussed in Section 3.2, are typically the priority users of a vehicle.

Table 12. Trends in 'car-light' households, 2017-2022

Vehicles in households with workers	2017	2022	%-pt Change	Change in # of such households
1-worker households	53,000	58,200		+10%
No vehicles	12.5%	14.3%	+1.9%	+26%
At least one vehicle	87.5%	85.7%	-1.9%	+7%
Households with 2 or more workers	61,600	67,000		+9%
No vehicles	3.2%	4.1%	+0.9%	+39%
Fewer vehicles than workers (car-light household)	33.1%	37.1%	+4.1%	+22%
At least one vehicle per worker	63.7%	58.7%	-5.0%	0%
All households with workers	114,600	125,200		+9%
No vehicles	7.5%	8.9%	+1.4%	+29%
Fewer vehicles than workers (car-light household)	17.8%	19.9%	+2.1%	+22%
At least one vehicle per worker	74.7%	71.3%	-3.5%	+4%

Figure 23. Trends in 'car-light' households, 2017-2022





For all households with workers:

- The proportion of zero-car households has increased – representing 8.9% of all households in 2022 compared with 7.5% in 2017 (and accounting for a 9% growth in the number of ‘working’ households).
- The proportion of ‘car-light’ households has also increased. These reflect households that have fewer vehicles than workers, at 19.9% of households in 2022 compared with 17.8% in 2017.
- The proportion of households that have at least one vehicle for each worker has correspondingly dropped – still a majority though representing 71.3% of households in 2022 compared with 74.7% in 2017.

Though slight, these trends suggest that households’ reliance on the private vehicle may be diminishing. Nonetheless, the factors underlying the diminishment are not known – in particular, the impact of the pandemic on the need to travel (hence a possible deferral of a vehicle purchase), the pandemic’s impact on household finances, shortages in vehicle availability (hence higher purchase prices), food price inflation and other factors in 2022. Further research is needed to understand the underlying factors. There will also be a need to monitor these trends over time.

Independent of this, it can also be noted that a higher percentage of 1-worker households does not have any vehicles, at a rate of 14.3% in 2022, compared with 4.1% of 2+ worker households. This might relate to household size, household income or other factors. Further research is needed to understand the underlying factors. It should also be noted that the numbers of 1-worker and 2+ worker households are comparable (46% v 54% of all households with workers), so a better understanding of the factors could provide important insights for policy.

### 3.4.3 Household size, composition and dwelling type

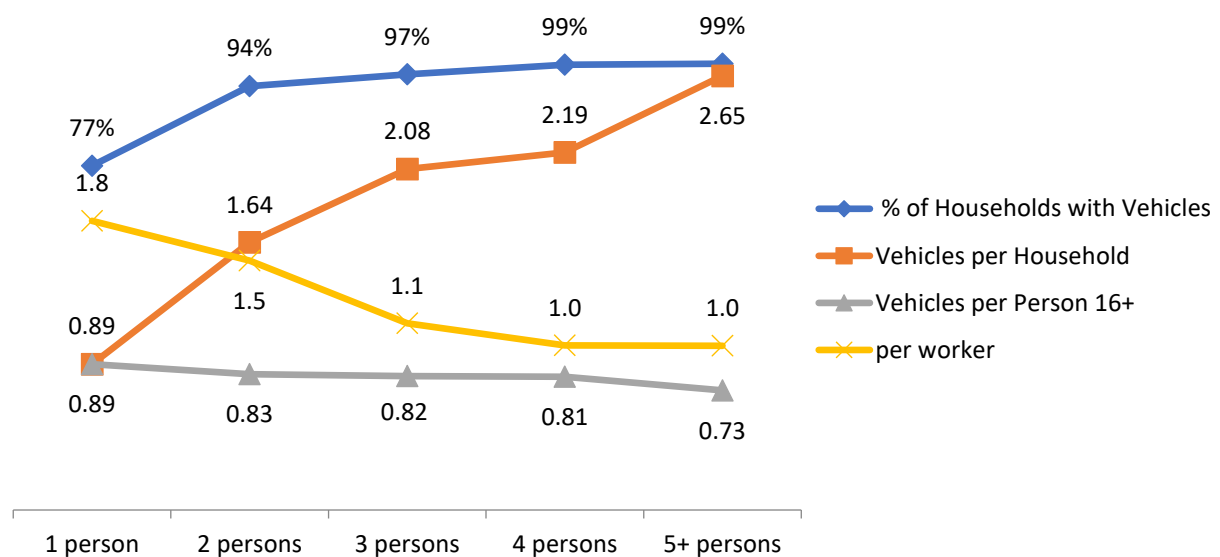
The next two figures show the relationship between access to a vehicle and household characteristics. Figure 24 shows the relationship with household size and composition. It can be seen that:

- **Vehicle access is virtually universal in the largest households.** Three-quarters (77%) of one-person households have access to a vehicle. However, this proportion rises quickly as household size increases. Virtually all households with 3 or more members have access to a vehicle.
- **The average number of vehicles per household rises quickly with household size.** 5+ person households have almost three times the number of vehicles as 1-person households, on average.
- **Working household members, on average, always have access to a vehicle.** There is at least 1 vehicle per worker, with 1.8 vehicles available on average in 1-person

households (the occupant is a worker) and 1.64 vehicles available for 2-person households (at least one member is working).

- **Driving-age (16+) persons on average, have relatively good access to a vehicle.** Even households that do not have a working member (e.g., households whose members are retired or do not work) tend to have access to a vehicle. The availability of vehicles per driving-age person drops gradually as household size increases, ranging from 0.89 vehicles per person 16+ in 1-person households (almost one vehicle per person 16+ on average) to 0.73 vehicles per person 16+ in 5+ person households. In other words, if a household member is working, then the household is almost certain to have at least one vehicle. If no one in the household is working, then it is still likely that the household has a vehicle.

Figure 24. Relationship between vehicle access and household size, 2022



Note: Reflects vehicles accessible to households in private dwellings (i.e., excludes collective dwellings).

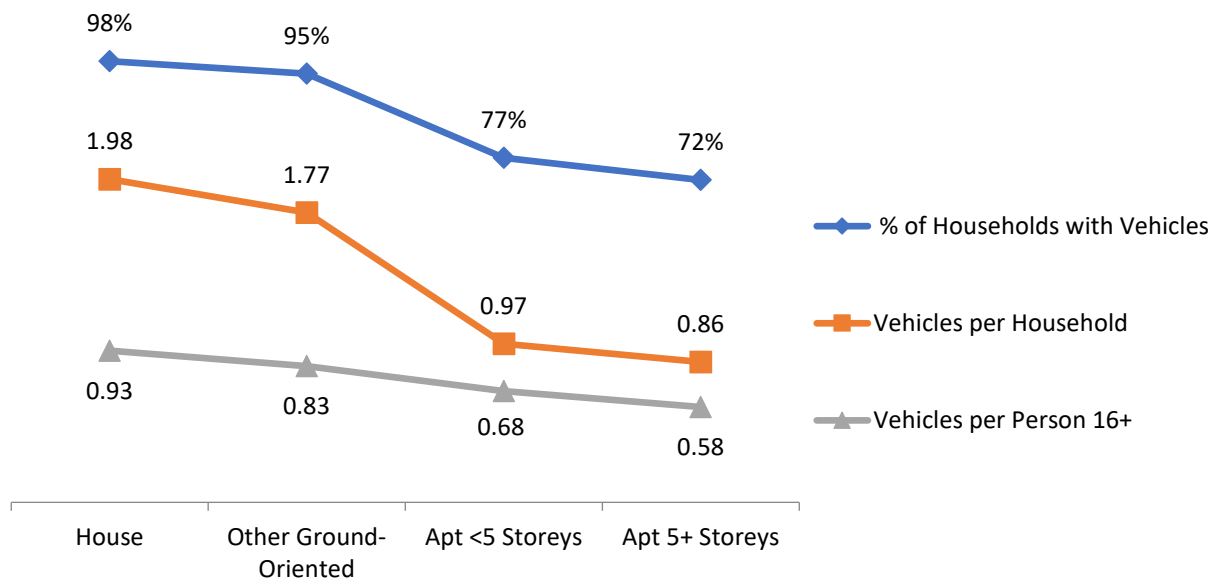
Dwelling type is also an indicator of access to a vehicle. Figure 25 shows that:

- **Virtually all houses and ground-oriented dwellings have access to a vehicle,** with virtually all houses (98%) having access to a vehicle.
- **Households in higher-density structures still have good access to a vehicle,** with three-quarters of apartments having access to a vehicle (77% for buildings with less than 5 storeys and 72% for those with 5 or more storeys).

- **Vehicle access may be linked to density.** In other words, the more dwellings per unit area, the less likely a household will have a vehicle, although vehicle accessibility is pervasive. Vehicle availability per driving-age person (16+) also drops with higher density.

It is important to note that the findings described here reflect observed conditions. Further research is needed to understand the relationship of density with other factors, notably where the dwelling is located (e.g., dense core or low-density suburb), proximity to destinations like work or school, household composition and size, the number of workers in the household, household income and more.

Figure 25. Relationship between vehicle access and dwelling type, 2022



Note: Reflects vehicles accessible to households in private dwellings (i.e., excludes collective dwellings).

### 3.4.4 Vehicle fuel types

**The take-up of alternative-fuelled 'green' vehicles is growing rapidly.** Though still a small proportion of the private vehicle stock,<sup>24</sup> the population of alternative-fuelled vehicles ('green' vehicles) has grown quickly in recent years. These include hybrids, plug-in hybrids, electric-only vehicles (EVs) and biodiesel. Figure 26 shows the breakdown of the vehicle population by fuel type, Figure 27 summarizes how the breakdown has changed since 2011 and further details are provided in Table 13.

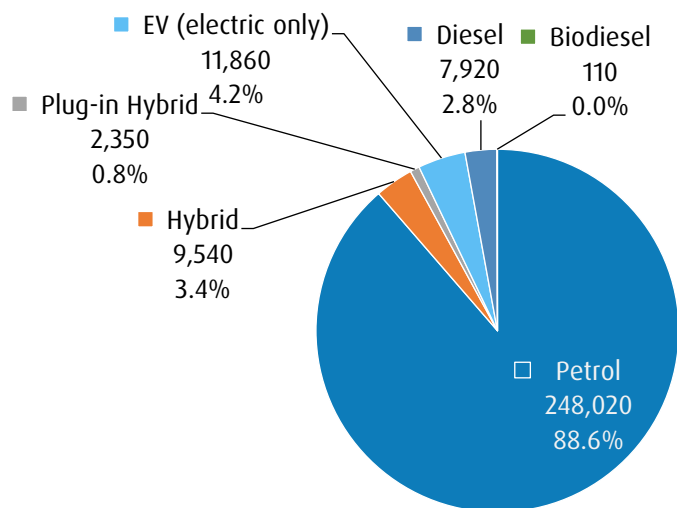
<sup>24</sup> As opposed to the stock of vehicles that are in commercial use.

Green alternative-fuelled vehicles represented 8.5% of the vehicle population in 2022, triple the 2.8% share in 2017, which itself was more than twice the 1.2% share in 2011. In absolute terms, this represents a tripling of green alternative-fuelled vehicles, from 8,100 vehicles in 2017 to 23,800 vehicles in 2022.<sup>25</sup> This growth has been driven by the six-fold+ increase in electric vehicles, from 1,900 vehicles in 2017 to 11,900 vehicles in 2022.

Note that comparison of the survey results with ICBC statistics on the fuel types of registered private vehicles shows that the number of EVs is higher in the expanded survey results than the ICBC counts. This suggests that EV owners may have been keener to participate in the survey, which could suggest a slight possible bias towards EV owners (although their overall relatively small numbers indicate that any bias to the results for other questions would be minimal). Even so, it should also be noted that the figures may not be directly comparable, given that the 'household vehicles' captured by the survey include both privately-owned vehicles and some business-owned vehicles kept at home by the business owner or available to employees for personal use. While the number of EVs is unquestionably growing fast, given that the numbers reflect the responses of surveyed households and may not correspond to ICBC's vehicle population breakdown, some caution should be used in interpreting the magnitude of the increase suggested by the survey results.

Note also that the absolute numbers of diesel and biodiesel vehicles have been declining over time, even as the total vehicle population has increased.

Figure 26. Vehicle population by fuel type, 2022



Notes: Given the relatively small numbers of some of these vehicle types, the percentages are shown to one decimal point. These figures reflect the responses of surveyed households and may not correspond to ICBC's vehicle population breakdowns.

<sup>25</sup> These figures include hybrid, plug-in hybrid, electric-only vehicles, biodiesel and other or unknown alternative fuel. Diesel and gasoline are grouped with gasoline as conventionally powered vehicles.

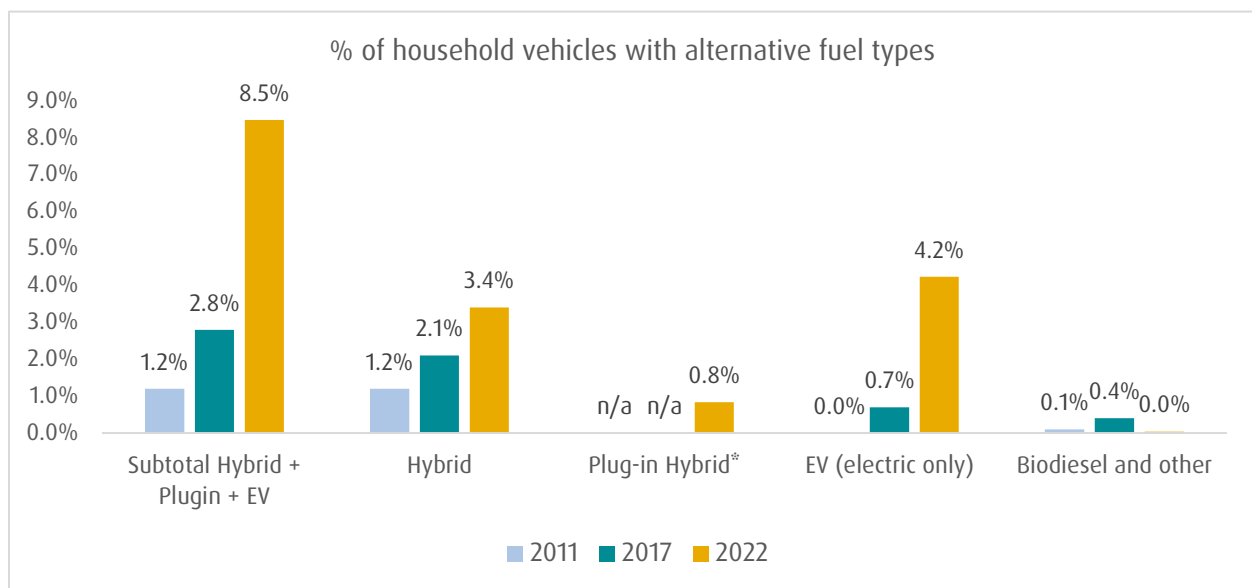
Table 13. Vehicle population by fuel type, 2011-2022

Vehicles by Fuel Type	2011	2017	2022	2011 %	2017 %	2022 %
Gasoline	219,700	239,000	248,000	94%	94%	89%
Hybrid	2,800	5,300	9,500	1%	2%	3%
Plug-in Hybrid	*	*	2,400	*	*	1%
EV (electric only)	100	1,900	11,900	0%	1%	4%
Diesel	9,900	8,200	7,900	4%	3%	3%
Biodiesel	300	400	100	0%	0%	0%
Other or Unknown Alternative Fuel	0	500	0	0%	0%	0%
Total	232,800	255,300	279,800	100%	100%	0%

\*Plug-in hybrids were not tracked separately from non-plug-in hybrids in 2011 and 2017.

These figures reflect the responses of surveyed households and may not correspond to ICBC's vehicle population breakdowns for the area.

Figure 27. Households with green alternative-fuelled vehicles, 2011-2022



Note: Reflects households in private dwellings (i.e., excludes collective dwellings).

\*Plug-in hybrids were not tracked separately from non-plug-in hybrids in 2011 and 2017.

### 3.4.5 Access to EV charging at home or nearby

Respondents were asked if they had access to EV charging. The responses are summarized in Figure 28. Table 14 breaks down the responses by geography, Figure 29 provides a breakdown by dwelling type and Table 15 provides a breakdown by tenure.

For clarity, note that respondents were instructed to answer yes if they have access to an AC Household Charging station (wallbox) or a DC Fast Charge station, whether public or private, or if they have access to specialized equipment for safe AC trickle charging, though only if it is designed for regular/daily use rather than occasional/emergency use. These definitions were used to avoid the confusion that many vehicles can have a plug-in to a regular outlet, which has a very long trickle charging and could be used for purposes other than EV charging.

Note this was a supplemental question to the survey. One-third of respondents did not answer to it. Of those who responded:

- **One-quarter of responding households have access to EV charging**, 15% in their building and 11% nearby. EV charging was not available or near enough to be used conveniently for two-thirds (63%) of the responding households. Eleven percent did not know.
- **Access varies by location**, ranging from 32% of Saanich Peninsula respondents having access to EV charging to 21% of Victoria households and 22% of Langford households (though Victoria and Langford respondents also had higher rates of 'don't know' responses).
- **Access is highest in 5+ storey apartments**, with 42% of these respondents having access in their building (33%) or nearby (9%). The access rate was 28% for houses, 26% for ground-oriented dwellings and 18% for apartments of less than 5 storeys.
- **Access is greater for owners**, with 28% of these respondents having access in their building (17%) or nearby (11%). Twenty percent of renters had access, either in their building (10%) or nearby (10%). Renters had higher incidences of 'don't know' responses (16% v 10% for owners).

Although informative regarding the take-up of EV charging (and, by implication, the choice of an EV for the household vehicle), the response rates to this supplemental survey question could overstate the incidence of EV charging. Other factors might also apply. For example, a renter might not have permission to implement charging equipment in their dwelling and awareness of EV charging facilities outside one's dwelling may be of interest only to those who have an EV. Further research is needed to understand the findings.

Figure 28. Reported Access to EV Charging, 2022

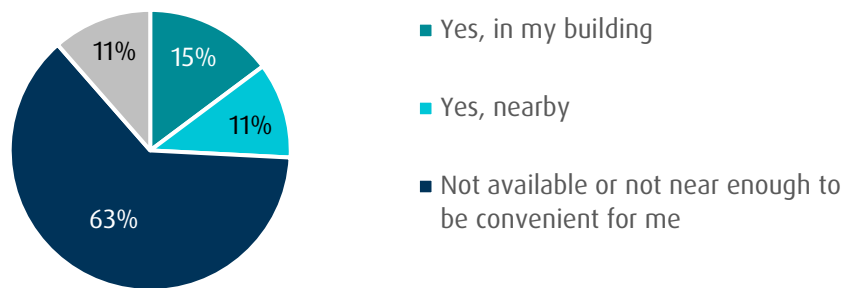


Table 14. Reported access to EV charging by geography

Is electric vehicle charging available to you where you live? *	RPA	Saanich Peninsula	Core	West Shore	Victoria	Saanich	Langford
Yes, in my building	15%	18%	15%	14%	14%	14%	13%
Yes, nearby	11%	14%	10%	13%	7%	11%	9%
Not available or not near enough to be convenient for me	63%	61%	63%	63%	63%	64%	64%
Don't know	11%	8%	12%	10%	15%	11%	14%

\* Survey participants were instructed to answer yes if they have access to an AC Household Charging station (wallbox), or a DC Fast Charge station, whether public or private, or if they have access to specialized equipment for safe AC trickle charging, though only if it is designed for regular/daily use rather than occasional/emergency use.

Figure 29. Relationship between dwelling type and access to EV charging

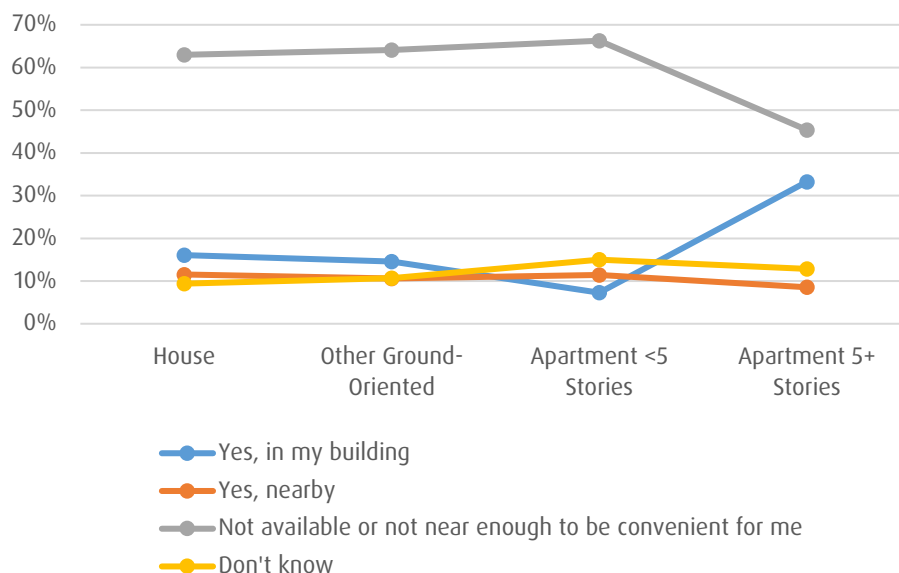


Table 15. Renters' and owners' access to EV charging

Is electric vehicle charging available to you where you live?	Renter	Owner
Yes, in my building	10%	17%
Yes, nearby	10%	11%
Not available or not near enough to be convenient for me	64%	62%
Don't know	16%	10%

### 3.4.6 Licensed drivers and car share membership

Access to vehicles also can be described in terms of driver licensing and car share membership (where the latter reflects who is able to access a vehicle, regardless of ownership).

Table 16 and Figure 30 profile how the proportion of the population that is **licensed to drive** has changed over time.

Table 16. Driver's licences, 2011 to 2022

	2011	2017	2022
Population 16+	273,300	311,700	338,700
Population with a driver's licence	237,700	279,700	305,390
% with driver's licence	87%	90%	90%

It can be seen that:

- **Licensing is pervasive among the 16+ population.** The sustained 90% proportion of licensed drivers over time means that the take-up of a licence has kept pace with population growth. The proportions of licensed male drivers are generally greater than those of female drivers for most age cohorts, with differences accentuated among younger and older cohorts.
- **More younger drivers are getting their licences.** Recent surveys elsewhere in Canada and the United States have shown a drop-off in the numbers of licensed drivers in their teens and twenties, with a suggestion that young adults might be eschewing licences and the purchase of a vehicle in favour of other mobility options. Figure 30 shows that take-up of licences among teens and young adults has increased since 2011 for both men and women.
- **Older drivers are retaining their licences for longer periods.** Figure 30 also shows that older drivers are retaining their licences to a later age, although this varies between men and women. For women, the drop-off that was apparent in the 65-69 cohort in 2011 is now being delayed to the 75-79 cohort. For men, the drop-off that began in the 75-79 cohort in 2011 is now being delayed to the 80-84 cohort. In other words,



men are still retaining their licences longer, though both men and women are driving (or are retaining the ability to drive) at older ages.

Figure 30. Driver's licencing rates by age and gender, 2011-2022

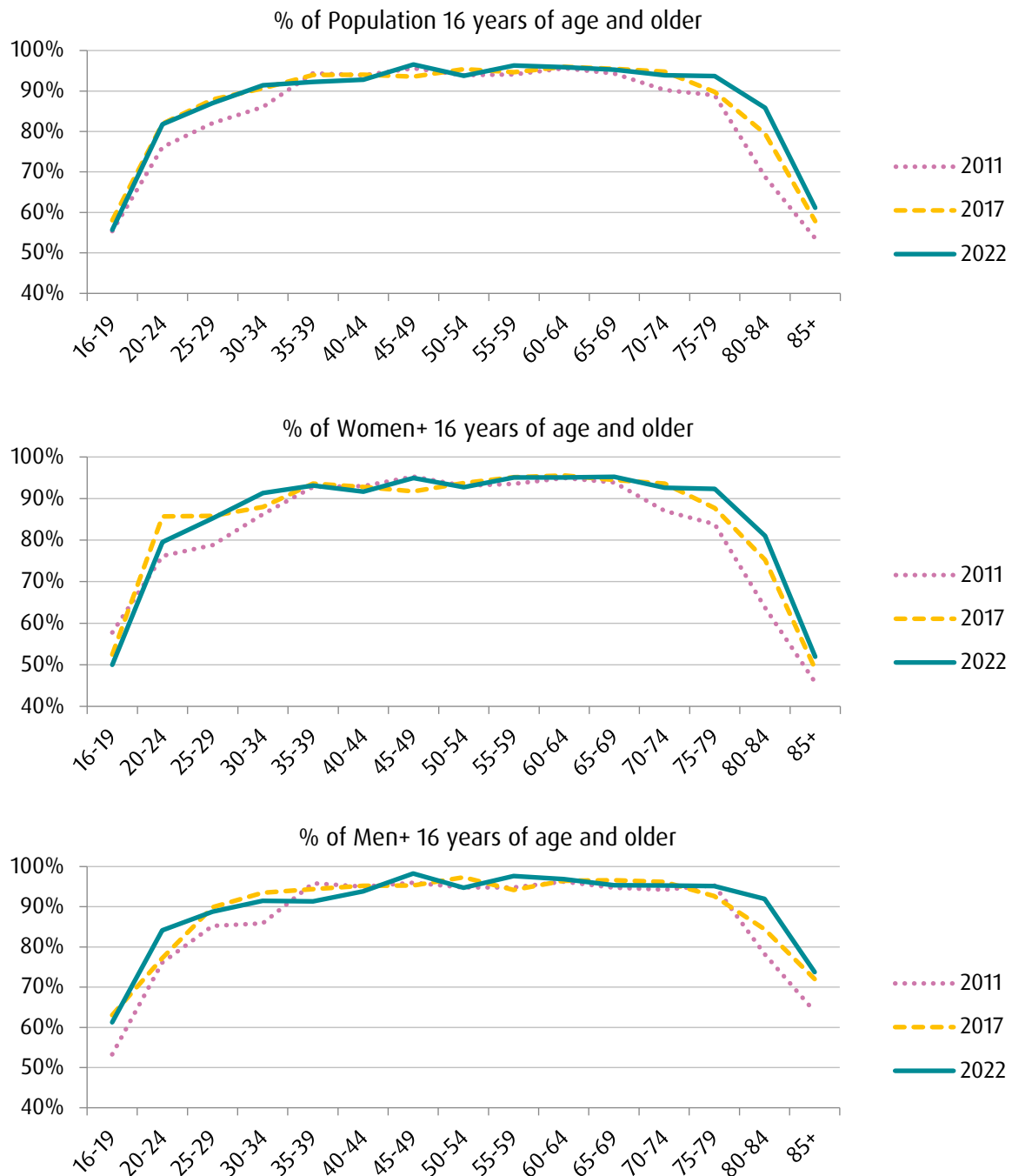


Figure 31 and Table 17 describe how **car share membership** has changed over time (data are available only from 2017). While only a small proportion of the eligible driving population has a membership in one or more of the car share providers, the rate has more than doubled since 2017, from 1.8% to 4.4% of the 16+ population, with an absolute increase of 2.6 times.

In sum, the driver licensing characteristics indicate that people are getting their licences earlier. Drivers are also keeping their licences longer, so that they can retain the ability to drive if they are eligible to do so. The upward trend in car share membership supports this desire and may provide evidence that more people realize they do not need to own a vehicle to do so.

Figure 31. Car share membership, 2017 to 2022

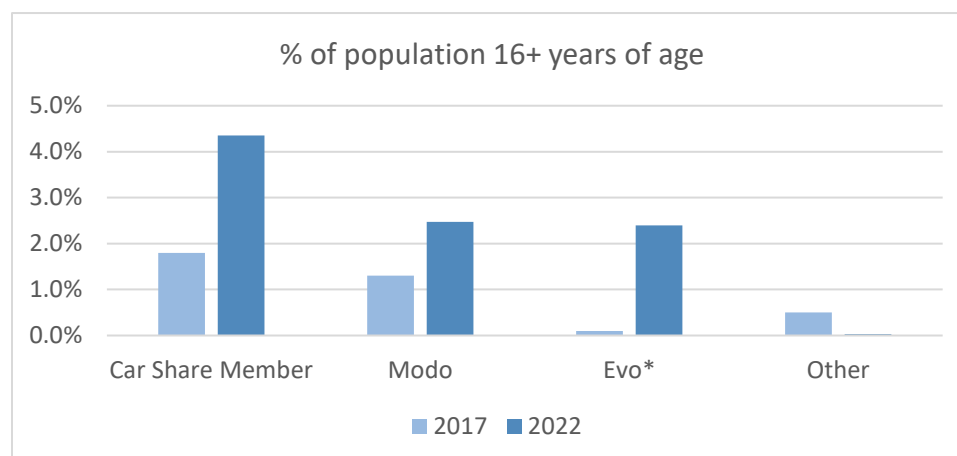


Table 17. Car share membership, 2017 to 2022

	Persons 16+		% of Persons 16+	
	2017	2022	2017	2022
Total Persons 16+ Years	306,100	338,700	100.0%	100.0%
Car Share Members	5,600	14,700	1.8%	4.4%
Modo	4,000	8,400	1.3%	2.5%
Evo*	400	8,100	0.1%	2.4%
Other	1,500	100	0.5%	0.0%

\* Evo was not operational in the CRD in 2017. In 2017, Evo car share members would have used the service in other cities. Readers are reminded that figures are expanded survey results and may not necessarily match actual membership figures. Evo membership is provided free to all BCAA members. However, not all BCAA members may be aware or recall that they have an included Evo membership.

### 3.5 Access to bicycles and e-micromobility devices

This discussion looks at households' access to bicycles and e-micromobility devices, which can serve to complement to using, or as an alternative to owning, a household vehicle. Bicycles include adult and children's bicycles, as well as adult e-bikes (which have an electric motor to assist the cyclist when they are pedalling). E-micromobility devices include e-scooters, e-skateboards,



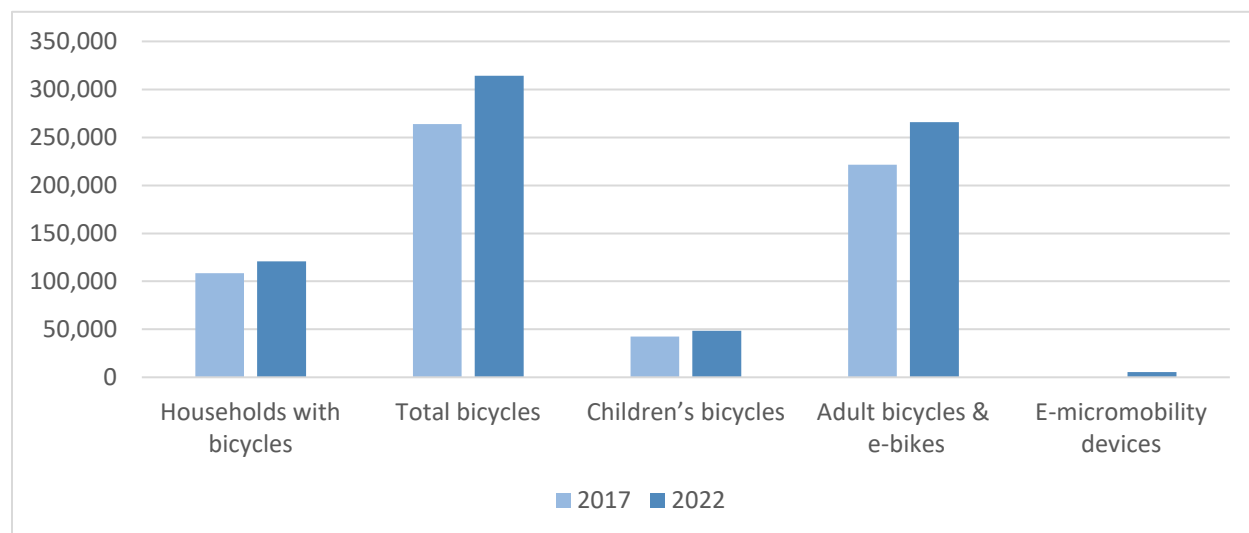
hoverboards and other lightweight low-speed electric-powered devices. The survey counted electric throttle-assisted bicycles that do not need to be pedalled to accelerate as e-micromobility devices, rather than as e-bikes. Heavier devices such as electric wheelchairs and mobility scooters were not included as e-micromobility devices for the purposes of the survey. Figure 32, Figure 33 and Table 18 profile the characteristics and take-up of bicycles and e-micromobility devices:

- **Bicycles are pervasive among RPA households, though not as pervasive as vehicles:**
  - **Two-thirds of RPA households have at least one adult bicycle or e-bike,** representing a slight increase from 2017 (66% in 2022 compared with 64% in 2017). By comparison, 90% of households have access to at least one vehicle.
  - **71% of households with children have at least one child-sized bicycle,** the same as in 2017.
- **E-bikes make up 10% of the stock of all bicycles (including children's bicycles) and 11% of adult bicycles** (when regular non-motorized adult bicycles and adult e-bikes are combined). As discussed in the next chapter, e-bikes were used for 30% of the trips made by cyclists. In other words, just as people who have access to a vehicle will use them, these numbers suggest that the same is true for those who have access to an e-bike.
- **The stock of total adult bicycles (combining non-motorized bicycles and e-bikes) has grown by 20% since 2017,** compared with a 15% growth in children's bicycles. Note that adult bicycles and e-bikes combined made up 85% of the bicycle stock in 2022. Although data on e-bikes were not collected in 2017, the 2022 stock of 30,490 e-bikes suggests that **e-bikes purchases could be responsible for much of the surge in the**

**adult bike population.** Note also that the District of Saanich introduced an e-bike rebate program in October 2021, which also may have impacted the surge.<sup>26</sup>

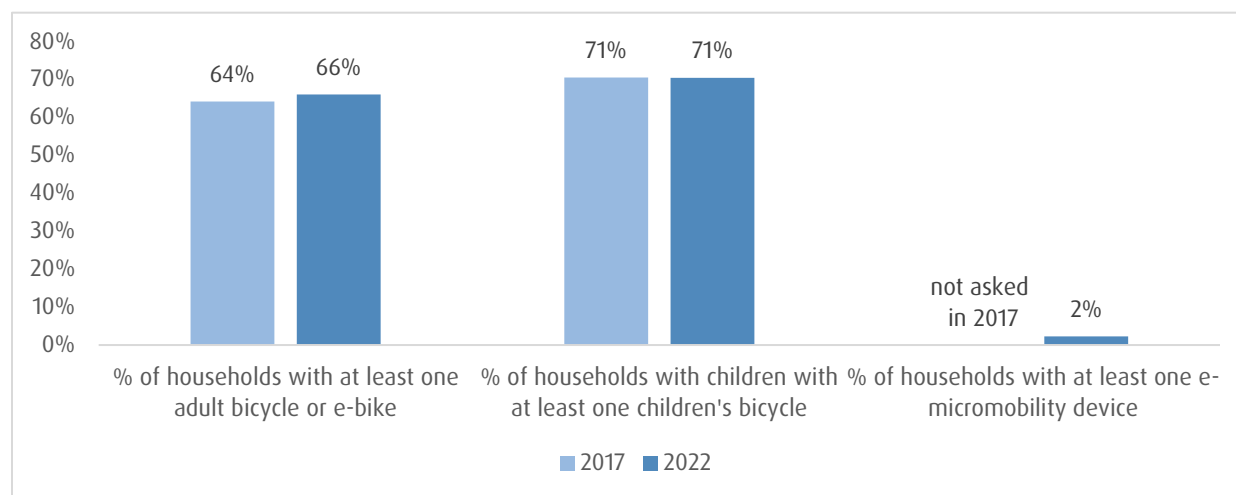
- A small proportion of households has access to e-micromobility devices, at 2.3% of all households.

Figure 32. Household bicycles and e-micromobility devices, 2017-2022



Note: Reflects bicycles accessible to households in private dwellings (i.e., excludes collective dwellings).

Figure 33. Percent of households with access to bicycles and e-micromobility, 2017-2022



Note: Reflects bicycles accessible to households in private dwellings (i.e., excludes collective dwellings).

<sup>26</sup> *E-bike Incentives*, District of Saanich, no date (<https://www.saanich.ca/EN/main/community/sustainable-saanich/climate-change/programs-rebates/e-bike-incentives.html>). The Province introduced a new rebate program for e-bikes on June 1, 2023. This program does not require applicants to scrap a car in order to access the rebate. *Rebates make new e-bike purchases more affordable*, media release, Ministry of Transportation and Infrastructure, May 25, 2023.

Table 18. Bicycles and e-micromobility device statistics by sub areas, 2022

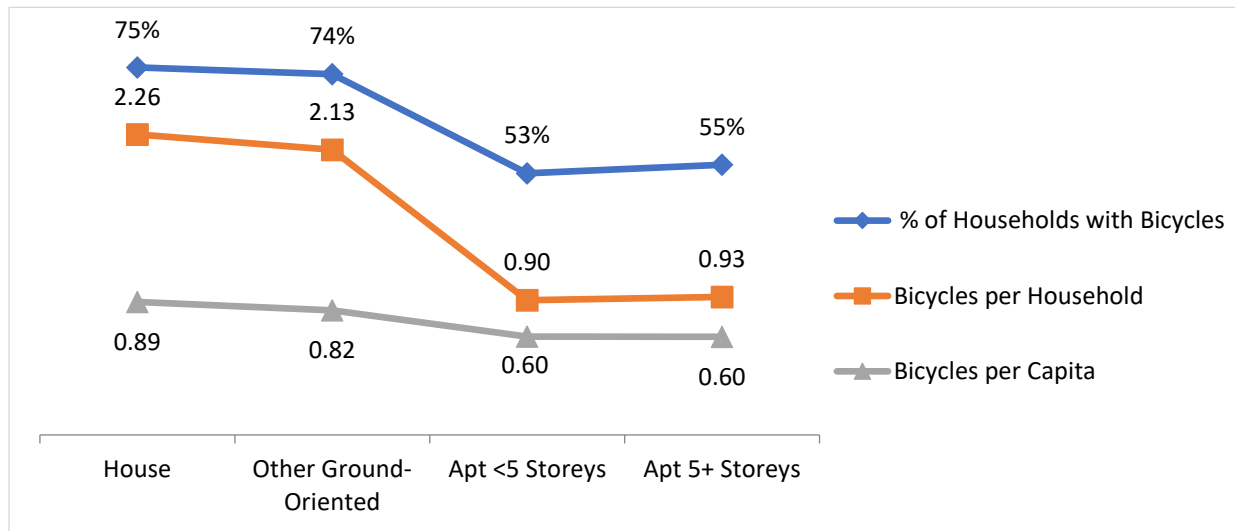
		Sub Areas			Largest Municipalities		
	RPA	Saanich Peninsula	Core	West Shore	Victoria	Saanich	Langford
Total private households	179,490	19,590	120,560	39,340	49,870	48,340	19,970
Population in households	393,990	44,390	253,160	96,440	88,810	115,920	48,400
Households with children <18 years	37,480	3,800	22,480	11,200	6,550	11,310	5,990
Total bicycles	314,320	35,880	208,190	70,250	71,340	96,620	33,700
Adult bicycles (non-motorized)	235,330	27,460	159,500	48,370	56,920	71,820	23,100
Adult e-bikes	30,490	3,050	20,330	7,110	6,790	9,660	3,200
Child bicycles	48,500	5,370	28,360	14,770	7,630	15,140	7,400
Avg. bicycles per household	1.75	1.83	1.73	1.78	1.43	2.00	1.69
Avg. bicycles per capita	0.80	0.81	0.82	0.73	0.80	0.83	0.70
% of households with at least one bicycle	67%	70%	68%	66%	64%	72%	65%
% of households with at least one adult bicycle or e-bike	66%	69%	67%	63%	63%	70%	63%
% of households with children with at least one children's bicycle	70%	75%	69%	72%	65%	72%	70%
E-micromobility devices (e-scooter, etc.)	5,350	510	2,950	1,890	1,200	1,150	910
% of households with at least one e-micromobility device	2.3%	2.2%	2.0%	3.2%	1.8%	2.2%	3.7%

E-bikes are pedal-assisted electric bicycle with a top speed of 32 km/h. The electric motor only operates when you pedal.

E-micromobility devices include e-scooters, e-skateboards, hoverboards and other lightweight low-speed electric-powered devices, including electric throttle-assisted bicycles that do not need to pedal in order to accelerate. They do not include heavier devices such as electric wheelchairs and mobility scooters.

Figure 34 shows bicycle access by dwelling type. The figure accounts for adults' and children's bicycles together. The highest proportions of households that have bicycles are among houses and other ground-oriented dwellings (75%), though the proportions drop to close to just over half of apartments. Similarly, the availability rates per household are highest among houses and other ground-oriented dwellings, with the rates almost 2.5 times those for apartment households. Per capita, the differences are less pronounced.

Figure 34. Relationship between bicycle access and dwelling type, 2022



Note: Reflects bicycles accessible to households in private dwellings (i.e., excludes collective dwellings).

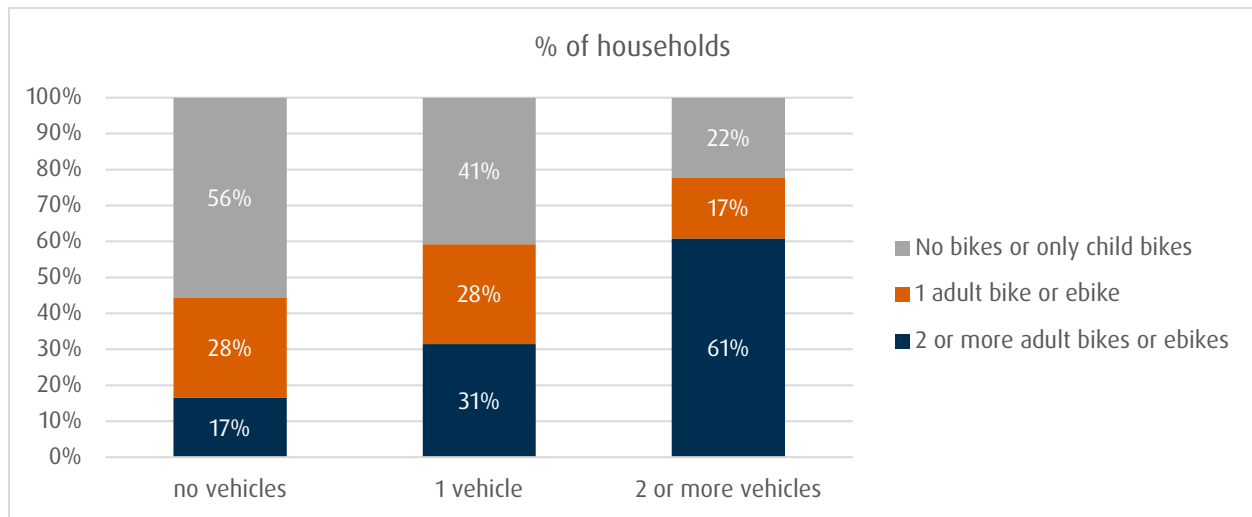
It is informative to **compare** bicycle access by dwelling type with vehicle access by dwelling type (Figure 25):

- Generally, the trend lines (the shape of the curves) are similar for both bicycles and vehicles.
- Virtually all houses and ground-oriented dwellings have access to a vehicle, whereas only 75% of these dwellings have access to a bicycle. Three-quarters of apartments have access to a vehicle, while just over half of apartments have access to a bicycle.
- Per household, the average take-up rates for bicycles are slightly to moderately higher than those for vehicles. For example, in houses there are 2.26 bicycles per household compared with 1.98 vehicles per household. The rates are reversed for apartments less than 5 storeys.
- Per capita, the rates are also similar, noting that the bicycle take-up is measured against the entire 5+ population (i.e., the entire eligible bike-riding population) while the vehicle take-up is measured against the 16+ population (the eligible driving-age population).

Figure 35 compares the share of households that have access to an adult bicycle with those that have access to a vehicle. The figure shows that bicycle access and vehicle access, according to the average numbers of each per household, are complementary. In other words, there is no apparent indication that households are purchasing a bicycle to substitute for a vehicle, or vice versa. Other factors may be more indicative of the take-up of either

mode – e.g., household size and composition, location and so on. Further research is needed to understand the underlying factors.

Figure 35. Household access to bicycle v access to vehicle



### 3.6 Summary: key takeaways

This chapter reviews the household and demographic factors that determine the need to travel and travel characteristics. Nine key takeaways are presented below:

1. The number of workers (potential commuters), households (generators of trips) and vehicles – all determinants of travel – have grown faster than population.
2. The 25-64 age cohort, which dominates the labour force and the formation of households, comprises just over half the population. However, the population of seniors (65+) has grown quickly and there are now almost as many seniors as there are school-age children and young adults in the 0-24 cohort.
3. More people are able to drive: more younger people are getting their driver's licence and seniors are retaining their licence longer.
4. Office jobs, typically a primary market for commuting by transit, remain the largest single occupation. After a 26% growth since 2017, office jobs now make up almost half (44%) the RPA's jobs. Some occupations also grew since 2017, notably health care & social assistance (12% of all jobs). However, other occupations like accommodation & food service and retail & wholesale, contracted.
5. The home-work commute makes up a significant component of peak period travel. However, where people work has changed through the pandemic. Three-quarters of workers have a usual workplace outside the home. However, following the pandemic, one-third of full-time workers with usual workplaces outside the home have hybrid working arrangements, with 32% working at home at least one day a week. The share of workers who work exclusively from home has doubled, from 8% in 2017 to 16% in 2022. Around 10% of workers have no fixed workplace.
6. Household access to a vehicle is pervasive. On average, there are 1.31 vehicles per worker. This is more than enough to serve workers, who tend to have priority for the vehicle, and other family members. Even so, almost 20% of households are 'car-light,' meaning that they have fewer vehicles than they do workers. There are more zero-vehicle and 1-vehicle households than in 2017; however, multi-vehicle households have more vehicles on average than they did in 2017.
7. The take-up of alternative-fuelled 'green' vehicles is growing rapidly, representing 9% of the vehicle population 2022, which is a three-fold increase since 2017. This growth has been driven by the six-fold+ increase in electric vehicles since 2017.
8. Household access to an adult bicycle is pervasive, though less so than access to vehicles. Bicycle and vehicle take-up tend to be complementary, meaning that neither mode substitutes for the other mode completely.
9. The stock of adult bicycles and e-bikes has increased by 20% since 2017. Indications are that e-bike purchases comprise an important part of that growth. A small proportion of households has access to e-micromobility devices.



## 4 DAILY TRAVEL CHARACTERISTICS

This chapter presents the characteristics of the trips captured in the survey. The details of these trips were collected from household members who were 5 years of age and older. The ensuing discussion describes daily trips and trip rates, mode shares (daily and during the commuter peaks), trip purposes, characteristics of vehicle, transit, cycling and walking trips, weekday commuting and telecommuting patterns and inter-district flows. Note that trip rates are based on trips made by population and households in the RPA, however total trips, overall mode shares, and various other statistics are based on trips in the RPA made by all surveyed households, including Salt Spring Island households.

### 4.1 Total trips and trip rates

#### 4.1.1 Daily trips

This section presents the key travel characteristics from the 2022 and compares them with previous surveys. Prior to 2017, trips made by persons 11 years and older were included. From 2017, trips by persons 5+ and older are being captured. As a result, comparisons with previous surveys must be referenced in two ways.

Through 2017, the total number of daily trips made by RPA residents increased, even as the average daily number of trips made per person decreased steadily. However, **2022 marked a significant drop in both total trips and the average trip rate per person**, for both the 5+ and 11+ thresholds. The evident explanation is an apparent lingering effect of the pandemic-induced changes in people's daily activities.

**Compared with 2017, daily trip volumes for persons aged 5+ dropped by 10% to 995,900 daily trips in 2022 from 1,104,300 trips**, as shown in Figure 36. This corresponds to a **17% reduction in the average daily trip rate per person aged 5+, to 2.63 trips per person in 2022 from 3.17 trips per person in 2017**. It also corresponds to a **17% reduction in average daily trips per household, to 5.54 trips per household in 2022 from 6.69 trips per household in 2017**.<sup>27</sup> As noted in the next paragraph, the steep reductions since 2017 hold true whether measured for persons 5+ or for persons 11+.

**Ongoing contractions in average trip rates were greater after 2017.** These reductions take on a more profound context when compared with changes in travel patterns over the 21-year period. Figure 37 and Table 19 shows these changes for the 11+ RPA population.<sup>28</sup> RPA population and households have increased steadily since 2001, as have total daily trips (except for a slight drop in 2011). However, average daily trips per household and per person have dropped steadily since 2006. In the 11-year period between 2006 and 2017, average daily trips per household and per person contracted by -9.0% and -8.6% respectively. A much

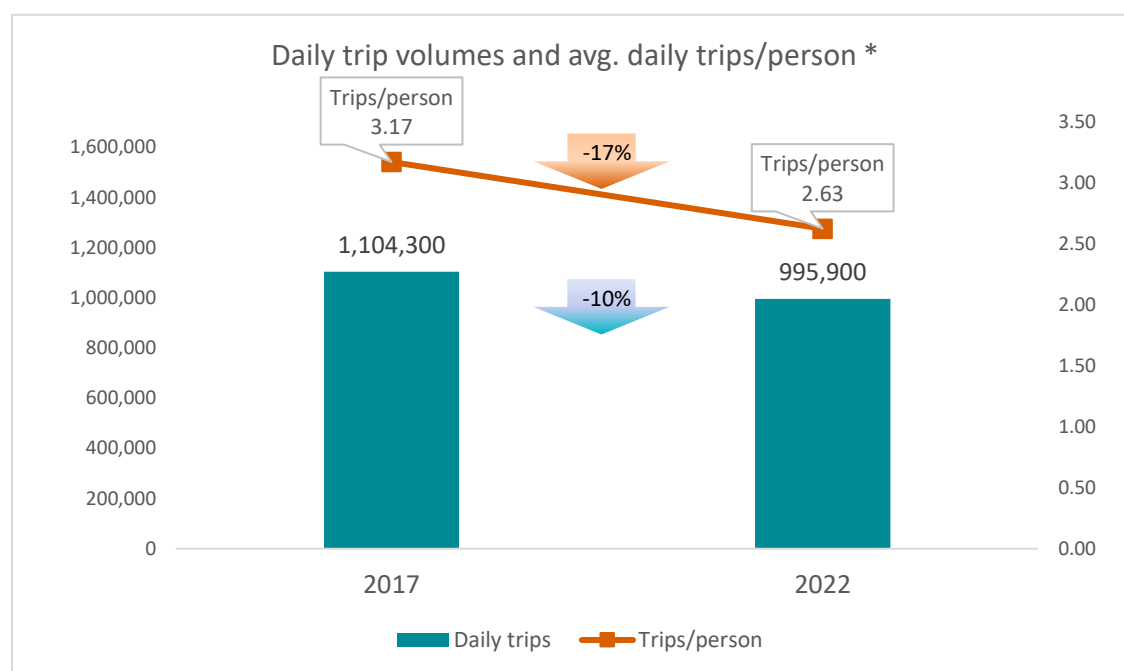
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<sup>27</sup> Based on 1,104,300 trips in the RPA made by persons 5+ in 2017 and 995,900 trips in the RPA made by persons 5+ in 2022.

<sup>28</sup> Excludes trips made by Salt Spring Island residents.

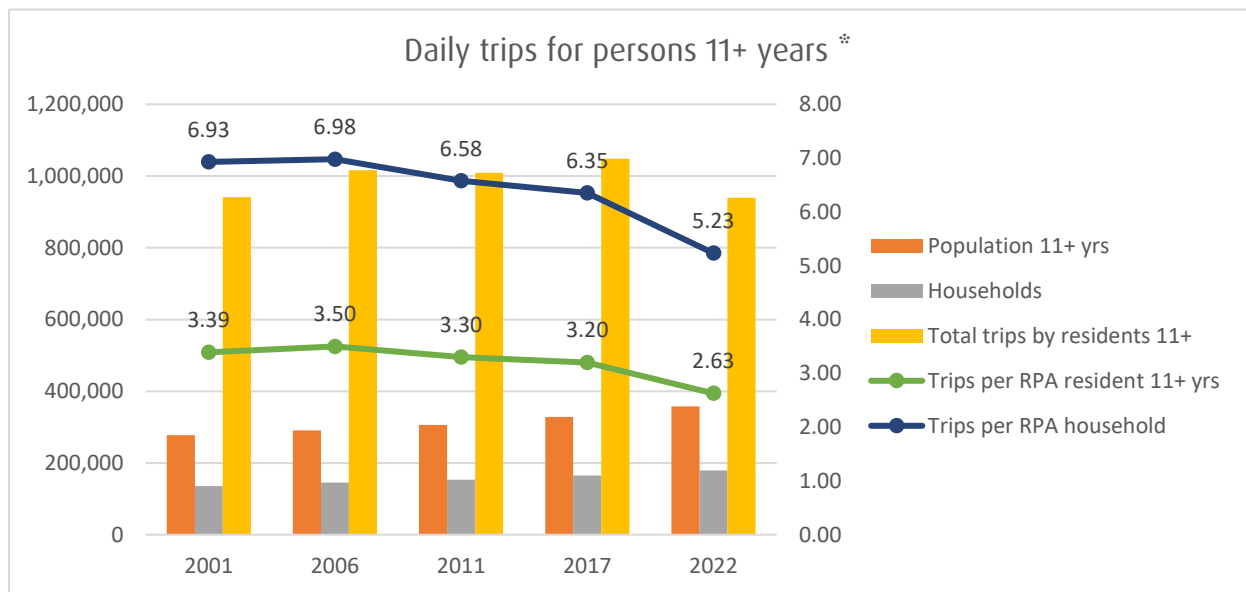
steeper contraction has been recorded since then, with the 2022 averages representing declines of -17.6% and -17.9% respectively since 2017. While trends between 2017 and the onset of the pandemic are not available, the changes in travel behaviour (described in the ensuing sections) are consistent with the lingering effects of the profound pandemic-induced shifts in people's daily activity.

Figure 36. Daily trips for persons 5+ years, 2017 and 2022



\* Total trip volumes: all trips in the RPA, including Salt Spring Island residents' trips in the RPA. Trips/person: trips in the RPA made by RPA residents, excluding Salt Spring Island residents and their trips.

Figure 37. Trips for persons 11+ years, RPA households, 2001-2022



\* All trips in the RPA that are made by RPA residents 11+, which excludes Salt Spring Island residents' trips.

Table 19. Details of trips for persons 11+ years, RPA households, 2001-2022

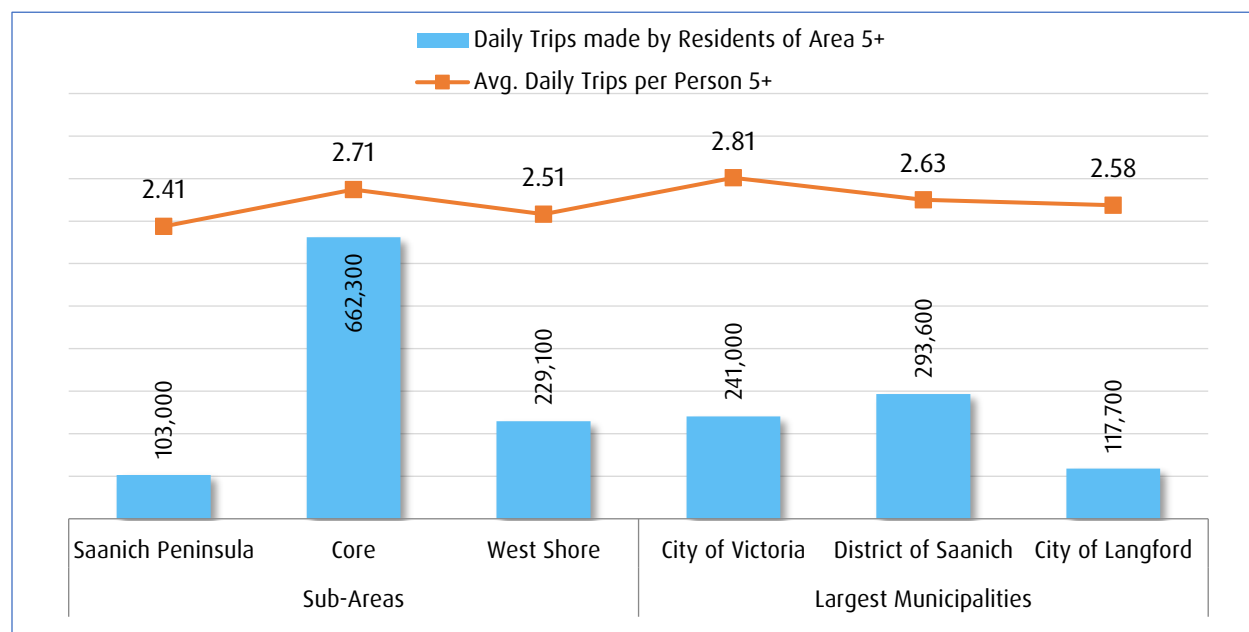
						% Difference - 5yr				% Diff - 21yr
	2001	2006	2011	2017	2022	2001 - 2006	2006 - 2011	2011 - 2017	2017 - 2022	2001 - 2022
Population	305,100	322,900	338,000	363,300	394,000	5.8%	4.7%	7.5%	8.5%	29.1%
Population 11+ years	277,800	290,400	306,000	328,000	357,600	4.5%	5.4%	7.2%	9.0%	28.7%
Households	135,700	145,500	153,400	165,100	179,500	7.2%	5.4%	7.6%	8.7%	32.3%
Total trips by residents 11+ *	941,100	1,015,900	1,009,000	1,048,700	939,100	7.9%	-0.7%	3.9%	-10.5%	-0.2%
Trips per RPA resident	3.08	3.15	2.99	2.89	2.38	2.0%	-5.1%	-3.3%	-17.5%	-22.6%
Trips per RPA resident 11+	3.39	3.50	3.30	3.20	2.63	3.3%	-5.7%	-3.1%	-17.9%	-22.5%
Trips per RPA household	6.93	6.98	6.58	6.35	5.23	0.7%	-5.8%	-3.4%	-17.6%	-24.5%

\* All trips in the RPA that are made by RPA residents 11+, which excludes Salt Spring Island residents' trips.

**Trip rates vary by sub-area.** As shown in Figure 38 and detailed in Table 20, the daily trip rate per person 5+ is highest in the Core (which also generates two-thirds of daily trips) at 2.71 trips per person 5+ and in the City of Victoria at 2.81 trips per person 5+. The trips rates are lowest in the Saanich Peninsula (2.41 trips per person 5+) and in the City of Langford (2.58 trips per person 5+). The daily trip rates per household are highest in the West Shore (4.83 trips per household) and especially in the District of Saanich (6.07 trips per household). The rates are lowest in the Saanich Peninsula (5.26 trips per household) and in the City of Victoria (4.83 trips per household). **Per person trip rates are highest in the Core and lowest in**

the suburbs. Household trip rates are highest in the suburbs, which reflects the larger household sizes.

Figure 38. Details of daily trips, sub-areas and largest municipalities, 2022



\* All trips in the RPA that are made by RPA residents, which excludes Salt Spring Island residents' trips.

Table 20. Trips and trip rates made persons 5+ years, by sub-area, 2022

		Sub-Areas			Largest Municipalities		
	RPA Residents	Saanich Peninsula	Core	West Shore	City of Victoria	District of Saanich	City of Langford
Households	179,500	19,600	120,600	39,300	49,900	48,300	20,000
Total persons 5+ years of age	378,600	42,800	244,300	91,400	85,900	111,800	45,600
% who travelled	84%	79%	85%	81%	86%	85%	83%
Total trips *	994,400	103,000	662,300	229,100	241,000	293,600	117,700
Household trip rate	5.54	5.26	5.49	5.82	4.83	6.07	5.90
Person trip rate	2.63	2.41	2.71	2.51	2.81	2.63	2.58

\* All trips in the RPA that are made by RPA residents, which excludes Salt Spring Island residents' trips.

#### 4.1.2 Comparison with other jurisdictions

Table 21 provides a comparison of the CRD survey trip rates with those of selected other urban regions in Canada. The comparison serves to validate the key travel characteristics from the CRD; namely, daily person and household trip rates. Recent surveys were consulted, where available, including one that was conducted in the Greater Toronto and Hamilton Area

(GTHA) as part of research initiative to assess travel characteristics during the pandemic lockdowns. The City of Vancouver's annual panel survey also identified trends before and during the pandemic and the Coquitlam survey was conducted in 2022. All sources are publicly available, although not all information was available from these sources.

Table 21. Comparison of trip rates

City	Year of Survey	Daily Person Trip Rate	Daily Household Trip Rate	Population
CRD (trips made in the RPA by RPA residents 11+)	2022	2.63	5.23	394,000
	2017	3.20	6.35	363,300
	2011	3.30	6.58	338,000
	2006	3.50	6.98	322,900
	2001	3.39	6.93	305,100
Coquitlam	2022	2.41	6.86	159,285
City of Vancouver	2020 *	2.71	--	--
	2019 *	3.73	--	--
	2018 *	3.76	--	--
Vancouver North Shore	2021 **	3.13	--	--
	2019 **	3.66	--	--
Kelowna	2018	3.02	6.67	237,250
	2013	3.22	7.14	220,470
	2007	3.37	7.63	198,870
Greater Toronto and Hamilton Area	Fall 2021 ***	--	2.60	--
	2016	--	5.20	--
Kingston	2019	2.98	6.43	133,560
Québec City	2017	2.57	--	827,929
	2011	2.40	--	792,951
	2006	2.73	--	743,392

\* Small sample (panel survey) of adults 18+ years of age. Source: 2020 Vancouver Panel Survey, Final Report, City of Vancouver, June 2021.

\*\* Small sample (panel survey) of persons 15+ years of age. Source: 2021 North Shore Transportation Survey, Final Report, City of North Vancouver, District of North Vancouver, District of West Vancouver, June 2022.

\*\*\* Very small sample. Unweighted results. Source: COVID-19 influenced Households' Interrupted Travel Schedules (COVHITS) Survey: Fall 2021 Cycle Report, University of Toronto, December 31, 2021.

Other sources:

- RA Malatest, Coquitlam Trip Diary Survey 2022.
- RA Malatest, 2018 Okanagan Travel Survey, Report 3: Analysis of Survey Results & Trends, City of Kelowna et al., 2020.
- RA Malatest, 2019 Kingston Household Travel Survey, Daily Travel Characteristics Report, City of Kingston, 2019.
- Key Facts of the Household Survey, Québec-Lévis Origin-Destination Survey, Québec Ministry of Transport, 2017.

The comparison shows that:

- The CRD rates are comparable with those of other urban regions at both the person and household levels.
- The available data indicate that these regions, like the CRD, exhibited reductions in person trip rates and household trip rates over time, although with some fluctuations.
- Trip rates at both the person and household levels dropped precipitously from 2020 in other regions. This is evidenced especially by the City of Vancouver panel survey, which was conducted near the beginning of the lockdowns in 2020, and by the GTHA survey, which was conducted at various intervals during the lockdowns. It is also demonstrated by the 2022 Coquitlam survey which, although it lacks an earlier reference point, is reasonably comparable to the 2022 CRD, 2021 GTHA and 2020 Vancouver surveys.

#### 4.1.3 Daily trips by household characteristics

Table 22 summarizes how rates trips vary by key household characteristics. Trip rates generally increase with dwelling type, income, vehicle access and the numbers of workers – attributes that may be related to household size. However, progressions in trip rates per household may vary when measured at the person level. **The highest average person trip rates are for single parents or two adults with one or more children 0-17 years, people with household incomes greater than \$125,000 and people living in 4-person households. The lowest average person trip rates are for people living in households that have three or more adults and no children and for those with household incomes below \$25,000.** The ranges can be large – for example, household trip rates are 2.23 times greater for households that have access to two or more vehicles than for zero-vehicle households.

#### 4.1.4 Daily trips by demographic characteristics

Table 23 examines how trip rates vary by demographic characteristics. The table shows that trip rates are highest for people in the 35-54 cohort (i.e., people who are generally in the midst of their work careers and have established households) and for part-time and full-time workers. Among students, part-time post-secondary students and K-12 students have the highest trip rates. The lowest trip rates are associated with people 85+, people who are studying online and people who are unemployed.

Table 22. Total daily trips and trip rates by household characteristics, persons 5+, 2022

Household Characteristic	Trips made by Residents *	Household Trip Rate	Person Trip Rate
Survey Total	994,400	5.54	2.63
By Household Size			
1 person	163,800	2.71	2.71
2 people	331,500	4.97	2.49
3 people	164,500	7.06	2.51
4 people	199,100	10.53	2.88
5+ people	135,400	13.34	2.69
By Dwelling Type			
House	433,400	6.33	2.59
Apartment 5+ storeys	59,700	4.02	2.66
Apartment <5 storeys	189,300	3.94	2.68
Other Ground-Oriented	312,100	6.49	2.64
By Household Income			
Less than \$25K	14,300	2.95	2.18
\$25K to <\$50K	58,500	3.96	2.59
\$50K to <\$80K	95,400	4.40	2.55
\$80K to <\$125K	177,800	5.97	2.73
\$125K to <\$200K	178,300	7.68	2.92
\$200K or more	77,600	7.83	2.85
Decline / Don't Know / Not asked	76,100	5.21	2.48
By Household Type			
Single person	163,800	2.71	2.71
Two adults, no children	313,300	4.91	2.46
Three or more adults, no children	139,700	7.84	2.26
Single parent, one or more children 0-17 years	33,000	7.72	3.44
Two adults, one or more children 0-17 years	260,800	10.15	3.07
Three or more adults, one or more children 0-17 years	83,800	11.14	2.43
By Vehicle Ownership			
No household vehicles	60,900	3.19	2.45
At least one vehicle	933,500	5.82	2.64
Worker vs. Non-Worker Households			
No workers	195,000	3.59	2.42
1 worker	263,300	4.53	2.65
2 or more workers	536,100	8.00	2.70

\* All trips in the RPA that are made by RPA residents, which excludes Salt Spring Island residents' trips.

Table 23. Total daily trips and trip rates by demographic characteristics, persons 5+, 2022

	Daily Trips *	Person Trip Rate
Survey Total	994,800	2.63
By Employment Status		
Work Full-Time	463,800	2.80
Work Part-Time	130,400	2.85
Unemployed	8,100	2.06
Other (includes students 15+ who do not work)	82,100	2.35
Retired	217,300	2.35
Not applicable (5-14 years)	93,200	2.61
By Student Status		
Not a student	791,500	2.64
K-12 student	123,000	2.60
PSE Full-time	56,200	2.49
PSE Part-time	22,000	2.65
Other / online	2,200	2.02
Gender		
Men+	479,900	2.62
Women+	514,900	2.63
Age Group		
05 to 14	93,200	2.61
15 to 24	101,700	2.41
25 to 34	134,900	2.48
35 to 44	168,500	3.14
45 to 54	145,300	2.96
55 to 64	149,800	2.67
65 to 74	129,100	2.45
75 to 84	62,100	2.25
85+	10,200	1.42

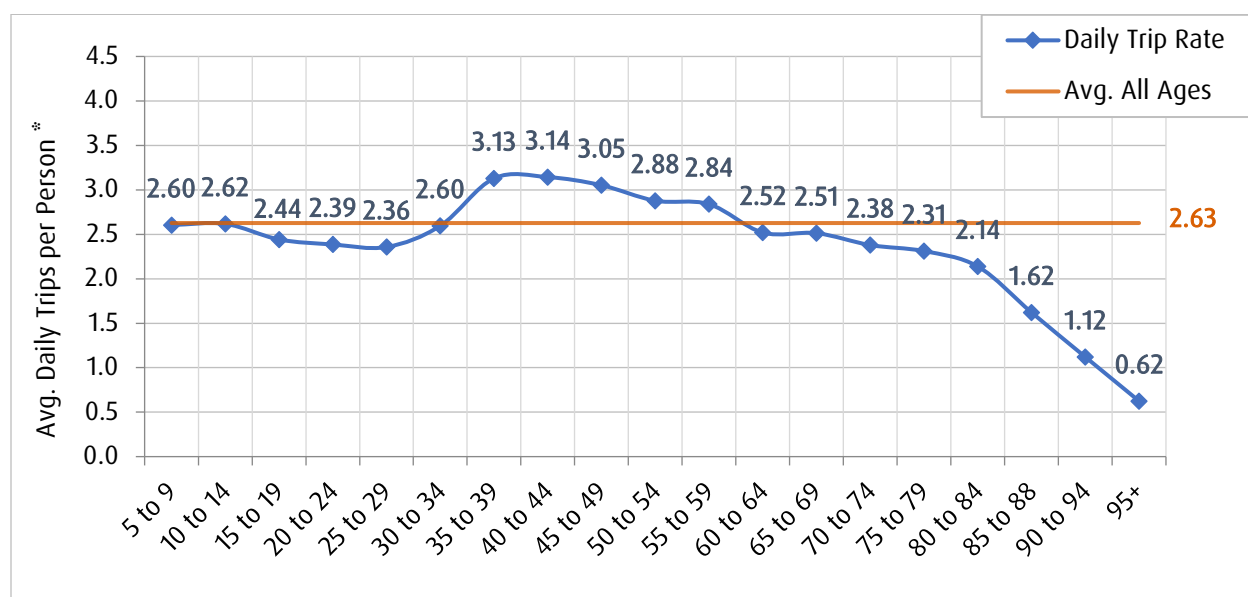
\* All trips in the RPA that are made by RPA residents, which excludes Salt Spring Island residents' trips.



### 4.1.5 Daily trips by age group

Figure 39 shows how the daily trip rate varies by age. Following a slight decline in trip-making as children enter their late teens and young adulthood, peak trip-making activity occurs in the 35-44 cohort which, as noted, is consistent with a stage in life in which people are active in their work careers and may be raising children – all of which contribute to increased travel activity. From a high of 3.14 trips per person in the 40-44 cohort, the average trip rate per person drops gradually with age, reaching below the daily average of 2.63 trips per person in the 60-64 cohort and starting to drop more steeply once people reach the 80+ cohorts.

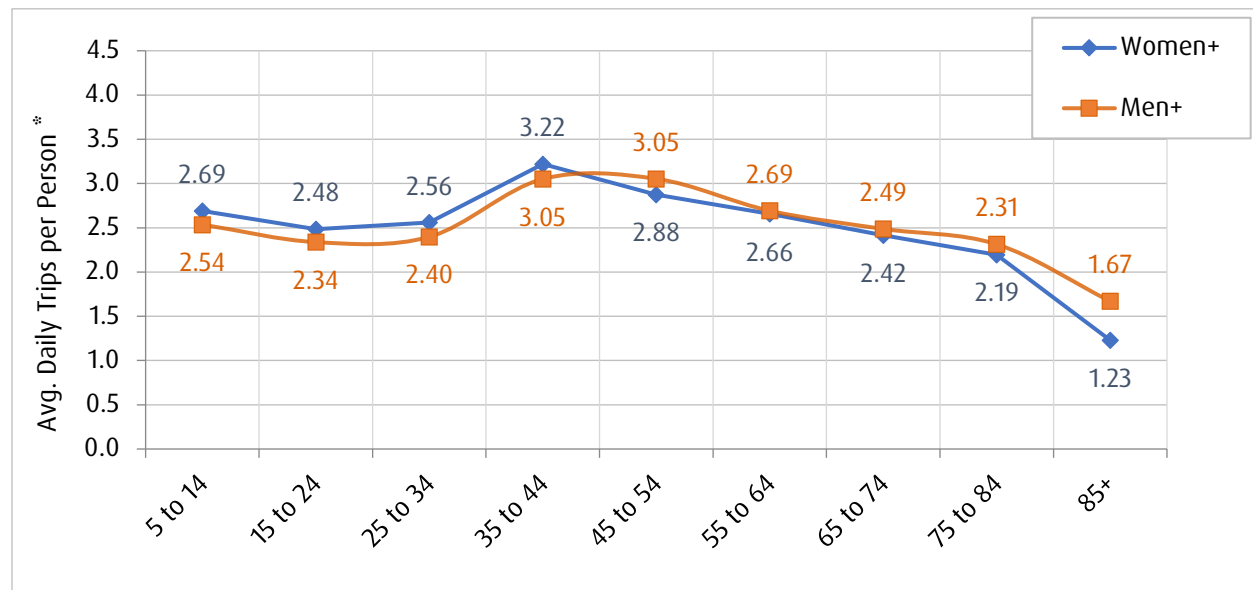
Figure 39. Trip rate by age (5-year age groups), 2022



\* All trips in the RPA that are made by RPA residents, which excludes Salt Spring Island residents' trips.

Figure 40 expands on these trends by breaking down the trip rate by gender. Women have consistently higher trip rates through the 35-44 cohort, after which men have higher trip rates and women's travel activity drops faster than men's activity. The highest trip rate overall is that for women in the 35-44 cohort, at 3.22 trips per person, while women 85+ have the lowest trip rate, at 1.23 trips per person.

Figure 40. Trip rate by gender by age (10-year age groups), 2022



\* All trips in the RPA that are made by RPA residents, which excludes Salt Spring Island residents' trips.

#### 4.1.6 Trips by hour of the day

Figure 41 plots trips by hour of the day for 2017 and 2022. The volumes are plotted by start time. The general profile of the trips remains the same, with the morning and afternoon commuter peaks registering the greatest volumes of the day. The 1 pm start of afternoon peak volumes continues, with long evening taper ending slightly earlier in 2022.

However, the number of trips has dropped at all times of day in 2022. The most notable reductions occur in the hours starting at:

- 8 am, at -9,300 trips (the peak of the AM commuter peak).
- 11 am, at -10,700 trips (the mid-morning peak).
- 5 pm, at -11,600 trips (during the PM commuter peak and the largest hourly drop).
- 7 pm, at -7,500 trips (during the early evening).
- 9 pm, at -9,200 trips (during the late evening).

In other words, the reductions are not limited to the typical peak travel times. As examined in Section 4.3.1, their breadth across the day corresponds to reductions in work and school commutes, as well as shopping, restaurant/bar and social activities and other activities that occur outside the commuter peaks. All these reductions are consistent with the lingering effects of pandemic activity shifts.

Figure 41. Trip volumes by hour of day, 2017 and 2022

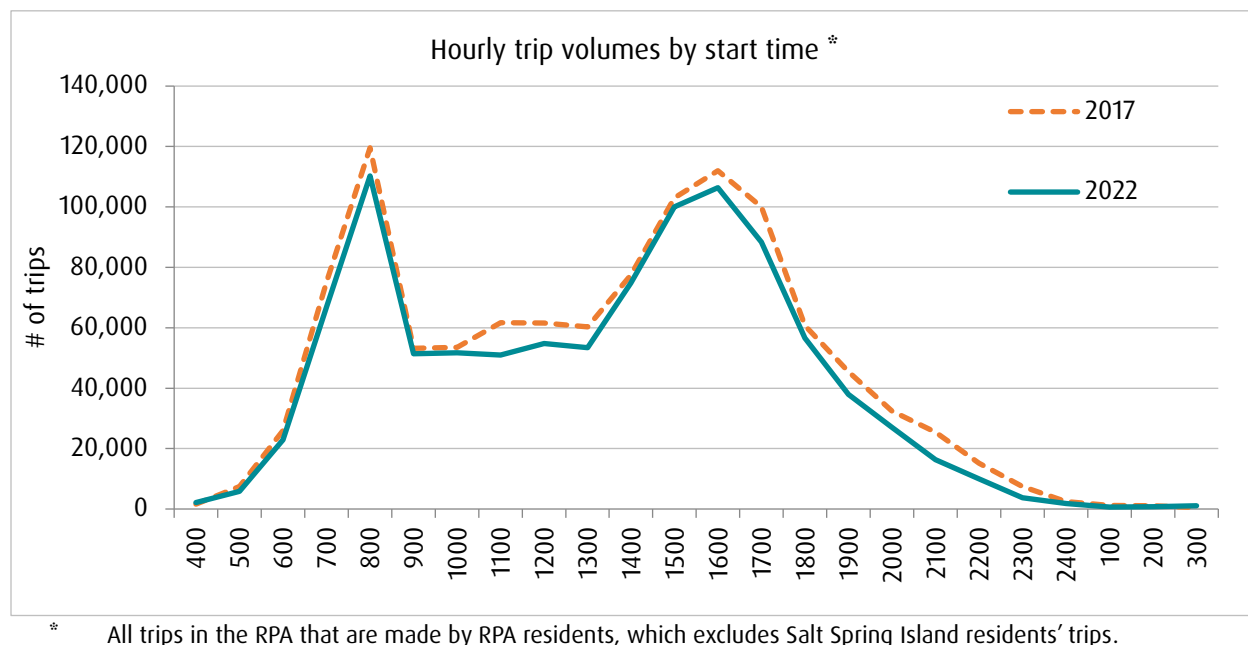
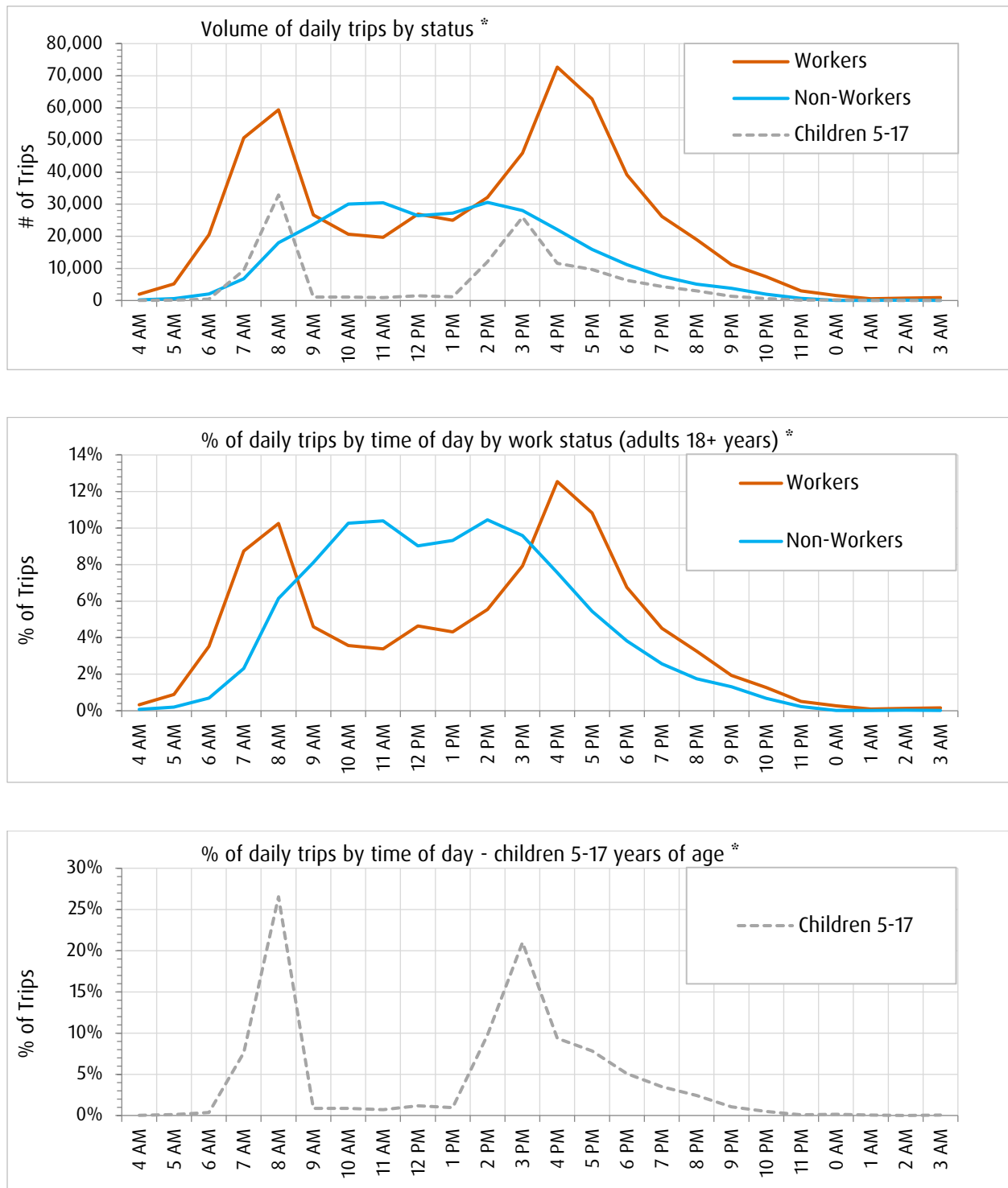


Figure 42 shows how travel patterns vary among working and non-working adults and children aged 5-17. As expected, the peak travel times for workers and children occur during the commuter peaks, which is consistent with their commutes to and from work and school respectively.<sup>29</sup> However, while there is still some activity by workers between the two commuter peaks (including work-related trips), children's travel drops to near-zero volumes during this time, consistent with their attendance at school. The morning peak hour occurs at 8 am for both workers and children (students), although the afternoon peak hour for students occurs at 3 pm and an hour later for workers. The morning is the sharpest peak for students, while the afternoon peak is greatest for workers.

Trips made by non-working adults peak during the daytime inter-peak period, which is consistent with shopping, personal appointments and other discretionary trips.

<sup>29</sup> Because these are habitual trips that workers and students 'must' make as part of their employment or schooling, they are described as 'non-discretionary' trips, even if they do not occur every day. In contrast, trips for shopping, recreation, going to a restaurant and so on are characterized as 'discretionary' trips because they commonly have flexible schedules.

Figure 42. Trips by start hour for workers, non-workers and children, 2022

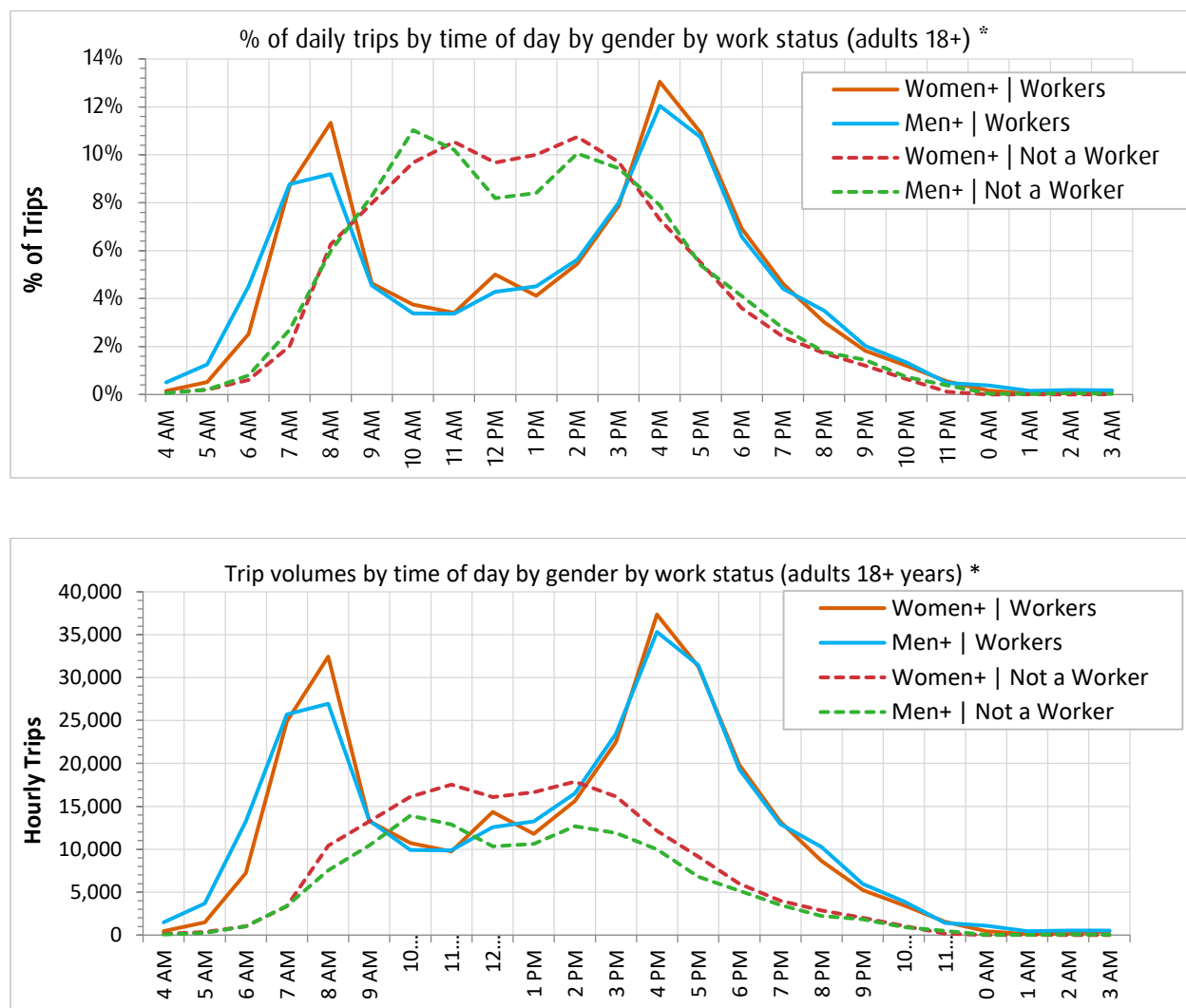


\* All trips in the RPA that are made by RPA residents, which excludes Salt Spring Island residents' trips.

Figure 43 shows hourly trip volumes by work status and gender, all among adults 18+. As expected, workers' trips are concentrated in the two commuter peak periods. However, female workers contribute more to commuting volumes than male workers, although male activity in the morning begins earlier than that of females. The proportion of female workers' activity during the two peaks is sharper than that for male workers.

For non-workers, the distributions are also similar by gender, although male non-workers have more a trough in their mid-day activity than females, coupled with a sharper mid-morning peak.

Figure 43. Trips by start hour by work status by gender, adults (18+), 2022

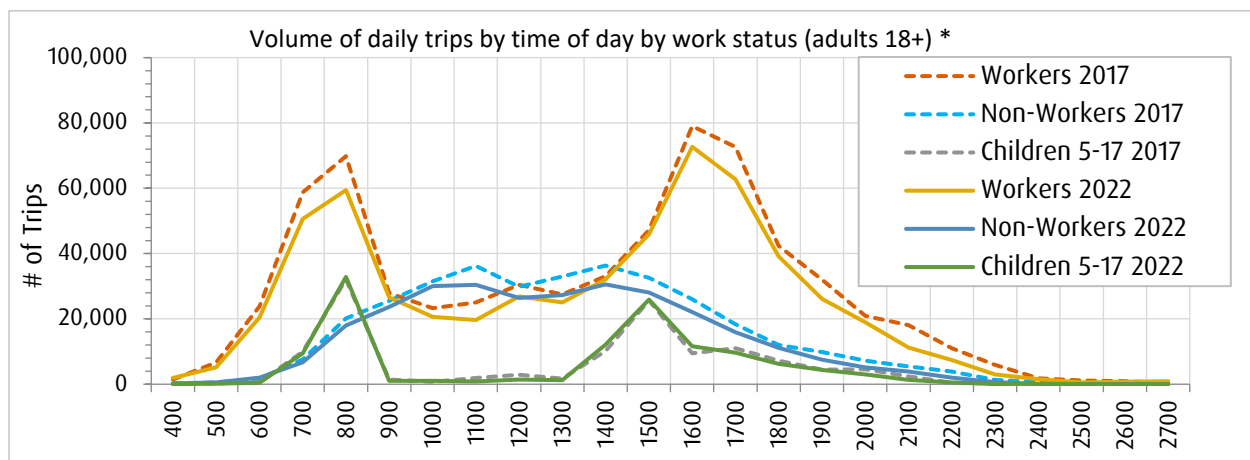


\* All trips in the RPA that are made by RPA residents, which excludes Salt Spring Island residents' trips.

Finally, Figure 44 compares shows the hourly volumes for working and non-working adults 18+ and children 5-17 for 2017 and 2022. This is a breakdown of the total trips shown in Figure 41. **The overall drops in travel are driven by reductions in working and non-working adults' trips, though these reductions are offset in part by increases in children's trips:**

- Workers experienced significant drops in trip volumes during the morning and afternoon commuter peaks, at 7AM and 8AM (-8,200, -10,400 respectively) and at 4PM and 5PM (-6,300 and -10,000 respectively). Reductions also occurred at 7PM (-5,900) and 9PM (-6,900), outside the commuter peaks though reflecting trips made by workers.
- Non-workers sustained high drops in the daytime inter-peak period between 11AM-4PM (-5,800, -3,500, -5,800, -5,800, -4,500 and -3,900 each hour respectively). Reductions in trip volumes also occurred across the rest of the day, although with lesser magnitude.
- Children made more trips in the hours starting at 8AM (+800), afternoon at 2PM, 3PM and 4PM (+1,900, +300 and +2,200 respectively), though they made fewer trips at most other hours.

Figure 44. Trips by start hour by work status, adults (18+), 2017-2022



\* All trips in the RPA that are made by RPA residents, which excludes Salt Spring Island residents' trips.

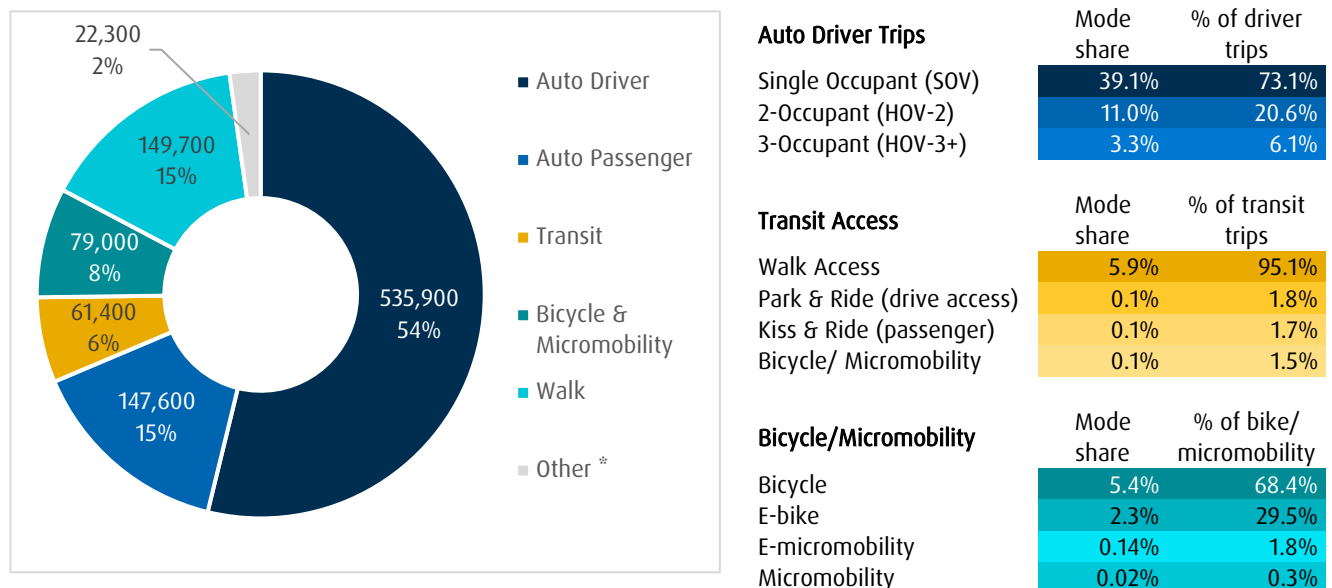
## 4.2 Primary mode shares – daily

### 4.2.1 Daily mode shares

Figure 45 shows the mode shares of weekday trips made in the RPA by persons 5+, based on the primary mode of the trip.<sup>30</sup> It can be seen that:

- **More than two-thirds (69%) of daily trips are made by auto.** Of these, 54% are made as the driver, of which almost three-quarters are made by the driver travelling alone (39% of all trips). Another 15% are made with one or more passengers.
- **6% of trips are made by transit,** almost all of which are accessed on foot (95.2% of transit trips). Another 3.3% are accessed as park-and-ride and kiss-and-ride, and 1.5% are accessed by bicycle or micromobility modes.
- **Almost one-quarter of trips are made by active transportation modes,** with 15% made on foot, 8% by bicycle or e-bike and 0.16% by micromobility modes.
- **Just under 30% of bicycle trips are made by e-bikes,** even though they make up only 10% of the stock of adult and children's bicycles. As noted in Section 3.5, this suggests a more regular use of e-bikes than of other bikes.

Figure 45. Daily mode shares, persons 5+, 2022



Based on all trips in the RPA, including Salt Spring Island residents' trips.

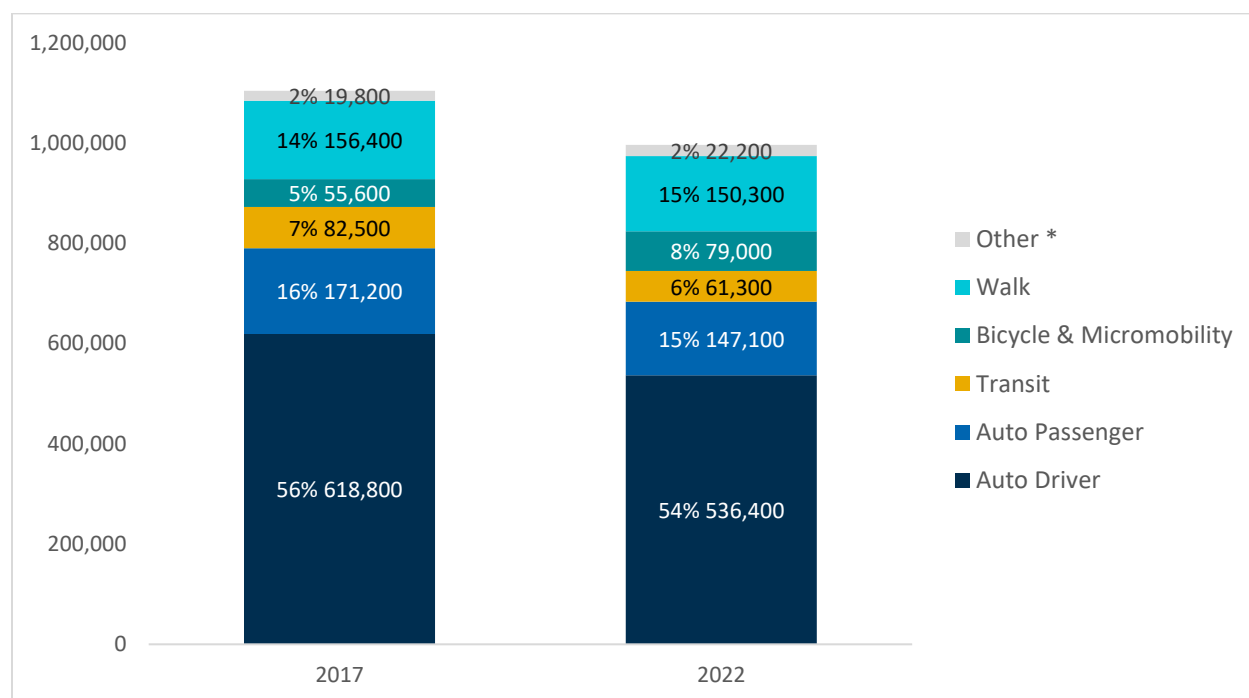
\* 'Other' modes include motorcycle / scooter, HandyDART, school bus, taxi, Harbour ferry / water taxi, BC Ferries, other marine, train and airplane.

<sup>30</sup> A trip may entail more than one mode of travel, such as Park & Ride trips. In these instances, the primary mode was assigned based on the following hierarchy (with transit, at the top of the hierarchy, always being assigned if a trip involved transit and another mode): transit, school bus, auto driver, auto passenger, other, bicycle, walked. Generally, the primary mode assigned to a multi-mode trip is usually the mode by which the greatest distance would be travelled.

Figure 46 compares the 2017 and 2022 mode shares for persons 5+. While proportions are generally in the same order, the overall magnitude of trips by all modes has dropped, with the exception of bicycle, which has increased from 55,600 daily trips in 2017 to 79,000 in 2022, with a corresponding mode shift from 5% to 8% of daily trips by persons 5+.

Figure 47 and Table 24 extend the comparison to 2001 for persons 11+. Here it can be seen that even with the steady reduction in auto driver trips since 2006, the drop-off to 2022 has been steep. Auto passenger volumes, while generally steady over time, also dropped noticeably after 2017. The increase in transit volumes to 2017 was also followed by a noticeable drop. A steady rise in walk trips to 2017 was followed by a smaller drop. Only cycling trips continued to increase after 2017, recording a 39% increase.

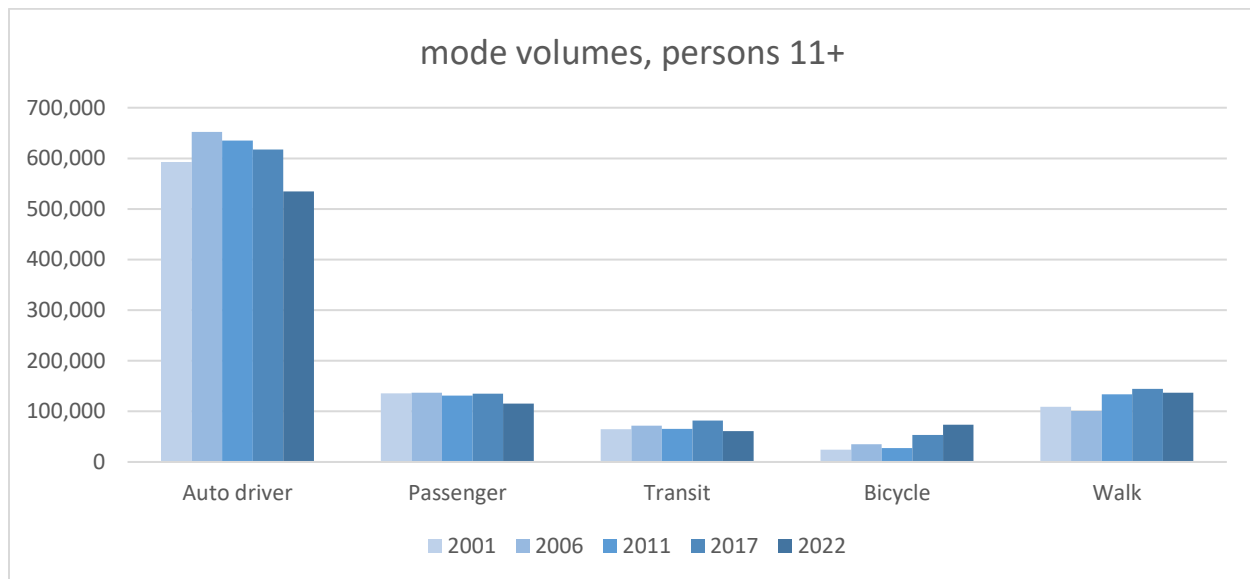
Figure 46. Daily mode shares, persons 5+, 2017 and 2022



Based on all trips in the RPA, including Salt Spring Island residents' trips.



Figure 47. Daily mode shares, persons 11+, 2001-2022



Based on all trips in the RPA that are made by RPA residents 11+, which excludes Salt Spring Island residents' trips.

Table 24. Details of daily mode shares, persons 11+, 2001-2022

	2001		2006		2011		2017		2022	
Travel Mode	Daily Trips	Mode Share	Daily Trips	Mode Share	Daily Trips	Mode Share	Daily Trips	Mode Share	Daily Trips	Mode Share
Auto driver	593,100	63.2%	652,100	64.3%	634,900	62.9%	617,700	58.9%	534,800	56.9%
Passenger	135,600	14.5%	137,100	13.5%	131,100	13.0%	134,900	12.9%	115,400	12.3%
Transit	65,000	6.9%	71,500	7.0%	65,500	6.5%	82,000	7.8%	60,900	6.5%
Bicycle	24,500	2.6%	35,100	3.5%	27,200	2.7%	53,400	5.1%	73,900	7.9%
Walk	109,300	11.7%	101,100	10.0%	133,500	13.2%	144,200	13.7%	136,800	14.6%
Other	10,800	1.2%	17,600	1.7%	16,800	1.7%	16,500	1.6%	17,300	1.8%
Total	938,300	100.0%	1,014,400	100.0%	1,009,000	100.0%	1,048,700	100.0%	939,100	100.0%

Based on all trips in the RPA that are made by RPA residents 11+, which excludes Salt Spring Island residents' trips.

## 4.2.2 Mode shares by sub-area

Figure 48 and Table 25 show how mode shares vary by sub-area:

- **Auto trips dominate in the suburban areas, while the auto share drops in the core.** Whereas four-fifths of trips in the suburban areas are made by auto, of which two-thirds are made as the driver, in Victoria, less than half of daily trips are by auto.
- **The transit share is higher in the core,** at 7.7% of all trips. The highest share is among Victoria residents, at 9.1%, although District of Saanich residents have a 6.7% transit share (more than double the Saanich Peninsula share of 3.0%).

- Victoria's active transportation share (43.6%) is almost the same as the city's auto share (46.1%). Almost one-third (30.8%) of Victoria residents walk and another 12.8% of residents cycle. Both are the highest active transportation shares in the RPA. Active transportation comprises 14.7% of District of Saanich trips, which is more than double Langford's 7.1% share.

Figure 48. Mode shares by sub-area, 2022

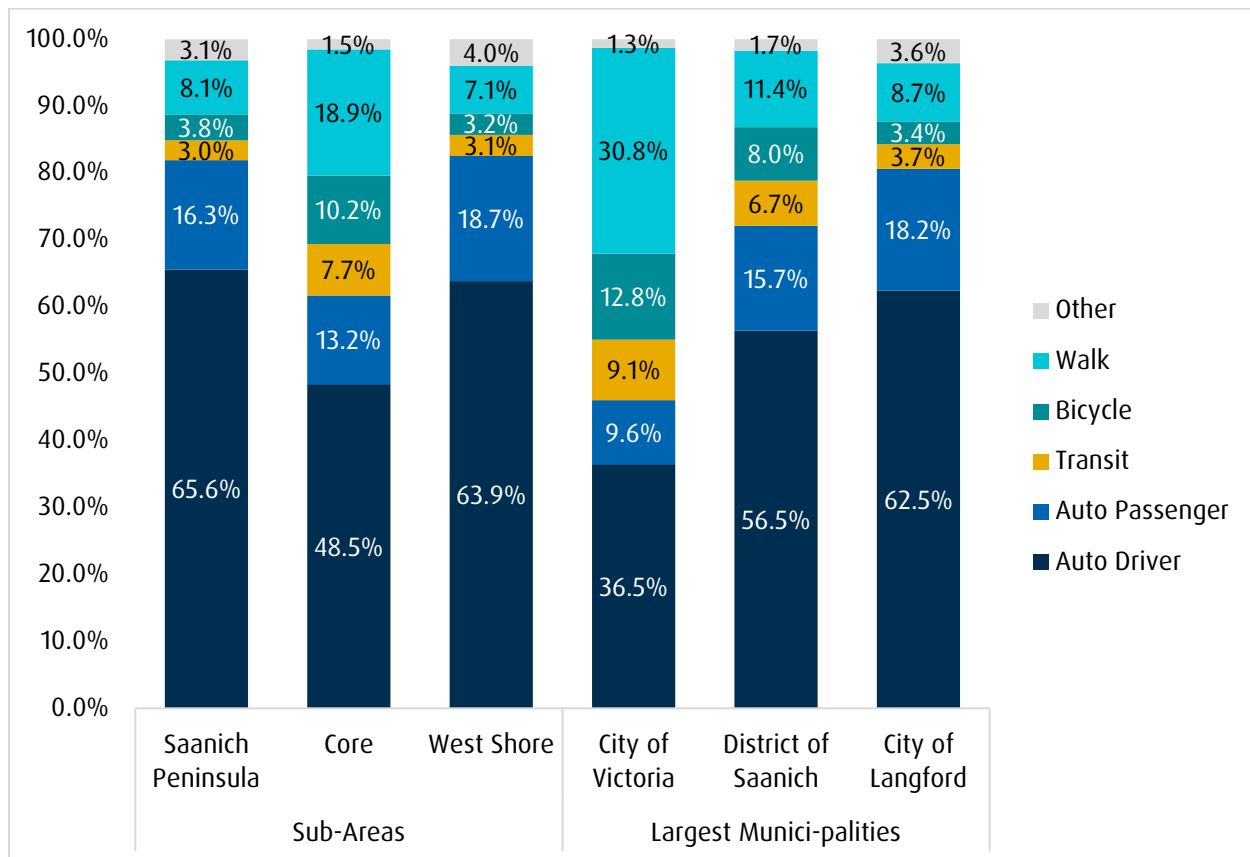


Table 25. Details of mode shares by sub-area, 2022

	Study Area	RPA Residents	Sub-Areas			Largest Municipalities		
			Saanich Peninsula	Core	West Shore	City of Victoria	District of Saanich	City of Langford
Total Trips	995,900	994,400	103,000	662,300	229,100	241,000	293,600	117,700
Auto Driver	53.8%	53.8%	65.6%	48.5%	63.9%	36.5%	56.5%	62.5%
Auto Passenger	14.8%	14.8%	16.3%	13.2%	18.7%	9.6%	15.7%	18.2%
Transit	6.2%	6.2%	3.0%	7.7%	3.1%	9.1%	6.7%	3.7%
Bicycle	7.9%	7.9%	3.8%	10.2%	3.2%	12.8%	8.0%	3.4%
Walk	15.0%	15.1%	8.1%	18.9%	7.1%	30.8%	11.4%	8.7%
Other	2.2%	2.2%	3.1%	1.5%	4.0%	1.3%	1.7%	3.6%

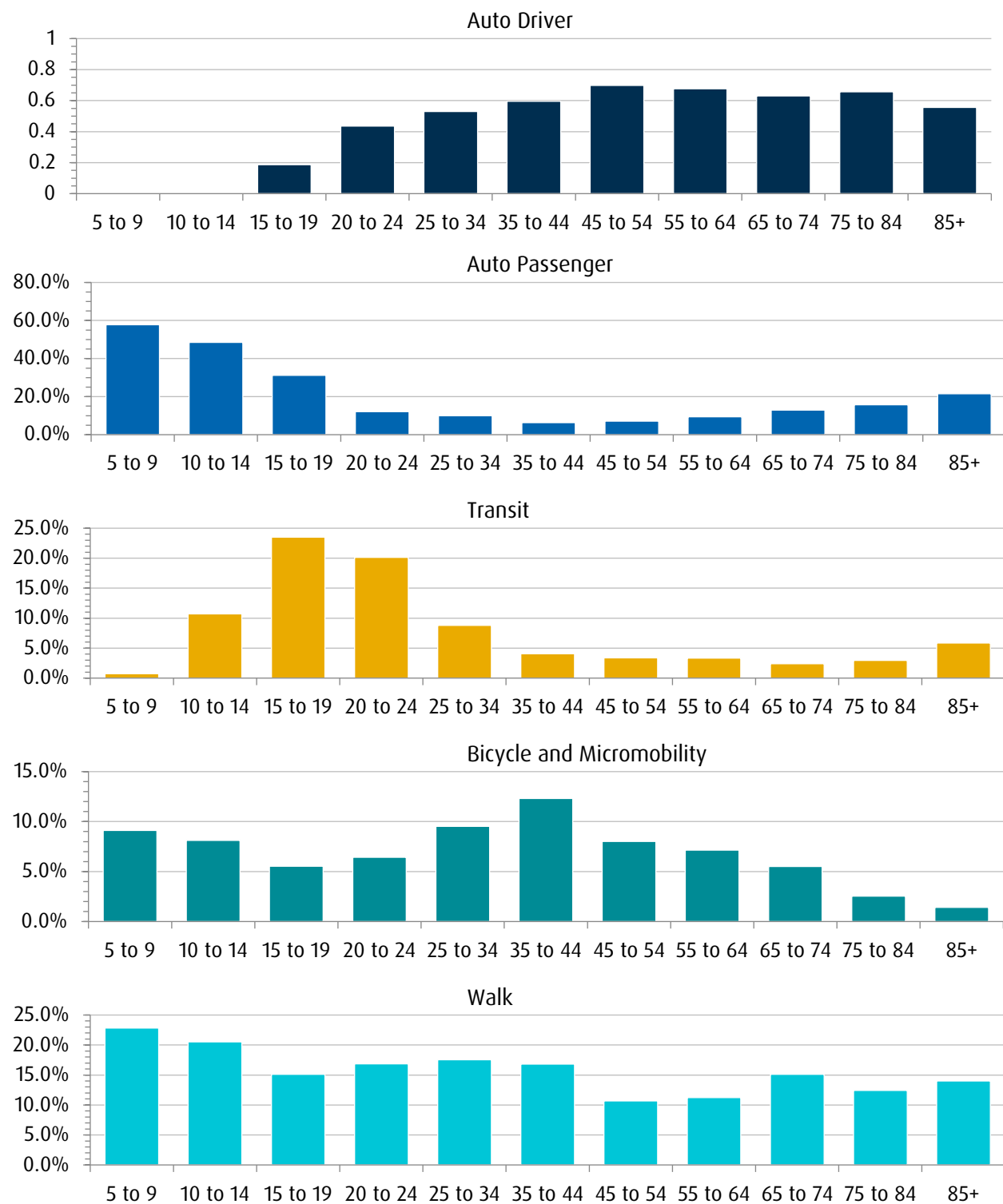
Based on all trips in the RPA, including those made by Salt Spring Island residents.

### 4.2.3 Mode shares by age group

Mode shares vary by age, as people's mobility needs and abilities change. Figure 49 depicts the shares for each mode by age range, with details provided in Table 26:

- **Auto driver shares dominate all age cohorts from 25 years on**, commensurate with people joining the workforce and, for many, starting families. The dominance peaks in the 45-54 cohort, at 70% of all trips, then steadily drops – although driving is still the dominant mode for the 85+ population, at 56% of all trips.
- **Auto passenger shares are highest among those who lack a licence or otherwise do not drive.** The auto passenger shares are highest among children below the driving age (and who may not be old enough to travel independently). The auto passenger share drops quickly for teens, bottoming out among the 35-44 population at 6.3% before rising steadily to 21.4% for the 85+ population.
- **The transit share is correspondingly highest among students and young adults** – those who either are too young to drive or who do not have access to a vehicle. The 15-19 population has the highest share, at 23.5%, followed by the 20-24 population at 20.1%. These shares are consistent with cohorts that can travel independently though lack access to a vehicle.
- **Cycling and micromobility peak in the 35-44 cohort**, with a 12.3% share. Use of these modes is also evident in the 5-9 cohort (9.1%). The shares drop steadily before they start to rise again in the young adult cohort. After the 35-44 peak, the shares then start to decline again gradually from 45 years on.
- **Walking is pervasive among all age groups**, though its share varies by age. The highest shares are among pre-16 children (22.8% for the 5-9 population and 20.5% for the 10-14 population). The lowest shares are in the 45-64 population, though never less than 10.7%. This cohort also has the highest auto driver shares.

Figure 49. Mode shares by age range, 2022



Based on all trips in the RPA, including those made by Salt Spring Island residents.

Table 26. Details of mode shares by age range, 2022

	Total Trips	Auto Driver	Auto Passenger	Transit bus	Walk	Bicycle and micromobility	Other
Survey Total	995,900	535,900	147,600	61,400	149,700	79,000	22,300
5 to 9	46,500		26,800	300	10,600	4,200	4,500
10 to 14	46,700		22,700	5,000	9,600	3,800	5,700
15 to 19	45,100	8,400	14,000	10,600	6,800	2,500	2,700
20 to 24	56,800	24,700	6,800	11,400	9,600	3,700	600
25 to 34	134,900	71,400	13,500	11,900	23,700	12,800	1,600
35 to 44	168,300	100,300	10,700	6,800	28,300	20,700	1,600
45 to 54	145,400	101,400	10,300	4,900	15,500	11,700	1,600
55 to 64	150,200	101,500	14,100	5,000	16,900	10,700	2,000
65 to 74	129,500	81,700	16,700	3,100	19,500	7,100	1,500
75 to 84	62,400	40,900	9,800	1,900	7,800	1,600	400
85+	10,200	5,700	2,200	600	1,400	100	200
	Total Trips	Auto Driver	Auto Passenger	Transit bus	Walk	Bicycle and micromobility	Other
Survey Total	995,900	535,900	147,600	61,400	149,700	79,000	22,300
5 to 9	46,500		57.8%	0.7%	22.8%	9.1%	0.1%
10 to 14	46,700		48.5%	10.7%	20.5%	8.1%	0.1%
15 to 19	45,100	18.7%	31.1%	23.5%	15.1%	5.5%	0.4%
20 to 24	56,800	43.5%	12.0%	20.1%	16.9%	6.4%	0.9%
25 to 34	134,900	52.9%	10.0%	8.8%	17.6%	9.5%	1.2%
35 to 44	168,300	59.6%	6.3%	4.0%	16.8%	12.3%	0.9%
45 to 54	145,400	69.7%	7.1%	3.4%	10.7%	8.0%	1.1%
55 to 64	150,200	67.6%	9.4%	3.3%	11.2%	7.1%	1.3%
65 to 74	129,500	63.0%	12.9%	2.4%	15.1%	5.5%	1.1%
75 to 84	62,400	65.7%	15.7%	3.0%	12.4%	2.5%	0.6%
85+	10,200	55.5%	21.4%	5.8%	14.0%	1.4%	1.7%

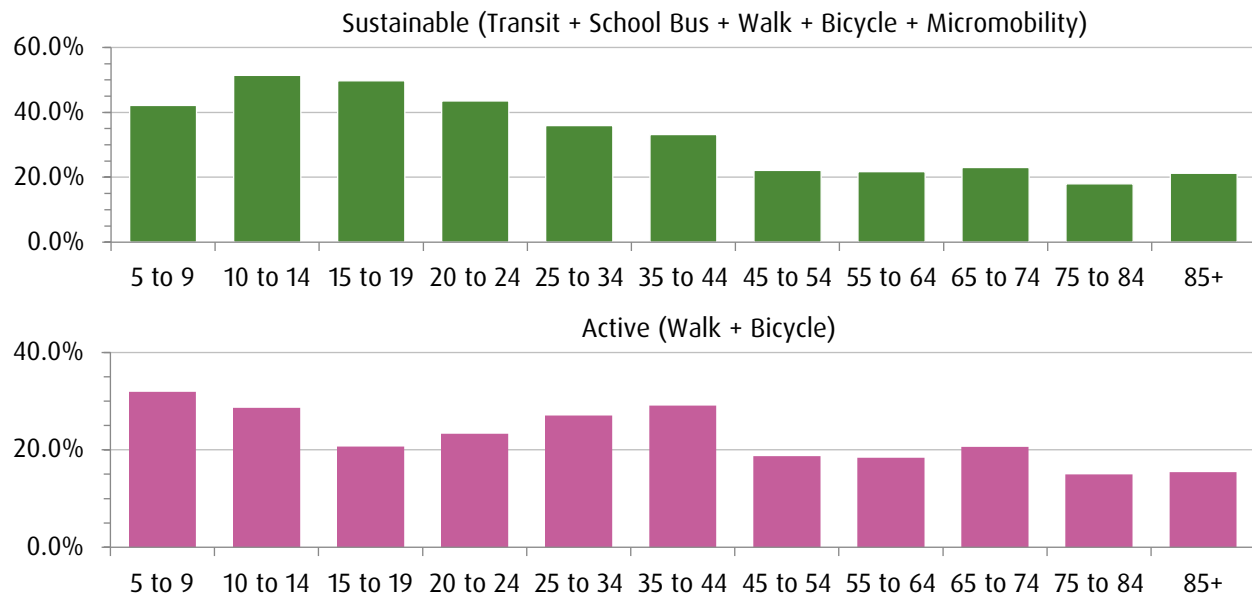
Based on all trips in the RPA, including those made by Salt Spring Island residents.

Figure 50 summarizes the shares for sustainable modes (all non-auto modes combined) and for active modes (walk and bicycle):

- **Almost one-third of all trips (30.4%) are made by sustainable modes.**
- **The share of sustainable modes is highest among children, teens and young adults** – those who either are too young to have a licence or do not have access to a vehicle. The share peaks at 51.4% in the 10-14 population. The share drops steadily among adults, corresponding to people joining the workforce and, in some cases, starting families. Even so, the shares all remain in the range of 21% to 23% (apart from the 75-84 population, whose share is 18.0%).
- **Almost one-quarter of all trips (23.0%) are made on foot or by bicycle.**

- **Active transportation shares are highest through the 35-44 cohort**, ranging from 20.7% to 31.9%. The active transportation shares then steadily drop, with the 75+ population having shares of the order of 15%.

Figure 50. Sustainable and active mode shares by age range, 2022



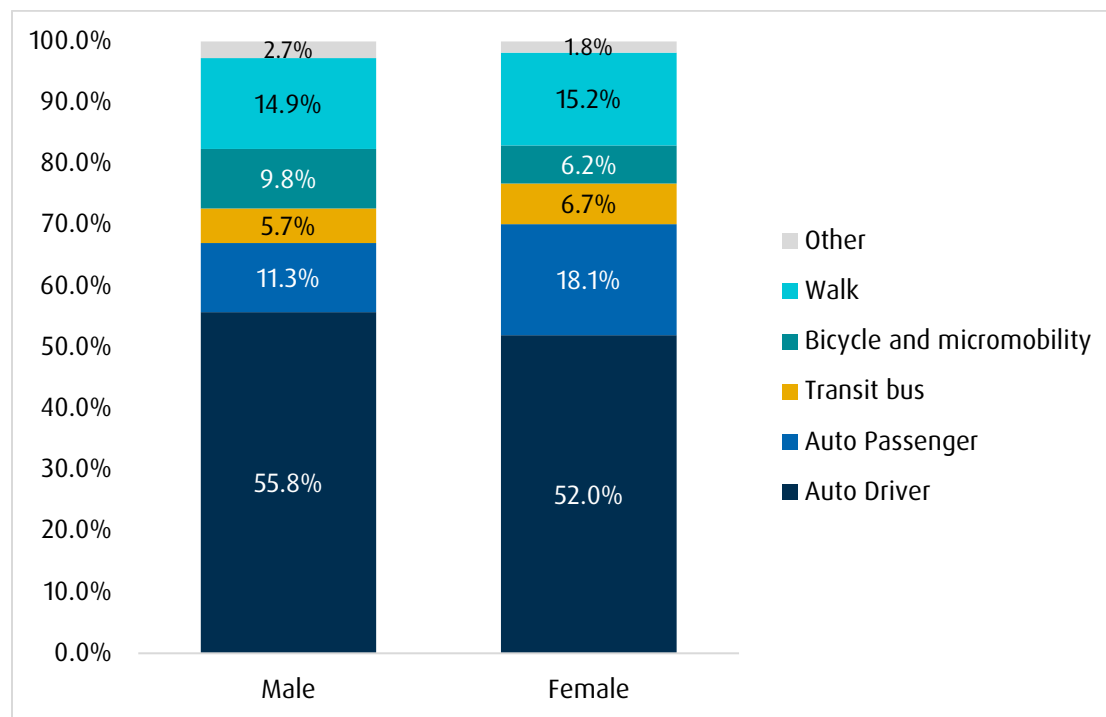
Based on all trips in the RPA, including those made by Salt Spring Island residents.

#### 4.2.4 Mode shares by gender

The survey results reveal differences in mode use by gender, as depicted in Figure 51:

- Females drive slightly less than males (52.0% compared with 55.8%) and are more likely to be passengers (18.1% compared with 11.3%). This is the most significant difference in mode share between the genders. As a result, **females have a larger share of auto trips**, at 70.1% compared with 67.0% for males.
- **Females and males make nearly equivalent numbers of walking trips**, although females have only about two-thirds as many cycling trips as males. Overall, **almost one-quarter of males' trips are via active modes (24.6%)**, compared with 21.4% of females' trips.
- **Females have a slightly higher share of transit use than males (6.7% compared with 5.7%).**

Figure 51. Mode shares by gender, 2022



Based on all trips in the RPA, including those made by Salt Spring Island residents.

#### 4.2.5 Mode shares by household characteristics

This section presents mode shares according to three household characteristics: household structure (Figure 52), household income (Figure 53) and dwelling type (Figure 54). While these characteristics may be related (e.g., dwelling type and household income), it is useful to summarize the findings for each one separately:

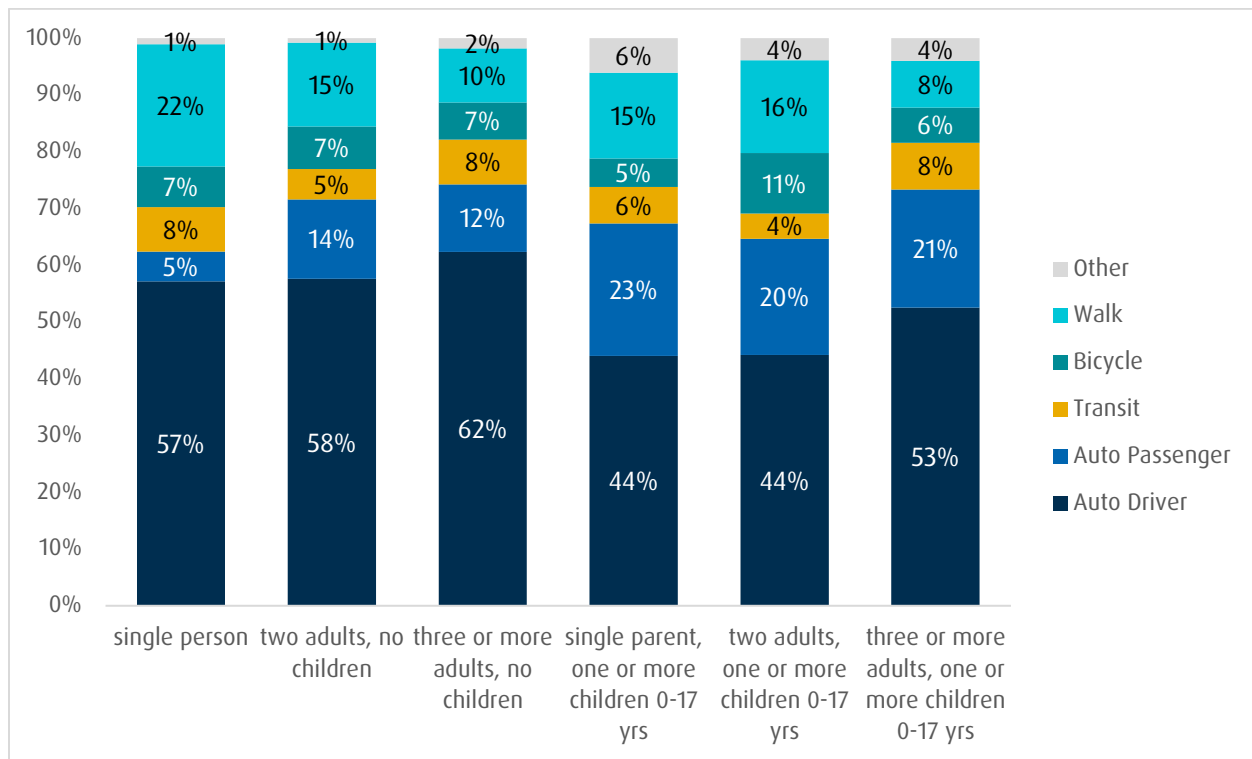
By household structure:

- **Auto shares generally increase with the number of adults in the household,<sup>31</sup> within which auto driver shares are highest in households *without* children and auto passenger shares are highest in households *with* children.**
- **Sustainable mode shares are highest among single-person households (37%), though the share decreases gradually for larger households.<sup>32</sup> Walking is the largest component for all households, though it also diminishes for larger households. Cycling shares are highest for households that have two adults, both with and without children.**

<sup>31</sup> The auto share drops slightly for households that have two adults and one or more children, compared with single-parent households.

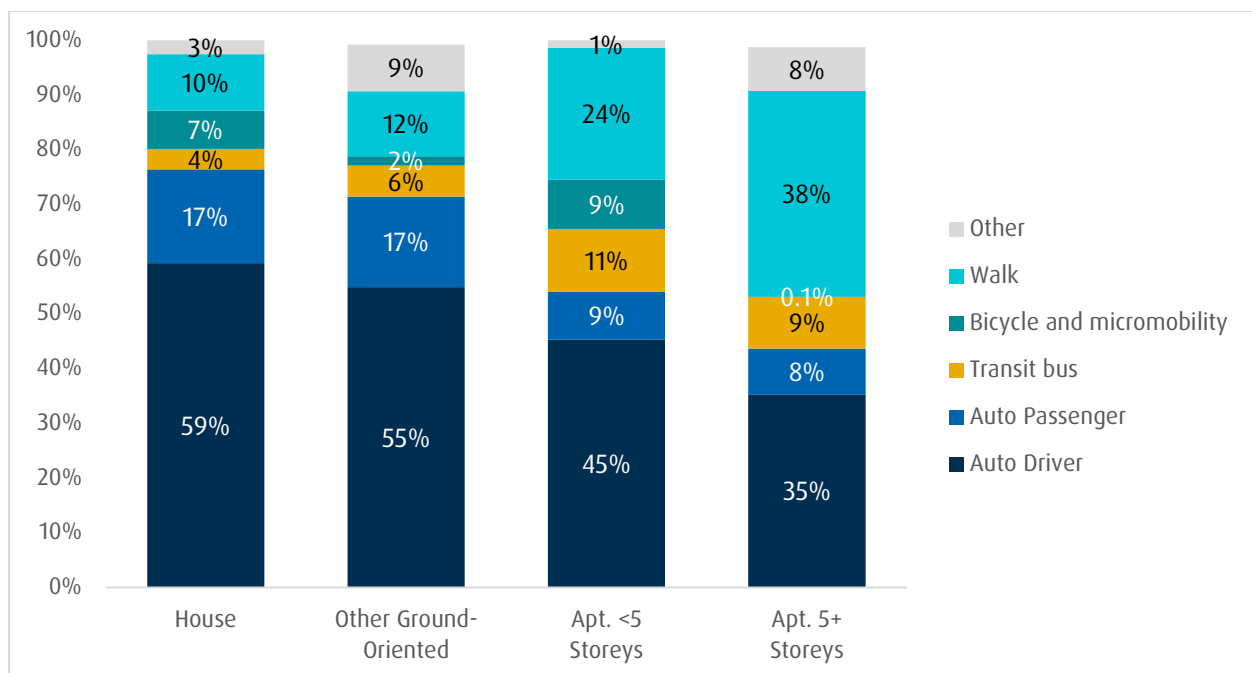
<sup>32</sup> The sustainable share increases for households that have two adults and one or more children, compared with single-parent households.

Figure 52. Mode shares by household structure, 2022



Based on all trips in the RPA, including those made by Salt Spring Island residents.

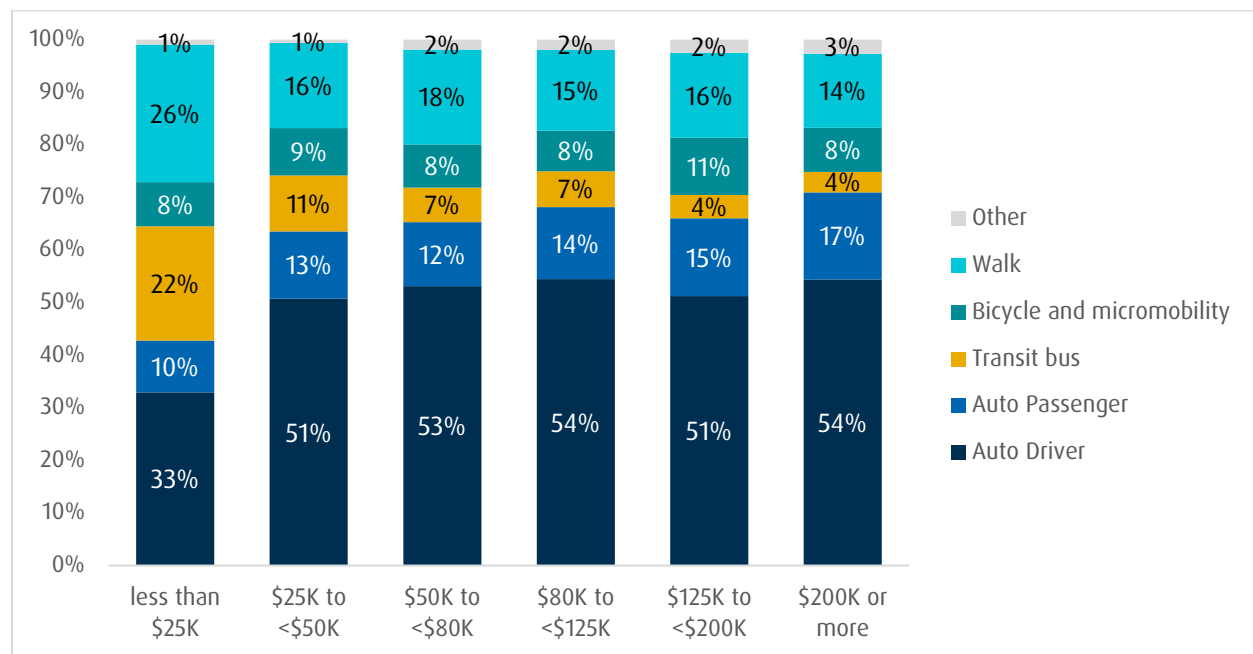
Figure 53. Mode shares by dwelling type, 2022



Based on all trips in the RPA, including those made by Salt Spring Island residents.



Figure 54. Mode shares by income, 2022



Includes data only from those households that responded to the income question. Based on all trips in the RPA, including those made by Salt Spring Island residents.

#### By dwelling type:

- **Auto trips make up almost three-quarters of all travel for people living in houses (76%) and other ground-oriented dwellings (72%).**
- **Trips by sustainable modes make up almost half of all travel for people living in 5+ storey apartments (47%) and <5 storey apartments (45%).** Walk trips make up more than one-third (38%) of trips made by people living in 5+ storey apartments and transit adds another 9%, while cycling trips are only 0.1% of their trips. For people living in <5 storey apartments, the walking share is 24% and 10% for cycling. The transit share is highest for people living in <5 storey apartments, at 11%.

#### By household income:

- **Households with incomes less than \$25,000 have the lowest auto shares (43%), the highest walk shares (26%) and the highest transit shares (22%).** For households with incomes \$25,000 or more, the auto shares rise gradually from 64% while the walk and transit shares steadily diminish. Households in the \$125,000-\$200,000 range have the highest cycling share, at 11%.<sup>33</sup>

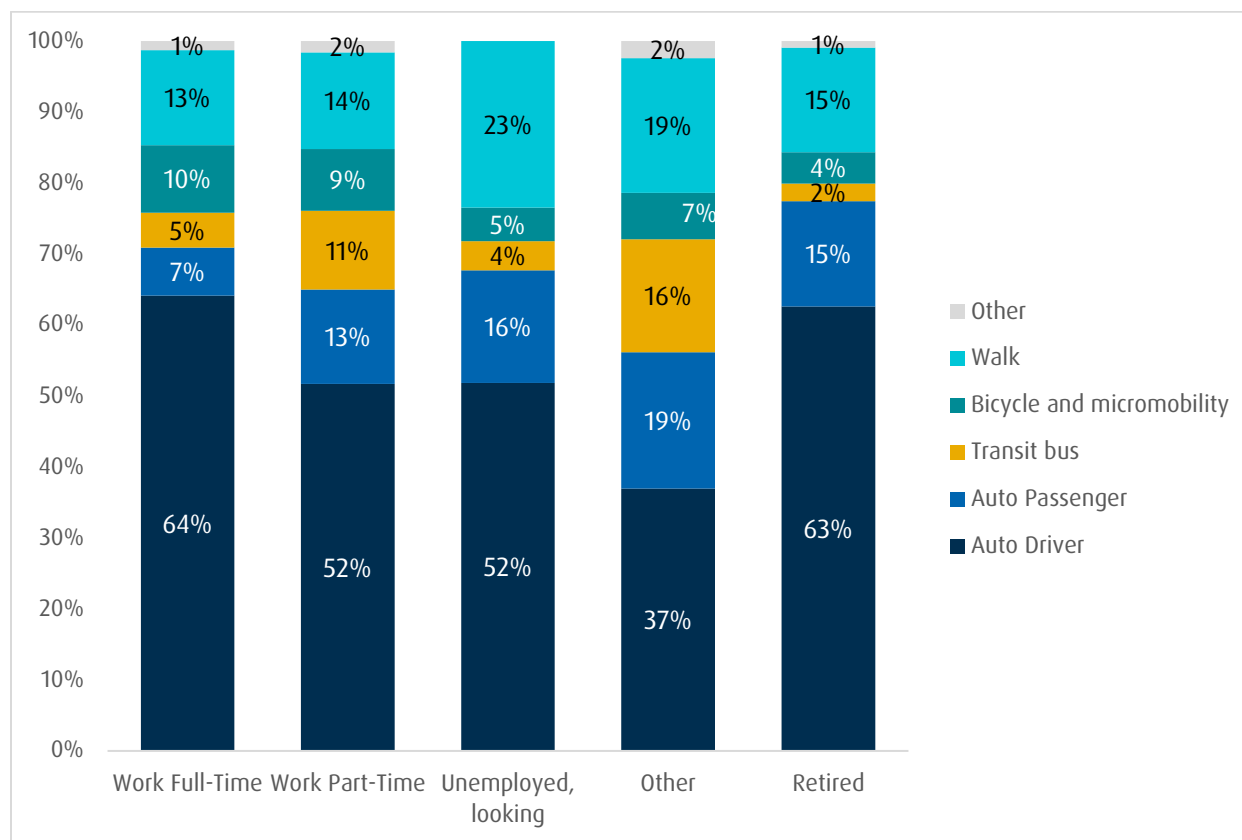
<sup>33</sup> The mode shares by household income reported here reflect only data from those households that responded to the income question.

#### 4.2.6 Mode shares by employment and student status

Figure 55 and Figure 56 profile how mode shares vary by employment status and student status, respectively:

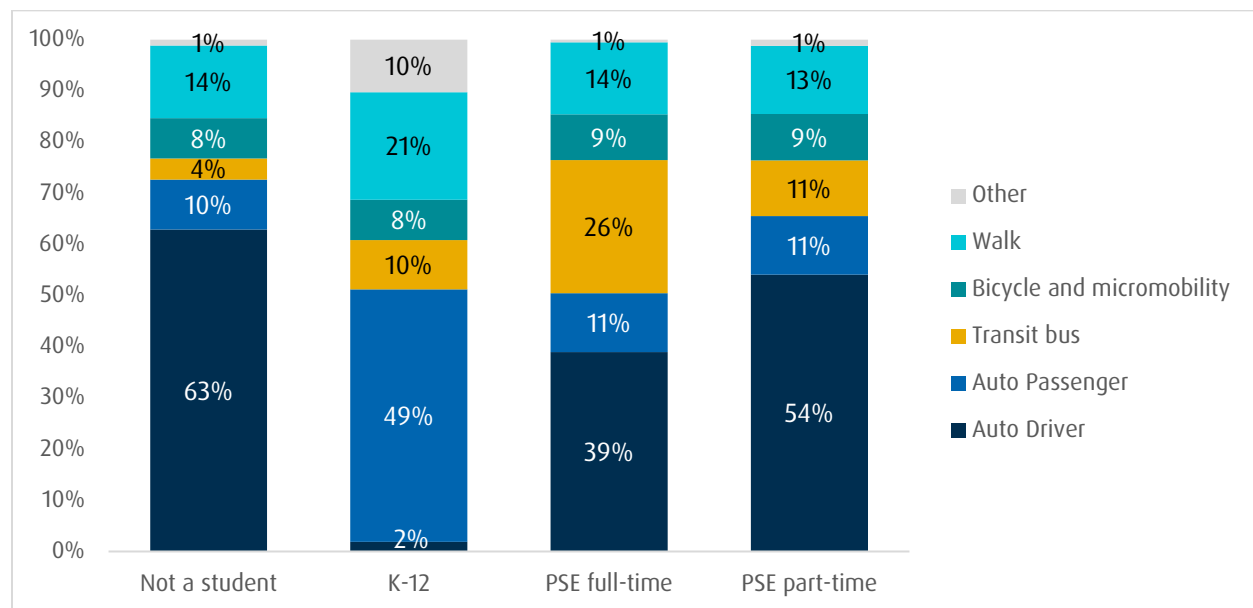
- Auto shares are highest among retirees (78% share) and full-time workers (71%), with retirees having the highest auto passenger shares (15%) and the lowest active transportation shares (19%).
- Transit shares are highest among full-time post-secondary students (26%). The transit share is lowest among retirees (2%) and those who are unemployed and looking for work (4%).
- Walking shares are highest among the unemployed and looking (23%) and among primary and secondary students (21%). It is also high among those whose employment status is 'other' (19%). Otherwise, the walk share is generally equivalent for all other statuses, at 13%-15% shares.
- The bicycling and micromobility shares are highest among full-time and part-time workers (9%-10%). Comparable shares are noted for all students, regardless of school level. Retirees have the lowest share (4%).

Figure 55. Mode shares by employment status, 2022



Based on all trips in the RPA, including those made by Salt Spring Island residents.

Figure 56. Mode shares by student status, 2022



Based on all trips in the RPA, including those made by Salt Spring Island residents.

#### 4.2.7 Mode shares by trip start hour

Figure 57 shows the hourly variation of mode shares. The auto driver share is highest at all times of day, with auto drivers comprising at least half of all trips throughout most of the day – a notable exception is the hour beginning at 8 am at 44% (the lowest share for driving), when overall trip volumes are their peak, at 110,300 trips by all modes.

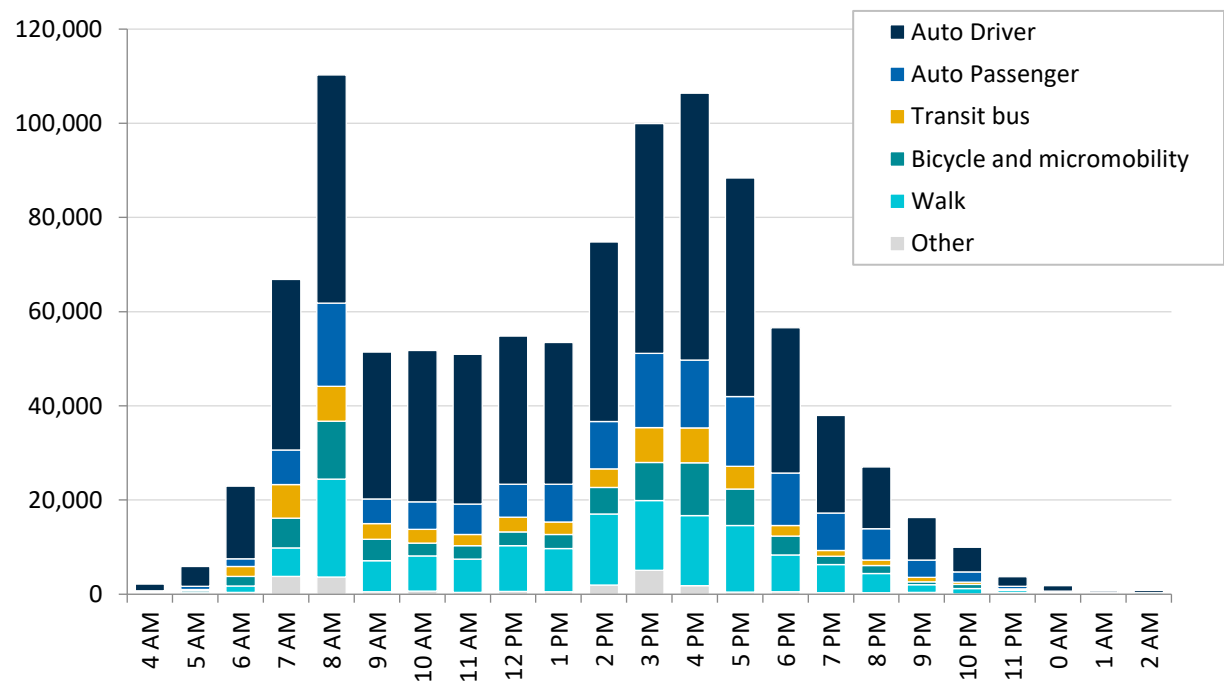
The highest absolute auto driver volumes correspond to the morning and afternoon peak periods (7–9 am and 2–6 pm), which are also the times of day when auto passenger volumes are greatest and are likely associated with commutes to and from work and school. As a proportion, however, auto passenger trips are greatest during the evening hours, reaching a maximum of 24% during the hour beginning at 8 pm: these shares are consistent with evening recreational, social and other after-hours activities.

Transit volumes are highest during the two commuter peaks, with volumes reaching 7,200–7,400 riders between 7 and 9 am and again between 3 and 5 pm. Transit’s highest share occurs in the hour beginning at 7 am, at 11%.

Walking and cycling achieve their greatest numbers during the morning peak hour, at 33,000 trips in the hour beginning at 8 am. Volumes are also high during the afternoon peaks, rising to 26,100 trips in the hour beginning at 4 pm. Walking trips peak at 20,800 trips in the hour

beginning at 8 am and have a sustained peak of 14,800 trips in each of the hours beginning at 3 pm and 4 pm, and almost as many (14,200) in the hour beginning at 5 pm. The profile is the similar for cycling in the morning, at 12,300 in the hour beginning at 8 am, but with a distinct peak 11,200 trips in the hour beginning at 4 pm that stands apart from the hours before and after this (which have considerably fewer trips, at 8,100 and 7,800 respectively).

Figure 57. Mode shares by trip start hour, 2022



#### 4.2.8 AM and PM Peak mode shares

The survey data have been grouped into five time periods, to provide a different view of travel patterns including the aggregation of trips in the AM and PM commuter peak periods:

- Night 0000 to 0559 trip depart times from 12 AM to just before 6 AM
- AM Peak 0600 to 0859 6 AM to just before 9 AM
- Midday 0900 to 1459 9 AM to just before 3 PM
- PM Peak 1500 to 1759 3 PM to just before 6 PM
- Evening 1800 to 1159 6 PM to just before midnight

Table 27 provides an overview of the total number of trips for each period in both 2017 and 2022. As has been discussed earlier, the estimated total daily volume of trips in the RPA has dropped 10% overall. However, this decrease has not been uniform by time of day. Most

notably, there appear to be 19% fewer trips reported in the evening hours (or 35,100 fewer trips), compared to only a 6% drop in the PM Peak period, with the AM Peak and Midday both with 8% drops. This suggests **shifts in activity patterns that go beyond simple changes to commuting**. In terms of each period's share of total daily trips, there appears to be some slight shifting, with the Midday and PM Peak periods increasing their share of daily trips and the evening accounting for a lower proportion than previously.

Table 27. Trip volumes by time period (including AM Peak, PM Peak), 2017-2022

Year	Night 0000 - 0559 (6 hours)	AM Peak 0600 - 0859 (3 hrs)	Midday 0900 - 1459 (6 hrs)	PM Peak 1500 - 1759 (3 hrs)	Evening 1800 - 2359 (6 hrs)	24-Hour
2017	14,300	220,600	367,800	314,900	186,700	1,104,300
2022	12,400	200,000	337,100	294,700	151,600	995,900
difference	-1,900	-20,600	-30,700	-20,200	-35,100	-108,400
% difference	-13%	-8%	-8%	-6%	-19%	-10%
2017	1.3%	20.0%	33.3%	28.5%	16.9%	100.0%
2022	1.2%	20.1%	33.9%	29.6%	15.2%	100.0%
%-pt difference	-0.1%	+0.1%	+0.6%	+1.1%	-1.7%	

Table 28 examines how mode shares have changed in the same period. Compared to 2017, there are notable drops in auto driver mode shares in both the AM and PM Peak periods (drops of -3.6 and -3.0 percentage-points respectively), with the same being true for transit (drops of -1.9 percentage-points in both peak periods). Conversely, in these same time periods, there has been increase in both bicycle/micromobility (+3.0, +3.4 %-pts) and walk mode shares (+2.6, +1.6 %-pts) in these same time periods. Bicycling also sees an increase at other times of day, except for overnight.

**Several factors may have influenced the shifts in trip volumes and mode shares** observed in these surveys. These factors include the impact of increased work-/study-from-home and reduced commuting, possible shifts in where workers work and live, the impact of the pandemic on daily commerce (retail shopping and services), the social impacts of the pandemic and/or other factors not considered here.

Table 28. Mode shares by time period (including AM Peak, PM Peak), 2017-2022

	Night 0000 - 0559 (6 hours)	AM Peak 0600 - 0859 (3 hrs)	Midday 0900 - 1459 (6 hrs)	PM Peak 1500 - 1759 (3 hrs)	Evening 1800 - 2359 (6 hrs)	24-Hour
2017: Total Trips	14,300	220,600	367,800	314,900	186,700	1,104,300
Auto Driver	64.9%	53.6%	58.9%	54.5%	55.1%	56.0%
Auto Passenger	10.4%	14.4%	12.5%	16.2%	22.0%	15.5%
Transit	6.7%	10.3%	6.0%	8.5%	5.4%	7.5%
Bicycle	7.0%	7.3%	4.0%	5.8%	2.8%	5.0%
Walk	6.9%	11.5%	17.2%	13.3%	13.4%	14.2%
Other	4.2%	2.9%	1.4%	1.7%	1.3%	1.8%
2022: Total Trips	12,400	200,000	337,100	294,700	151,600	995,900
Auto Driver	66.2%	50.0%	57.8%	51.5%	53.5%	53.8%
Auto Passenger	10.5%	13.3%	12.6%	15.3%	21.2%	14.8%
Transit	3.4%	8.4%	5.5%	6.6%	4.1%	6.2%
Bicycle & Micromobility	4.7%	10.3%	6.4%	9.2%	6.0%	7.9%
Walk	12.2%	14.1%	16.3%	14.9%	13.9%	15.0%
Other	2.9%	3.9%	1.4%	2.5%	1.3%	2.2%
Auto Driver	+1.3%	-3.6%	-1.1%	-3.0%	-1.6%	-2.2%
Auto Passenger	+0.1%	-1.1%	+0.1%	-0.9%	-0.8%	-0.7%
Transit	-3.3%	-1.9%	-0.5%	-1.9%	-1.3%	-1.3%
Bicycle & Micromobility	-2.3%	+3.0%	+2.4%	+3.4%	+3.2%	+2.9%
Walk	5.3%	+2.6%	-0.9%	+1.6%	+0.5%	+0.8%
Other	-1.3%	+1.0%	0.0%	+0.8%	0.0%	+0.4%

#### 4.2.9 Mode shares by employment and student status for AM and PM peak period

Table 29 provides mode shares at different time periods of the day for three commuter groups: students between five and 17 years of age (most of whom would be in the K-12 education system), adult students (most of whom would be in post-secondary school) and workers.

Figure 58, Figure 59 and Figure 60 illustrate the volumes of their trips by different modes in the five time periods. For example, children's commutes to and from school appear to account for much of their daily travel, with the majority of their trips during the AM and PM peak periods being via sustainable modes (with the Other mode category including school bus trips) and three-quarters of their trips in the evening being made as auto passengers. Students 18 years and older reported fewer trips in the AM Peak than they make after 9 AM in the Midday period or during the PM Peak period. Around half their travel is via sustainable modes in the AM Peak, Midday and PM Peak periods, with the balance made as auto drivers or auto passengers.

In contrast, the auto is the primary mode for workers at all times of day. Around 60% of trips are made as auto driver during most times of day (68% at night) and 5%-8% of their trips

are made as auto passengers (14.7% in the evening, consistent with non-work evening activities). Transit is highest during the AM Peak. Travel by bicycle and micromobility modes is highest during the PM Peak. Walking is pervasive at all times of day, though is highest in the Midday, PM Peak and evening.

Table 29. Mode Shares for Students and Workers by Time Period, 2022

Population Group	Mode	Night 0000 - 0559 (6 hours)	AM Peak 0600 - 0859 (3 hrs)	Midday 0900 - 1459 (6 hrs)	PM Peak 1500 - 1759 (3 hrs)	Evening 1800 - 2359 (6 hrs)	24-Hour
Students 0-17 yrs	Total Trips	400	42,700	17,700	47,200	15,500	123,500
	Auto Driver	7.9%	1.6%	1.6%	2.3%	2.9%	2.1%
	Auto Passenger	78.6%	42.3%	39.2%	50.4%	75.9%	49.3%
	Transit	0.0%	9.6%	8.5%	11.2%	5.7%	9.5%
	Bicycle & Micromobility	0.0%	9.2%	9.1%	7.7%	3.6%	7.9%
	Walk	13.5%	23.1%	32.2%	18.1%	11.5%	21.0%
	Other	0.0%	14.2%	9.5%	10.3%	0.4%	10.2%
Students 18+ yrs	Total Trips	900	51,100	33,600	60,400	22,800	168,700
	Auto Driver	57.2%	46.0%	36.1%	42.5%	54.3%	43.7%
	Auto Passenger	2.2%	7.7%	14.2%	9.8%	13.9%	11.5%
	Transit	11.9%	26.7%	26.0%	20.6%	10.9%	21.4%
	Bicycle & Micromobility	4.2%	8.0%	10.2%	9.7%	6.6%	8.8%
	Walk	21.4%	11.2%	12.8%	16.9%	12.7%	13.8%
	Other	3.1%	0.4%	0.7%	0.4%	1.7%	0.8%
Workers	Total Trips	11,100	136,200	153,300	188,300	109,600	598,600
	Auto Driver	67.6%	62.3%	61.7%	60.6%	58.8%	61.1%
	Auto Passenger	8.4%	5.3%	7.8%	7.3%	14.7%	8.3%
	Transit	3.8%	8.7%	5.7%	6.6%	4.1%	6.3%
	Bicycle & Micromobility	5.1%	11.4%	7.9%	10.7%	6.9%	9.4%
	Walk	12.3%	10.7%	15.7%	13.3%	14.2%	13.5%
	Other	2.8%	1.7%	1.1%	1.4%	1.3%	1.4%

Figure 58. Students 5-17 years of age, trips by mode by time period 2022

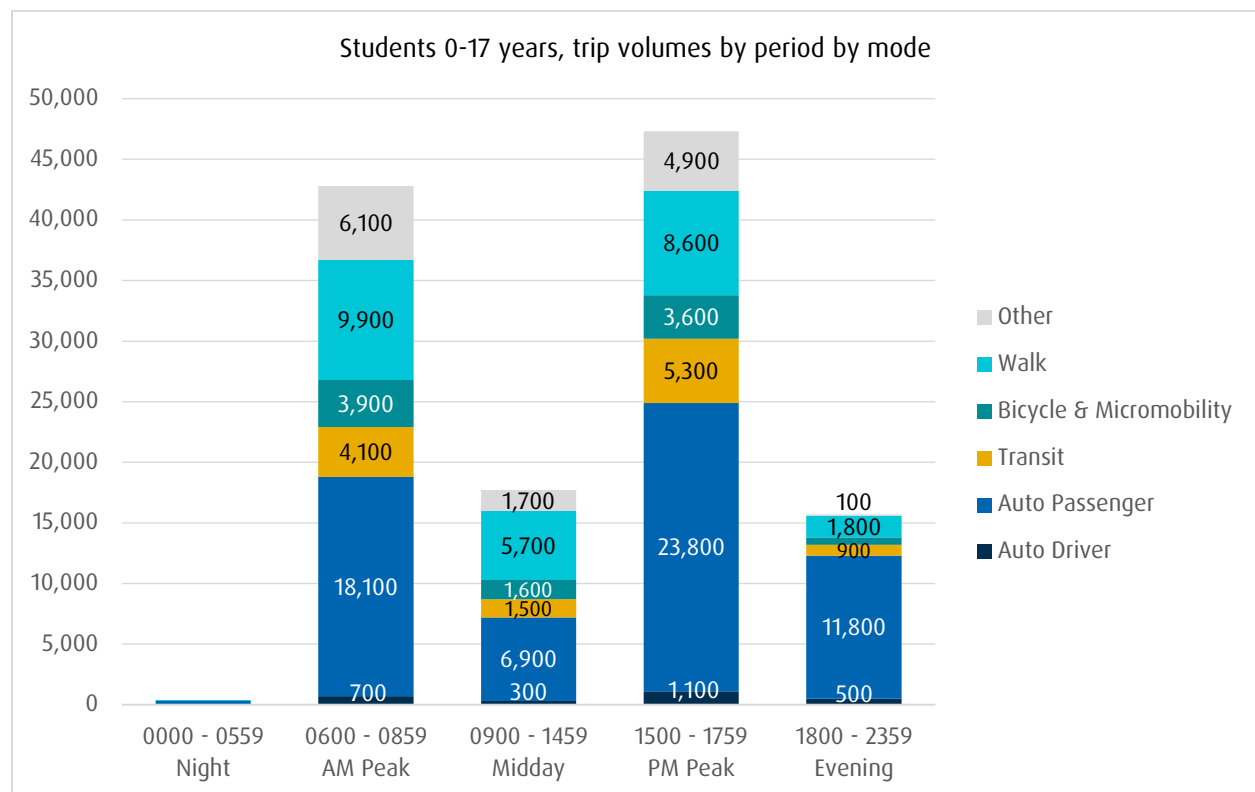


Figure 59. Students 18+ years of age, trips by mode by time period, 2022

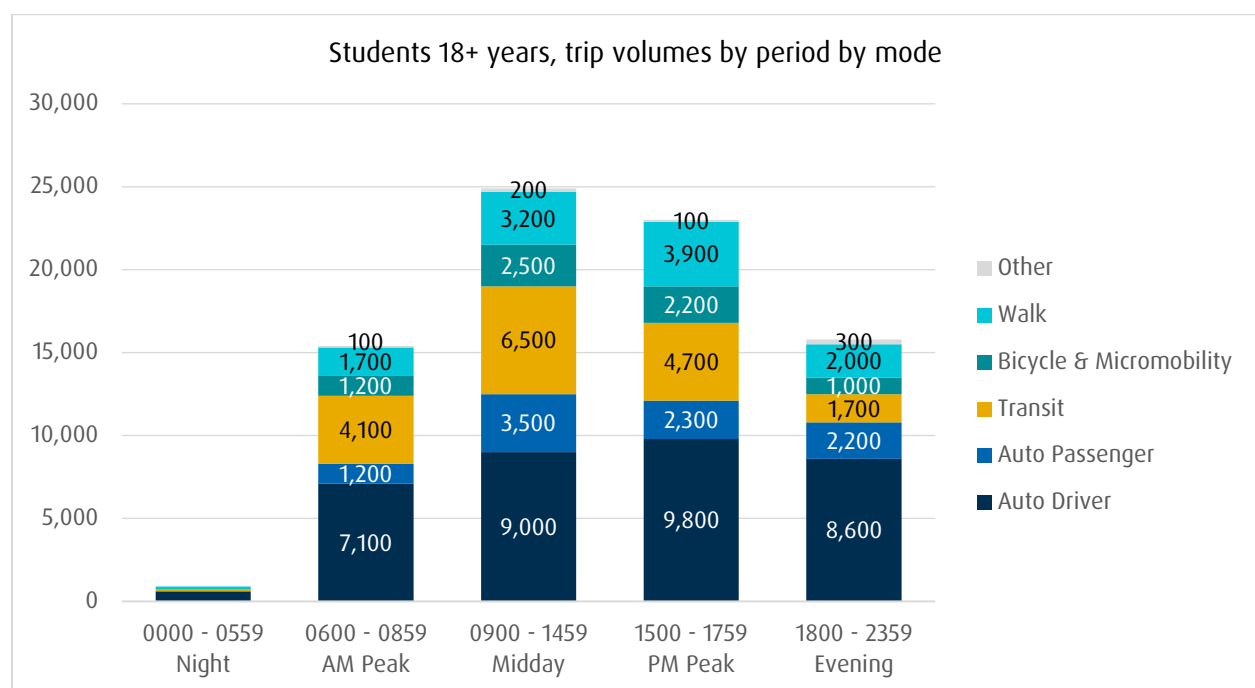
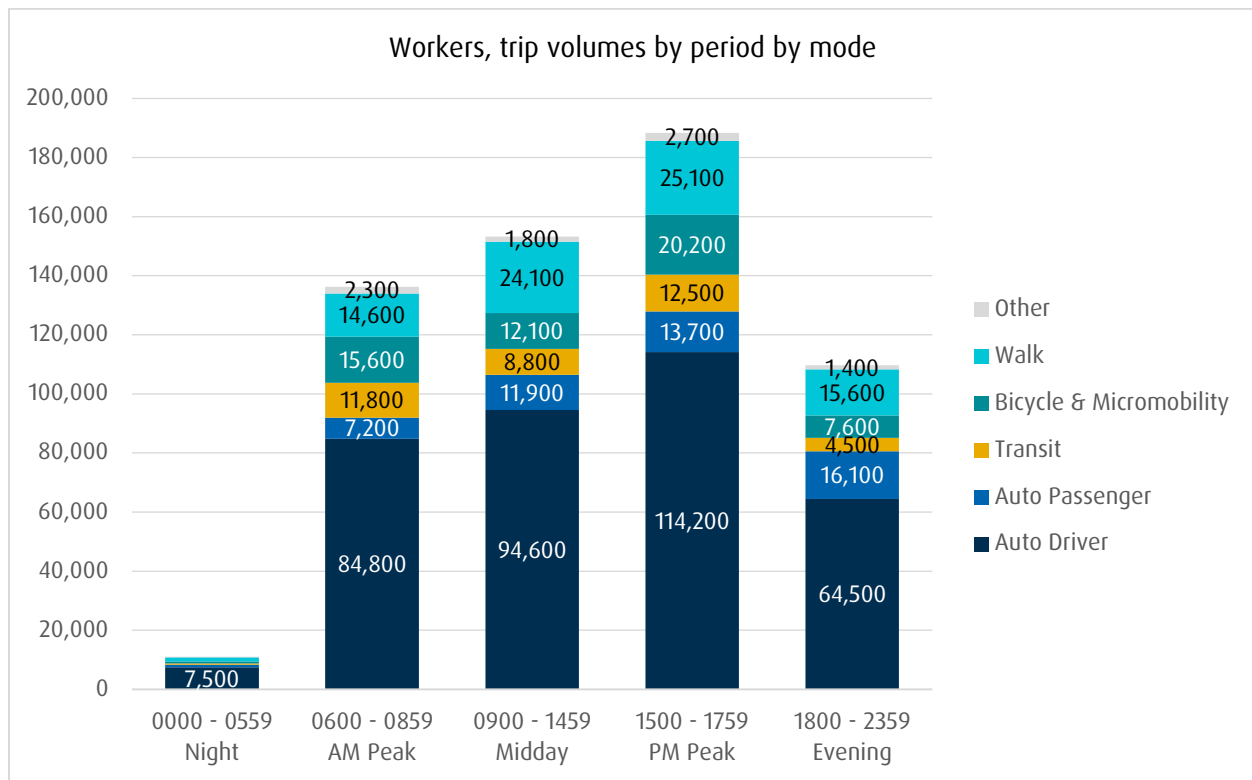




Figure 60. Workers, trips by mode by time period, 2022



## 4.3 Trip purpose

Trip purpose, or the reason for making a trip, is another important indicator of travel patterns and choices. The following discussions explore trip purpose in more detail, including by time of day, start hour and travel mode.

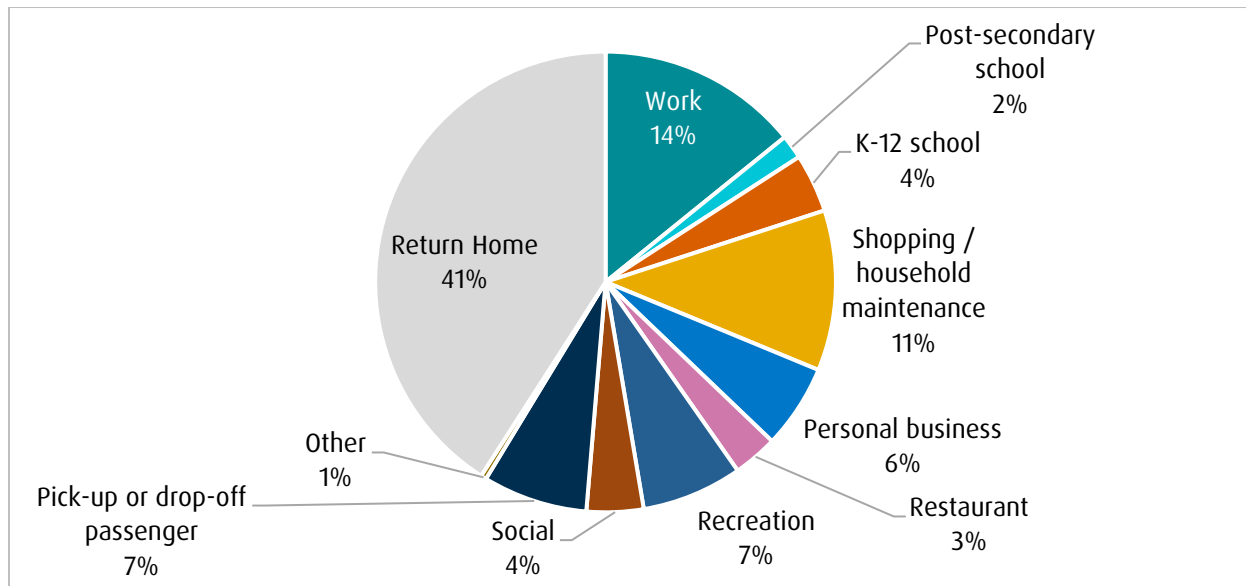


### 4.3.1 Trip purpose breakdown

Trip purposes based on the activity at the trip destination are broken out in Figure 61 and Table 30, for the 5+ population. For context, 59% of all trips are to destinations outside the home, and 41% return home.

- Commuting trips to work and school comprise 20% of daily trips. Stated another way, these commuting trips represent one-third (34%) of all trip destinations outside the home. Including trips to pick up or drop off passengers (which are mostly associated with commuting to and from work or school) brings the total commuting and commuting-related trips to just under half the total (46%) of the non-return-home trips.
- Trips for shopping, household maintenance and personal business comprise 17% of all trips, or 29% of all trips other than return home.
- Trips for recreational, dining (restaurant) and social activities make up 14% of all trips, or 24% of all trips other than return home.

Figure 61. Daily trip purpose, population 5+, 2022



All trips made in the RPA by persons 5+, including Salt Spring Island residents' trips.

Table 30. Details of trip purpose, population 5+, 2017-2022

Trip Purpose	2017	2022	change	difference
Work	178,200	141,200	-37,000	-21%
Post-secondary school	18,700	16,800	-1,900	-10%
K-12 school	38,400	40,900	2,500	+7%
Shopping / household maintenance	126,800	112,200	-14,700	-12%
Personal business	63,800	58,800	-5,000	-8%
Restaurant	45,700	31,200	-14,600	-32%
Recreation	68,300	70,400	2,100	+3%
Social	49,600	39,700	-9,900	-20%
Pick-up or drop-off passenger	89,000	73,200	-15,700	-18%
Other	6,000	3,900	-2,100	-35%
Return Home	419,700	407,500	-12,300	-3%
Total	1,104,300	995,900	-108,500	-10%

All trips made in the RPA by persons 5+, including Salt Spring Island residents' trips.

Table 30 provides a comparison with the expanded 2017 survey. Almost all trip purposes recorded reductions in volume, commensurate with the lingering pandemic-induced shifts in people's activities. The greatest reductions occurred in commuting and commuting-related trips to work and post-secondary school, likely reflecting the ongoing shifts in remote / on-site working and schooling. Shopping / household maintenance and restaurant trips also experienced significant reductions, consistent with a lingering use of online purchases.

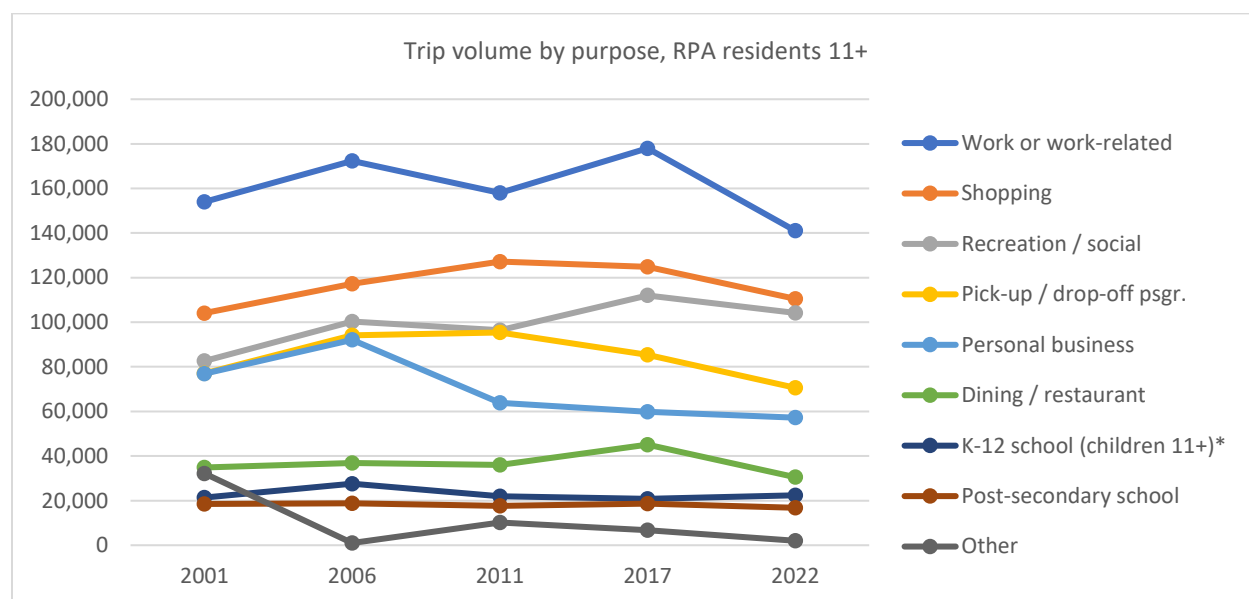
Trips to elementary and secondary schools increased by 7%. This is close to though less than the 8.7% increase in the 5-17 population since 2017 (see Table 6). The increase in these trips may reflect government policies that re-opened these schools as the pandemic eased, recognizing also that some parents may elect to keep their children home if the children or others were ill.<sup>34</sup> Recreational trips also increased.

Figure 62 and Table 31 provide a longer-term context for these trends back to 2001, for persons 11+. Trips for some purposes have fluctuated over time (e.g., work and work-related trips), some have increased (e.g., dining / restaurant) and others have declined (e.g., personal business and pick-up / drop-off passenger). However, except for K-12 school trips, the number of trips for all purposes declined between 2017 and 2022, in some cases profoundly: work or work-related, shopping and dining / restaurant. Though some of these reflect changes pandemic-induced prohibitions on in-person work or on socializing, the contractions in shopping and picking-up / dropping-off passengers appear to be part of a longer-term trends since 2011, perhaps accelerated by the pandemic. The ongoing reduction

<sup>34</sup> The 7% increase in trips to elementary and secondary schools is consistent with the 8.7% increase in the 5-17 population between 2017 and 2022. See Table 6.

in trips for personal business, more gradual following a steep decline between 2006 and 2011, may reflect the advent of more online services, rising inflation and interest rates and affordability in general, which also may have contributed to the steep recent decline in shopping.

Figure 62. Daily volume of trips by trip purpose, population 11+, 2001-2022



\*In 2001 and 2006, this category was 'Other school' and would have included adults attending adult basic education, GEDs, etc. as well as K-12 students.

Table 31. Details of trip purposes, persons 11+ years, 2001-2022

	2001		2006		2011		2017		2022	
Trip Purpose	Daily Trips	%	Daily Trips	%	Daily Trips	%	Daily Trips	%	Daily Trips	%
Work	154,000	16.4%	172,400	17.0%	158,000	15.7%	178,000	17.0%	141,000	15.0%
Post-secondary school	18,500	2.0%	18,800	1.9%	17,600	1.7%	18,700	1.8%	16,800	1.8%
Other school in 2001,2006 K-12 school in 2011 onward	21,400	2.3%	27,600	2.7%	22,000	2.2%	20,800	2.0%	22,400	2.4%
Personal business	76,900	8.2%	92,100	9.1%	63,800	6.3%	59,800	5.7%	57,200	6.1%
Recreation / social	82,600	8.8%	100,300	9.9%	96,400	9.6%	112,000	10.7%	104,200	11.1%
Dining / restaurant	34,900	3.7%	36,900	3.6%	36,000	3.6%	45,100	4.3%	30,500	3.3%
Shopping	104,100	11.1%	117,300	11.6%	127,200	12.6%	124,900	11.9%	110,500	11.8%
Pick-up / drop-off psgr.	77,100	8.2%	94,100	9.3%	95,400	9.5%	85,400	8.1%	70,600	7.5%
Return home	339,500	36.1%	355,400	35.0%	382,500	37.9%	397,300	37.9%	384,000	40.9%
Other	32,200	3.4%	1,000	0.1%	10,200	1.0%	6,700	0.6%	2,000	0.2%
Total (all trips combined)	941,100	100.0%	1,015,900	100.0%	1,009,000	100.0%	1,048,700	100.0%	939,100	100.0%

Includes only trips for residents of the RPA 11+ years of age. Excludes trips made by survey respondents outside the RPA (e.g., Salt Spring Island, Cowichan Valley) to allow comparisons to be made on the same basis. 2001, 2006 and 2011 expansion factors have been recalibrated for the purpose of comparison. The 2017 and 2022 figures in this table may differ

slightly from the figures reported elsewhere in this report, as the figures in this table exclude trips in the RPA made by residents of Salt Spring Island to facilitate comparisons.

#### 4.3.2 AM and PM Peak trip purpose breakdown

The following charts and table provide a very disaggregated view of trip purposes by time of day. Work trips have been broken out into travel to usual workplace separately from work-related travel / work on the road, to better understand these two aspects of work travel by time of day, including any changes from 2017. Serve-passenger trips have been broken out into pick-up and drop-off trips as time of day is relevant to these types of trips.

Figure 63 shows the percentage distribution of trip purposes in each time period, with generally expected patterns, with high proportions of trips to work, trips to K-12 school and drop-off trips in the AM Peak, and shopping / household maintenance trips representing the plurality of non-home destinations in the Midday and PM Peak periods.

Figure 64 and Table 31 show a different view, looking at the volumes of trip purposes by period, with comparison to 2017. Notable observations include:

- K-12 school trips show an 8% increase in the AM Peak period, which is consistent with population growth.
- Travel to a usual workplace work shows a 20% decrease in the AM Peak Period (a drop of 17,100 trips) and a 30% drop in the Midday period (somewhat lesser in magnitude, at a drop of 9,100 trips). Work-related travel / work on the road also shows drops, which could be explained in part by fewer workers travelling to a usual workplace and fewer meetings or possible changes to the work travel for workers who do not have a usual workplace.
- Travel to post-secondary school shows a modest drop in the AM Peak Period (-8%, -700 trips) and a larger drop in the PM Peak period (-72% or -900 trips).
- Examining the Evening period, which had the greatest drop in total trips, the types of trips with the greatest drops in magnitude are social trips (-5,800), shopping / household maintenance (-5,200) and trips to restaurants, coffee shops and bars (-3,100).<sup>35</sup>
- Interestingly, the AM Peak, Midday and PM Peak periods saw an increase in recreational trips, even as recreational trips in the evening have declined.
- Return-home trips also saw increases in the AM Peak and Midday periods.

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<sup>35</sup> Some behaviour associated with this trip purposes may not be captured in the survey. Specifically, some people now have their meals, groceries and other purchases delivered, rather than going to the restaurant or store themselves. These deliveries are considered as commercial trips, which are not captured in this household survey.

Figure 63. Distribution of trips by trip purpose by time period, 2022

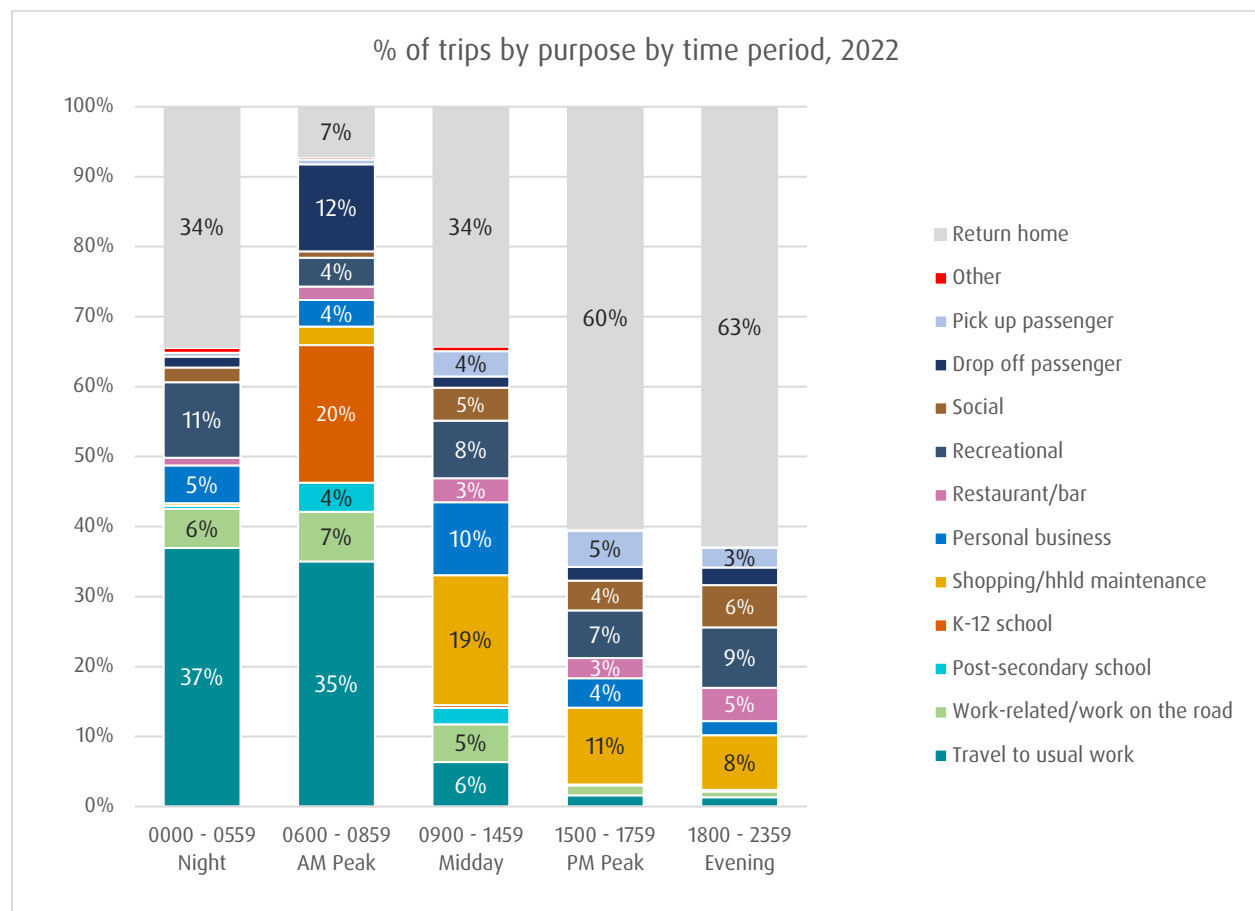


Figure 64. Trip volumes by trip purpose by time period, 2017-2022

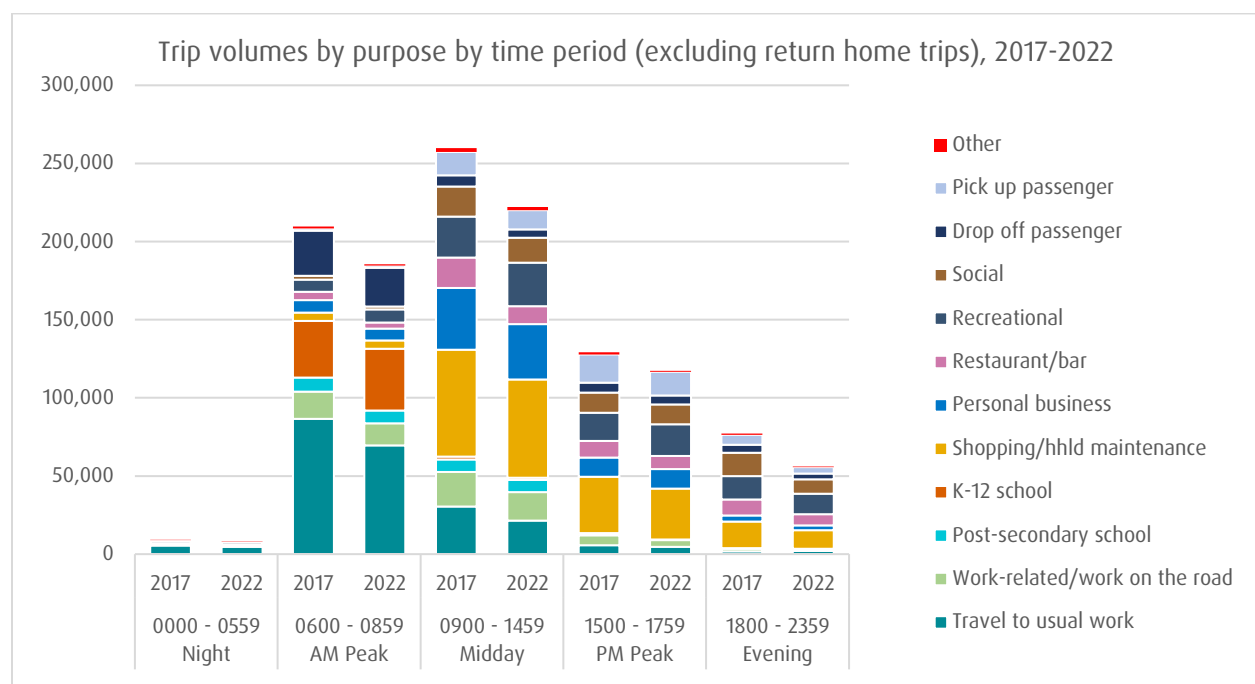


Table 32. Trip volumes by trip purpose by time period, 2022, with change from 2017

	Night 0000 - 0559 (6 hours)	AM Peak 0600 - 0859 (3 hrs)	Midday 0900 - 1459 (6 hrs)	PM Peak 1500 - 1759 (3 hrs)	Evening 1800 - 2359 (6 hrs)	24-Hour Total
Total Trips	12,400	200,000	337,100	294,700	151,600	995,900
Travel to usual work	4,600	70,100	21,400	4,700	2,000	102,700
Work-related/work on the road	700	14,100	18,200	4,200	1,200	38,400
Post-secondary school	100	8,300	7,900	300	200	16,800
K-12 school	0	39,300	1,400	100	100	40,900
Shopping/hhld maintenance	0	5,300	62,500	32,300	11,900	112,200
Personal business	700	7,600	35,100	12,400	3,100	58,800
Restaurant/bar	100	3,800	11,500	8,400	7,200	31,200
Recreational	1,300	8,200	27,800	20,000	13,100	70,400
Social	300	1,800	15,900	12,600	9,200	39,700
Drop off passenger	200	24,900	5,400	5,900	3,800	40,100
Pick up passenger	100	1,400	12,300	15,100	4,300	33,100
Other	100	700	2,100	800	300	3,900
Return home	4,300	14,400	115,700	177,800	95,300	407,500
<b>Difference from 2017</b>						
Total Trips	-1,900	-20,600	-30,600	-20,200	-35,000	-108,500
Travel to usual work	-1,000	-16,500	-9,000	-1,000	0	-27,500
Work-related/work on the road	0	-3,200	-3,800	-2,100	-400	-9,500
Post-secondary school	100	-700	-100	-900	-200	-1,900
K-12 school	-100	3,000	-500	0	100	2,500
Shopping/hhld maintenance	-100	200	-5,900	-3,700	-5,100	-14,700
Personal business	600	-500	-4,400	0	-800	-5,000
Restaurant/bar	-100	-1,400	-7,800	-2,100	-3,100	-14,600
Recreational	0	500	1,400	2,000	-1,800	2,100
Social	200	-700	-3,300	-400	-5,700	-9,900
Drop off passenger	-500	-3,900	-1,800	-600	-1,300	-8,200
Pick up passenger	0	-100	-2,600	-2,800	-2,000	-7,500
Other	-100	-400	-500	-500	-500	-2,100
Return home	-1,000	3,200	7,800	-8,000	-14,300	-12,300
<b>% difference</b>						
Total Trips	-14%	-9%	-8%	-6%	-19%	-10%
Travel to usual work	-17%	-19%	-30%	-18%	+3%	-21%
Work-related/work on the road	+3%	-19%	-17%	-33%	-24%	-20%
Post-secondary school	*	-8%	-2%	-73%	-44%	-10%
K-12 school	*	+8%	-27%	*	*	+7%
Shopping/hhld maintenance	*	+4%	-9%	-10%	-30%	-12%
Personal business	*	-6%	-11%	0%	-20%	-8%
Restaurant/bar	-47%	-27%	-40%	-20%	-30%	-32%
Recreational	0%	+6%	+5%	+11%	-12%	+3%
Social	*	-27%	-17%	-3%	-38%	-20%
Drop off passenger	-70%	-14%	-26%	-10%	-26%	-17%
Pick up passenger	*	-4%	-18%	-16%	-32%	-19%
Other	-60%	-38%	-20%	-39%	-64%	-35%
Return home	-19%	+29%	+7%	-4%	-13%	-3%

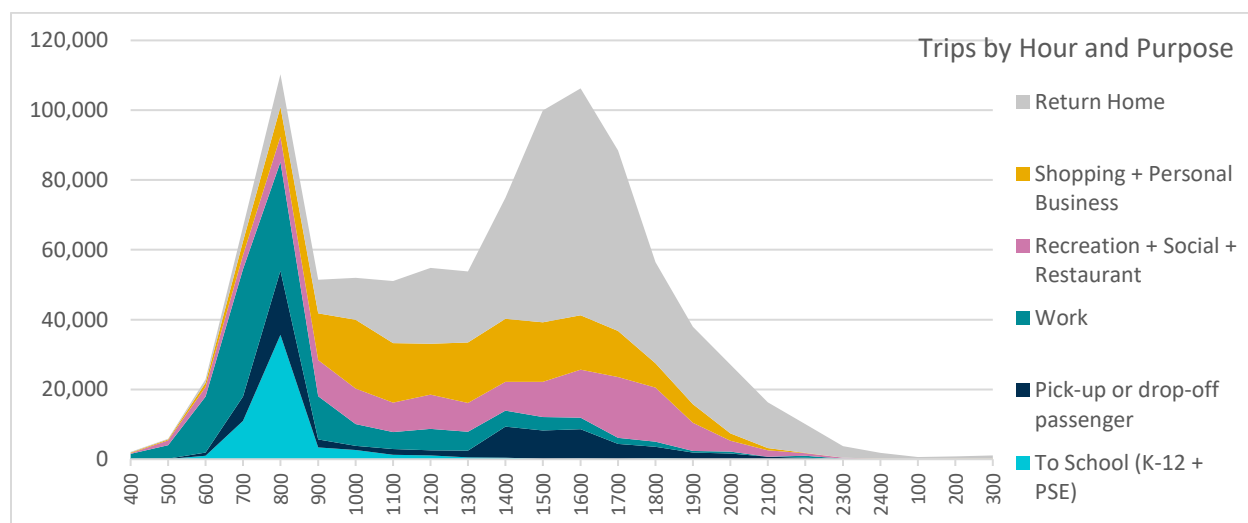
\* Comparison suppressed due to very small sample size in cell in at least one survey year

### 4.3.3 Trip purpose by start hour

Figure 65 looks at the distribution of trip purposes by time of day (by hour according to the time the trip started). Some of the trip purposes have been grouped together in the chart for clarity.

The results show a concentration of work, to school and pick-up and drop-off trips that dominates the AM peak period. After the AM peak period, shopping and personal business begin to increase, peaking in the hour beginning at 2 pm. Recreation, social and restaurant trips also increase, peaking in the hour beginning at 5 pm. All these purposes taper off significantly by the early evening. In the meantime, the return home trip builds after the AM peak period and dominates and peaks during the PM peak period.

Figure 65. Trip purpose by start hour, 2022



All trips made in the RPA by persons 5+, including Salt Spring Island residents' trips.

### 4.3.4 Trip purpose by travel mode

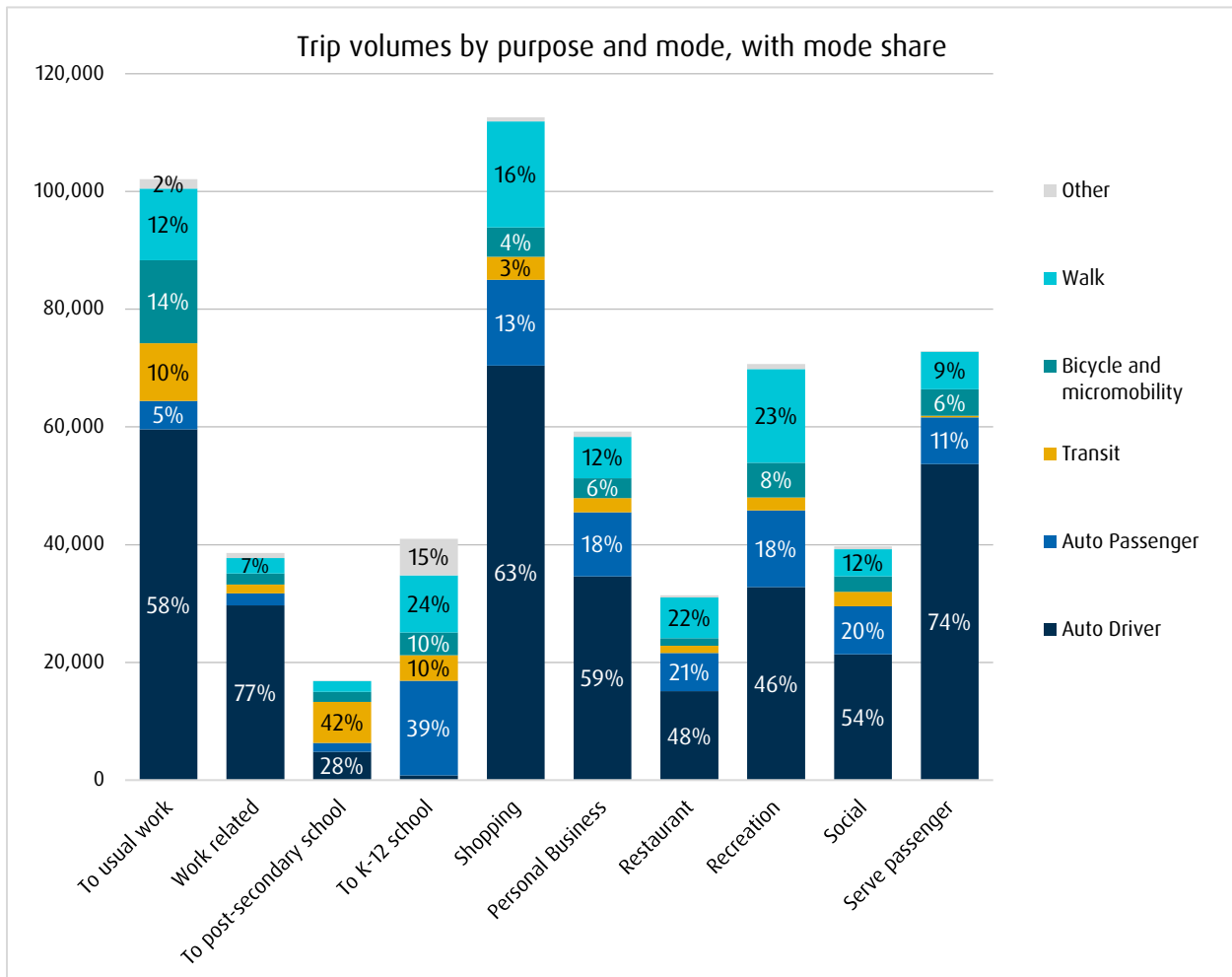
Figure 66 and Table 33 break down trip purpose by travel mode and modal share:

- Auto driver dominates all trip purposes except those for going to K-12 (secondary) or post-secondary schools. The greatest auto driver volumes occur for shopping trips (70,400 daily trips) and to the usual workplace (60,100 trips; this volume rises to 89,800 trips if combined with work-related trips).
- The very low proportions of auto passengers for work and work-related trips indicate that most trips for these purposes are made as single-occupant auto commutes. Auto passengers feature more prominently in other purposes, notably a 39% share for K-12 commutes. Auto passengers also are important for discretionary activities that are done with others – for example, 21% for restaurant trips.



- The transit share is highest for post-secondary students, at 42% of their commutes. For work and K-12 school commutes, the transit share is 10%.
- The shares of walk trips are highest for K-12 school commutes (24% or 9,700 trips), recreation (22% or 15,900 trips), restaurant (22% or 6,800 trips), shopping (16% or 18,000 trips) and the work commute (12%, or 12,100 trips).
- The shares of trips by bicycle and micromobility modes are highest for the work commute, at 14% or 14,200 trips. Ten percent of K-12 and post-secondary school commutes are also by these modes.

Figure 66. Trip purpose by travel mode, 2022



All trips made in the RPA by persons 5+, including Salt Spring Island residents' trips.

Table 33. Details of trip purpose by travel mode, 2022

	Trips	Auto Driver	Auto Passenger	Transit	Bicycle and micromobility	Walk	Other
To usual work	102,700	59%	5%	10%	14%	12%	2%
Work related	38,400	77%	5%	4%	5%	7%	2%
To post-secondary school	16,800	29%	9%	42%	10%	10%	0%
To K-12 school	40,900	2%	39%	10%	10%	24%	15%
Shopping	112,200	62%	13%	4%	4%	16%	1%
Personal Business	58,800	59%	18%	4%	6%	12%	1%
Restaurant	31,200	48%	21%	4%	4%	22%	1%
Recreation	70,400	46%	19%	3%	8%	22%	1%
Social	39,700	53%	21%	6%	7%	12%	1%
Serve passenger	73,200	74%	11%	0%	6%	9%	0%
Other	3,940	15%	33%	2%	2%	24%	24%
Return home	407,460	52%	15%	6%	8%	16%	2%
RPA Total	995,900	54%	15%	6%	8%	15%	2%

All trips made in the RPA by persons 5+, including Salt Spring Island residents' trips.

## 4.4 Vehicle use

Vehicle occupancy is an indicator of the efficiency of vehicle use – that is, whether vehicles are occupied by the driver alone or safely carrying passengers as well. Figure 67 and Table 34 report the number of occupants in personal vehicles.

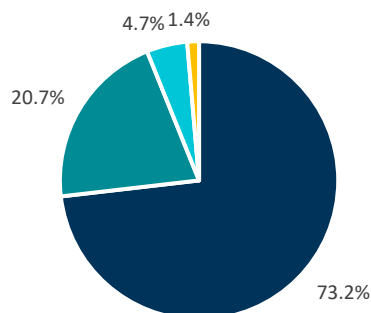


**The single-occupant (drive alone) trip dominates.** Three-quarters of vehicle trips are occupied by the driver alone (73.2%). Another one-fifth have two occupants (20.7%), with the remaining 6.1% carrying three or more occupants. Combined, these **multi-person trips represent just under half of all vehicle trips (45.6%)**. Even with the overall reduction in total trips, **the 2022 distributions are largely unchanged from those of 2017**, except that the 4+ category has dropped from 6.0% to 4.3% when measured in terms of person-trips and from 1.9% to 1.4% in terms of vehicle-trips.

The **average vehicle occupancy is 1.35 persons per vehicle**, which is a modest decline from the 2017 average of 1.37 persons per vehicle. It should be noted that these rates are derived from the survey responses. These occupancies may include very young children in the respondent's household, whose trips were not surveyed. They may also include carpools made with people from other households, whose trips were surveyed only if that household was also sampled.

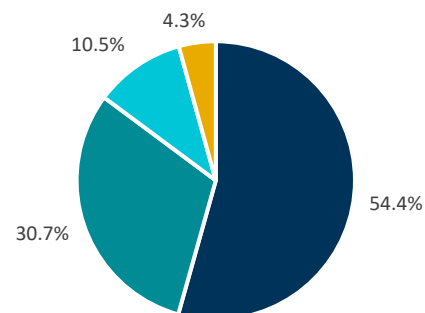
Figure 67. Weekday daily average report vehicle occupancy, 2022

Occupancy by vehicle-trips, 2022



- SOV (1 occupant)
- HOV-2 (2 occupants)
- HOV-3 (3 occupants)
- HOV-4+ (4 or more occupants)

Occupancy by person-trips, 2022



- SOV (1 occupant)
- HOV-2 (2 occupants)
- HOV-3 (3 occupants)
- HOV-4+ (4 or more occupants)

Table 34. Details of weekday daily average reported vehicle occupancy, 2022 and 2017

Vehicle Occupancy	Vehicle-Trips	%	% in 2017	Person-Trips	%	% in 2017
SOV (1 occupant)	389,400	73.2%	<i>72.2%</i>	389,800	54.4%	<i>52.7%</i>
HOV-2 (2 occupants)	110,100	20.7%	<i>21.1%</i>	220,100	30.7%	<i>30.8%</i>
HOV-3 (3 occupants)	25,100	4.7%	<i>4.8%</i>	75,400	10.5%	<i>10.6%</i>
HOV-4+ (4 or more occupants)	7,400	1.4%	<i>1.9%</i>	31,100	4.3%	<i>6.0%</i>
Total	532,400	100%	<i>100%</i>	716,400	100%	<i>100%</i>

All values are from the 2022 survey, except for the values in *italics*, which are included from the 2017 survey for comparison. Vehicle trips includes trips with primary mode of auto driver as well as transit trips with an auto driver access mode.

Person trips indicates the total number of people conveyed by the vehicle trips, including the vehicle drivers.

SOV = single occupant vehicle, HOV = high-occupancy vehicle.

Respondents who used sustainable modes were asked if a vehicle was available for their trip. To reduce survey response burden, this question was only asked for trips leaving home via a sustainable mode.<sup>36</sup> Table 35 summarizes the findings. Vehicles were available for 87% and more of walking and cycling trips and for 81% of 'other' trips. This is consistent for the generally shorter trips made on foot and on bicycle, compared with those that can be made in a vehicle (i.e., the vehicle is not a competitor for many of these trips). However, vehicles were available only for two-thirds (65%) of transit trips – meaning one-third of riders do not have access to a vehicle for their trip, which may be of a distance that is not practical for many pedestrians and cyclists. The proportions of vehicle availability were greater than those observed in 2017, which were 62% of transit users, 81% of cyclists, 86% of walkers, and 75% of others. These differences suggest that more travellers may be selecting an alternative to driving as a deliberate, sustainable choice – further research would be needed to ascertain the factors behind their choices.

Table 35. Weekday daily vehicle availability for this trip, 2022

Was a vehicle available for this trip?	Primary Mode					Total
	Transit	Bicycle	E-Bike or E-Micromobility	Walk	Other*	
Yes	65%	87%	90%	87%	81%	84%
No	35%	13%	10%	13%	19%	16%
Total	100%	100%	100%	100%	100%	100%
Expanded trips for which question was asked	11,800	17,500	7,800	37,700	500	75,300
Expanded trips for which question was not asked	47,000	36,500	16,900	111,900	2,100	217,100

In this table, Other includes harbour ferry, other marine, taxi, personal micromobility device (e.g., skateboard) and other modes not elsewhere classified. Other excludes BC Ferries, motorcycle, airplane, HandyDART and school bus, for which the question was not asked. Interpret other with extreme caution due to very small sample size. Excludes trips for which primary mode was ferry, airplane, HandyDART, or school bus.

<sup>36</sup> I.e., the question was not asked again for each subsequent trip made via a sustainable mode by the same person unless they returned home and left home again via another sustainable mode.

## 4.5 Transit trips

Table 36 summarizes the characteristics of transit use, including the number of transit routes used and the modes used to access transit.

The survey results suggest that in the fall of 2022, about



61,400 transit trips were made each weekday by residents living in private dwellings and, when considering transfers, these trips involved around 75,400 bus boardings. It may be noted that these figures are somewhat less than BC Transit boarding counts for the same period.<sup>37</sup> As the survey sample frame comprised occupied private dwellings, the survey does not include the transit trips made by students living in residence on campus, visitors to the area or unhoused people. Accordingly, it may be possible that the survey data under-represent transit users.

One in five (21%) of all transit trips required a transfer. The need to transfer was highest in the Saanich Peninsula at 29% of all transit trips and in West Shore at 24% of all transit trips, though it can be noted that these residents generated 17% of all transit rides. The transfer rate was lowest among City of Victoria residents, at 12% of their transit trips: Victoria residents made 36% of all transit trips.

Most (95%) transit users accessed their bus on foot. Another 3.3% accessed by automobile, whether as a driver (1.8%) or as a passenger (1.5%). A further 1.5% used their bicycle to access transit. Non-foot access proportions were significantly higher in the suburban communities, especially in West Shore: Driver-access proportions increased to 8.3% in the Saanich Peninsula and 5.8% in West Shore, with passenger access in West Shore reaching another 6.5% of transit trips. Another 3.6% of West Shore riders accessed their bus on bicycle. Combined, the non-foot access trips represent 400 transit trips made by Saanich Peninsula residents and 1,150 transit trips made by West Shore residents.

Survey respondents who accessed transit via automobile (whether as a passenger or a driver) were asked whether they used an official Park & Ride location. Of those with valid responses (excluding those who answered “don’t know”), only 26% indicated that they used one of the four official Park & Ride locations in the CRD, with this percentage being 20% for passenger-access transit trips and 30% for drive-access transit trips. This suggests

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<sup>37</sup> BC Transit data for Fall 2022 suggest that there were around 89,990 boardings in October and 84,470 in November. The majority (78%) of the CRD OD surveys were completed by October 31, 2022, thus the BC Transit comparison would be to a weighted average between October and November of about 90,970 boardings, with the survey results representing 83% of these boardings. Whether survey respondents under-reported the actual routes they took, the methodology of the BC Transit boarding counts, the extent to which people outside the survey frame make transit trips and whether the survey sample under-represents transit users despite data weighting for various household and demographics characteristics may all be factors in the difference between the BC Transit counts and the expanded survey results.

considerable informal parking arrangements for those who drive to transit (such as parking on the street in residential areas, malls, other public facilities or other kinds of parking lots). Some caution should be exercised when considering the results for Park & Ride responses, given the small number of trips for which answers were given (n<100).

Table 36. Characteristics of transit use, 2022

	RPA	Saanich Peninsula	Core	West Shore	City of Victoria	District of Saanich	City of Langford
Transit Trips	61,400	3,100	51,100	7,200	21,800	19,800	4,300
Boardings *	75,400	4,000	61,600	9,700	24,800	24,400	5,700
Avg. Boardings per Transit Trip	1.23	1.29	1.21	1.35	1.13	1.23	1.30
# of buses taken (% of trips)							
1 route (no transfers)	79.0%	71.4%	80.7%	70.6%	87.5%	78.3%	73.4%
2 routes (1 transfer)	19.7%	28.7%	18.6%	24.2%	11.9%	20.7%	23.8%
3 or more routes (2 or more transfers)	1.2%	0.0%	0.7%	5.2%	0.6%	1.0%	2.8%
Transit Access (% of trips)							
Walk-Access Transit	95.3%	87.1%	97.4%	84.1%	97.3%	97.1%	91%
Drive-Access Transit	1.8%	8.3%	0.8%	5.8%	0.8%	0.8%	2%
Drive-Access Transit - Passenger	1.5%	2.7%	0.7%	6.5%	0.5%	1.0%	3%
Bicycle-Access Transit	1.5%	1.9%	1.1%	3.6%	1.3%	1.0%	4%
Other Access Mode	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%

\* See footnote 37 earlier in this section for comparison to BC Transit's boarding counts.

## 4.6 Inter-district flows

Table 37 summarizes the total 24-hour flows from and to the 18 districts within the RPA. Figure 68 and Table 38 present the prominent 'desire lines' (origin-destination flows) among the RPA districts. The origin-destination matrices in Chapter 5 provide a complete breakdown of these flows.

**Saanich East is the top generator and receiver of trips** to and from other districts, at 180,800 person-trips (daily two-way total) or 14.7% of all inter-district trips. **Victoria South, Victoria North and Downtown** are also prominent, at 11.4%, 10.4% and 9.4% of all trips. Overall, the rankings and relative importance of the districts are consistent with those of 2017, although **most inter-district trip volumes have contracted significantly** (e.g., -34% between Downtown and Saanich East). However, **trips to and from Langford and Colwood have increased**, with Langford now capturing 8.8% of all inter-district trips and Colwood's share now at 5.1%.

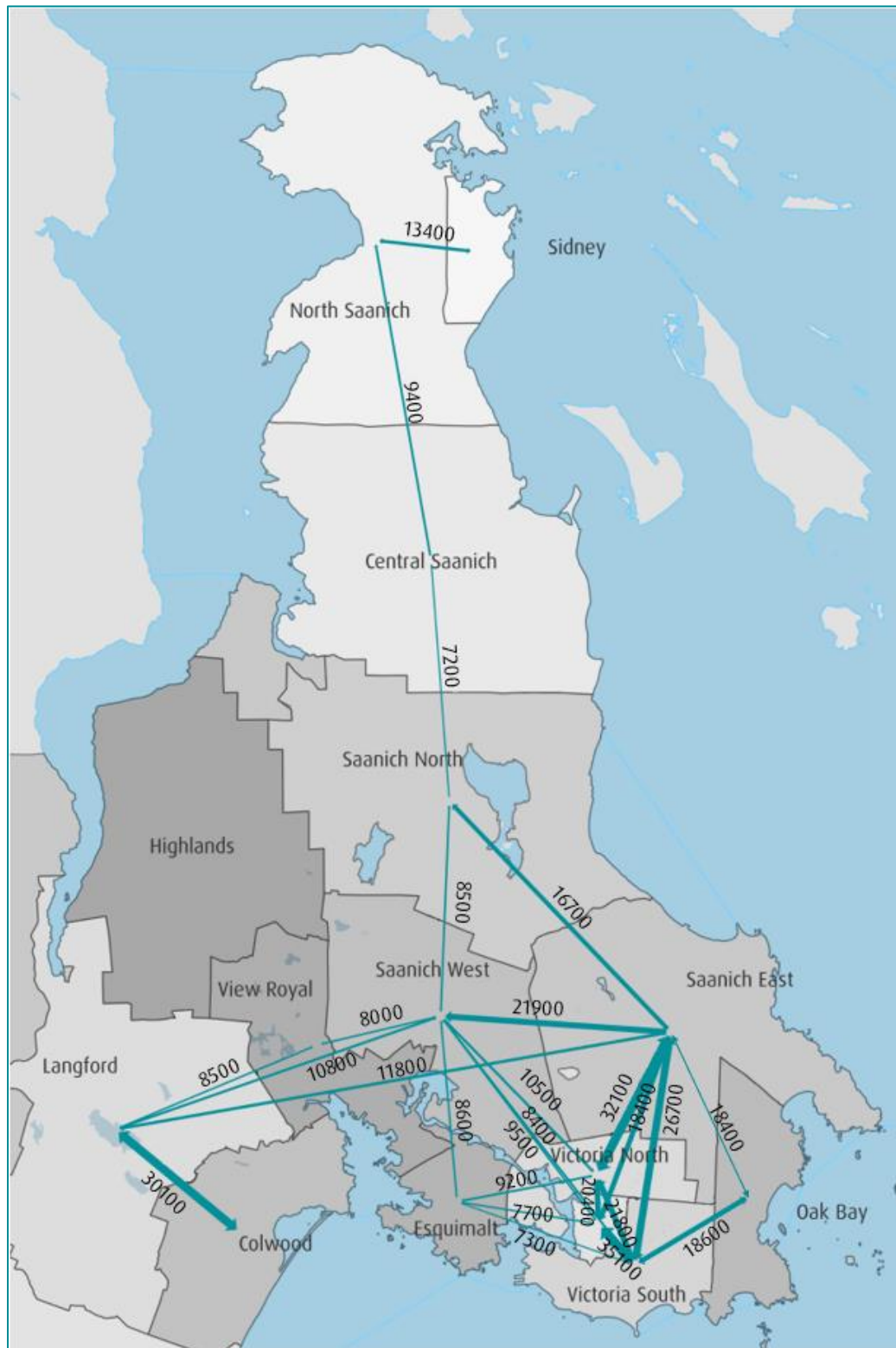
Table 37. Overview of 24-hour inter-district trips (trips generated or received by districts)

District		Internalized (Trips Entirely Within District)	Inter-District Flows			
			From District to Other RPA Districts	To District From Other RPA Districts	Two-Way Total	% of Total Two-Way Inter- District Trips
2	Sidney	12,900	15,800	15,600	31,400	2.6%
3	North Saanich & FNs	7,600	22,200	21,500	43,700	3.6%
4	Central Saanich & FNs	18,300	23,700	23,900	47,600	3.9%
5	Downtown	21,000	57,200	57,600	114,800	9.4%
6	Victoria North	21,800	63,700	63,300	127,100	10.4%
7	Victoria South	46,200	69,800	69,800	139,500	11.4%
8	Saanich North	13,500	28,200	28,200	56,400	4.6%
9	Saanich East	82,700	90,500	90,300	180,800	14.7%
10	Saanich West	19,900	50,000	50,300	100,200	8.2%
11	Oak Bay	16,900	29,200	29,400	58,600	4.8%
12	Esquimalt	13,500	29,400	29,800	59,200	4.8%
13	View Royal & FNs	7,000	24,000	23,800	47,800	3.9%
14	Highlands	200	2,800	2,700	5,500	0.4%
15	Langford	54,800	54,000	54,200	108,300	8.8%
16	Colwood	14,900	31,600	31,300	62,800	5.1%
17	Metchosin & FN	1,500	6,300	6,300	12,600	1.0%
18	Sooke District & FNs	17,400	10,000	10,000	19,900	1.6%
19	Juan de Fuca Electoral Area & FNs	900	5,200	5,100	10,300	0.8%
	Total Trips	371,200	613,300	613,200	613,300	100.0%

Includes only trips entirely within the RPA made by residents of the RPA and Salt Spring Island. Excludes approximately 12,900 trips to/from Salt Spring Island and external areas (i.e., excludes districts 1, 20, 21).



Figure 68. Prominent desire lines in the Regional Planning Area – top 24 two-Way inter-district flows, 2022



Only inter-district flows of at least 7,000 estimated daily trips are depicted.



Table 38. Top 25 inter-district flows

	Districts	24-hour two-way flows			
		2017	2022	diff (#)	diff (%)
5 <-> 7	Downtown <-> Victoria South	45,100	35,100	-10,000	-22%
6 <-> 9	Victoria North <-> Saanich East	37,400	32,100	-5,300	-14%
15 <-> 16	Langford <-> Colwood	27,100	30,100	+3,000	+11%
7 <-> 9	Victoria South <-> Saanich East	30,500	26,700	-3,800	-12%
9 <-> 10	Saanich East <-> Saanich West	25,800	21,900	-3,900	-15%
6 <-> 7	Victoria North <-> Victoria South	25,500	21,800	-3,700	-15%
5 <-> 6	Downtown <-> Victoria North	23,400	20,400	-3,000	-13%
7 <-> 11	Victoria South <-> Oak Bay	21,100	18,600	-2,500	-12%
5 <-> 9	Downtown <-> Saanich East	27,900	18,400	-9,500	-34%
9 <-> 11	Saanich East <-> Oak Bay	22,500	18,400	-4,100	-18%
8 <-> 9	Saanich North <-> Saanich East	19,800	16,700	-3,100	-16%
2 <-> 3	Sidney <-> North Saanich & FNs	15,200	13,400	-1,800	-12%
9 <-> 15	Saanich East <-> Langford	10,600	11,800	+1,200	+11%
10 <-> 15	Saanich West <-> Langford	7,500	10,800	+3,300	+44%
6 <-> 10	Victoria North <-> Saanich West	12,900	10,500	-2,400	-19%
7 <-> 10	Victoria South <-> Saanich West	7,600	9,500	+1,900	+25%
3 <-> 4	North Saanich & FNs <-> Central Saanich & FNs	13,200	9,400	-3,800	-29%
6 <-> 12	Victoria North <-> Esquimalt	11,900	9,200	-2,700	-23%
10 <-> 12	Saanich West <-> Esquimalt	8,400	8,600	+200	+2%
8 <-> 10	Saanich North <-> Saanich West	11,000	8,500	-2,500	-23%
5 <-> 10	Downtown <-> Saanich West	12,800	8,400	-4,400	-34%
10 <-> 13	Saanich West <-> View Royal & FNs	7,600	8,000	+400	+5%
5 <-> 12	Downtown <-> Esquimalt	7,600	7,700	+100	+1%
4<->8	Central Saanich & FNs <-> Saanich North	7,600	7,200	-400	-5%
7<->12	Victoria South <-> Esquimalt	7,600	7,300	-300	-4%

Figure 69 and Table 39 examine internalized travel – that is, trips made within the same district as a traveller’s residence. This is a measure of the accessibility of activities, such as work, school and shopping, relative to a travellers’ place of residence. A closer proximity of these activities to one’s home can be more conducive to sustainable transportation alternatives to driving alone, especially walking and cycling. Almost half the trips generated by residents of Sooke District and First Nations and Saanich East remain in the same district, at 48% and 46% respectively. Highlands, Juan de Fuca Electoral Area and First Nations and Metchosin and First Nation have the lowest internalization rates, at 3%, 7% and 12% respectively.

Figure 69. Internalization of trips by home district, 2022

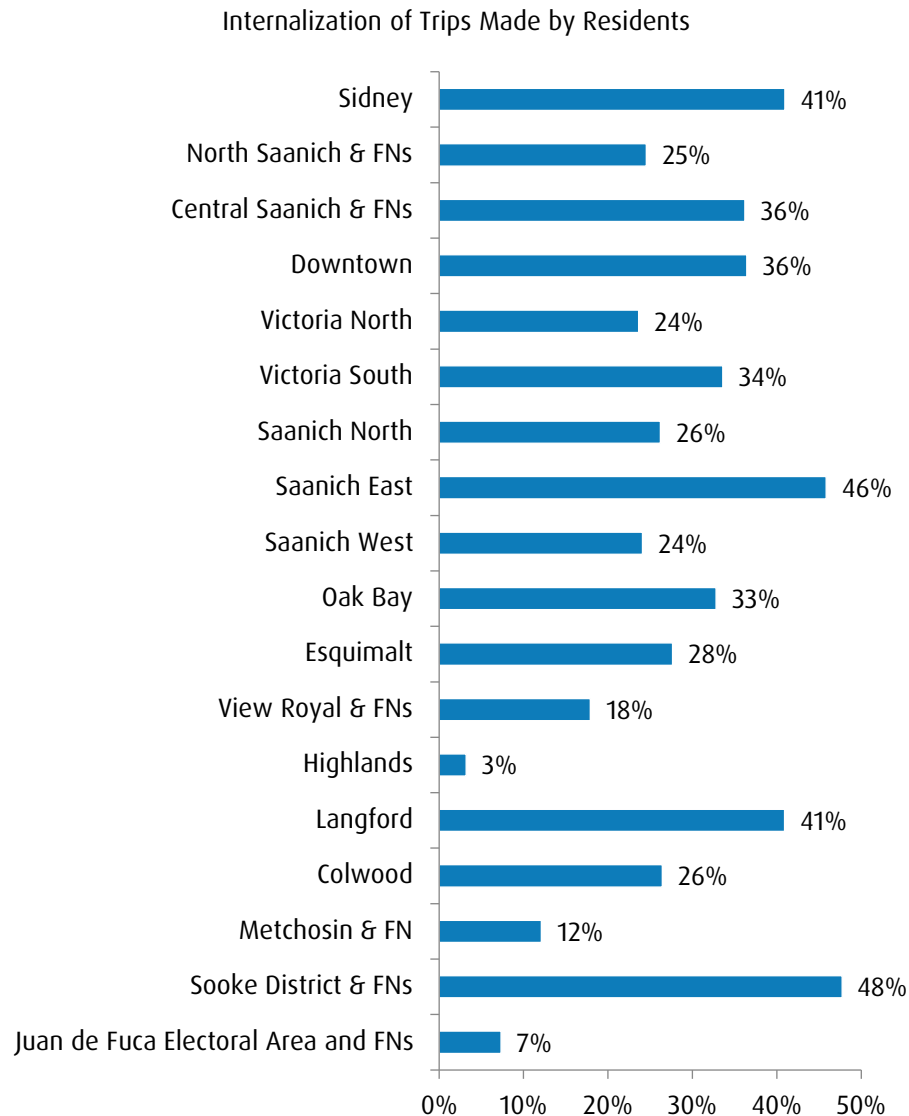


Table 39 breaks down the internalization of trips by purpose: home-based work (HBW), home-based school (HBS)<sup>38</sup> and home-based other (HBO, e.g., including shopping trips). Because these trips start or end at home, they do not capture all activity. For example, a trip to or from school that has been interrupted by a stop along the way (non-home-based) is not included in this analysis. Nonetheless, the table provides a good indicator of the extent of internalization:

- **Proximity to the workplace is greatest for Downtown residents**, at 36% of all HBW trips. However, in absolute terms, Saanich East, Langford and Victoria South have the

<sup>38</sup> HBS includes home-based trips to and from elementary and secondary schools but excludes trips to post-secondary schools, which fall under the HBO category.

greatest numbers of internalized HBW trips, at 8,800, 5,900 and 5,700 HBW trips each.<sup>39</sup>

- **Most districts have a high proximity rate to elementary and secondary schools**, which is consistent with these schools being constructed close to where students live. There are some notable exceptions, such as Sidney, Downtown, Highlands and Juan de Fuca Electoral Area and First Nations, whose internalized HBS rates are at or are approaching 0%. Saanich East has the greatest number of internal HBS trips, at 20,000 trips.
- **Most districts have good proximity rates to HBO activities**, which similarly reflects the availability of shopping, restaurants, recreational activities and other activities close to where people live. Saanich East and, Victoria South, and Langford have the highest numbers of internalized HBO trips, at about 41,400, 30,700 and 29,700 internal HBO trips.

Table 39. Details of top 25 internalized (within) district flows, 2022

District of Residence	Total Trips Made by Residents of Area		HBW Trips Made by Residents of Area		HBS Trips Made by Residents of Area		HBO Trips Made by Residents of Area	
	Trips Made by Residents	% Internal to Home District	HBW Trips	% Internal to Home District	HBS Trips	% Internal to Home District	HBO Trips	% Internal to Home District
Sidney	28,070	41%	4,450	32%	1,440	0%	17,500	50%
North Saanich & FNs	27,940	25%	4,540	19%	2,300	32%	15,720	30%
Central Saanich & FNs	46,990	36%	10,190	21%	4,640	70%	24,480	41%
Downtown	35,020	36%	9,340	35%	1,220	4%	17,420	44%
Victoria North	78,820	24%	17,970	15%	6,510	19%	40,540	34%
Victoria South	127,160	34%	23,620	24%	9,660	32%	72,060	43%
Saanich North	47,340	26%	7,940	17%	5,110	47%	25,750	32%
Saanich East	168,460	46%	32,400	27%	23,500	85%	85,460	48%
Saanich West	77,790	24%	16,230	12%	7,990	55%	39,440	28%
Oak Bay	47,990	33%	5,290	10%	6,420	40%	28,960	40%
Esquimalt	43,920	28%	10,680	23%	3,550	38%	22,050	33%
View Royal & FNs	35,810	18%	6,910	9%	2,990	30%	18,860	24%
Highlands	6,260	3%	1,160	5%	670	0%	2,760	5%
Langford	117,720	41%	26,890	22%	12,250	47%	54,560	54%
Colwood	47,340	26%	10,600	13%	4,890	69%	22,550	30%
Metchosin & FN	11,050	12%	2,340	3%	1,110	33%	5,130	17%
Sooke District & FNs	35,430	48%	7,880	26%	3,310	80%	16,470	64%
Juan de Fuca EA and FNs	11,260	7%	2,370	7%	1,110	0%	5,190	12%

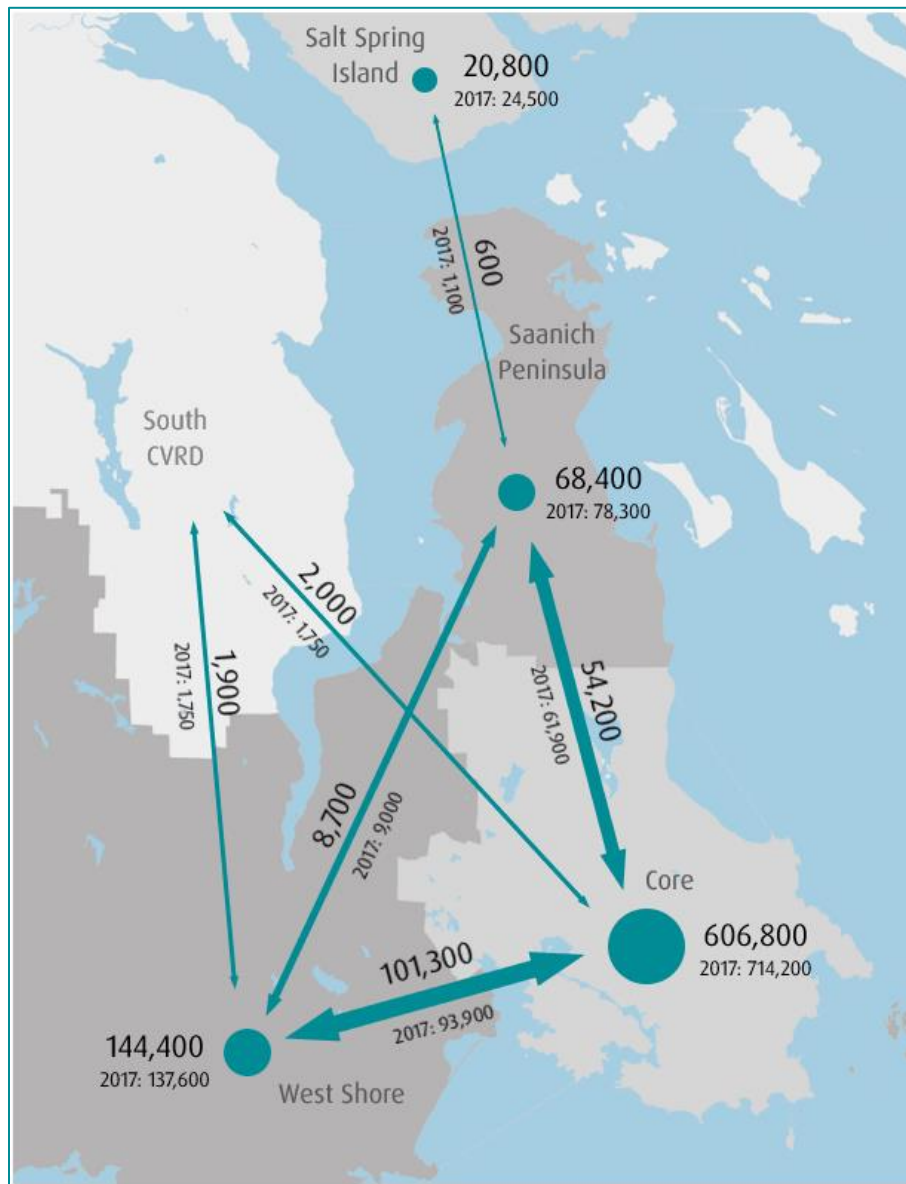
HBS, HBW and HBO trips include trips from home or returning to home. NHB trips are included in the total trips. However, NHB trips are not broken out separately. 'Internal' = both origin and destination are in the same district as the traveller's home. Interpret with caution due to low n: Sidney HBS trips, Downtown HBS trips.

<sup>39</sup> Multiple of the total number of HBW trips generated in a district by the rate of internalization.

## 4.7 Inter-regional flows

Figure 70 and Table 40 profile inter-regional and internalized daily flows. Compared with 2017, internalized and inter-regional volumes have contracted, except for trips between the West Shore and the Core, which have increased by 8%, and a 5% increase in trips that are internal to West Shore. As shown in the previous section on inter-district flows (see Figure 68 and Table 38) the increase in travel to/from and within the West Shore is mainly driven by increases in trips to/from and within Langford.

Figure 70. 24-hour inter-regional flows and internalized trips, 2022



2017 volumes are shown in smaller font. Not depicted: 900 trips between Salt Spring Island and the Core (650), the West Shore (100) and the South CVRD (150); 500 trips between Saanich Peninsula and the South CVRD; a total of 6,900 trips between the study area sub-regions and external locations north of the South CVRD or on the Lower Mainland.

Table 40. Inter-regional and Internalized flows, 2022

Internalized Flows	2017			2022			Change		
	24-Hour	AM Peak	PM Peak	24-Hour	AM Peak	PM Peak	24-Hour	AM Peak	PM Peak
Salt Spring Island Internal	24,500	3,900	6,900	20,800	3,200	6,300	-15%	-19%	-8%
Saanich Peninsula Internal	78,300	13,300	21,700	68,400	11,800	19,600	-13%	-11%	-10%
Core Internal	714,200	137,800	203,900	606,800	118,600	180,800	-15%	-14%	-11%
West Shore Internal	137,600	29,000	38,300	144,400	30,400	42,000	+5%	+5%	+10%
Inter-Regional Flows	2017			2022			Change		
	24-Hour	AM Peak	PM Peak	24-Hour	AM Peak	PM Peak	24-Hour	AM Peak	PM Peak
Salt Spring Island → Saanich Peninsula	500	100	100	600	200	100	+35%	+43%	+53%
Saanich Peninsula → Salt Spring Island	600	100	300	700	100	200	+27%	-38%	-29%
Two-way Total	1,100	200	400	1,300	300	300	+31%	+12%	-12%
Saanich Peninsula → Core	31,000	8,000	8,200	27,500	6,000	7,900	-11%	-25%	-3%
Core → Saanich Peninsula	30,900	5,600	9,500	27,400	5,000	8,200	-11%	-12%	-14%
Two-way Total	61,900	13,600	17,700	54,900	10,900	16,100	+8%	+4%	+12%
West Shore → Core	47,400	18,200	8,000	50,900	18,100	10,600	+8%	-1%	+33%
Core → West Shore	46,500	5,100	19,800	50,300	6,100	20,400	+8%	+19%	+3%
Two-way Total	93,900	23,300	27,800	101,300	24,300	31,000	-2%	+41%	-6%
West Shore → Saanich Peninsula	4,600	1,400	900	4,200	1,600	1,000	-8%	+10%	+1%
Saanich Peninsula → West Shore	4,400	300	2,000	4,600	800	1,800	+5%	+197%	-10%
Two-way Total	9,000	1,700	2,900	8,800	2,400	2,700	+26%	33%	+18%
External Flows	2017			2022			Change		
	24-Hour	AM Peak	PM Peak	24-Hour	AM Peak	PM Peak	24-Hour	AM Peak	PM Peak
RPA → South CVRD	1,800	700	100	2,100	900	300	+18%	+32%	+167%
South CVRD → RPA	1,700	0	1,000	2,300	0	1,000	+35%	n/a	+2%
Two-way Total	3,500	700	1,100	4,400	900	1,200	+9%	-34%	-31%
Trips to/from RPA and other external locations (whether elsewhere on Vancouver Island, other Gulf Islands, or the mainland), two-way total.	5,700	1,100	1,500	6,400	700	1,100	+13%	-37%	-26%
Trips to/from Salt Spring Island and other external locations, two-way total*	600	100	200	500	100	100	-22%	-5%	-67%
Total RPA trips (to/from/within RPA)	1,104,300	220,700	314,900	995,900	200,000	294,700	-10%	-9%	-6%
Total Study Area Trips	1,129,400	224,700	322,000	1,017,200	203,300	301,100	-10%	-10%	-6%

Interpret flows with low numbers of trips with caution, as sample sizes may be very small.

Individual flows may add to more than the total trips. Trips between Core and Salt Spring and between West Shore and Salt Spring are counted twice since they contribute to flows between the Saanich Peninsula and Salt Spring Island as well as to flows between these sub-regions and the Saanich Peninsula. Trips between the Saanich Peninsula and the West Shore have not been counted twice, even if they might briefly pass through the eastern portion of the Core subregion.

\* Includes trips external to the RPA (i.e., do not have either trip end within the RPA).

\*\* It should be noted that the flows between the RPA and the southern CVRD are trips made by RPA residents. The flows do not include the daily trip flows associated with residents of the southern CVRD. In the 2017 survey, residents of the southern CVRD were not surveyed.

Table 41 and Figure 71 break down the internalized and inter-regional flows by mode. Auto driver makes up almost three-quarters of inter-regional flows, though its share drops to under two-thirds for internalized flows (and under half in the Core, where sustainable modes have a 39.7% share). Inter-regional auto passenger shares are highest for Salt Spring Island residents, at 23.8%, while West Shore's internalized rate of 20% is greater than its inter-regional rate of 16.3%.

Among sustainable modes, transit has the highest inter-regional shares, at up to 6.3% in the West Shore. Walking has the highest shares of internalized travel for all regions, reaching a high of 20.7% in the Core. The bicycle and micromobility shares are similar higher for internalized flows than for inter-regional flows and is greater than the internalized transit shares for all regions.

Internalized travel within the Core represents a significant portion of the region's daily travel, at 606,700 trips. As a result, it is important to note that mode shares have shifted slightly since 2017: auto driver and transit shares have dropped (50% to 46% and 9% to 8%, respectively), while walk and cycling shares have gone up (19% to 21% and 7% to 11%, respectively). The shifts may reflect the pandemic lockdowns and the ensuing adjustments in transit service and shifts in economic and other activity. Among inter-regional flows, the transit share to and from West Shore has dropped from 10% in 2017 to 6% in 2022.

**Table 41. Internalized trips and inter-regional flows by sub-area – mode shares, 2022**

Salt Spring Island	Daily Trips	Auto Driver	Auto Passenger	Transit	Bicycle/Micromob	Walk	Other
Internalized	20,800	63.0%	19.8%	1.3%	3.6%	8.2%	4.1%
Inter-regional	1,300	74.3%	23.8%	0.0%	0.0%	0.0%	1.9%
Saanich Peninsula	Daily Trips	Auto Driver	Auto Passenger	Transit	Bicycle/Micromob	Walk	Other
Internalized	68,400	61.0%	16.7%	1.3%	4.8%	11.7%	4.4%
Inter-regional	63,500	75.0%	15.9%	4.6%	2.3%	0.2%	2.0%
Core	Daily Trips	Auto Driver	Auto Passenger	Transit	Bicycle/Micromob	Walk	Other
Internalized	606,800	46.2%	12.8%	8.0%	10.9%	20.7%	1.3%
Inter-regional	156,200	72.4%	16.1%	6.2%	3.2%	0.3%	1.9%
West Shore	Daily Trips	Auto Driver	Auto Passenger	Transit	Bicycle/Micromob	Walk	Other
Internalized	144,400	59.8%	20.0%	1.3%	3.0%	10.7%	5.2%
Inter-regional	110,100	72.2%	16.3%	6.3%	3.2%	0.3%	1.7%



Figure 71. 24-hour inter-regional flows and internalized trips by sub-area – mode shares 2022

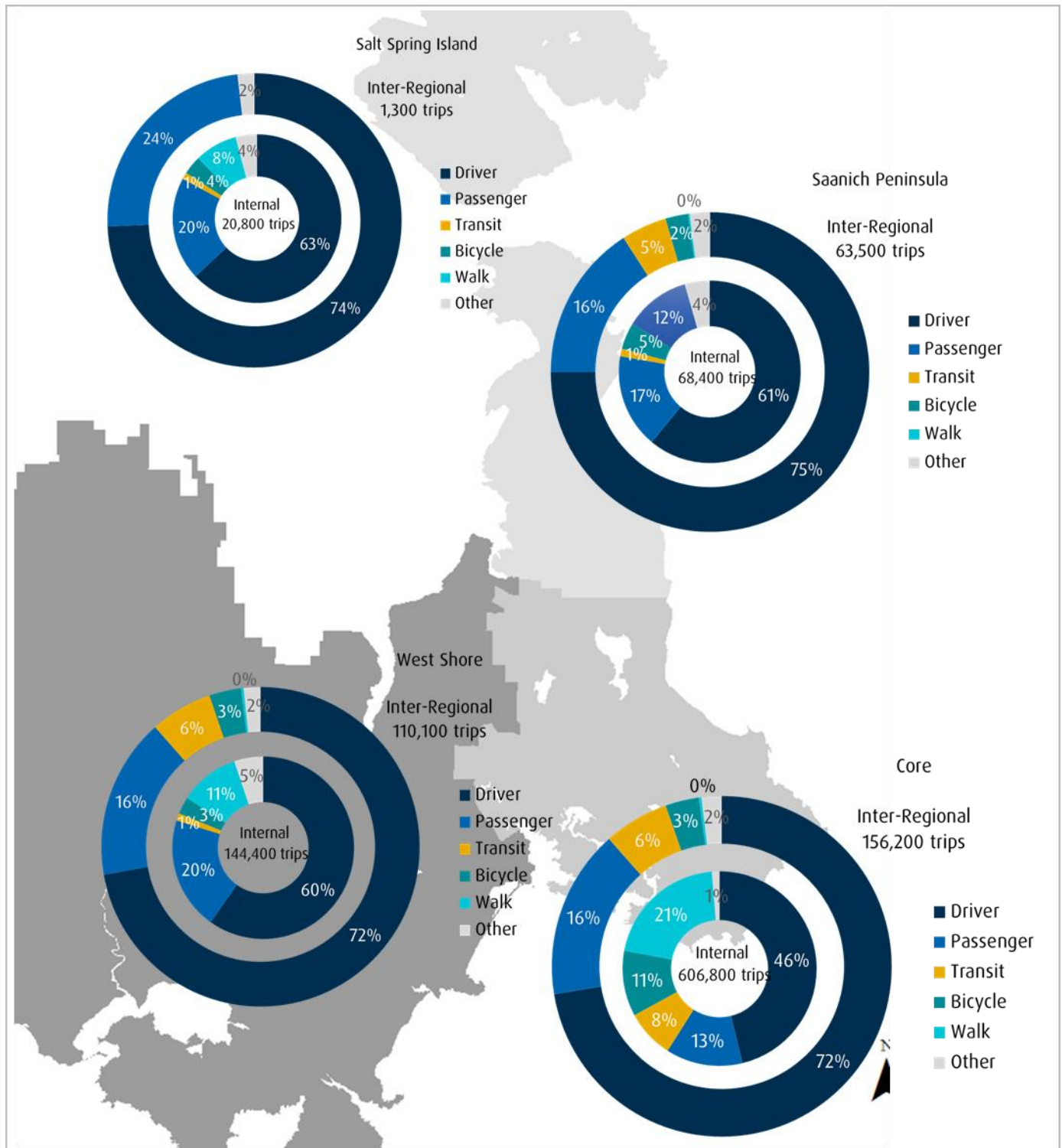
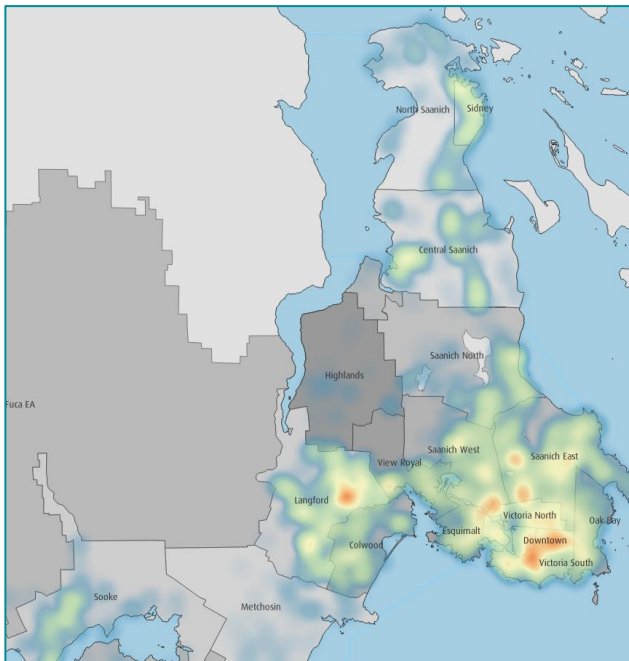


Figure 72 presents a series of heat maps that show the home and non-home locations (i.e., trip ends, whether origins or destinations) for auto, transit and cycling trips. The maps are based on the density of trip origins/destinations ('trip ends') per square kilometre. The heat scales are different for each mode, although they are the same for the home and non-home versions of each mode:

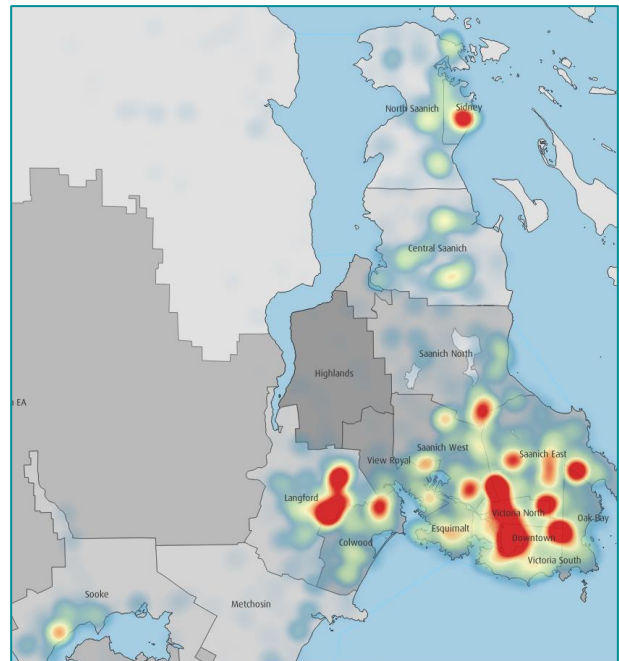
- **For auto trips, the home-end concentration of trip origins and destinations is relatively diffused**, compared with transit and cycling and compared also with non-home trip ends. The latter are concentrated in the commercial cores of Victoria, Langford and the major suburban communities across the region, as well as at the University of Victoria and other major activity generators.
- **Transit riders' homes are generally more concentrated in the core**, which is associated with higher densities of housing and a higher level of transit service, with some mode modest concentrations also in Langford and Colwood. There are significant concentrations of non-home transit trip ends at the University of Victoria and at the Camosun College Interurban campus – reflecting the importance of transit access to these generators. The other concentrations are at commercial areas, especially for non-home trip ends.
- **Cyclists' homes are also generally more concentrated in the core**, with some quite focused trip end concentrations at the University of Victoria, downtown and in the commercial areas in the core. Lesser concentrations can be seen in the more urbanized areas outside the core.

Figure 72. Heat maps of trip ends by mode, 2022

Auto trips – home trip ends

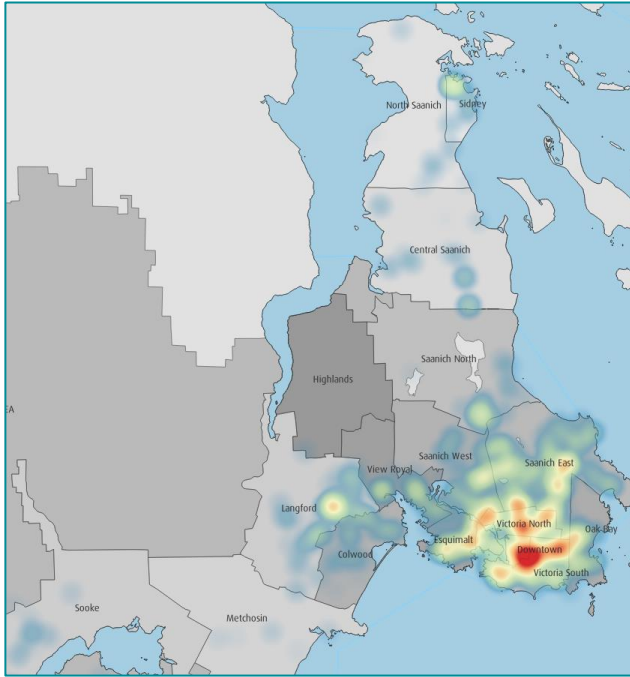


Auto trips – non-home trip ends

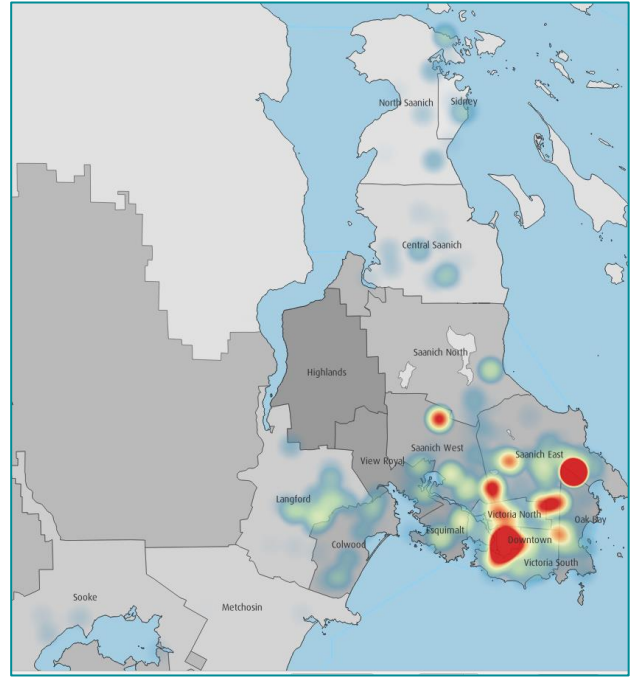




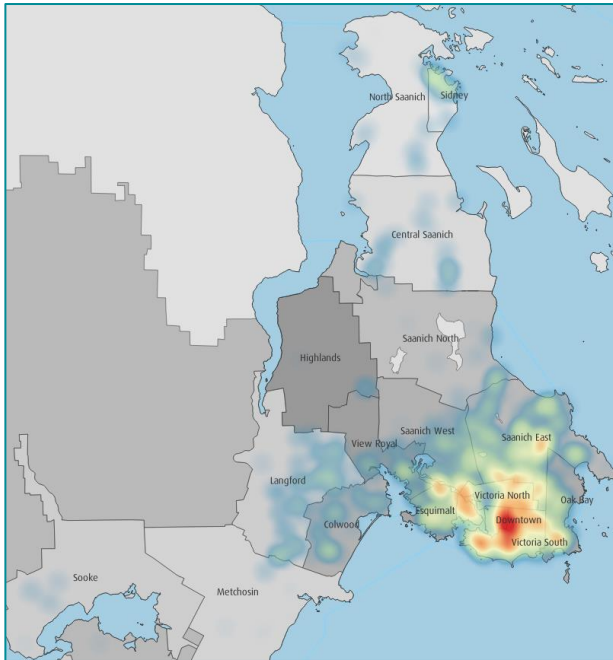
Transit trips – home trip ends



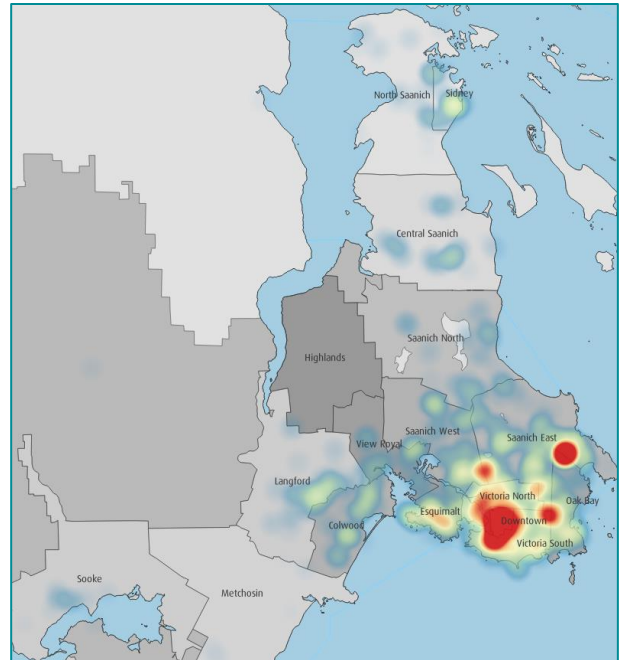
Transit trips – non-home trip ends



Cycling trips – home trip ends



Cycling trips – non-home trip ends



Heat maps for different modes use different maximum scales (number at which colour is bright red, collecting trip ends within a 1,500 m radius) in order to highlight the relative 'hot spots' for each mode type. Auto trips: maximum scale = 10,000 trip origins/destinations (or about 5,000 unique locations, considering most destinations are origins of subsequent trips and so are usually counted twice). Transit trips; maximum scale = 2,000 trip origins/destinations (about unique 1,000 trip locations). Bicycle trips: maximum scale = 2,500 trip origins/destinations (about 1,250 unique locations).

## 4.8 Walkable and bikeable trips

This section examines the extent to which trips made by auto or transit could feasibly have been made on foot or by bicycle instead. The analysis uses distance to assess 'walkability' and 'bikeability.' The distance was based on the trip length for each mode. Bikeable trips were determined to those within a 4.6 km range, based on the finding that 90% of reported cycling trips had an estimated cycling trip length within this range. The distance threshold for walkable trips was set 1.6 km range, based on the same 90% criterion. For trips made via auto or transit the trip origin, destination and time of day were processed via the Google API to determine the auto trips whose lengths fell within the eligible cycling and walk thresholds.



Figure 73 presents the findings and Table 42 details the potential shifts in auto driver trips. The analysis indicates that more than half of auto driver trips (54%) could be made by bicycle (43%) or on foot (10%), with the combined mode shift potential representing a 23% share of all trips. These proportions drop in the suburban areas, like the Saanich Peninsula (33%+9%) and West Shore (35%+9%) and are highest in the Core (49%+11%).

For auto passenger trips, 46% are bikeable, with the mode shift potential representing a 5% share of overall mode shares, while another 11% (2% mode share) are walkable only.

Just over one third (35%) of transit trips are bikeable (2% mode share), although none is walkable (very few transit trips are made for very short distances).

This analysis of trip distance suggests that across all motorized modes mode shifts of up to 30% potentially could be achieved.

Results should be caveated in that this examines only distance. Many of the auto or transit trips that are of walkable or bikeable distance may be impractical. For example, these trips may be part of a trip chain that requires a vehicle, an auto is needed to carry heavy items not easily carried walking or biking, the traveller might have disability or health condition that limits ability to walk or bike, some cyclists will use only separated pathways rather than travelling on the road and so on. There may also be a need to ensure that the 'supply' of bicycle and pedestrian paths is available to meet traveller needs and itineraries.

Figure 73. Auto driver, auto passenger and transit trips that are walkable or bikeable, 2022

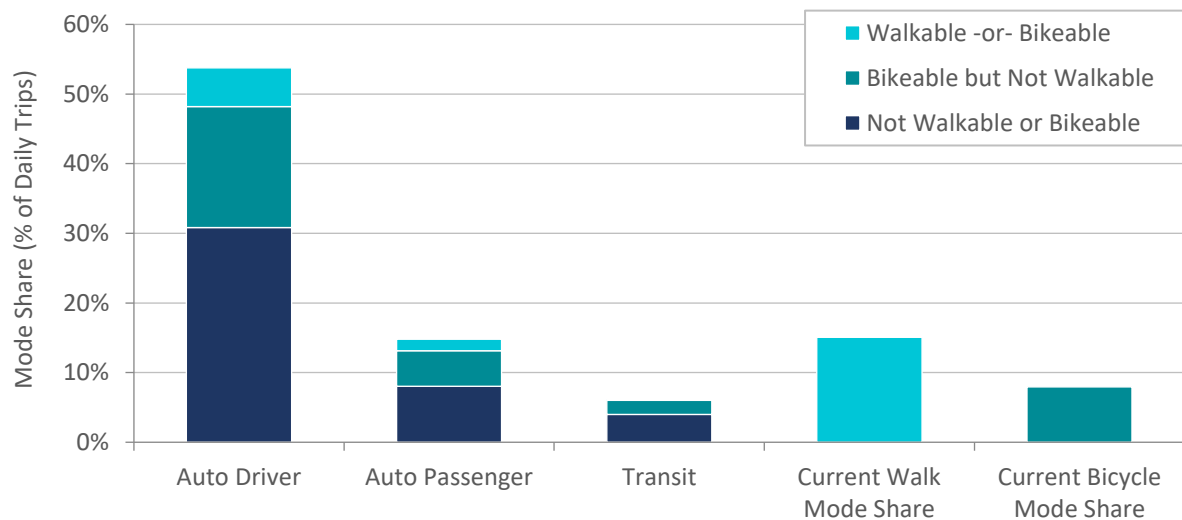


Table 42. Auto driver trips that are walkable or bikeable, 2022

	RPA Residents	Saanich Peninsula	Core	West Shore	City of Victoria	District of Saanich	City of Langford
Auto Driver Trips	534,800	67,600	320,900	146,300	87,900	165,800	73,500
Auto Driver Mode Share	54%	66%	48%	64%	36%	56%	62%
Bikeable Trips	228,200	22,000	155,700	50,600	51,700	72,600	27,700
% of Auto Driver Trips	43%	33%	49%	35%	59%	44%	38%
Mode shift potential	23%	21%	24%	22%	21%	25%	24%
Walkable Trips	55,500	6,200	36,700	12,700	12,500	15,300	7,100
% of Auto Driver Trips	10%	9%	11%	9%	14%	9%	10%
Mode shift potential	6%	6%	6%	6%	5%	5%	6%

## 4.9 Summary: key takeaways

This chapter reviews the travel characteristics from the 2022 survey and, where appropriate, compares the findings with previous surveys. Key takeaways are presented below:

1. **2022 marked a significant drop in both total trips and the average trip rates per person and per household**, reflecting the lingering effects of the pandemic-induced changes in people's daily activities. Average daily trip rates in the RPA fell to 2.63 trips per person and 5.23 trips per household, though trip rates vary by sub-area.
2. **Trip rates are highest for people in the 35-54 age cohort**. These are people who are generally in the midst of their work careers and have established households. The lowest trip rates are among people 85+. Trip rates also vary by gender, occupation status, household structure, household size, dwelling type and household income.
3. **Even with pandemic-driven shifts in travel behaviour across the day, the two commuter peak periods still generate the greatest volumes of trips**. This is driven by the work and school commutes. The AM peak period is sharper than the PM peak period, which begins early in the afternoon and has a lengthy tail.
4. **More than two-thirds of daily trips are made by auto**. 6% of daily trips are made by transit. Almost one-quarter of trips are made by active transportation modes, with 15% made on foot, 8% by bicycle or e-bike and 0.16% by micromobility modes.
5. **30% of bicycle trips are made by e-bikes**, even though they make up only 10% of the stock of bicycles. This suggests a more regular use of e-bikes than of other bicycles.
6. **Auto trips dominate the suburban areas, while the auto share drops in the Core**. The highest transit share is in the Core. Victoria's active transportation share (43.6%) is almost the same as the city's auto share (46.1%).
7. **Almost all trip purposes recorded a drop in numbers after 2017**, especially in commuting and commuting-related trips to work and post-secondary school. Shopping, household maintenance and restaurant trips also recorded a drop in numbers. All these trip reductions are consistent with pandemic-induced contractions in these activities, although some of these reductions continued trends that began prior to 2017 (albeit at accelerated rates). Trips to elementary and secondary school trips increased.
8. **The average vehicle occupancy is 1.35 persons per vehicle**, a slight reduction from 2017. Three-quarters of all vehicle trips are occupied by the driver alone.
9. **For those who travelled by sustainable modes, vehicles were available for most trips** – less so for transit users, of whom one-third are 'captives' to taking transit.
10. **One in five transit trips requires a transfer, with the transfer rate highest in suburban areas**. Almost all transit riders accessed their bus on foot. Of those who accessed transit via auto, one-quarter used one of the four official Park & Ride locations.
11. **Saanich East is the top generator and receiver of trips to and from other districts**. Victoria South, Victoria North and Downtown are also prominent. Most inter-district

travel volumes have dropped since 2017, although those to and from Langford and Colwood increased.

12. **Inter- regional and internalized flows have contracted since 2017, except for trips between Langford and the Core and trips internal to Langford.** Auto driver trips make up almost three-quarters of inter-regional trips and also dominate internalized shares. Sustainable modal shares are strongest in the Core.
13. **Auto trips have a more diffused origin-destination pattern across the region,** while transit riders' and cyclists' origins and destinations are more concentrated in the Core.
14. **About half of auto driver trips are within the distances travelled by most cyclists and pedestrians.** This means that these trips potentially could be made by bicycle or on foot rather than by auto, all else being equal.

## 5 ORIGIN-DESTINATION MATRICES

The following tables or “origin-destination matrices” tally total person-trips within the RPA and to or from the RPA at the district level. The matrices include external trips and Salt Spring Island trips; hence they have a dimension of 21 x 21.

Four matrices are presented:

- 24-hour
- AM peak period (3 hours, 06:00 – 08:59)
- Mid-day (inter-peak, 09:00 – 14:59)
- PM peak period (3 hours, 15:00 – 18:59)
- 24-hour transit

Table 43. 24-Hour Origin-Destination Matrix

	Origin/Destination	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	Total
1	Salt Spring Island		80	100	90	70	40	40	0	60	0	30	60	0	10	30	0	10	0	0			610
2	Sidney	140	12,870	6,710	3,510	450	560	290	1,240	1,140	590	200	160	50	0	370	80	110	100	40	10	100	28,740
3	North Saanich	70	6,680	7,580	4,510	820	1,180	680	1,370	3,030	1,080	390	450	250	10	1,140	330	90	50	50	80	940	30,760
4	Central Saanich	80	3,270	4,910	18,330	1,240	1,320	1,170	3,750	3,330	1,410	230	370	440	190	1,310	380	60	160	70	150	50	42,220
5	Downtown	10	660	640	1,300	20,990	10,080	17,500	1,530	9,050	4,320	2,130	3,830	1,390	30	2,910	1,170	140	340	130	30	80	78,260
6	Victoria North	70	650	1,070	1,520	10,350	21,800	10,890	2,040	16,390	5,090	3,120	4,700	2,070	60	3,370	1,120	430	460	330	130	150	85,820
7	Victoria South	60	310	630	1,290	17,600	10,940	46,240	1,490	13,630	4,580	9,470	3,600	1,420	90	2,330	1,500	310	200	320	180	290	116,470
8	Saanich North	0	1,320	1,390	3,440	1,440	1,900	1,840	13,530	8,320	4,050	910	430	450	180	1,440	740	130	20	220	60	10	41,800
9	Saanich East	80	1,300	2,790	3,540	9,340	15,750	13,110	8,390	82,690	10,950	9,350	3,260	3,040	160	6,070	2,300	300	610	150	130	610	173,910
10	Saanich West	20	500	930	1,480	4,030	5,390	4,930	4,450	10,990	19,890	1,180	4,120	4,020	150	5,140	1,710	340	430	150	210	90	70,140
11	Oak Bay	30	130	320	280	2,100	3,670	9,120	810	9,030	1,290	16,940	580	350	180	890	180	50	110	60	80	60	46,250
12	Esquimalt	100	100	410	320	3,870	4,520	3,700	490	2,950	4,450	570	13,550	2,330	30	3,590	1,210	170	430	150	100	50	43,080
13	View Royal	0	40	70	630	1,700	2,330	1,450	540	2,630	4,030	290	2,500	7,020	380	4,320	2,290	220	460	110	40	240	31,290
14	Highlands	0	0	30	120	40	130	70	170	150	240	190	60	340	210	1,000	150	20	50	30	0	20	3,020
15	Langford	40	320	920	1,350	2,840	3,050	2,730	1,080	5,740	5,670	1,010	3,220	4,130	880	54,840	15,230	1,520	3,370	930	650	290	109,810
16	Colwood	10	100	380	250	1,240	1,150	1,440	460	2,460	1,690	140	1,590	2,870	230	14,840	14,930	1,740	770	200	120	30	46,630
17	Metchosin	0	100	120	50	130	460	330	140	480	300	50	160	170	20	1,720	1,510	1,460	340	170	30	120	7,860
18	Sooke	0	70	70	130	300	630	140	60	820	390	110	620	270	50	2,850	1,050	400	17,390	2,010	50	90	27,480
19	Juan de Fuca EA	0	10	60	90	100	240	310	200	130	150	60	100	220	30	910	310	250	2,090	930	70	40	6,280
20	External S. CVRD		20	70	140	10	70	210	60	220	220	80	70	100	20	640	120	30	130	50			2,260
21	External Other		100	1,030	60	110	160	270	70	380	170	240	20	150	40	180	10	30	60	80			3,170
	Total	710	28,620	30,220	42,410	78,760	85,350	116,470	41,870	173,610	70,570	46,660	43,440	31,060	2,950	109,890	46,310	7,810	27,570	6,170	2,190	3,460	995,870



Table 44. AM Peak Origin-Destination Matrix

	Origin/Destination	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	Total
1	Salt Spring Island		0	40	10	20	40	10	0	40	0	10	0	0	0	30	0	0	0	0			210
2	Sidney	60	1,100	1,530	420	160	130	10	200	270	130	10	70	0	0	10	30	0	0	0	10	0	4,150
3	North Saanich	0	820	1,530	870	130	180	150	110	710	320	30	100	0	0	80	30	0	0	0	40	80	5,180
4	Central Saanich	0	390	1,050	4,070	370	380	290	410	860	510	70	120	80	0	400	200	0	20	20	70	40	9,370
5	Downtown	0	40	90	110	2,320	990	2,060	240	930	190	270	470	40	0	180	90	0	0	0	0	20	8,030
6	Victoria North	0	150	290	100	2,440	3,310	2,440	200	2,440	800	500	1,340	200	20	200	100	170	20	10	60	0	14,800
7	Victoria South	0	60	60	380	3,920	1,850	8,030	90	3,250	1,050	1,990	740	440	30	300	270	30	10	0	70	40	22,620
8	Saanich North	0	280	370	570	590	190	490	3,000	2,180	600	100	10	50	60	200	0	40	0	0	20	10	8,770
9	Saanich East	0	310	450	600	2,400	2,340	2,960	1,000	17,130	1,900	1,590	890	800	0	730	320	80	10	0	40	160	33,720
10	Saanich West	0	130	140	340	1,220	1,280	1,820	540	2,640	5,020	110	970	580	0	580	470	70	110	0	50	0	16,080
11	Oak Bay	0	30	90	30	610	560	1,600	120	1,780	530	3,170	30	50	0	50	110	0	0	0	0	0	8,760
12	Esquimalt	0	50	30	100	1,170	1,160	1,420	90	580	610	180	3,540	370	0	450	190	0	0	30	30	0	9,980
13	View Royal	0	30	40	90	780	600	540	140	690	1,080	70	620	1,540	80	650	280	70	110	0	0	20	7,430
14	Highlands	0	0	0	0	10	30	40	0	90	40	10	20	130	30	450	90	0	0	20	0	20	980
15	Langford	0	160	300	500	1,600	980	960	250	2,080	2,090	340	1,680	640	20	10,410	3,830	190	160	30	350	20	26,590
16	Colwood	0	20	210	50	500	480	470	80	1,080	350	30	650	700	0	1,720	4,590	190	110	10	50	0	11,270
17	Metchosin	0	40	40	0	70	100	170	50	130	50	40	100	30	0	370	500	450	20	10	30	10	2,220
18	Sooke	0	70	50	100	240	150	20	20	470	170	70	340	80	50	910	590	90	4,180	120	10	0	7,720
19	Juan de Fuca EA	0	0	0	30	30	70	70	20	90	70	30	70	80	10	200	170	140	680	90	20	0	1,880
20	External South CVRD		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
21	External Other		0	60	0	0	0	0	0	40	50	60	0	10	20	0	0	0	0	20			260
	Total	80	3,670	6,370	8,370	18,580	14,810	23,540	6,580	37,480	15,570	8,690	11,770	5,810	340	17,920	11,840	1,530	5,440	350	900	450	200,020



Table 45. Mid-day Origin-Destination Matrix

	Origin/Destination	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	Total
1	Salt Spring Island		30	0	80	50	0	30	0	0	0	10	60	0	10	0	0	0	0	0			260
2	Sidney	50	6,950	2,810	1,150	30	270	110	440	380	190	90	30	10	0	120	20	0	40	10	0	100	12,810
3	North Saanich	0	3,130	2,870	1,330	320	370	210	500	730	300	210	190	170	0	290	60	50	0	20	40	400	11,190
4	Central Saanich	40	1,390	1,560	7,140	300	350	360	1,360	1,060	340	80	110	220	100	270	100	20	0	10	10	10	14,830
5	Downtown	0	160	150	270	8,390	3,260	4,920	180	2,070	580	540	580	310	10	550	300	30	20	40	0	60	22,430
6	Victoria North	50	280	210	360	3,440	8,370	3,330	1,000	6,620	1,410	1,320	980	840	0	910	160	140	170	80	60	60	29,800
7	Victoria South	50	160	310	380	6,630	3,770	16,940	750	4,180	1,310	3,410	1,240	370	0	510	440	90	90	70	50	160	40,920
8	Saanich North	0	640	550	1,540	480	1,010	590	4,370	2,880	1,280	330	180	180	50	830	200	20	0	90	30	0	15,250
9	Saanich East	60	590	1,080	1,020	2,960	6,370	3,610	3,060	28,570	3,520	2,830	1,080	1,070	40	2,140	700	80	30	70	50	230	59,150
10	Saanich West	20	190	110	280	1,040	1,670	1,580	1,520	3,650	6,110	350	1,010	1,110	50	1,440	350	30	80	70	50	90	20,790
11	Oak Bay	10	50	130	60	550	1,680	3,160	280	2,980	370	6,790	170	140	140	250	0	0	0	30	40	60	16,870
12	Esquimalt	70	30	70	60	1,030	1,240	880	290	1,210	1,530	200	5,150	790	10	830	300	20	190	40	70	20	14,020
13	View Royal	0	0	0	140	430	800	490	320	860	1,350	90	750	2,580	40	1,660	600	90	150	40	0	90	10,460
14	Highlands	0	0	30	70	30	30	10	110	60	130	40	0	20	50	270	30	20	50	10	0	0	970
15	Langford	20	120	170	310	560	980	640	480	2,020	1,720	290	600	1,430	330	20,060	5,080	600	750	450	190	190	36,970
16	Colwood	0	10	50	60	340	200	330	180	580	560	20	250	600	110	5,160	3,470	340	170	50	70	30	12,590
17	Metchosin	0	60	90	40	30	280	60	70	200	50	10	0	50	0	760	510	340	70	70	0	100	2,800
18	Sooke	0	0	10	30	40	230	70	10	270	100	30	50	130	0	1,230	330	140	6,600	860	40	90	10,270
19	Juan de Fuca EA	0	10	30	40	70	30	130	100	20	70	0	30	50	10	310	90	80	890	440	50	40	2,490
20	External South CVRD		10	40	30	0	20	90	30	180	10	20	0	0	0	100	70	0	0	40			640
21	External Other		70	660	40	20	60	100	40	160	120	110	20	30	20	60	10	10	30	50			1,620
	Total	480	13,860	10,920	14,440	26,720	30,980	37,630	15,080	58,680	21,050	16,790	12,490	10,110	970	37,750	12,820	2,100	9,330	2,540	780	1,890	337,110

Table 46. PM Peak Origin-Destination Matrix

	Origin/Destination	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	Total
1	Salt Spring Island		60	50	0	0	0	0	0	20	0	0	0	0	0	0	0	10	0	0			120
2	Sidney	20	3,130	1,530	1,150	90	90	120	530	370	270	80	70	30	0	160	20	70	70	0	0	0	7,790
3	North Saanich	30	2,060	2,250	1,130	280	460	130	330	710	80	50	10	80	0	390	240	40	50	0	0	110	8,440
4	Central Saanich	40	720	1,640	5,980	340	440	390	1,250	1,150	360	70	90	80	60	470	40	10	100	30	0	0	13,250
5	Downtown	10	250	220	420	6,060	3,520	6,390	690	3,220	2,130	760	1,390	630	10	1,560	400	60	250	40	30	0	28,040
6	Victoria North	20	110	290	740	2,530	6,700	3,250	570	4,750	1,680	850	1,720	540	30	1,670	700	60	160	220	20	90	26,670
7	Victoria South	10	90	160	310	4,540	3,620	13,460	440	3,510	1,660	2,650	1,190	470	40	1,090	290	110	50	80	60	60	33,880
8	Saanich North	0	310	370	470	310	530	530	4,330	2,380	1,310	400	170	140	40	280	470	70	20	110	0	0	12,250
9	Saanich East	10	300	830	1,270	1,810	4,690	4,380	3,590	24,410	3,850	2,790	840	770	120	1,890	820	80	410	40	40	10	52,960
10	Saanich West	0	180	310	530	720	1,570	1,010	1,370	2,910	5,600	500	1,320	1,330	80	2,560	470	110	220	60	0	0	20,850
11	Oak Bay	20	30	70	120	450	1,030	2,860	290	2,680	270	4,450	200	70	50	320	70	40	70	10	40	0	13,150
12	Esquimalt	30	20	230	130	940	1,510	1,130	70	720	1,420	170	3,310	930	10	1,490	610	150	240	50	0	0	13,150
13	View Royal	0	10	0	290	230	480	290	70	690	1,200	80	860	1,940	80	1,280	1,000	60	120	60	20	130	8,870
14	Highlands	0	0	10	0	0	0	20	40	0	70	140	20	180	70	120	20	0	0	0	0	0	690
15	Langford	10	40	250	420	410	690	610	140	910	960	170	670	1,350	340	14,950	3,560	440	1,800	330	70	80	28,220
16	Colwood	10	30	70	100	180	130	310	80	560	420	70	440	1,080	70	5,350	5,500	730	490	90	0	0	15,720
17	Metchosin	0	0	0	10	20	40	40	10	130	160	0	10	70	0	340	160	450	170	80	0	0	1,690
18	Sooke	0	0	0	0	10	20	30	0	30	50	0	60	50	0	410	60	60	4,730	700	0	0	6,210
19	Juan de Fuca EA	0	0	0	0	0	90	0	10	20	0	0	0	90	0	260	50	20	330	270	0	0	1,160
20	External South CVRD		10	30	110	10	50	60	20	20	20	20	50	30	20	380	50	20	40	20			970
21	External Other		0	100	0	90	70	40	10	110	0	70	0	40	0	80	0	10	30	10			650
	Total	270	7,370	8,400	13,190	19,000	25,730	35,050	13,850	49,290	21,500	13,310	12,410	9,910	1,020	35,050	14,540	2,580	9,340	2,220	280	480	294,730

Table 47. 24-Hour Transit Origin-Destination Matrix

	Origin/Destination	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	Total
1	Salt Spring Island		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
2	Sidney	0	70	110	90	80	60	20	110	140	60	10	0	0	20	0	0	0	0	0	0	100	860
3	North Saanich	0	160	90	60	190	0	60	0	100	40	20	0	0	10	0	0	0	0	0	0	940	1,660
4	Central Saanich	0	90	30	220	300	60	40	0	180	20	0	0	0	0	50	0	0	10	0	0	50	1,040
5	Downtown	0	130	160	110	420	1,360	1,060	140	2,580	340	390	900	200	400	190	30	40	10	0	0	80	8,530
6	Victoria North	0	40	0	110	1,470	620	960	30	1,940	330	300	300	60	320	30	0	10	0	0	0	150	6,680
7	Victoria South	0	30	50	90	1,330	900	1,890	70	2,560	370	490	140	270	180	190	0	0	50	0	20	290	8,920
8	Saanich North	0	110	0	0	150	110	120	230	220	200	0	0	0	20	0	0	0	0	0	0	10	1,170
9	Saanich East	0	140	40	240	2,640	2,150	2,170	380	6,150	1,100	870	350	230	540	310	0	80	40	0	0	610	18,020
10	Saanich West	0	0	40	70	350	400	270	200	1,180	820	150	360	180	150	40	10	30	10	0	0	90	4,350
11	Oak Bay	0	10	0	0	450	240	500	0	770	150	140	160	0	70	0	0	0	10	0	0	60	2,560
12	Esquimalt	0	0	0	0	890	170	140	0	380	320	160	340	220	200	30	30	0	0	0	0	50	2,940
13	View Royal	0	0	0	0	230	80	280	20	90	260	0	180	160	280	10	0	60	0	0	0	240	1,910
14	Highlands	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	Langford	0	20	0	0	550	370	180	20	460	170	100	230	200	800	220	30	40	10	0	0	20	3,420
16	Colwood	0	10	0	0	200	80	100	0	370	60	0	30	0	310	250	0	40	0	0	0	290	1,740
17	Metchosin	0	0	0	0	30	0	0	0	10	10	0	30	0	0	10	0	0	0	0	0	30	120
18	Sooke	0	0	0	0	40	20	0	0	80	10	30	30	0	40	40	0	70	10	0	0	120	500
19	Juan de Fuca EA	0	0	0	10	10	0	10	0	40	0	10	0	0	10	0	0	20	0	0	0	90	210
20	External South CVRD		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
21	External Other		0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0			60
	Total	0	810	500	1,000	9,340	6,610	7,820	1,210	17,240	4,250	2,670	3,060	1,530	3,360	1,370	100	400	150	0	20	3,460	64,700

## 6 SUB-DISTRICT DEMOGRAPHICS AND TRAVEL SUMMARIES

Detailed demographic and travel characteristics are presented on the following pages for four levels of geographies:

- 19 districts to summarize the trip origins and destinations. These are the basic analytical units that were used for the survey sampling and for this report. The 19 districts are typically aggregations of entire municipalities and adjacent First Nations, with the exception of the City of Victoria and the District of Saanich, which are split into three sub-municipal districts each.
- 3 sub-regions (Saanich Peninsula, Core, West Shore).
- 2 municipal aggregations, corresponding to the municipal boundaries of the City of Victoria (districts 5-7) and the District of Saanich (districts 8-10).
- 2 regional aggregations, comprising the entire study area (districts 1-20 / sub-regions 1-5) and the Regional Planning Area (districts 2-19 / sub-regions 2-4).

The 19 districts in the study area can be grouped into the sub-regions, the municipal aggregations and the regional aggregations. Table 48 shows the equivalencies among the four levels. Note that there is no summary for the external areas (districts 20 and 21 / sub-region 6), although internal-external and external-internal trips between the study area and these areas are included in each of the summaries.

One pair of pages is provided for each summary. Each pair of pages has the same format, so as to provide detailed characteristics while enabling a quick comparison among different geographies. The exceptions is that the study area, RPA, and sub-region summaries do not include inter-district flows, as they are aggregations at a higher level than district.

Each pair of pages presents:

Page 1: Demographics. All statistics are for residents of the area.

- A map of the relevant district, sub-region, municipality or region.
- Demographic characteristics of the district's residents.
- Jobs in each district also are noted: this refers to the number of workplaces within the district reported by respondents from all districts. This should not be confused with the number of residents who live in the district who are employed.
- Occupational status (primary activity), by gender.
- Workplace locations of workers living in the district.
- Average weekday commuting and telecommuting patterns of full-time workers with a usual place of work outside the home.
- Traveller characteristics, by gender.
- Selected travel and demographic indicators, including trip rates. For most summaries, the count of trips made by residents counts trips to, from or within the RPA – except District 1 and Study Area, for which all trips in the entire study area are counted.
- Household size.

- Households by vehicle availability.
- Household vehicles by fuel type.
- Access to EV charging for households in the area.
- Charts illustrating population distribution by gender and age cohort.
- Mode shares for trips made by residents of the given district.

Page 2: Travel Patterns. All statistics are for trips made to/from/within the district by residents of the entire study area aged 5+ years.

- A map showing the five greatest origins or the five greatest destinations to/from the district during the AM peak period (06:00 to 08:59). Either origins only or destinations only are shown, depending on whether the district's total origins or the total destinations were greatest during the AM peak period. This is provided only for the district summaries.
- A table of the magnitude of the origins and destinations to and from the full 21 districts. This is provided only for the district summaries.
- Breakdown of trips by purpose, for the 24 hours, AM peak period (06:00 to 08:59) and PM peak period (15:00 to 17:59). The breakdown distinguishes among trips originating from and destined to the district; trips made entirely within the district are categorized as well.
- Breakdown of trips by mode of travel, for the 24 hours, AM peak period and PM peak period, categorized from, to and within the district. Trips are categorized according to the primary mode of use. The shares of each mode are calculated for each category.

The statistics reported in the two-page summaries are based on the survey results, and not external sources. For household and population counts, the survey statistics match the 2021 Census counts of dwelling occupied by usual residents and 2021 population counts, projected forward to 2022. While other controls were also included in the data weighting (dwelling size, general dwelling type, age, gender), given the number of controls, the survey results do not necessarily match all controls used in the weighting. Also, the survey results may not always match other external benchmark statistics from other sources such as the Labour Force Survey, although often they may be close.

Some respondents refused to answer certain questions; some statistics are based only on those who provided valid answers, and for the different measures reported there may be slight variations in totals.

Table 48. Key to District, Sub-Regional, Municipal and Regional Summaries

Districts *	Sub-Regions	Municipalities	Regions
1. Salt Spring Island Electoral Area	1. Salt Spring (see summary for District 1)		1. Study Area (D1 – D19) 2. Regional Planning Area (D2 – D19)
2. Town of Sidney	2. Saanich Peninsula		
3. District of North Saanich with Tsyecum First Nation, Pauquachin First Nation			
4. District of Central Saanich with Tsartlip First Nation, Tsawout First Nation			
5. Downtown Victoria	3. Core	1. City of Victoria (D5 – D7)	
6. Victoria North		2. District of Saanich (D8 – D10)	
7. Victoria South			
8. Saanich North			
9. Saanich East			
10. Saanich West			
11. District of Oak Bay			
12. Township of Esquimalt			
13. Town of View Royal with Esquimalt Nation, Songhees First Nation	4. West Shore		
14. District of Highlands			
15. City of Langford			
16. City of Colwood			
17. District of Metchosin with Scia’new First Nation			
18. District of Sooke with T’souke First Nation			
19. Juan de Fuca Electoral Area with Pacheedaht First Nation			
20. South CVRD (Cowichan Valley A, B, C, E (south of Cowichan Valley Highway), Duncan, North Cowichan (south of Herd Road), Malahat First Nation, Cowichan Tribes)*	5. CVRD		
21. External (Vancouver Island north of study area, Gulf Islands, mainland, etc.)*	6. External		

\* The external areas, South CVRD (District 20) and External (District 21 / Sub-Region 6) do not have a separate summary. However, external trips to/from the other districts, sub-regions and regions are included in the respective summaries. The geographic boundaries for the South CVRD district was defined in the 2011 survey based on proximity to the CRD, not on standard administrative boundaries

The two-page summaries follow on the next page.

## Study Area - Districts 1 - 19

### Demographic Characteristics

Population	405,490
Population 5+ (trips reported for survey sample)	389,700
Total Employed Population	217,870
Households	184,710
Jobs in District (places of work)	215,360
Actively Travelled	324,810
Number of Vehicles	288,980
Number of Adult Bicycles (non-motorized)	240,550
Number of Adult E-Bikes	31,640
Number of Child Bicycles	49,740
Number of E-micromobility devices	5,400
Area (km <sup>2</sup> )	2,146.91

Occupation Status	Men+	Women+	Total	%
Employed full time	92,120	77,250	169,370	42%
Employed part time	18,940	29,550	48,500	12%
Student	39,120	41,890	81,010	20%
Retiree	42,380	53,470	95,850	24%
Stay-at-home parent / caregiver	650	5,400	6,040	1%
Pre-schooler	7,990	7,790	15,790	4%
Other status	6,450	9,020	15,470	4%
<b>Total</b>	<b>196,390</b>	<b>209,100</b>	<b>405,490</b>	

Workplace locations of residents of this geography	Part-time	Full-time	Total
Work exclusively from home	8,710	27,430	36,140
No fixed workplace / on the road	7,410	14,540	21,950
Usual workplace outside the home	32,380	127,400	159,780
<b>Total</b>	<b>48,500</b>	<b>169,370</b>	<b>217,870</b>

Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	44%	73%	67%
Avg. weekday, % who telecommuted	6%	19%	16%
% who telecommuted on at least one weekday	14%	35%	31%

Traveller Characteristics	Men+	Women+	Total
Licensed drivers	153,300	161,170	314,470
Car share members	8,090	6,860	14,950
Trips made by residents 5+	490,100	527,090	1,017,190
Trips made by residents 11+	462,560	498,470	961,030

Selected Indicators	
Daily Trips per Person 5+	2.61
Vehicles per Person	0.71
Number of Persons per Household	2.20
Daily Trips per Household	5.20
Vehicles per Household	1.56
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.47
Workers per Household	1.18
Jobs per Person	0.53
Population Density (Pop/km <sup>2</sup> )	190
Employment Density (Jobs/km <sup>2</sup> )	100



Study Area



Mode Shares for Residents of Area	2017	2022
Estimated Total Daily Trips	1,129,380	1,017,190
Auto Driver	56%	54%
Auto Passenger	16%	15%
Transit	7%	6%
Bicycle & Micromobility	5%	8%
Walk	14%	15%
Other (school bus, taxi, ferry, etc)	2%	2%

Households by Dwelling Type	Total	%
Single-detached house	72,790	39%
Other ground-oriented	48,930	26%
Apartment/condominium 1-4 floor	48,130	26%
Apartment/condominium 5+ floor:	14,850	8%
<b>Total:</b>	<b>184,710</b>	<b>100%</b>

Household Size	Total	%
1 person	62,030	34%
2 persons	68,930	37%
3 persons	23,950	13%
4 persons	19,370	10%
5+ persons	10,440	6%
<b>Total:</b>	<b>184,710</b>	<b>100%</b>

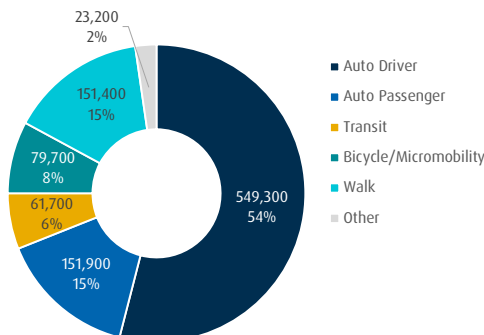
Households by Vehicle Availability	Total	%
No vehicles	19,260	10%
1 vehicle	82,820	45%
2 vehicles	54,400	29%
3+ vehicles	28,230	15%
<b>Total:</b>	<b>184,710</b>	<b>100%</b>

Vehicles by Fuel Type	Total	%
Gas	255,620	88%
Hybrid	9,980	3%
Plug-in Hybrid	2,470	1%
Electric	12,540	4%
Diesel	8,230	3%
Biodiesel	130	0%
Other	-	0%
<b>Total:</b>	<b>288,970</b>	<b>100%</b>

Access to EV Charging	%
Yes, in my building	15%
Yes, nearby	11%
Not available, not conveniently nearby	63%
Don't know	11%

Note: as self-reported by respondents; asked of a two-thirds sample

Daily mode shares for residents of this geography



### Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates. These results are based on a survey sample of 4.6% of households in this area, and are subject to a margin of sampling error of approximately ±1.3% at a 95% confidence level (19 times out of 20), adjusted for data weighting.

The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis, such responses have been randomly grouped with either Men+ or Women+.

Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.

The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).

Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.

2022 trip-level data are for persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

## Travel Patterns - Persons 5+

### Study Area - Districts 1 - 19

#### Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	1,680	30%	220	4%	141,780	14%
Post-secondary school	20	0%	-	0%	16,820	2%
K-12 school	30	0%	-	0%	41,930	4%
Personal business	500	9%	80	1%	60,040	6%
Recreation / social	2,840	50%	80	1%	109,230	11%
Dining / restaurant	110	2%	20	0%	31,590	3%
Shopping	210	4%	170	3%	115,310	11%
Pick-up / drop-off passenger	180	3%	50	1%	74,140	7%
Return Home	-	0%	4,080	72%	411,940	41%
Other	70	1%	940	17%	3,130	0%
Total:	5,640	100%	5,640	100%	1,005,910	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	800	59%	-	0%	84,400	42%
Post-secondary school	20	2%	-	0%	8,320	4%
K-12 school	30	2%	-	0%	40,300	20%
Personal business	60	4%	-	1%	7,600	4%
Recreation / social	380	28%	-	0%	9,940	5%
Dining / restaurant	-	0%	-	0%	3,910	2%
Shopping	40	3%	-	0%	5,420	3%
Pick-up / drop-off passenger	-	0%	-	0%	26,770	13%
Return Home	-	0%	200	71%	14,370	7%
Other	20	2%	80	28%	620	0%
Total:	1,350	100%	290	100%	201,650	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	120	16%	60	4%	8,940	3%
Post-secondary school	-	0%	-	0%	340	0%
K-12 school	-	0%	-	0%	100	0%
Personal business	240	31%	-	0%	12,610	4%
Recreation / social	390	51%	40	2%	32,720	11%
Dining / restaurant	-	0%	-	0%	8,640	3%
Shopping	-	0%	100	6%	33,030	11%
Pick-up / drop-off passenger	-	0%	-	0%	21,300	7%
Return Home	-	0%	1,410	84%	180,200	60%
Other	20	2%	70	4%	770	0%
Total:	760	100%	1,680	100%	298,660	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	1,017,200	100%	99%
AM Peak Period	203,300	20%	99%
PM Peak Period	301,100	30%	99%

#### Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	3,440	61%	3,700	66%	542,150	54%
Auto Passenger	1,690	30%	1,360	24%	148,840	15%
Transit	30	0%	20	0%	61,660	6%
Bicycle & Micromobility	-	0%	40	1%	79,660	8%
Walk	-	0%	-	0%	151,380	15%
Other	490	9%	510	9%	22,210	2%
Total:	5,640	100%	5,640	100%	1,005,910	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	1,100	82%	180	64%	100,390	50%
Auto Passenger	140	10%	30	10%	27,180	13%
Transit	-	0%	-	0%	16,780	8%
Bicycle & Micromobility	-	0%	-	0%	20,810	10%
Walk	-	0%	-	0%	28,300	14%
Other	110	8%	70	25%	8,200	4%
Total:	1,350	100%	290	100%	201,650	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	280	37%	1,290	77%	153,850	52%
Auto Passenger	360	48%	360	21%	45,980	15%
Transit	20	3%	-	0%	19,750	7%
Bicycle & Micromobility	-	0%	-	0%	27,320	9%
Walk	-	0%	-	0%	44,250	15%
Other	100	13%	30	2%	7,510	3%
Total:	760	100%	1,680	100%	298,660	100%

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.49	0%	1.37	0%	1.27	6%
AM Peak Period	1.12	0%	1.16	0%	1.27	8%
PM Peak Period	2.31	3%	1.28	0%	1.30	7%

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.



## Regional Planning Area - Districts 2 - 19

### Demographic Characteristics

Population	393,990
Population 5+ (trips reported for survey sample)	378,560
Total Employed Population	212,750
Households	179,490
Jobs in District (places of work)	210,410
Actively Travelled	316,650
Number of Vehicles	279,800
Number of Adult Bicycles (non-motorized)	235,330
Number of Adult E-Bikes	30,490
Number of Child Bicycles	48,500
Number of E-micromobility devices	5,350
Area (km <sup>2</sup> )	1,963.96

Occupation Status	Men+	Women+	Total	%
Employed full time	90,120	75,950	166,070	42%
Employed part time	18,230	28,450	46,680	12%
Student	38,300	40,860	79,160	20%
Retiree	40,700	51,400	92,100	23%
Stay-at-home parent / caregiver	650	5,220	5,870	1%
Pre-schooler	7,820	7,610	15,430	4%
Other status	6,240	8,610	14,850	4%
<b>Total</b>	<b>190,860</b>	<b>203,130</b>	<b>393,990</b>	

Workplace locations of residents of this geography	Part-time	Full-time	Total
Work exclusively from home	7,830	26,330	34,160
No fixed workplace / on the road	7,150	13,970	21,120
Usual workplace outside the home	31,690	125,780	157,470
<b>Total</b>	<b>46,680</b>	<b>166,070</b>	<b>212,750</b>

Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	44%	73%	67%
Avg. weekday, % who telecommuted	6%	19%	16%
% who telecommuted on at least one weekday	14%	35%	31%

Traveller Characteristics	Men+	Women+	Total
Licensed drivers	149,010	156,380	305,390
Car share members	7,960	6,770	14,740
Trips made by residents 5+	479,520	514,850	994,370
Trips made by residents 11+	452,370	486,750	939,120

Selected Indicators	
Daily Trips per Person 5+	2.63
Vehicles per Person	0.71
Number of Persons per Household	2.20
Daily Trips per Household	5.23
Vehicles per Household	1.56
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.48
Workers per Household	1.19
Jobs per Person	0.53
Population Density (Pop/km <sup>2</sup> )	200
Employment Density (Jobs/km <sup>2</sup> )	110



Mode Shares for Residents of Area	2017	2022
Estimated Total Daily Trips	1,103,080	994,370
Auto Driver	56%	54%
Auto Passenger	15%	15%
Transit	7%	6%
Bicycle & Micromobility	5%	8%
Walk	14%	15%
Other (school bus, taxi, ferry, etc)	2%	2%

Households by Dwelling Type	Total	%
Single-detached house	68,510	38%
Other ground-oriented	48,080	27%
Apartment/condominium 1-4 floor	48,050	27%
Apartment/condominium 5+ floor:	14,850	8%
<b>Total:</b>	<b>179,490</b>	<b>100%</b>

Household Size	Total	%
1 person	60,410	34%
2 persons	66,740	37%
3 persons	23,290	13%
4 persons	18,900	11%
5+ persons	10,150	6%
<b>Total:</b>	<b>179,490</b>	<b>100%</b>

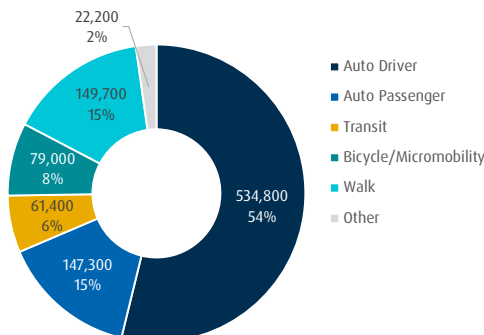
Households by Vehicle Availability	Total	%
No vehicles	19,060	11%
1 vehicle	80,820	45%
2 vehicles	52,260	29%
3+ vehicles	27,350	15%
<b>Total:</b>	<b>179,490</b>	<b>100%</b>

Vehicles by Fuel Type	Total	%
Gas	248,020	89%
Hybrid	9,540	3%
Plug-in Hybrid	2,350	1%
Electric	11,860	4%
Diesel	7,920	3%
Biodiesel	110	0%
Other	-	0%
<b>Total:</b>	<b>279,790</b>	<b>100%</b>

Access to EV Charging	%
Yes, in my building	15%
Yes, nearby	11%
Not available, not conveniently nearby	63%
Don't know	11%

Note: as self-reported by respondents; asked of a two-thirds sample

Daily mode shares for residents of this geography



### Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates. These results are based on a survey sample of 4.5% of households in this area, and are subject to a margin of sampling error of approximately ±1.3% at a 95% confidence level (19 times out of 20), adjusted for data weighting.

The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis, such responses have been randomly grouped with either Men+ or Women+.

Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.

The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).

Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.

2022 trip-level data are for persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

## Travel Patterns - Persons 5+

### Regional Planning Area - Districts 2 - 19

#### Trips by Trip Purpose - Persons 5+

24 Hours	From District	To District	Within District		
Work	1,710	28%	290	5%	139,190 14%
Post-secondary school	-	0%	-	0%	16,820 2%
K-12 school	30	0%	-	0%	40,910 4%
Personal business	520	9%	270	5%	58,040 6%
Recreation / social	2,850	47%	150	3%	107,130 11%
Dining / restaurant	100	2%	10	0%	31,060 3%
Shopping	100	2%	340	6%	111,730 11%
Pick-up / drop-off passenger	200	3%	50	1%	72,990 7%
Return Home	520	9%	4,040	67%	402,890 41%
Other	70	1%	890	15%	2,980 0%
Total:	6,100	100%	6,040	100%	983,740 100%

AM Peak (06:00-08:59)	From District	To District	Within District		
Work	860	64%	40	8%	83,320 42%
Post-secondary school	-	0%	-	0%	8,320 4%
K-12 school	30	2%	-	0%	39,280 20%
Personal business	60	4%	40	9%	7,450 4%
Recreation / social	350	26%	40	9%	9,660 5%
Dining / restaurant	-	0%	-	0%	3,840 2%
Shopping	30	2%	90	19%	5,230 3%
Pick-up / drop-off passenger	-	0%	-	0%	26,280 13%
Return Home	-	0%	200	43%	14,220 7%
Other	20	2%	60	13%	590 0%
Total:	1,350	100%	470	100%	198,200 100%

PM Peak (15:00-17:59)	From District	To District	Within District		
Work	120	12%	90	5%	8,670 3%
Post-secondary school	-	0%	-	0%	340 0%
K-12 school	-	0%	-	0%	100 0%
Personal business	230	24%	-	0%	12,180 4%
Recreation / social	390	40%	30	2%	32,140 11%
Dining / restaurant	-	0%	-	0%	8,450 3%
Shopping	10	1%	100	6%	32,240 11%
Pick-up / drop-off passenger	-	0%	-	0%	20,930 7%
Return Home	200	21%	1,440	83%	176,190 60%
Other	20	2%	80	4%	750 0%
Total:	970	100%	1,740	100%	292,010 100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	995,900	100%	99%
AM Peak Period	200,000	20%	99%
PM Peak Period	294,700	30%	99%

#### Trips by Travel Mode - Persons 5+

24 Hours	From District	To District	Within District		
Auto Driver	3,850	63%	4,000	66%	528,040 54%
Auto Passenger	1,770	29%	1,490	25%	144,390 15%
Transit	30	0%	20	0%	61,380 6%
Bicycle & Micromobility	-	0%	40	1%	78,920 8%
Walk	-	0%	-	0%	149,670 15%
Other	450	7%	490	8%	21,330 2%
Total:	6,100	100%	6,040	100%	983,740 100%

AM Peak (06:00-08:59)	From District	To District	Within District		
Auto Driver	1,140	84%	350	74%	98,560 50%
Auto Passenger	120	9%	60	13%	26,420 13%
Transit	-	0%	-	0%	16,730 8%
Bicycle & Micromobility	-	0%	-	0%	20,660 10%
Walk	-	0%	-	0%	28,150 14%
Other	80	6%	60	13%	7,670 4%
Total:	1,350	100%	470	100%	198,200 100%

PM Peak (15:00-17:59)	From District	To District	Within District		
Auto Driver	440	46%	1,350	78%	150,050 51%
Auto Passenger	400	41%	340	20%	44,290 15%
Transit	20	2%	-	0%	19,560 7%
Bicycle & Micromobility	-	0%	-	0%	27,100 9%
Walk	-	0%	-	0%	43,780 15%
Other	100	11%	40	3%	7,230 2%
Total:	970	100%	1,740	100%	292,010 100%

	From District	To District	Within District		
	Avg Vehicle Mode Occupancy	Transit Mode Share	Avg Vehicle Mode Occupancy	Transit Mode Share	Avg Vehicle Mode Occupancy
24 Hours	1.46	0%	1.37	0%	1.27 6%
AM Peak Period	1.11	0%	1.18	0%	1.27 8%
PM Peak Period	1.90	2%	1.25	0%	1.30 7%

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

## Sub Area 1 - Saanich Peninsula - Districts 2 - 4

### Demographic Characteristics

Population	44,390
Population 5+ (trips reported for survey sample)	42,810
Total Employed Population	20,340
Households	19,590
Jobs in District (places of work)	20,850
Actively Travelled	33,870
Number of Vehicles	38,180
Number of Adult Bicycles (non-motorized)	27,460
Number of Adult E-Bikes	3,050
Number of Child Bicycles	5,370
Number of E-micromobility devices	510
Area (km <sup>2</sup> )	91.27

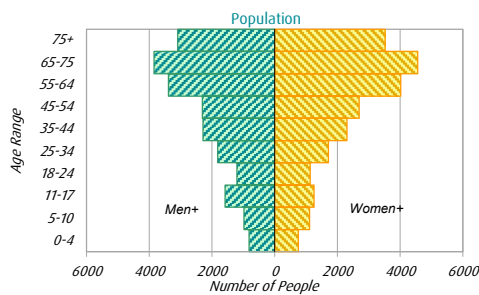
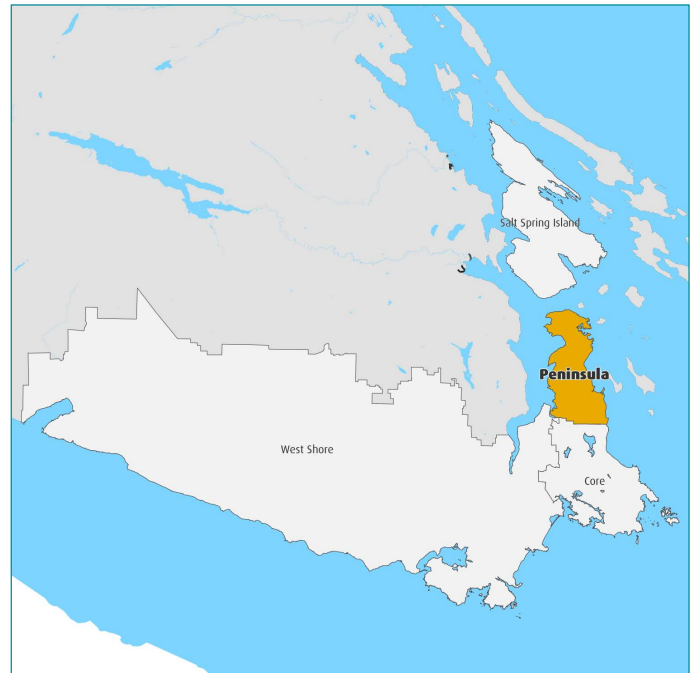
Occupation Status	Men+	Women+	Total	%
Employed full time	8,430	6,780	15,210	34%
Employed part time	1,860	3,270	5,130	12%
Student	3,640	3,560	7,200	16%
Retiree	7,190	8,600	15,790	36%
Stay-at-home parent / caregiver	130	590	720	2%
Pre-schooler	820	760	1,580	4%
Other status	230	750	980	2%
<b>Total</b>	<b>21,300</b>	<b>23,090</b>	<b>44,390</b>	

Workplace locations of residents of this geography	Part-time	Full-time	Total
Work exclusively from home	920	2,010	2,930
No fixed workplace / on the road	470	1,780	2,250
Usual workplace outside the home	3,740	11,410	15,150
<b>Total</b>	<b>5,130</b>	<b>15,210</b>	<b>20,340</b>

Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	40%	73%	66%
Avg. weekday, % who telecommuted	4%	18%	14%
% who telecommuted on at least one weekday	9%	32%	27%

Traveller Characteristics	Men+	Women+	Total
Licensed drivers	17,380	18,600	35,980
Car share members	450	230	680
Trips made by residents 5+	48,420	54,590	103,010
Trips made by residents 11+	46,350	51,500	97,850

Selected Indicators	
Daily Trips per Person 5+	2.41
Vehicles per Person	0.86
Number of Persons per Household	2.27
Daily Trips per Household	4.99
Vehicles per Household	1.95
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.56
Workers per Household	1.04
Jobs per Person	0.47
Population Density (Pop/km <sup>2</sup> )	490
Employment Density (Jobs/km <sup>2</sup> )	230



Mode Shares for Residents of Area	2017	2022
Estimated Total Daily Trips	120,180	103,010
Auto Driver	69%	66%
Auto Passenger	16%	16%
Transit	3%	3%
Bicycle & Micromobility	2%	4%
Walk	7%	8%
Other (school bus, taxi, ferry, etc)	3%	3%

Households by Dwelling Type	Total	%
Single-detached house	10,740	55%
Other ground-oriented	5,900	30%
Apartment/condominium 1-4 floor	2,710	14%
Apartment/condominium 5+ floor:	240	1%
<b>Total:</b>	<b>19,590</b>	<b>100%</b>

Household Size	Total	%
1 person	5,590	29%
2 persons	8,290	42%
3 persons	2,400	12%
4 persons	2,130	11%
5+ persons	1,190	6%
<b>Total:</b>	<b>19,590</b>	<b>100%</b>

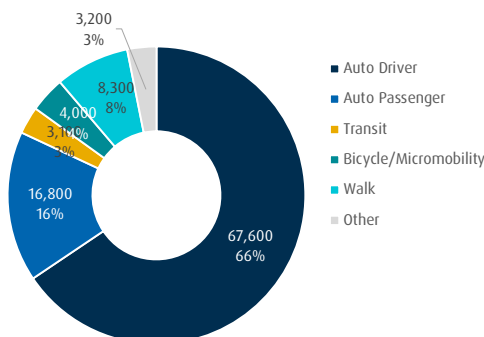
Households by Vehicle Availability	Total	%
No vehicles	790	4%
1 vehicle	6,740	34%
2 vehicles	7,010	36%
3+ vehicles	5,060	26%
<b>Total:</b>	<b>19,590</b>	<b>100%</b>

Vehicles by Fuel Type	Total	%
Gas	33,900	89%
Hybrid	850	2%
Plug-in Hybrid	150	0%
Electric	1,830	5%
Diesel	1,460	4%
Biodiesel	-	0%
Other	-	0%
<b>Total:</b>	<b>38,180</b>	<b>100%</b>

Access to EV Charging	%
Yes, in my building	18%
Yes, nearby	14%
Not available, not conveniently nearby	61%
Don't know	8%

Note: as self-reported by respondents; asked of a two-thirds sample

Daily mode shares for residents of this geography



### Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates. These results are based on a survey sample of 4.9% of households in this area, and are subject to a margin of sampling error of approximately ±3.8% at a 95% confidence level (19 times out of 20), adjusted for data weighting.

The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis, such responses have been randomly grouped with either Men+ or Women+.

Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.

The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).

Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.

2022 trip-level data are for persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

## Travel Patterns - Persons 5+

### Sub Area 1 - Saanich Peninsula - Districts 2 - 4

#### Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	6,440	19%	7,460	23%	6,440	9%
Post-secondary school	930	3%	-	0%	50	0%
K-12 school	460	1%	140	0%	3,630	5%
Personal business	2,240	7%	1,200	4%	4,810	7%
Recreation / social	4,050	12%	3,870	12%	8,720	13%
Dining / restaurant	990	3%	400	1%	2,310	3%
Shopping	3,140	9%	1,910	6%	8,350	12%
Pick-up / drop-off passenger	1,690	5%	2,820	9%	4,910	7%
Return Home	13,370	40%	13,850	42%	28,730	42%
Other	40	0%	1,260	4%	420	1%
Total:	33,350	100%	32,900	100%	68,360	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	4,080	59%	5,060	76%	3,440	29%
Post-secondary school	530	8%	-	0%	40	0%
K-12 school	430	6%	140	2%	3,480	30%
Personal business	480	7%	140	2%	500	4%
Recreation / social	370	5%	280	4%	920	8%
Dining / restaurant	230	3%	50	1%	470	4%
Shopping	150	2%	150	2%	190	2%
Pick-up / drop-off passenger	450	7%	460	7%	1,530	13%
Return Home	190	3%	250	4%	1,210	10%
Other	10	0%	120	2%	10	0%
Total:	6,920	100%	6,640	100%	11,780	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	190	2%	410	4%	550	3%
Post-secondary school	-	0%	-	0%	-	0%
K-12 school	40	0%	-	0%	-	0%
Personal business	330	3%	190	2%	920	5%
Recreation / social	910	9%	930	10%	2,130	11%
Dining / restaurant	590	6%	160	2%	300	2%
Shopping	920	9%	500	5%	2,130	11%
Pick-up / drop-off passenger	650	7%	720	8%	1,130	6%
Return Home	6,270	63%	6,270	67%	12,260	63%
Other	-	0%	180	2%	180	1%
Total:	9,890	100%	9,360	100%	19,600	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	134,600	100%	51%
AM Peak Period	25,300	19%	46%
PM Peak Period	38,800	29%	50%

#### Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	24,490	73%	24,280	74%	41,700	61%
Auto Passenger	5,640	17%	5,310	16%	11,450	17%
Transit	1,550	5%	1,390	4%	910	1%
Bicycle & Micromobility	740	2%	730	2%	3,250	5%
Walk	70	0%	40	0%	8,020	12%
Other	860	3%	1,140	3%	3,030	4%
Total:	33,350	100%	32,900	100%	68,360	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	5,220	75%	5,590	84%	6,020	51%
Auto Passenger	710	10%	390	6%	2,220	19%
Transit	700	10%	270	4%	300	3%
Bicycle & Micromobility	180	3%	140	2%	780	7%
Walk	-	0%	-	0%	1,280	11%
Other	110	2%	250	4%	1,170	10%
Total:	6,920	100%	6,640	100%	11,780	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	7,620	77%	6,880	73%	11,330	58%
Auto Passenger	1,280	13%	1,360	15%	3,480	18%
Transit	430	4%	710	8%	260	1%
Bicycle & Micromobility	190	2%	220	2%	1,310	7%
Walk	30	0%	20	0%	2,050	10%
Other	330	3%	170	2%	1,170	6%
Total:	9,890	100%	9,360	100%	19,600	100%

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.23	5%	1.22	4%	1.27	1%
AM Peak Period	1.14	10%	1.07	4%	1.37	3%
PM Peak Period	1.17	4%	1.20	8%	1.31	1%

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

## Sub Area 2 - Core - Districts 5 - 13

### Demographic Characteristics

Population	253,160
Population 5+ (trips reported for survey sample)	244,340
Total Employed Population	138,920
Households	120,560
Jobs in District (places of work)	157,150
Actively Travelled	208,470
Number of Vehicles	166,970
Number of Adult Bicycles (non-motorized)	159,500
Number of Adult E-Bikes	20,330
Number of Child Bicycles	28,360
Number of E-micromobility devices	2,950
Area (km <sup>2</sup> )	155.90

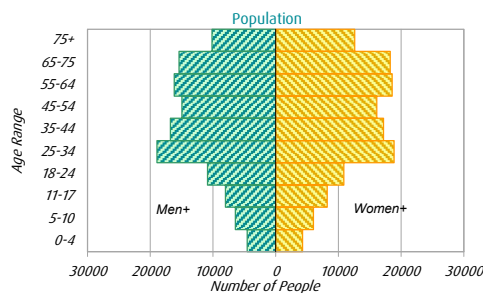
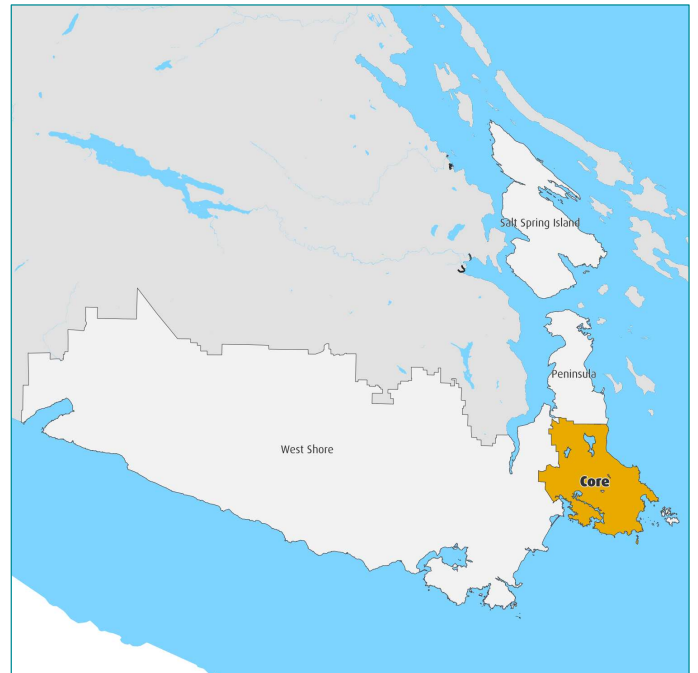
Occupation Status	Men+	Women+	Total	%
Employed full time	57,480	50,140	107,620	43%
Employed part time	12,730	18,560	31,290	12%
Student	25,320	27,240	52,560	21%
Retiree	25,360	32,720	58,080	23%
Stay-at-home parent / caregiver	320	3,280	3,600	1%
Pre-schooler	4,500	4,320	8,820	3%
Other status	4,400	5,290	9,690	4%
<b>Total</b>	<b>122,080</b>	<b>131,090</b>	<b>253,160</b>	

Workplace locations of residents of this geography	Part-time	Full-time	Total
Work exclusively from home	5,940	17,620	23,560
No fixed workplace / on the road	4,520	8,050	12,570
Usual workplace outside the home	20,840	81,950	102,790
<b>Total</b>	<b>31,290</b>	<b>107,620</b>	<b>138,920</b>

Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	43%	72%	67%
Avg. weekday, % who telecommuted	7%	20%	17%
% who telecommuted on at least one weekday	15%	37%	33%

Traveller Characteristics	Men+	Women+	Total
Licensed drivers	95,160	100,570	195,740
Car share members	7,230	6,180	13,400
Trips made by residents 5+	318,540	343,770	662,310
Trips made by residents 11+	302,080	327,740	629,810

Selected Indicators	
Daily Trips per Person 5+	2.71
Vehicles per Person	0.66
Number of Persons per Household	2.10
Daily Trips per Household	5.22
Vehicles per Household	1.38
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.49
Workers per Household	1.15
Jobs per Person	0.62
Population Density (Pop/km <sup>2</sup> )	1,620
Employment Density (Jobs/km <sup>2</sup> )	1,010



Mode Shares for Residents of Area	2017	2022
Estimated Total Daily Trips	766,850	662,310
Auto Driver	52%	48%
Auto Passenger	15%	13%
Transit	9%	8%
Bicycle & Micromobility	7%	10%
Walk	17%	19%
Other (school bus, taxi, ferry, etc)	1%	2%

Households by Dwelling Type	Total	%
Single-detached house	38,460	32%
Other ground-oriented	28,790	24%
Apartment/condominium 1-4 floor	40,300	33%
Apartment/condominium 5+ floor:	13,020	11%
<b>Total:</b>	<b>120,560</b>	<b>100%</b>

Household Size	Total	%
1 person	45,180	37%
2 persons	43,600	36%
3 persons	14,470	12%
4 persons	11,320	9%
5+ persons	5,990	5%
<b>Total:</b>	<b>120,560</b>	<b>100%</b>

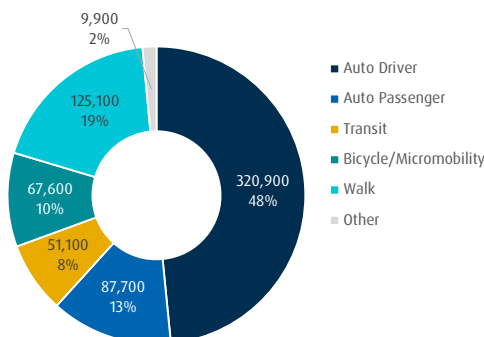
Households by Vehicle Availability	Total	%
No vehicles	17,200	14%
1 vehicle	59,010	49%
2 vehicles	30,490	25%
3+ vehicles	13,860	11%
<b>Total:</b>	<b>120,560</b>	<b>100%</b>

Vehicles by Fuel Type	Total	%
Gas	147,760	88%
Hybrid	6,540	4%
Plug-in Hybrid	1,600	1%
Electric	7,270	4%
Diesel	3,710	2%
Biodiesel	80	0%
Other	-	0%
<b>Total:</b>	<b>166,970</b>	<b>100%</b>

Access to EV Charging	%
Yes, in my building	15%
Yes, nearby	10%
Not available, not conveniently nearby	63%
Don't know	12%

Note: as self-reported by respondents; asked of a two-thirds sample

Daily mode shares for residents of this geography



### Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates. These results are based on a survey sample of 4.2% of households in this area, and are subject to a margin of sampling error of approximately  $\pm 1.6\%$  at a 95% confidence level (19 times out of 20), adjusted for data weighting.

The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis, such responses have been randomly grouped with either Men+ or Women+.

Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.

The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).

Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.

2022 trip-level data are for persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

## Travel Patterns - Persons 5+

### Sub Area 2 - Core - Districts 5 - 13

#### Trips by Trip Purpose - Persons 5+

24 Hours	From District	To District	Within District		
Work	12,330	15%	23,650	29%	81,480
Post-secondary school	110	0%	2,780	3%	13,480
K-12 school	350	0%	1,620	2%	24,830
Personal business	3,250	4%	6,470	8%	36,480
Recreation / social	9,230	11%	7,680	9%	69,020
Dining / restaurant	1,730	2%	2,030	3%	19,900
Shopping	8,230	10%	5,700	7%	68,810
Pick-up / drop-off passenger	4,780	6%	5,660	7%	43,340
Return Home	39,790	50%	25,380	31%	248,400
Other	450	1%	70	0%	1,030
Total:	80,260	100%	81,030	100%	606,770

AM Peak (06:00-08:59)	From District	To District	Within District		
Work	7,360	63%	15,950	66%	47,990
Post-secondary school	80	1%	2,010	8%	5,900
K-12 school	290	2%	1,450	6%	23,740
Personal business	190	2%	1,320	5%	4,530
Recreation / social	1,100	9%	720	3%	6,080
Dining / restaurant	220	2%	440	2%	1,940
Shopping	490	4%	210	1%	3,240
Pick-up / drop-off passenger	730	6%	1,810	7%	15,660
Return Home	1,100	9%	360	1%	9,290
Other	70	1%	-	0%	190
Total:	11,620	100%	24,260	100%	118,570

PM Peak (15:00-17:59)	From District	To District	Within District		
Work	920	3%	740	4%	5,220
Post-secondary school	-	0%	30	0%	310
K-12 school	-	0%	40	0%	70
Personal business	920	3%	1,210	6%	7,760
Recreation / social	2,180	8%	2,380	12%	21,350
Dining / restaurant	560	2%	950	5%	5,340
Shopping	2,590	9%	1,540	8%	20,780
Pick-up / drop-off passenger	1,720	6%	1,920	10%	12,780
Return Home	20,050	69%	10,460	54%	107,030
Other	120	0%	-	0%	110
Total:	29,050	100%	19,280	100%	180,760

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	768,100	100%	79%
AM Peak Period	154,400	20%	77%
PM Peak Period	229,100	30%	79%

#### Trips by Travel Mode - Persons 5+

24 Hours	From District	To District	Within District		
Auto Driver	58,050	72%	58,470	72%	280,430
Auto Passenger	13,110	16%	13,330	16%	77,630
Transit	4,760	6%	4,970	6%	48,750
Bicycle & Micromobility	2,480	3%	2,500	3%	66,350
Walk	190	0%	210	0%	125,860
Other	1,670	2%	1,550	2%	7,760
Total:	80,260	100%	81,030	100%	606,770

AM Peak (06:00-08:59)	From District	To District	Within District		
Auto Driver	9,110	78%	17,290	71%	49,270
Auto Passenger	970	8%	2,720	11%	13,990
Transit	780	7%	2,570	11%	12,510
Bicycle & Micromobility	480	4%	1,120	5%	17,300
Walk	40	0%	-	0%	23,220
Other	250	2%	560	2%	2,270
Total:	11,620	100%	24,260	100%	118,570

PM Peak (15:00-17:59)	From District	To District	Within District		
Auto Driver	20,860	72%	13,530	70%	78,310
Auto Passenger	4,290	15%	3,650	19%	24,340
Transit	2,340	8%	1,080	6%	15,150
Bicycle & Micromobility	1,080	4%	590	3%	22,450
Walk	50	0%	30	0%	38,050
Other	430	1%	400	2%	2,470
Total:	29,050	100%	19,280	100%	180,760

	From District	To District	Within District		
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy
24 Hours	1.23	6%	1.23	6%	1.28
AM Peak Period	1.11	7%	1.16	11%	1.28
PM Peak Period	1.21	8%	1.27	6%	1.31

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.



## Sub Area 3 - West Shore - Districts 14 - 19

### Demographic Characteristics

Population	96,440
Population 5+ (trips reported for survey sample)	91,410
Total Employed Population	53,500
Households	39,340
Jobs in District (places of work)	32,410
Actively Travelled	74,310
Number of Vehicles	74,650
Number of Adult Bicycles (non-motorized)	48,370
Number of Adult E-Bikes	7,110
Number of Child Bicycles	14,770
Number of E-micromobility devices	1,890
Area (km <sup>2</sup> )	1,716.80

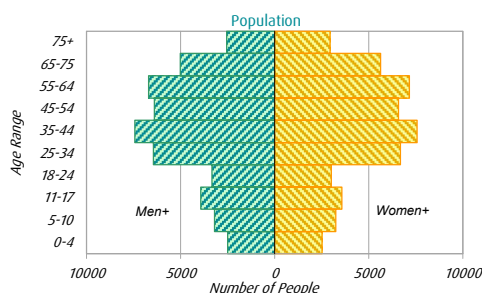
Occupation Status	Men+	Women+	Total	%
Employed full time	24,210	19,030	43,240	45%
Employed part time	3,640	6,610	10,260	11%
Student	9,330	10,060	19,400	20%
Retiree	8,150	10,070	18,220	19%
Stay-at-home parent / caregiver	190	1,360	1,550	2%
Pre-schooler	2,500	2,530	5,030	5%
Other status	1,610	2,570	4,170	4%
<b>Total</b>	<b>47,480</b>	<b>48,960</b>	<b>96,440</b>	

Workplace locations of residents of this geography	Part-time	Full-time	Total
Work exclusively from home	980	6,690	7,660
No fixed workplace / on the road	2,160	4,130	6,300
Usual workplace outside the home	7,120	32,420	39,530
<b>Total</b>	<b>10,260</b>	<b>43,240</b>	<b>53,500</b>

Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	48%	75%	70%
Avg. weekday, % who telecommuted	5%	18%	15%
% who telecommuted on at least one weekday	12%	31%	28%

Traveller Characteristics	Men+	Women+	Total
Licensed drivers	36,470	37,200	73,670
Car share members	280	370	650
Trips made by residents 5+	112,560	116,490	229,060
Trips made by residents 11+	103,930	107,510	211,450

Selected Indicators	
Daily Trips per Person 5+	2.51
Vehicles per Person	0.77
Number of Persons per Household	2.45
Daily Trips per Household	5.38
Vehicles per Household	1.90
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.41
Workers per Household	1.36
Jobs per Person	0.34
Population Density (Pop/km <sup>2</sup> )	60
Employment Density (Jobs/km <sup>2</sup> )	20



Mode Shares for Residents of Area	2017	2022
Estimated Total Daily Trips	216,050	229,060
Auto Driver	65%	64%
Auto Passenger	18%	19%
Transit	5%	3%
Bicycle & Micromobility	1%	3%
Walk	7%	7%
Other (school bus, taxi, ferry, etc)	3%	4%

Households by Dwelling Type	Total	%
Single-detached house	19,310	49%
Other ground-oriented	13,390	34%
Apartment/condominium 1-4 floor	5,030	13%
Apartment/condominium 5+ floor:	1,600	4%
<b>Total:</b>	<b>39,340</b>	<b>100%</b>

Household Size	Total	%
1 person	9,650	25%
2 persons	14,850	38%
3 persons	6,420	16%
4 persons	5,450	14%
5+ persons	2,970	8%
<b>Total:</b>	<b>39,340</b>	<b>100%</b>

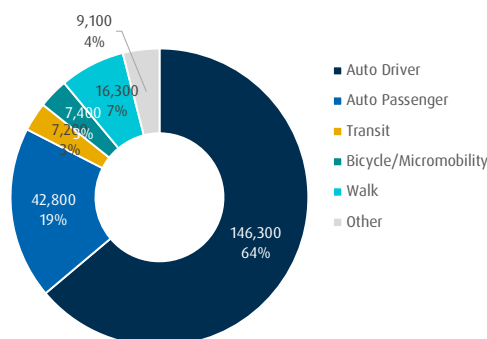
Households by Vehicle Availability	Total	%
No vehicles	1,070	3%
1 vehicle	15,070	38%
2 vehicles	14,760	38%
3+ vehicles	8,430	21%
<b>Total:</b>	<b>39,340</b>	<b>100%</b>

Vehicles by Fuel Type	Total	%
Gas	66,360	89%
Hybrid	2,150	3%
Plug-in Hybrid	600	1%
Electric	2,760	4%
Diesel	2,750	4%
Biodiesel	20	0%
Other	-	0%
<b>Total:</b>	<b>74,640</b>	<b>100%</b>

Access to EV Charging	%
Yes, in my building	14%
Yes, nearby	13%
Not available, not conveniently nearby	63%
Don't know	10%

Note: as self-reported by respondents; asked of a two-thirds sample

Daily mode shares for residents of this geography



### Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates. These results are based on a survey sample of 5.3% of households in this area, and are subject to a margin of sampling error of approximately  $\pm 2.7\%$  at a 95% confidence level (19 times out of 20), adjusted for data weighting.

The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis, such responses have been randomly grouped with either Men+ or Women+.

Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.

The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).

Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.

2022 trip-level data are for persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

## Travel Patterns - Persons 5+

### Sub Area 3 - West Shore - Districts 14 - 19

#### Trips by Trip Purpose - Persons 5+

24 Hours	From District	To District	Within District		
Work	20,750	37%	6,990	12%	13,460 9%
Post-secondary school	1,900	3%	170	0%	340 0%
K-12 school	1,270	2%	300	1%	10,400 7%
Personal business	4,530	8%	2,100	4%	7,260 5%
Recreation / social	5,740	10%	4,770	8%	13,230 9%
Dining / restaurant	1,190	2%	1,390	2%	5,040 3%
Shopping	3,070	5%	7,070	13%	20,230 14%
Pick-up / drop-off passenger	4,350	8%	2,190	4%	14,120 10%
Return Home	13,850	24%	31,300	56%	59,270 41%
Other	60	0%	40	0%	1,050 1%
Total:	56,700	100%	56,330	100%	144,390 100%

AM Peak (06:00-08:59)	From District	To District	Within District		
Work	14,400	71%	4,030	58%	6,900 23%
Post-secondary school	1,530	8%	130	2%	240 1%
K-12 school	1,140	6%	230	3%	10,240 34%
Personal business	880	4%	70	1%	940 3%
Recreation / social	460	2%	620	9%	1,090 4%
Dining / restaurant	230	1%	190	3%	750 2%
Shopping	90	0%	440	6%	1,100 4%
Pick-up / drop-off passenger	1,420	7%	340	5%	6,490 21%
Return Home	60	0%	940	13%	2,370 8%
Other	-	0%	-	0%	330 1%
Total:	20,220	100%	6,980	100%	30,440 100%

PM Peak (15:00-17:59)	From District	To District	Within District		
Work	610	5%	530	2%	1,300 3%
Post-secondary school	30	0%	-	0%	- 0%
K-12 school	-	0%	-	0%	- 0%
Personal business	930	8%	560	2%	1,560 4%
Recreation / social	1,910	16%	1,340	6%	4,040 10%
Dining / restaurant	360	3%	400	2%	1,300 3%
Shopping	810	7%	2,360	10%	5,020 12%
Pick-up / drop-off passenger	1,330	11%	1,050	5%	3,330 8%
Return Home	5,710	49%	16,540	73%	25,080 60%
Other	20	0%	10	0%	340 1%
Total:	11,720	100%	22,800	100%	41,960 100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	257,400	100%	56%
AM Peak Period	57,600	22%	53%
PM Peak Period	76,500	30%	55%

#### Trips by Travel Mode - Persons 5+

24 Hours	From District	To District	Within District		
Auto Driver	40,870	72%	40,820	72%	86,350 60%
Auto Passenger	9,410	17%	9,230	16%	28,930 20%
Transit	3,520	6%	3,460	6%	1,920 1%
Bicycle & Micromobility	1,760	3%	1,780	3%	4,340 3%
Walk	140	0%	150	0%	15,400 11%
Other	1,000	2%	890	2%	7,460 5%
Total:	56,700	100%	56,330	100%	144,390 100%

AM Peak (06:00-08:59)	From District	To District	Within District		
Auto Driver	14,640	72%	5,300	76%	15,450 51%
Auto Passenger	2,160	11%	660	9%	6,500 21%
Transit	1,950	10%	590	8%	500 2%
Bicycle & Micromobility	940	5%	340	5%	970 3%
Walk	-	0%	40	1%	3,610 12%
Other	530	3%	60	1%	3,420 11%
Total:	20,220	100%	6,980	100%	30,440 100%

PM Peak (15:00-17:59)	From District	To District	Within District		
Auto Driver	7,810	67%	16,800	74%	24,560 59%
Auto Passenger	2,630	22%	3,130	14%	8,670 21%
Transit	680	6%	1,640	7%	720 2%
Bicycle & Micromobility	390	3%	860	4%	1,680 4%
Walk	-	0%	30	0%	3,600 9%
Other	210	2%	350	2%	2,720 6%
Total:	11,720	100%	22,800	100%	41,960 100%

	From District	To District	Within District		
	Avg Vehicle Mode Occupancy	Transit Mode Share	Avg Vehicle Mode Occupancy	Transit Mode Share	Avg Vehicle Mode Occupancy
24 Hours	1.23	6%	1.23	6%	1.34 1%
AM Peak Period	1.15	10%	1.13	8%	1.42 2%
PM Peak Period	1.34	6%	1.19	7%	1.35 2%

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.



## District 1 - Salt Spring Island Electoral Area

## Demographic Characteristics

Population	11,500
Population 5+ (trips reported for survey sample)	11,150
Total Employed Population	5,120
Households	5,220
Jobs in District (places of work)	4,950
Actively Travelled	8,160
Number of Vehicles	9,180
Number of Adult Bicycles (non-motorized)	5,220
Number of Adult E-Bikes	1,150
Number of Child Bicycles	1,240
Number of E-micromobility devices	50
Area (km <sup>2</sup> )	182.94

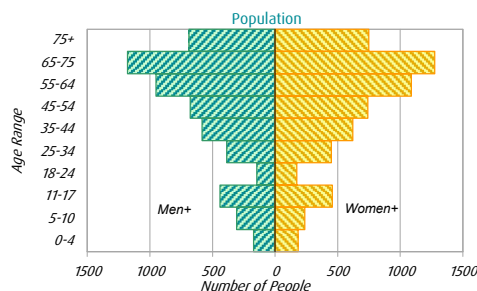
Occupation Status	Men+	Women+	Total	%
Employed full time	2,000	1,290	3,300	29%
Employed part time	710	1,110	1,820	16%
Student	820	1,040	1,860	16%
Retiree	1,670	2,070	3,750	33%
Stay-at-home parent / caregiver	-	170	170	1%
Pre-schooler (0-4 years)	170	180	360	3%
Other status	210	410	620	5%
Total	5,530	5,970	11,500	

Workplace locations of residents of this geography	Part-time	Full-time	Total
Work exclusively from home	880	1,100	1,980
No fixed workplace / on the road	260	570	830
Usual workplace outside the home	680	1,620	2,310
Total	1,820	3,300	5,120

Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	43%	69%	62%
Avg. weekday, % who telecommuted	13%	13%	13%
% who telecommuted on at least one weekday	22%	18%	19%

Traveller Characteristics	Men+	Women+	Total
Licensed drivers	4,280	4,790	9,070
Car share members	130	80	220
Trips made by residents 5+	10,580	12,240	22,820
Trips made by residents 11+	10,190	11,720	21,910

Selected Indicators	
Daily Trips per Person 5+	2.05
Vehicles per Person	0.80
Number of Persons per Household	2.21
Daily Trips per Household	4.20
Vehicles per Household	1.76
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.22
Workers per Household	0.98
Jobs per Person	0.43
Population Density (Pop/km <sup>2</sup> )	60
Employment Density (Jobs/km <sup>2</sup> )	30



Mode Shares for Residents of Area	2017	2022
Estimated Total Daily Trips	26,310	22,820
Auto Driver	69%	64%
Auto Passenger	19%	20%
Transit	1%	1%
Bicycle & Micromobility	2%	3%
Walk	6%	7%
Other (school bus, taxi, ferry, etc)	4%	4%

Households by Dwelling Type	Total	%
Single-detached house	4,280	82%
Other ground-oriented	850	16%
Apartment/condominium 1-4 floor	80	2%
Apartment/condominium 5+ floor:	-	0%
Total:	5,210	100%

Household Size	Total	%
1 person	1,620	31%
2 persons	2,180	42%
3 persons	660	13%
4 persons	470	9%
5+ persons	290	5%
Total:	5,220	100%

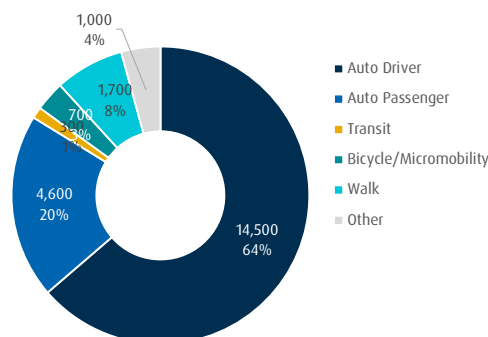
Households by Vehicle Availability	Total	%
No vehicles	200	4%
1 vehicle	2,000	38%
2 vehicles	2,130	41%
3+ vehicles	880	17%
Total:	5,220	100%

Vehicles by Fuel Type	Total	%
Gas	7,600	83%
Hybrid	430	5%
Plug-in Hybrid	130	1%
Electric	690	7%
Diesel	310	3%
Biodiesel	20	0%
Other	-	0%
Total:	9,180	100%

Access to EV Charging	%
Yes, in my building	19%
Yes, nearby	16%
Not available, not conveniently nearby	58%
Don't know	7%

Note: as self-reported by respondents; asked of a two-thirds sample.

Daily mode shares for residents of this geography



## Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates. These results are based on a survey sample of 10.1% of households in this district, and are subject to a margin of sampling error of approximately  $\pm 5.4\%$  at a 95% confidence level (19 times out of 20), adjusted for data weighting.

The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis, such responses have been randomly grouped with either Men+ or Women+.

Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.

The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).

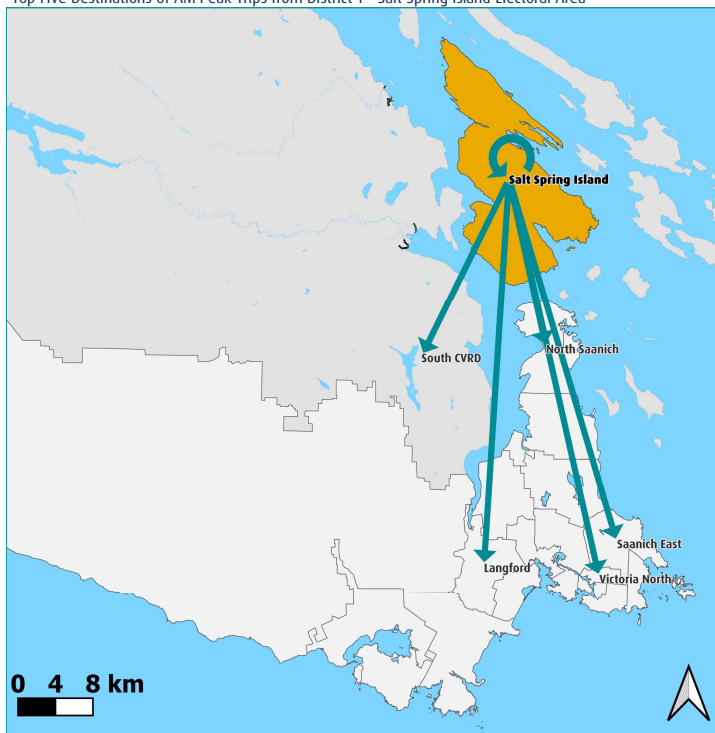
Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.

Gender balances for 11-17 and 18-24 employed age groups may be skewed due to small sample sizes for these age groups in this district and/or due to unequal distributions by individual year within 10-14, 15-19, and 20-24 age groups used for weighting controls.

2022 trip-level data are for persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

## Travel Patterns - Persons 5+

Top Five Destinations of AM Peak Trips from District 1 - Salt Spring Island Electoral Area



### Summary of Trips to and from

District 1 - Salt Spring Island Electoral Area  
AM Peak Period (06:00 - 08:59)  
(Trips made by persons 5+)

Destinations of Trips From District	Trips From District	Origins of Trips To District	Trips To District
Salt Spring Island Electoral Area	3,190 92%	Salt Spring Island Electoral Area	3,190 98%
Sidney	- 0%	Sidney	60 2%
North Saanich, Tsyecum FN, Pauquachin FN	40 1%	North Saanich, Tsyecum FN, Pauquachin FN	- 0%
Central Saanich, Tsartlip FN, Tsawout FN	10 0%	Central Saanich, Tsartlip FN, Tsawout FN	- 0%
Downtown	30 1%	Downtown	- 0%
Victoria North	40 1%	Victoria North	- 0%
Victoria South	10 0%	Victoria South	- 0%
Saanich North	- 0%	Saanich North	- 0%
Saanich East	40 1%	Saanich East	- 0%
Saanich West	- 0%	Saanich West	- 0%
Oak Bay	10 0%	Oak Bay	- 0%
Esquimalt	- 0%	Esquimalt	- 0%
View Royal, Esquimalt Nation, Songhees FN	- 0%	View Royal, Esquimalt Nation, Songhees FN	- 0%
Highlands	- 0%	Highlands	- 0%
Langford	30 1%	Langford	- 0%
Colwood	- 0%	Colwood	- 0%
Metchosin, Scia'new FN	- 0%	Metchosin, Scia'new FN	- 0%
Sooke, T'Sou-ke FN	- 0%	Sooke, T'Sou-ke FN	- 0%
Juan de Fuca Electoral Area, Pacheedaht FN	- 0%	Juan de Fuca Electoral Area, Pacheedaht FN	- 0%
External South CVRD	30 1%	External South CVRD	10 0%
External Other	30 1%	External Other	10 0%
<b>Total</b>	<b>3,450 100%</b>	<b>Total</b>	<b>3,260 100%</b>

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

### Trips by Trip Purpose - Persons 5+

24 Hours	From District	To District	Within District
Work	100	12%	60 6%
Post-secondary school	20	3%	- 0%
K-12 school	-	0%	- 0%
Personal business	210	24%	30 4%
Recreation / social	130	15%	70 8%
Dining / restaurant	10	1%	10 1%
Shopping	300	34%	20 2%
Pick-up / drop-off passenger	-	0%	20 2%
Return Home	80	9%	640 70%
Other	20	2%	70 8%
<b>Total:</b>	<b>870</b>	<b>100%</b>	<b>920 100%</b>

AM Peak (06:00-08:59)	From District	To District	Within District
Work	40	14%	60 74%
Post-secondary school	20	9%	- 0%
K-12 school	-	0%	- 0%
Personal business	40	14%	- 0%
Recreation / social	70	26%	- 0%
Dining / restaurant	-	0%	- 0%
Shopping	100	37%	- 0%
Pick-up / drop-off passenger	-	0%	- 0%
Return Home	-	0%	- 0%
Other	-	0%	- 0%
<b>Total:</b>	<b>270</b>	<b>100%</b>	<b>80 100%</b>

PM Peak (15:00-17:59)	From District	To District	Within District
Work	30	21%	- 0%
Post-secondary school	-	0%	- 0%
K-12 school	-	0%	- 0%
Personal business	10	5%	- 0%
Recreation / social	-	0%	- 0%
Dining / restaurant	-	0%	- 0%
Shopping	-	0%	- 0%
Pick-up / drop-off passenger	-	0%	- 0%
Return Home	80	60%	250 91%
Other	20	14%	10 3%
<b>Total:</b>	<b>130</b>	<b>100%</b>	<b>270 100%</b>

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	22,600	100%	92%
AM Peak Period	3,500	16%	90%
PM Peak Period	6,700	30%	94%

### Trips by Travel Mode - Persons 5+

24 Hours	From District	To District	Within District
Auto Driver	570	65%	690 75%
Auto Passenger	240	27%	190 21%
Transit	-	0%	- 0%
Bicycle & Micromobility	-	0%	- 0%
Walk	-	0%	- 0%
Other	60	7%	40 5%
<b>Total:</b>	<b>870</b>	<b>100%</b>	<b>920 100%</b>

AM Peak (06:00-08:59)	From District	To District	Within District
Auto Driver	190	73%	60 84%
Auto Passenger	40	17%	- 0%
Transit	-	0%	- 0%
Bicycle & Micromobility	-	0%	- 0%
Walk	-	0%	- 0%
Other	30	11%	10 16%
<b>Total:</b>	<b>270</b>	<b>100%</b>	<b>80 100%</b>

PM Peak (15:00-17:59)	From District	To District	Within District
Auto Driver	110	83%	210 79%
Auto Passenger	-	3%	50 19%
Transit	-	0%	- 0%
Bicycle & Micromobility	-	0%	- 0%
Walk	-	0%	- 0%
Other	20	14%	10 2%
<b>Total:</b>	<b>130</b>	<b>100%</b>	<b>270 100%</b>

	From District	To District	Within District
	Avg Vehicle Occupancy	Avg Transit Mode Share	Avg Vehicle Occupancy
24 Hours	1.42	0%	1.28
AM Peak Period	1.23	0%	1.00
PM Peak Period	1.03	0%	1.24

## District 2 - Town of Sidney

## Demographic Characteristics

Population	11,980
Population 5+ (trips reported for survey sample)	11,600
Total Employed Population	5,120
Households	6,040
Jobs in District (places of work)	6,040
Actively Travelled	8,920
Number of Vehicles	8,420
Number of Adult Bicycles (non-motorized)	7,590
Number of Adult E-Bikes	710
Number of Child Bicycles	1,040
Number of E-micromobility devices	60
Area (km <sup>2</sup> )	5.11

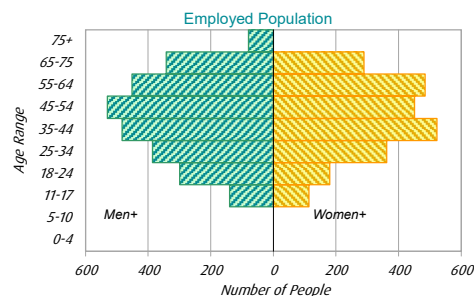
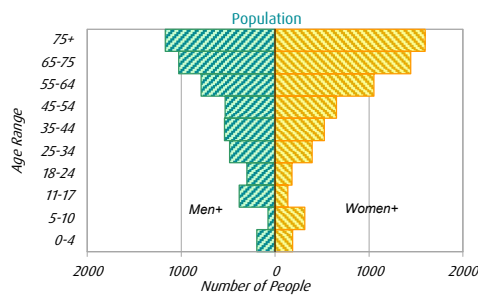
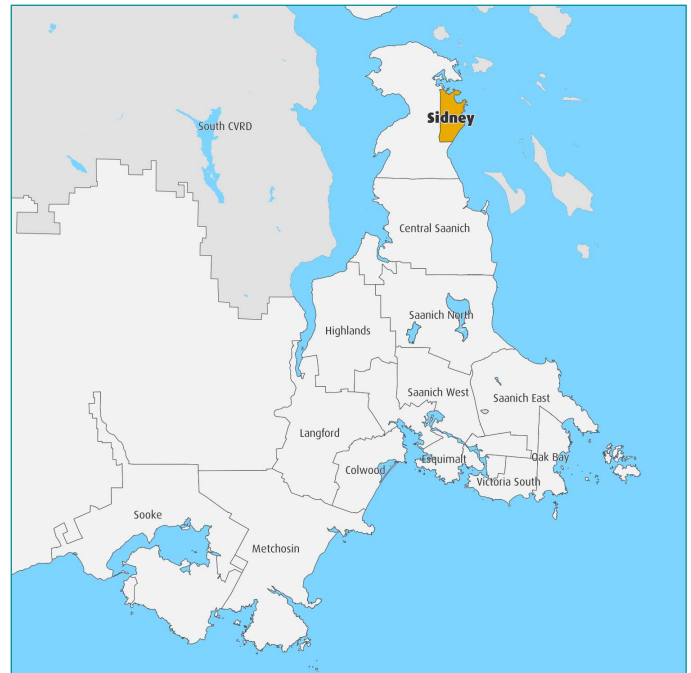
Occupation Status	Men+	Women+	Total	%
Employed full time	2,170	1,250	3,420	29%
Employed part time	550	1,150	1,700	14%
Student	800	790	1,590	13%
Retiree	2,100	3,190	5,290	44%
Stay-at-home parent / caregiver	-	70	70	1%
Pre-schooler (0-4 years)	200	190	380	3%
Other status	10	280	290	2%
Total	5,490	6,490	11,980	

Workplace locations of residents of this geography	Part-time	Full-time	Total	%
Work exclusively from home	320	410	730	14%
No fixed workplace / on the road	180	350	530	10%
Usual workplace outside the home	1,190	2,660	3,850	75%
Total	1,700	3,420	5,120	100%

Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	43%	77%	67%
Avg. weekday, % who telecommuted	0%	18%	13%
% who telecommuted on at least one weekday	0%	32%	22%

Traveller Characteristics	Men+	Women+	Total
Licensed drivers	4,400	5,020	9,420
Car share members	350	120	470
Trips made by residents 5+	12,150	15,930	28,070
Trips made by residents 11+	12,150	14,500	26,640

Selected Indicators	
Daily Trips per Person 5+	2.42
Vehicles per Person	0.70
Number of Persons per Household	1.98
Daily Trips per Household	4.41
Vehicles per Household	1.39
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.37
Workers per Household	0.85
Jobs per Person	0.50
Population Density (Pop/km <sup>2</sup> )	2,350
Employment Density (Jobs/km <sup>2</sup> )	1,180



Mode Shares for Residents of Area	2017	2022
Estimated Total Daily Trips	31,030	28,070
Auto Driver	64%	55%
Auto Passenger	15%	15%
Transit	4%	5%
Bicycle & Micromobility	3%	6%
Walk	12%	18%
Other (school bus, taxi, ferry, etc)	3%	1%

Households by Dwelling Type	Total	%
Single-detached house	2,110	35%
Other ground-oriented	1,940	32%
Apartment/condominium 1-4 floor	1,770	29%
Apartment/condominium 5+ floor:	220	4%
Total:	6,040	100%

Household Size	Total	%
1 person	2,330	39%
2 persons	2,520	42%
3 persons	570	9%
4 persons	400	7%
5+ persons	230	4%
Total:	6,040	100%

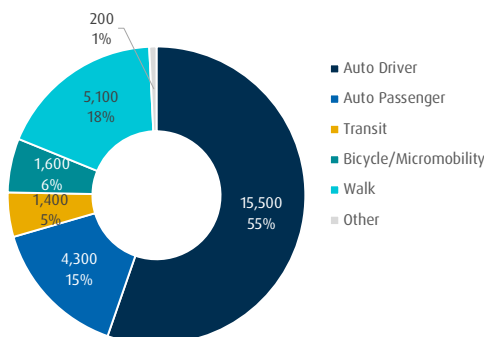
Households by Vehicle Availability	Total	%
No vehicles	680	11%
1 vehicle	3,050	50%
2 vehicles	1,680	28%
3+ vehicles	640	11%
Total:	6,040	100%

Vehicles by Fuel Type	Total	%
Gas	7,770	92%
Hybrid	230	3%
Plug-in Hybrid	20	0%
Electric	350	4%
Diesel	50	1%
Biodiesel	-	0%
Other	-	0%
Total:	8,420	100%

Access to EV Charging	%
Yes, in my building	22%
Yes, nearby	16%
Not available, not conveniently nearby	56%
Don't know	6%

Note: as self-reported by respondents; asked of a two-thirds sample.

Daily mode shares for residents of this geography



## Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates. These results are based on a survey sample of 4.9% of households in this district, and are subject to a margin of sampling error of approximately  $\pm 7.2\%$  at a 95% confidence level (19 times out of 20), adjusted for data weighting.

The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis, such responses have been randomly grouped with either Men+ or Women+.

Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.

The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).

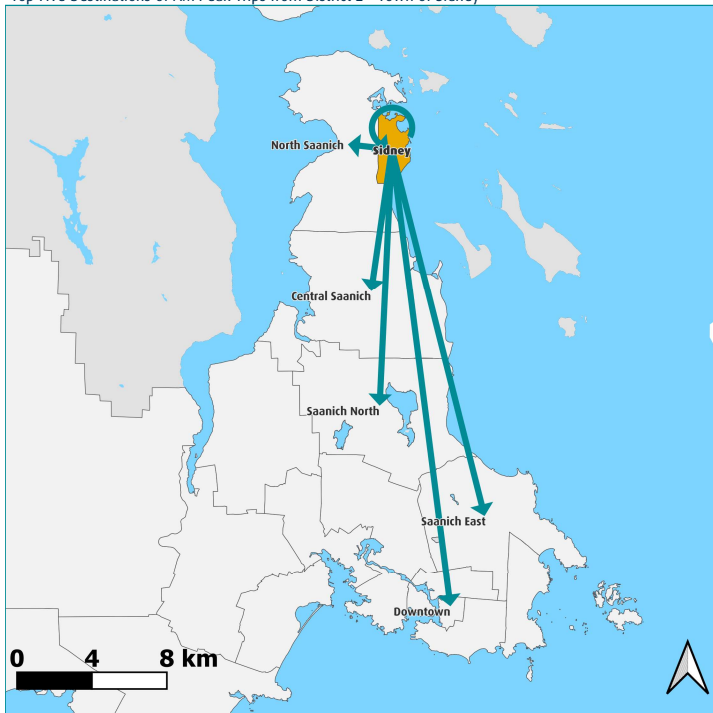
Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.

Gender balances for 5-10, 18-24, and 11-17 age groups are skewed due to small sample sizes for these age groups in this district and/or due to unequal distributions by individual year within 10-14, 15-19, and 20-24 age groups used for data weighting controls.

2022 trip-level data are for persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

## Travel Patterns - Persons 5+

Top Five Destinations of AM Peak Trips from District 2 - Town of Sidney



### Summary of Trips to and from District 2 - Town of Sidney AM Peak Period (06:00 - 08:59) (Trips made by persons 5+)

	Destinations of Trips From District		Origins of Trips To District	
Salt Spring Island Electoral Area	60	1%	-	0%
Sidney	1,100	27%	1,100	30%
North Saanich, Tsyecum FN, Pauquachin FN	1,530	37%	820	22%
Central Saanich, Tsartlip FN, Tsawout FN	420	10%	390	10%
Downtown	160	4%	40	1%
Victoria North	130	3%	150	4%
Victoria South	10	0%	60	1%
Saanich North	200	5%	280	8%
Saanich East	280	7%	310	9%
Saanich West	130	3%	130	4%
Oak Bay	10	0%	30	1%
Esquimalt	70	2%	50	1%
View Royal, Esquimalt Nation, Songhees FN	-	0%	30	1%
Highlands	-	0%	-	0%
Langford	10	0%	160	4%
Colwood	30	1%	20	0%
Metchosin, Scia'new FN	-	0%	40	1%
Sooke, T'Sou-ke FN	-	0%	70	2%
Juan de Fuca Electoral Area, Pacheedaht FN	-	0%	-	0%
External South CVRD	10	0%	-	0%
External Other	-	0%	-	0%
<b>Total</b>	<b>4,150</b>	<b>100%</b>	<b>3,670</b>	<b>100%</b>

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

### Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	2,050	13%	2,780	18%	1,080	8%
Post-secondary school	170	1%	-	0%	-	0%
K-12 school	860	5%	-	0%	50	0%
Personal business	1,040	7%	1,530	10%	1,390	11%
Recreation / social	2,690	17%	1,630	10%	1,360	11%
Dining / restaurant	290	2%	700	4%	710	6%
Shopping	870	5%	1,930	12%	2,580	20%
Pick-up / drop-off passenger	1,010	6%	430	3%	650	5%
Return Home	6,880	43%	6,580	42%	5,050	39%
Other	-	0%	170	1%	-	0%
<b>Total:</b>	<b>15,870</b>	<b>100%</b>	<b>15,750</b>	<b>100%</b>	<b>12,870</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	1,080	36%	1,830	71%	450	41%
Post-secondary school	170	5%	-	0%	-	0%
K-12 school	860	28%	-	0%	50	4%
Personal business	140	5%	70	3%	150	13%
Recreation / social	310	10%	90	3%	200	18%
Dining / restaurant	50	2%	230	9%	70	6%
Shopping	50	2%	80	3%	60	5%
Pick-up / drop-off passenger	370	12%	60	2%	10	1%
Return Home	20	1%	210	8%	130	12%
Other	-	0%	-	0%	-	0%
<b>Total:</b>	<b>3,040</b>	<b>100%</b>	<b>2,570</b>	<b>100%</b>	<b>1,100</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	40	1%	180	4%	130	4%
Post-secondary school	-	0%	-	0%	-	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	180	4%	260	6%	280	9%
Recreation / social	460	10%	250	6%	260	8%
Dining / restaurant	50	1%	100	2%	150	5%
Shopping	360	8%	330	8%	540	17%
Pick-up / drop-off passenger	90	2%	190	4%	220	7%
Return Home	3,490	75%	2,900	68%	1,540	49%
Other	-	0%	30	1%	-	0%
<b>Total:</b>	<b>4,660</b>	<b>100%</b>	<b>4,230</b>	<b>100%</b>	<b>3,130</b>	<b>100%</b>

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	44,500	100%	29%
AM Peak Period	6,700	15%	16%
PM Peak Period	12,000	27%	26%

### Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	10,850	68%	10,860	69%	6,410	50%
Auto Passenger	2,710	17%	2,620	17%	1,510	12%
Transit	690	4%	740	5%	70	1%
Bicycle & Micromobility	860	5%	870	6%	780	6%
Walk	440	3%	340	2%	4,100	32%
Other	320	2%	320	2%	10	0%
<b>Total:</b>	<b>15,870</b>	<b>100%</b>	<b>15,750</b>	<b>100%</b>	<b>12,870</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	1,490	49%	1,950	76%	530	48%
Auto Passenger	530	17%	190	7%	110	10%
Transit	410	14%	40	1%	20	2%
Bicycle & Micromobility	260	8%	190	8%	90	8%
Walk	240	8%	80	3%	360	33%
Other	110	4%	120	5%	-	0%
<b>Total:</b>	<b>3,040</b>	<b>100%</b>	<b>2,570</b>	<b>100%</b>	<b>1,100</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	3,630	78%	2,540	60%	1,540	49%
Auto Passenger	570	12%	660	16%	440	14%
Transit	60	1%	520	12%	-	0%
Bicycle & Micromobility	210	5%	260	6%	250	8%
Walk	40	1%	200	5%	910	29%
Other	150	3%	60	1%	-	0%
<b>Total:</b>	<b>4,660</b>	<b>100%</b>	<b>4,230</b>	<b>100%</b>	<b>3,130</b>	<b>100%</b>

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.25	4%	1.24	5%	1.24	1%
AM Peak Period	1.36	14%	1.10	1%	1.20	2%
PM Peak Period	1.16	1%	1.26	12%	1.28	0%

## District 3 - District of North Saanich with Tsycum FN, Pauquachin FN

## Demographic Characteristics

Population	12,730
Population 5+ (trips reported for survey sample)	12,310
Total Employed Population	5,240
Households	5,210
Jobs in District (places of work)	6,310
Actively Travelled	9,290
Number of Vehicles	11,640
Number of Adult Bicycles (non-motorized)	8,780
Number of Adult E-Bikes	1,190
Number of Child Bicycles	1,380
Number of E-micromobility devices	70
Area (km <sup>2</sup> )	40.27

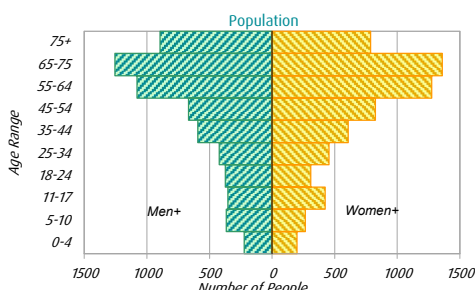
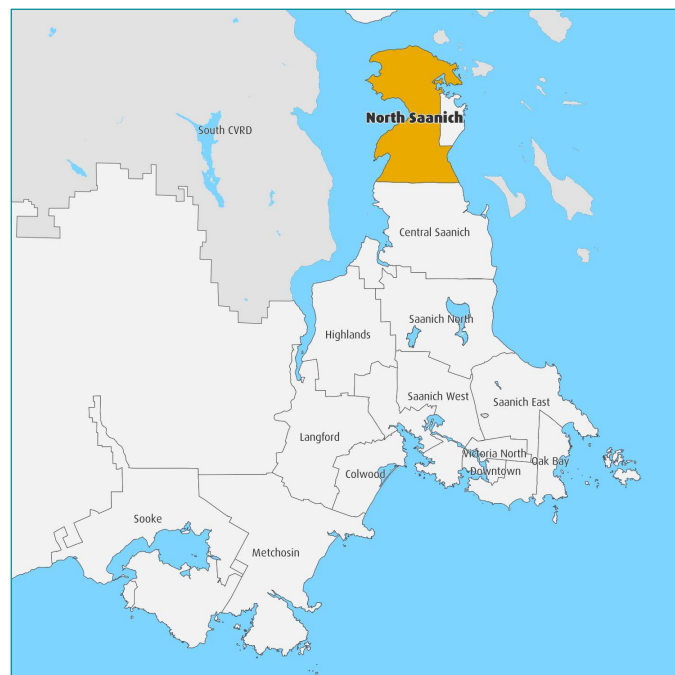
Occupation Status	Men+	Women+	Total	%
Employed full time	2,000	1,710	3,720	29%
Employed part time	610	910	1,530	12%
Student	1,120	1,050	2,170	17%
Retiree	2,380	2,460	4,830	38%
Stay-at-home parent / caregiver	40	250	290	2%
Pre-schooler (0-4 years)	220	200	420	3%
Other status	80	210	290	2%
Total	6,220	6,510	12,730	

Workplace locations of residents of this geography	Part-time	Full-time	Total	%
Work exclusively from home	390	540	930	18%
No fixed workplace / on the road	130	440	570	11%
Usual workplace outside the home	1,000	2,740	3,740	71%
Total	1,530	3,720	5,240	100%

Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	43%	66%	60%
Avg. weekday, % who telecommuted	10%	18%	16%
% who telecommuted on at least one weekday	22%	33%	31%

Traveller Characteristics	Men+	Women+	Total
Licensed drivers	5,300	5,560	10,860
Car share members	40	10	50
Trips made by residents 5+	13,670	14,270	27,940
Trips made by residents 11+	12,890	13,850	26,750

Selected Indicators	
Daily Trips per Person 5+	2.27
Vehicles per Person	0.91
Number of Persons per Household	2.44
Daily Trips per Household	5.13
Vehicles per Household	2.23
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.91
Workers per Household	1.01
Jobs per Person	0.50
Population Density (Pop/km <sup>2</sup> )	320
Employment Density (Jobs/km <sup>2</sup> )	160



Mode Shares for Residents of Area	2017	2022
Estimated Total Daily Trips	34,520	27,940
Auto Driver	72%	70%
Auto Passenger	18%	19%
Transit	1%	2%
Bicycle & Micromobility	2%	3%
Walk	4%	4%
Other (school bus, taxi, ferry, etc)	3%	3%

Households by Dwelling Type	Total	%
Single-detached house	4,150	79%
Other ground-oriented	940	18%
Apartment/condominium 1-4 floor	130	3%
Apartment/condominium 5+ floor:	-	0%
Total:	5,210	100%

Household Size	Total	%
1 person	1,010	19%
2 persons	2,470	47%
3 persons	710	14%
4 persons	670	13%
5+ persons	350	7%
Total:	5,210	100%

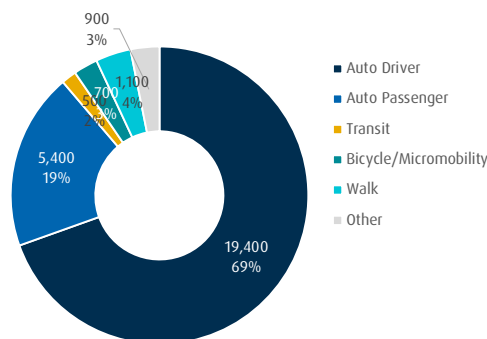
Households by Vehicle Availability	Total	%
No vehicles	20	0%
1 vehicle	1,240	24%
2 vehicles	2,150	41%
3+ vehicles	1,810	35%
Total:	5,210	100%

Vehicles by Fuel Type	Total	%
Gas	9,500	82%
Hybrid	360	3%
Plug-in Hybrid	50	0%
Electric	1,020	9%
Diesel	700	6%
Biodiesel	-	0%
Other	-	0%
Total:	11,640	100%

Access to EV Charging	%
Yes, in my building	26%
Yes, nearby	5%
Not available, not conveniently nearby	60%
Don't know	9%

Note: as self-reported by respondents; asked of a two-thirds sample.

Daily mode shares for residents of this geography



## Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates. These results are based on a survey sample of 6.2% of households in this district, and are subject to a margin of sampling error of approximately  $\pm 6.4\%$  at a 95% confidence level (19 times out of 20), adjusted for data weighting.

The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis, such responses have been randomly grouped with either Men+ or Women+.

Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.

The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).

Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.

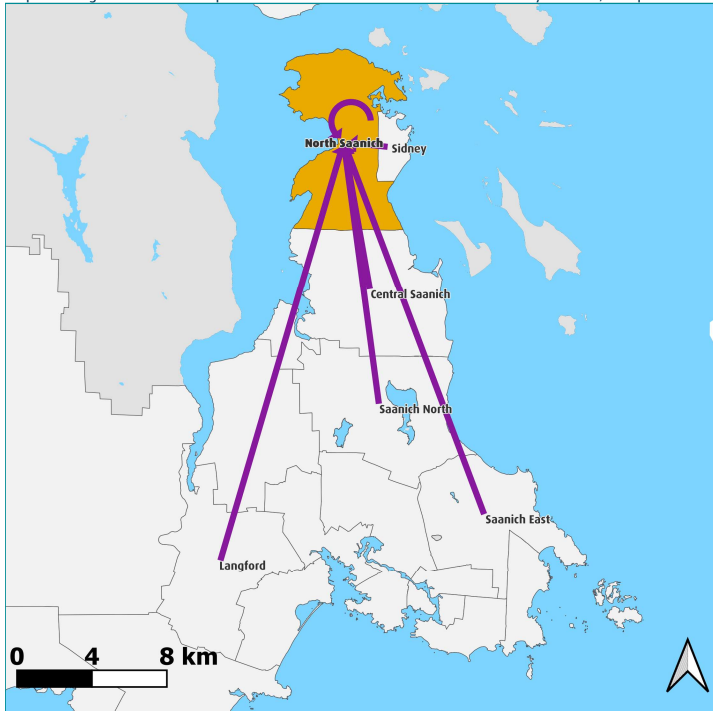
Gender balances for 11-17 and 18-24 age groups are skewed due to small sample sizes for these age groups in this district and/or due to unequal distributions by individual year within the 10-14, 15-19, and 20-24 age groups used for data weighting controls.

2022 trip-level data are for persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.



## Travel Patterns - Persons 5+

Top Five Origins of AM Peak Trips to District 3 - District of North Saanich with Tsyecum FN, Pauquachin FN



### Summary of Trips to and from

District 3 - District of North Saanich Destinations of  
AM Peak Period (06:00 - 08:59)  
(Trips made by persons 5+)

	Trips From District		Origins of Trips To District	
Salt Spring Island Electoral Area	-	0%	40	1%
Sidney	820	16%	1,530	24%
North Saanich, Tsyecum FN, Pauquachin FN	1,530	30%	1,530	24%
Central Saanich, Tsartlip FN, Tsawout FN	870	17%	1,060	17%
Downtown	140	3%	90	1%
Victoria North	180	3%	290	5%
Victoria South	150	3%	60	1%
Saanich North	110	2%	370	6%
Saanich East	710	14%	460	7%
Saanich West	320	6%	140	2%
Oak Bay	30	1%	90	1%
Esquimalt	100	2%	30	0%
View Royal, Esquimalt Nation, Songhees FN	-	0%	40	1%
Highlands	-	0%	-	0%
Langford	80	1%	30	5%
Colwood	30	1%	210	3%
Metchosin, Scia'new FN	-	0%	40	1%
Sooke, T'Sou-ke FN	-	0%	50	1%
Juan de Fuca Electoral Area, Pacheedaht FN	-	0%	-	0%
External South CVRD	40	1%	-	0%
External Other	80	1%	60	1%
<b>Total</b>	<b>5,180</b>	<b>100%</b>	<b>6,380</b>	<b>100%</b>

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

### Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	2,560	11%	3,750	17%	660	9%
Post-secondary school	400	2%	-	0%	-	0%
K-12 school	480	2%	830	4%	460	6%
Personal business	1,330	6%	900	4%	380	5%
Recreation / social	2,420	10%	3,890	17%	1,640	22%
Dining / restaurant	860	4%	250	1%	110	1%
Shopping	2,620	11%	530	2%	290	4%
Pick-up / drop-off passenger	1,350	6%	2,960	13%	940	12%
Return Home	11,010	48%	8,190	36%	3,070	40%
Other	140	1%	1,330	6%	20	0%
Total:	23,180	100%	22,640	100%	7,580	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	1,250	34%	2,140	44%	350	23%
Post-secondary school	190	5%	-	0%	-	0%
K-12 school	480	13%	830	17%	430	28%
Personal business	190	5%	190	4%	70	4%
Recreation / social	220	6%	540	11%	150	10%
Dining / restaurant	390	11%	20	0%	10	1%
Shopping	160	4%	30	1%	20	2%
Pick-up / drop-off passenger	420	11%	660	14%	340	22%
Return Home	350	9%	310	6%	150	10%
Other	10	0%	120	2%	10	1%
Total:	3,640	100%	4,840	100%	1,530	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	220	4%	260	4%	50	2%
Post-secondary school	-	0%	-	0%	-	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	110	2%	150	2%	50	2%
Recreation / social	500	8%	830	13%	450	20%
Dining / restaurant	120	2%	60	1%	-	0%
Shopping	770	12%	130	2%	40	2%
Pick-up / drop-off passenger	400	6%	620	10%	280	13%
Return Home	4,020	65%	3,790	62%	1,380	61%
Other	30	1%	310	5%	-	0%
Total:	6,190	100%	6,150	100%	2,250	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	53,400	100%	14%
AM Peak Period	10,000	19%	15%
PM Peak Period	14,600	27%	15%

### Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	15,640	67%	15,420	68%	4,550	60%
Auto Passenger	4,820	21%	4,540	20%	1,270	17%
Transit	630	3%	410	2%	90	1%
Bicycle & Micromobility	590	3%	610	3%	220	3%
Walk	350	2%	390	2%	1,090	14%
Other	1,140	5%	1,260	6%	370	5%
Total:	23,180	100%	22,640	100%	7,580	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	2,370	65%	3,220	66%	840	54%
Auto Passenger	690	19%	720	15%	310	20%
Transit	100	3%	60	1%	40	3%
Bicycle & Micromobility	140	4%	230	5%	20	1%
Walk	80	2%	240	5%	160	11%
Other	260	7%	370	8%	170	11%
Total:	3,640	100%	4,840	100%	1,530	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	4,180	67%	4,400	72%	1,290	57%
Auto Passenger	1,010	16%	1,140	18%	310	14%
Transit	250	4%	130	2%	40	2%
Bicycle & Micromobility	180	3%	150	3%	140	6%
Walk	210	3%	10	0%	270	12%
Other	360	6%	310	5%	200	9%
Total:	6,190	100%	6,150	100%	2,250	100%

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.31	3%	1.29	2%	1.28	1%
AM Peak Period	1.29	3%	1.22	1%	1.37	3%
PM Peak Period	1.24	4%	1.26	2%	1.24	2%

## District 4 - District of Central Saanich with Tsartlip FN, Tsawout FN

## Demographic Characteristics

Population	19,670
Population 5+ (trips reported for survey sample)	18,900
Total Employed Population	9,980
Households	8,340
Jobs in District (places of work)	8,500
Actively Travelled	15,660
Number of Vehicles	18,120
Number of Adult Bicycles (non-motorized)	11,090
Number of Adult E-Bikes	1,160
Number of Child Bicycles	2,940
Number of E-micromobility devices	380
Area (km <sup>2</sup> )	45.90

Occupation Status	Men+	Women+	Total	%
Employed full time	4,260	3,810	8,070	41%
Employed part time	700	1,210	1,900	10%
Student	1,710	1,720	3,430	17%
Retiree	2,720	2,950	5,670	29%
Stay-at-home parent / caregiver	100	270	370	2%
Pre-schooler (0-4 years)	400	370	770	4%
Other status	140	270	400	2%
<b>Total</b>	<b>9,590</b>	<b>10,080</b>	<b>19,670</b>	

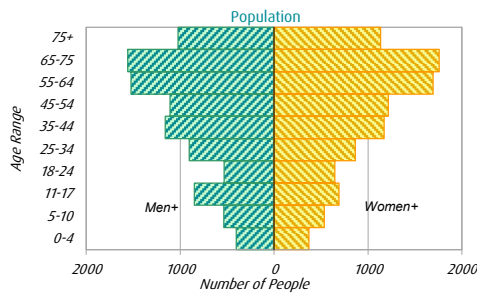
Workplace locations of residents of this geography	Part-time	Full-time	Total	%
Work exclusively from home	210	1,070	1,280	13%
No fixed workplace / on the road	150	990	1,150	12%
Usual workplace outside the home	1,540	6,010	7,560	76%
<b>Total</b>	<b>1,900</b>	<b>8,070</b>	<b>9,980</b>	<b>100%</b>

Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	37%	75%	68%
Avg. weekday, % who telecommuted	3%	17%	14%
% who telecommuted on at least one weekday	8%	31%	27%

Traveller Characteristics	Men+	Women+	Total
Licensed drivers	7,680	8,020	15,700
Car share members	60	100	160
Trips made by residents 5+	22,600	24,390	46,990
Trips made by residents 11+	21,310	23,150	44,460

## Selected Indicators

Daily Trips per Person 5+	2.49
Vehicles per Person	0.92
Number of Persons per Household	2.36
Daily Trips per Household	5.33
Vehicles per Household	2.17
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.47
Workers per Household	1.20
Jobs per Person	0.43
Population Density (Pop/km <sup>2</sup> )	430
Employment Density (Jobs/km <sup>2</sup> )	190



Mode Shares for Residents of Area	2017	2022
Estimated Total Daily Trips	54,620	46,990
Auto Driver	69%	69%
Auto Passenger	15%	15%
Transit	4%	3%
Bicycle & Micromobility	2%	3%
Walk	6%	5%
Other (school bus, taxi, ferry, etc)	3%	5%

Households by Dwelling Type	Total	%
Single-detached house	4,490	54%
Other ground-oriented	3,020	36%
Apartment/condominium 1-4 floor	810	10%
Apartment/condominium 5+ floor:	20	0%
<b>Total:</b>	<b>8,340</b>	<b>100%</b>

Household Size	Total	%
1 person	2,240	27%
2 persons	3,310	40%
3 persons	1,120	13%
4 persons	1,060	13%
5+ persons	610	7%
<b>Total:</b>	<b>8,340</b>	<b>100%</b>

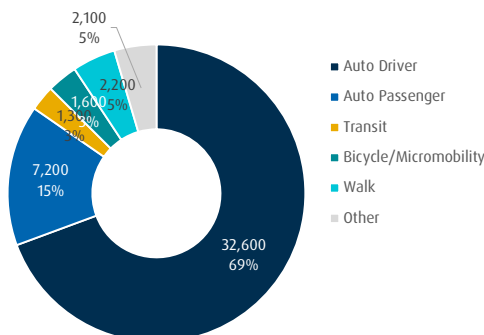
Households by Vehicle Availability	Total	%
No vehicles	90	1%
1 vehicle	2,450	29%
2 vehicles	3,180	38%
3+ vehicles	2,610	31%
<b>Total:</b>	<b>8,340</b>	<b>100%</b>

Vehicles by Fuel Type	Total	%
Gas	16,620	92%
Hybrid	270	1%
Plug-in Hybrid	70	0%
Electric	460	3%
Diesel	710	4%
Biodiesel	-	0%
Other	-	0%
<b>Total:</b>	<b>18,120</b>	<b>100%</b>

Access to EV Charging	%
Yes, in my building	10%
Yes, nearby	17%
Not available, not conveniently nearby	64%
Don't know	9%

Note: as self-reported by respondents; asked of a two-thirds sample.

## Daily mode shares for residents of this geography



## Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates. These results are based on a survey sample of 4.1% of households in this district, and are subject to a margin of sampling error of approximately  $\pm 6.1\%$  at a 95% confidence level (19 times out of 20), adjusted for data weighting.

The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis, such responses have been randomly grouped with either Men+ or Women+.

Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.

The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).

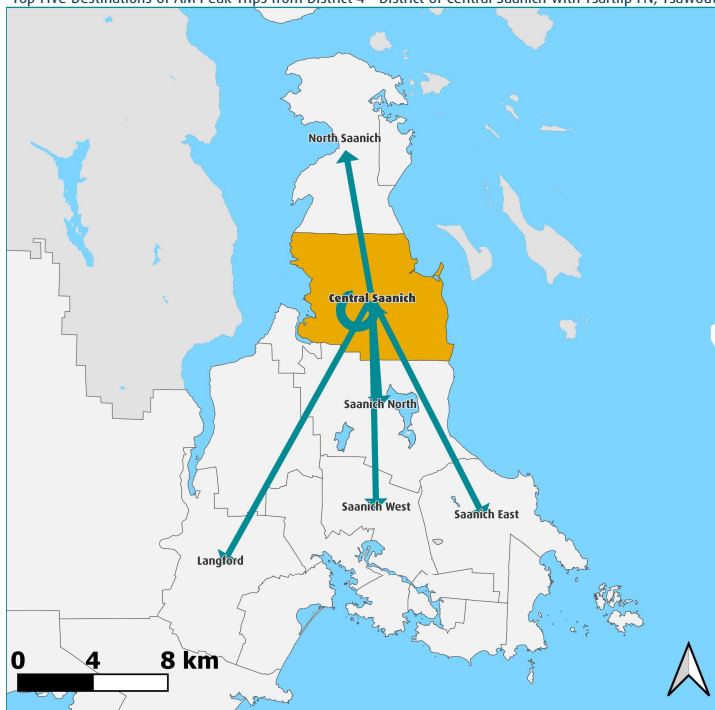
Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.

Gender balances for 11-17 and 18-24 age groups may due to unequal distributions by individual year within the 10-14, 15-19, and 20-24 age groups used data weighting controls.

2022 trip-level data are for persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

## Travel Patterns - Persons 5+

Top Five Destinations of AM Peak Trips from District 4 - District of Central Saanich with Tsartlip FN, Tsawout FN



### Summary of Trips to and from

District 4 - District of Central Saanich Destinations of

AM Peak Period (06:00 - 08:59)

(Trips made by persons 5+)

	Trips From District		Origins of Trips To District	
Salt Spring Island Electoral Area	-	0%	10	0%
Sidney	390	4%	420	5%
North Saanich, Tsycum FN, Pauquachin FN	1,060	11%	870	10%
Central Saanich, Tsartlip FN, Tsawout FN	4,070	43%	4,070	49%
Downtown	370	4%	110	1%
Victoria North	380	4%	100	1%
Victoria South	290	3%	380	5%
Saanich North	410	4%	570	7%
Saanich East	860	9%	600	7%
Saanich West	510	5%	350	4%
Oak Bay	70	1%	30	0%
Esquimalt	130	1%	100	1%
View Royal, Esquimalt Nation, Songhees FN	80	1%	90	1%
Highlands	-	0%	-	0%
Langford	400	4%	50	6%
Colwood	200	2%	50	1%
Metchosin, Scia'new FN	-	0%	-	0%
Sooke, T'Sou-ke FN	20	0%	100	1%
Juan de Fuca Electoral Area, Pacheedaht FN	20	0%	30	0%
External South CVRD	70	1%	-	0%
External Other	40	0%	-	0%
<b>Total</b>	<b>9,370</b>	<b>100%</b>	<b>8,370</b>	<b>100%</b>

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

### Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	4,960	21%	4,060	17%	1,570	9%
Post-secondary school	370	2%	-	0%	50	0%
K-12 school	440	2%	620	3%	1,800	10%
Personal business	2,000	8%	900	4%	900	5%
Recreation / social	3,280	14%	2,700	11%	1,360	7%
Dining / restaurant	840	4%	450	2%	480	3%
Shopping	2,260	9%	2,060	9%	2,870	16%
Pick-up / drop-off passenger	1,330	6%	1,430	6%	1,310	7%
Return Home	8,260	35%	11,870	49%	7,820	43%
Other	150	1%	-	0%	150	1%
Total:	23,890	100%	24,090	100%	18,330	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	3,410	64%	2,740	64%	980	24%
Post-secondary school	180	3%	-	0%	40	1%
K-12 school	410	8%	620	14%	1,690	41%
Personal business	310	6%	50	1%	120	3%
Recreation / social	350	7%	160	4%	60	1%
Dining / restaurant	60	1%	70	2%	130	3%
Shopping	30	1%	130	3%	20	0%
Pick-up / drop-off passenger	270	5%	340	8%	580	14%
Return Home	280	5%	190	4%	480	12%
Other	-	0%	-	0%	-	0%
Total:	5,300	100%	4,300	100%	4,070	100%

PM Peak (15:00-17:59)	From District	To District	Within District			
Work	190	3%	240	3%	100	2%
Post-secondary school	-	0%	-	0%	-	0%
K-12 school	40	0%	-	0%	-	0%
Personal business	350	5%	110	1%	260	4%
Recreation / social	790	11%	690	10%	580	10%
Dining / restaurant	510	7%	90	1%	50	1%
Shopping	590	8%	840	12%	760	13%
Pick-up / drop-off passenger	480	7%	230	3%	310	5%
Return Home	4,190	58%	5,010	70%	3,900	65%
Other	120	2%	-	0%	30	0%
Total:	7,270	100%	7,210	100%	5,980	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	66,300	100%	28%
AM Peak Period	13,700	21%	30%
PM Peak Period	20,500	31%	29%

### Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	17,670	74%	17,670	73%	11,080	60%
Auto Passenger	4,180	17%	4,220	18%	2,590	14%
Transit	770	3%	780	3%	220	1%
Bicycle & Micromobility	610	3%	560	2%	940	5%
Walk	10	0%	40	0%	2,100	11%
Other	650	3%	820	3%	1,410	8%
Total:	23,890	100%	24,090	100%	18,330	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	4,190	79%	3,260	76%	1,830	45%
Auto Passenger	530	10%	530	12%	760	19%
Transit	240	5%	230	5%	180	4%
Bicycle & Micromobility	150	3%	80	2%	310	8%
Walk	-	0%	-	0%	440	11%
Other	190	4%	200	5%	560	14%
Total:	5,300	100%	4,300	100%	4,070	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	5,040	69%	5,160	72%	3,280	55%
Auto Passenger	1,370	19%	1,240	17%	1,060	18%
Transit	330	5%	270	4%	10	0%
Bicycle & Micromobility	190	3%	200	3%	540	9%
Walk	-	0%	30	0%	650	11%
Other	350	5%	320	4%	440	7%
Total:	7,270	100%	7,210	100%	5,980	100%

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.24	3%	1.24	3%	1.23	1%
AM Peak Period	1.13	5%	1.16	5%	1.42	4%
PM Peak Period	1.27	5%	1.24	4%	1.32	0%



## City of Victoria - Districts 5 -7

## Demographic Characteristics

Population	88,810
Population 5+ (trips reported for survey sample)	85,870
Total Employed Population	53,560
Households	49,870
Jobs in District (places of work)	81,730
Actively Travelled	74,240
Number of Vehicles	50,770
Number of Adult Bicycles (non-motorized)	56,920
Number of Adult E-Bikes	6,790
Number of Child Bicycles	7,630
Number of E-micromobility devices	1,200
Area (km <sup>2</sup> )	19.45

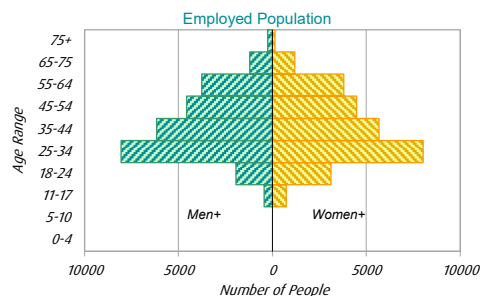
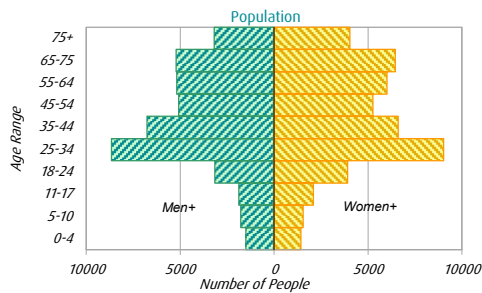
Occupation Status	Men+	Women+	Total	%
Employed full time	21,680	20,120	41,800	47%
Employed part time	4,700	7,060	11,760	13%
Student	7,660	8,230	15,890	18%
Retiree	8,040	10,900	18,940	21%
Stay-at-home parent / caregiver	30	940	970	1%
Pre-schooler (0-4 years)	1,500	1,430	2,930	3%
Other status	1,550	1,740	3,280	4%
Total	42,370	46,440	88,810	

Workplace locations of residents of this geography	Part-time	Full-time	Total	%
Work exclusively from home	2,390	7,230	9,610	18%
No fixed workplace / on the road	1,820	2,500	4,320	8%
Usual workplace outside the home	7,550	32,070	39,620	74%
Total	11,760	41,800	53,560	100%

Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	42%	73%	67%
Avg. weekday, % who telecommuted	8%	19%	17%
% who telecommuted on at least one weekday	16%	37%	33%

Traveller Characteristics	Men+	Women+	Total
Licensed drivers	32,640	35,610	68,260
Car share members	4,680	4,130	8,810
Trips made by residents 5+	116,040	124,960	241,010
Trips made by residents 11+	111,020	121,330	232,340

Selected Indicators	
Daily Trips per Person 5+	2.81
Vehicles per Person	0.57
Number of Persons per Household	1.78
Daily Trips per Household	4.66
Vehicles per Household	1.02
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.28
Workers per Household	1.07
Jobs per Person	0.92
Population Density (Pop/km <sup>2</sup> )	4,560
Employment Density (Jobs/km <sup>2</sup> )	4,200



Mode Shares for Residents of Area	2017	2022
Estimated Total Daily Trips	270,410	241,010
Auto Driver	41%	36%
Auto Passenger	11%	10%
Transit	10%	9%
Bicycle & Micromobility	9%	13%
Walk	28%	31%
Other (school bus, taxi, ferry, etc)	1%	1%

Households by Dwelling Type	Total	%
Single-detached house	6,790	14%
Other ground-oriented	8,100	16%
Apartment/condominium 1-4 floor	23,840	48%
Apartment/condominium 5+ floor	11,140	22%
Total:	49,870	100%

Household Size	Total	%
1 person	24,460	49%
2 persons	17,280	35%
3 persons	4,340	9%
4 persons	2,670	5%
5+ persons	1,130	2%
Total:	49,870	100%

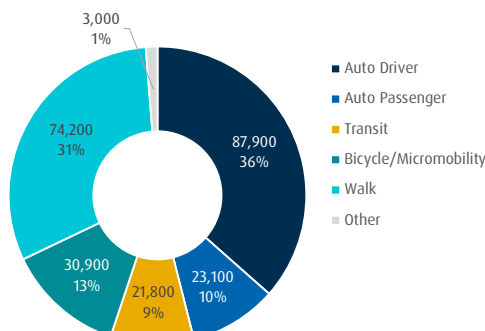
Households by Vehicle Availability	Total	%
No vehicles	12,270	25%
1 vehicle	27,680	55%
2 vehicles	7,490	15%
3+ vehicles	2,430	5%
Total:	49,870	100%

Vehicles by Fuel Type	Total	%
Gas	45,270	89%
Hybrid	2,390	5%
Plug-in Hybrid	500	1%
Electric	1,610	3%
Diesel	970	2%
Biodiesel	30	0%
Other	-	0%
Total:	50,770	100%

Access to EV Charging	%
Yes, in my building	14%
Yes, nearby	7%
Not available, not conveniently nearby	63%
Don't know	15%

Note: as self-reported by respondents; asked of a two-thirds sample.

Daily mode shares for residents of this geography



## Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates. These results are based on a survey sample of 4.2% of households in this area, and are subject to a margin of sampling error of approximately  $\pm 2.4\%$  at a 95% confidence level (19 times out of 20), adjusted for data weighting.

The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis, such responses have been randomly grouped with either Men+ or Women+.

Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.

The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).

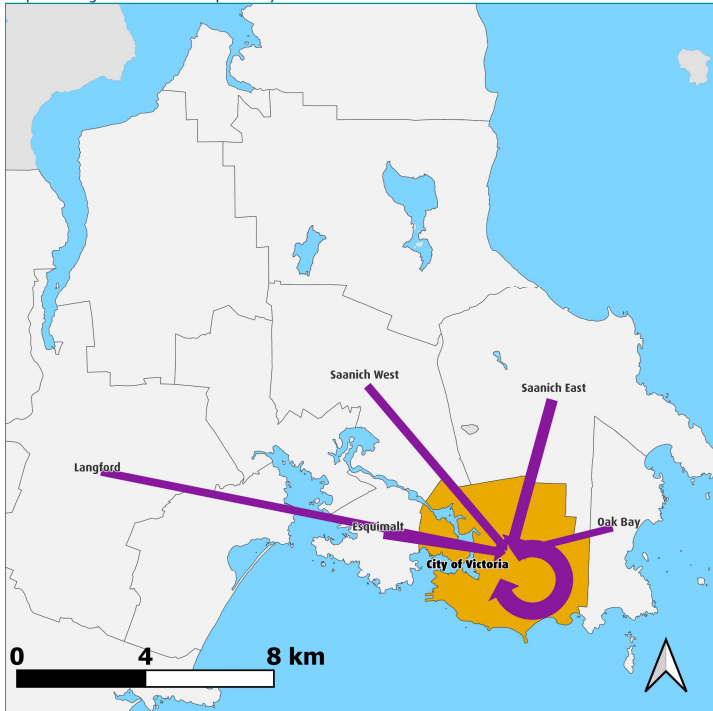
Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.

Gender balances for 11-17 and 18-24 age groups may due to unequal distributions by individual year within the 10-14, 15-19, and 20-24 age groups used for data weighting controls.

2022 trip-level data are for persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

## Travel Patterns - Persons 5+

Top Five Origins of AM Peak Trips to City of Victoria - Districts 5 -7



### Summary of Trips to and from City of Victoria - Districts 5 -7 AM Peak Period (06:00 - 08:59) (Trips made by persons 5+)

	Destinations of Trips From		Origins of Trips To	
	District		District	
Salt Spring Island Electoral Area	-	0%	70	0%
Sidney	250	1%	300	1%
North Saanich, Tsyecum FN, Pauquachin FN	440	1%	460	1%
Central Saanich, Tsartlip FN, Tsawout FN	580	1%	1,040	2%
City of Victoria	27,370	60%	27,370	48%
Saanich North	530	1%	1,270	2%
Saanich East	6,630	15%	7,700	14%
Saanich West	2,040	4%	4,320	8%
Oak Bay	2,760	6%	2,780	5%
Esquimalt	2,550	6%	3,740	7%
View Royal, Esquimalt Nation, Songhees FN	670	1%	1,920	3%
Highlands	50	0%	70	0%
Langford	690	2%	3,530	6%
Colwood	460	1%	1,450	3%
Metchosin, Scia'new FN	200	0%	340	1%
Sooke, T'Sou-ke FN	30	0%	410	1%
Juan de Fuca Electoral Area, Pacheedaht FN	10	0%	160	0%
External South CVRD	130	0%	-	0%
External Other	60	0%	-	0%
<b>Total</b>	<b>45,440</b>	<b>100%</b>	<b>56,930</b>	<b>100%</b>

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

### Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	13,780	12%	30,310	27%	24,440	15%
Post-secondary school	4,150	4%	70	0%	220	0%
K-12 school	2,580	2%	2,240	2%	3,660	2%
Personal business	4,630	4%	10,340	9%	11,770	7%
Recreation / social	12,880	11%	12,610	11%	20,000	12%
Dining / restaurant	1,910	2%	4,710	4%	8,540	5%
Shopping	8,710	8%	11,510	10%	24,350	15%
Pick-up / drop-off passenger	6,440	6%	7,680	7%	8,510	5%
Return Home	58,970	52%	34,590	30%	64,390	39%
Other	120	0%	130	0%	520	0%
<b>Total:</b>	<b>114,160</b>	<b>100%</b>	<b>114,190</b>	<b>100%</b>	<b>166,390</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	8,700	48%	19,750	67%	13,400	49%
Post-secondary school	1,720	10%	70	0%	140	1%
K-12 school	2,490	14%	2,150	7%	3,530	13%
Personal business	750	4%	1,860	6%	980	4%
Recreation / social	1,160	6%	740	2%	1,630	6%
Dining / restaurant	350	2%	390	1%	820	3%
Shopping	400	2%	710	2%	950	3%
Pick-up / drop-off passenger	1,280	7%	2,520	9%	3,230	12%
Return Home	1,220	7%	1,360	5%	2,500	9%
Other	20	0%	-	0%	180	1%
<b>Total:</b>	<b>18,080</b>	<b>100%</b>	<b>29,560</b>	<b>100%</b>	<b>27,370</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	820	2%	1,370	5%	1,520	3%
Post-secondary school	100	0%	-	0%	-	0%
K-12 school	-	0%	10	0%	-	0%
Personal business	1,150	3%	1,820	6%	2,760	6%
Recreation / social	4,090	11%	3,710	12%	6,210	12%
Dining / restaurant	500	1%	1,370	5%	2,430	5%
Shopping	3,030	8%	3,190	11%	7,670	15%
Pick-up / drop-off passenger	2,340	6%	2,480	8%	2,910	6%
Return Home	26,430	69%	15,720	53%	26,510	53%
Other	60	0%	60	0%	30	0%
<b>Total:</b>	<b>38,530</b>	<b>100%</b>	<b>29,730</b>	<b>100%</b>	<b>50,060</b>	<b>100%</b>

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	394,700	100%	42%
AM Peak Period	75,000	19%	36%
PM Peak Period	118,300	30%	42%

### Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	66,070	58%	65,760	58%	48,340	29%
Auto Passenger	16,350	14%	16,360	14%	13,860	8%
Transit	13,600	12%	13,750	12%	10,020	6%
Bicycle & Micromobility	11,800	10%	11,900	10%	22,180	13%
Walk	4,470	4%	4,790	4%	70,610	42%
Other	1,860	2%	1,630	1%	1,380	1%
<b>Total:</b>	<b>114,160</b>	<b>100%</b>	<b>114,190</b>	<b>100%</b>	<b>166,390</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	9,000	50%	16,920	57%	6,910	25%
Auto Passenger	1,440	8%	3,060	10%	1,840	7%
Transit	3,350	19%	4,020	14%	2,410	9%
Bicycle & Micromobility	2,730	15%	4,300	15%	4,940	18%
Walk	1,220	7%	820	3%	11,020	40%
Other	320	2%	450	2%	250	1%
<b>Total:</b>	<b>18,080</b>	<b>100%</b>	<b>29,560</b>	<b>100%</b>	<b>27,370</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	23,020	60%	14,810	50%	12,980	26%
Auto Passenger	5,160	13%	4,740	16%	4,360	9%
Transit	4,250	11%	4,260	14%	3,280	7%
Bicycle & Micromobility	4,220	11%	3,590	12%	7,640	15%
Walk	1,370	4%	1,830	6%	21,450	43%
Other	510	1%	490	2%	340	1%
<b>Total:</b>	<b>38,530</b>	<b>100%</b>	<b>29,730</b>	<b>100%</b>	<b>50,060</b>	<b>100%</b>

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.25	12%	1.25	12%	1.29	6%
AM Peak Period	1.16	19%	1.18	14%	1.27	9%
PM Peak Period	1.22	11%	1.32	14%	1.34	7%

## District 5 - Downtown

## Demographic Characteristics

Population	12,110
Population 5+ (trips reported for survey sample)	11,760
Total Employed Population	8,860
Households	8,150
Jobs in District (places of work)	31,990
Actively Travelled	10,400
Number of Vehicles	5,860
Number of Adult Bicycles (non-motorized)	6,500
Number of Adult E-Bikes	830
Number of Child Bicycles	570
Number of E-micromobility devices	230
Area (km <sup>2</sup> )	2.00

Occupation Status	Men+	Women+	Total	%
Employed full time	4,050	3,390	7,440	61%
Employed part time	730	690	1,420	12%
Student	880	820	1,700	14%
Retiree	700	850	1,550	13%
Stay-at-home parent / caregiver	-	70	70	1%
Pre-schooler (0-4 years)	120	230	350	3%
Other status	240	210	450	4%
Total	6,350	5,770	12,110	

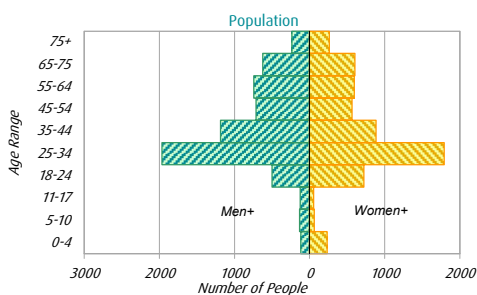
Workplace locations of residents of this geography	Part-time	Full-time	Total
Work exclusively from home	400	1,330	1,730
No fixed workplace / on the road	230	520	750
Usual workplace outside the home	790	5,580	6,370
Total	1,420	7,440	8,860

Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	47%	73%	70%
Avg. weekday, % who telecommuted	12%	21%	20%
% who telecommuted on at least one weekday	27%	41%	40%

Traveller Characteristics	Men+	Women+	Total
Licensed drivers	4,850	4,340	9,200
Car share members	1,040	820	1,870
Trips made by residents 5+	19,170	15,850	35,020
Trips made by residents 11+	18,730	15,550	34,270

## Selected Indicators

Daily Trips per Person 5+	2.98
Vehicles per Person	0.48
Number of Persons per Household	1.49
Daily Trips per Household	4.21
Vehicles per Household	0.72
Adult Bicycles per Household (non-motorized & e-bikes combined)	0.90
Workers per Household	1.09
Jobs per Person	2.64
Population Density (Pop/km <sup>2</sup> )	6,060
Employment Density (Jobs/km <sup>2</sup> )	16,000



Mode Shares for Residents of Area	2017	2022
Estimated Total Daily Trips	30,100	35,020
Auto Driver	26%	26%
Auto Passenger	11%	7%
Transit	10%	9%
Bicycle & Micromobility	6%	10%
Walk	45%	47%
Other (school bus, taxi, ferry, etc)	2%	2%

Households by Dwelling Type	Total	%
Single-detached house	100	1%
Other ground-oriented	310	4%
Apartment/condominium 1-4 floor	2,310	28%
Apartment/condominium 5+ floor	5,420	67%
Total:	8,150	100%

Household Size	Total	%
1 person	4,980	61%
2 persons	2,560	31%
3 persons	400	5%
4 persons	200	3%
5+ persons	-	0%
Total:	8,150	100%

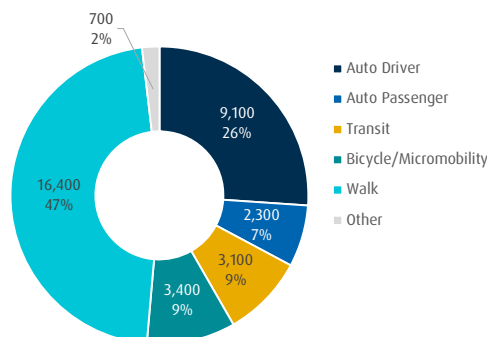
Households by Vehicle Availability	Total	%
No vehicles	3,320	41%
1 vehicle	4,100	50%
2 vehicles	450	6%
3+ vehicles	280	3%
Total:	8,150	100%

Vehicles by Fuel Type	Total	%
Gas	5,210	89%
Hybrid	310	5%
Plug-in Hybrid	50	1%
Electric	110	2%
Diesel	140	2%
Biodiesel	30	1%
Other	-	0%
Total:	5,860	100%

Access to EV Charging	%
Yes, in my building	20%
Yes, nearby	11%
Not available, not conveniently nearby	52%
Don't know	17%

Note: as self-reported by respondents; asked of a two-thirds sample.

## Daily mode shares for residents of this geography



## Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates. These results are based on a survey sample of 4.2% of households in this district, and are subject to a margin of sampling error of approximately  $\pm 6.1\%$  at a 95% confidence level (19 times out of 20), adjusted for data weighting.

The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis, such responses have been randomly grouped with either Men+ or Women+.

Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.

The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).

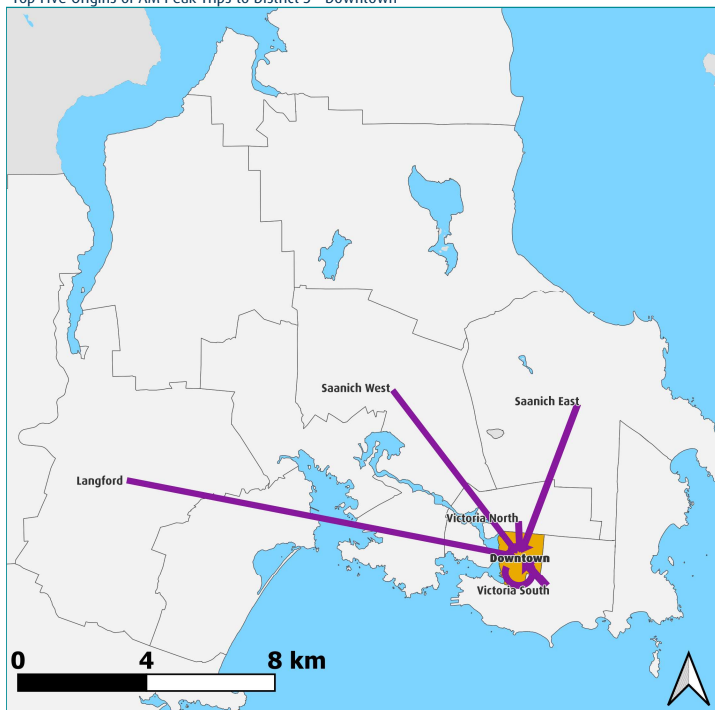
Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.

Gender balance for 0-4 age group is skewed due to small sample sizes for this age group in this district. 11-17 and 18-24 may be skewed due to unequal distributions by individual year within the 10-14, 15-19, and 20-24 age groups used for weighting controls.

2022 trip-level data are for persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

## Travel Patterns - Persons 5+

Top Five Origins of AM Peak Trips to District 5 - Downtown



### Summary of Trips to and from

#### District 5 - Downtown

#### AM Peak Period (06:00 - 08:59)

#### (Trips made by persons 5+)

	Destinations of Trips From District		Origins of Trips To District	
Salt Spring Island Electoral Area	-	0%	30	0%
Sidney	40	1%	160	1%
North Saanich, Tsycum FN, Pauquachin FN	90	1%	140	1%
Central Saanich, Tsartlip FN, Tsawout FN	110	1%	370	2%
Downtown	2,320	29%	2,320	13%
Victoria North	990	12%	2,440	13%
Victoria South	2,060	26%	3,920	21%
Saanich North	240	3%	590	3%
Saanich East	930	12%	2,400	13%
Saanich West	190	2%	1,220	7%
Oak Bay	270	3%	610	3%
Esquimalt	470	6%	1,170	6%
View Royal, Esquimalt Nation, Songhees FN	40	0%	780	4%
Highlands	-	0%	10	0%
Langford	180	2%	1,600	9%
Colwood	90	1%	500	3%
Metchosin, Scia'new FN	-	0%	70	0%
Sooke, T'Sou-ke FN	-	0%	240	1%
Juan de Fuca Electoral Area, Pacheedaht FN	-	0%	30	0%
External South CVRD	-	0%	-	0%
External Other	20	0%	-	0%
<b>Total</b>	<b>8,030</b>	<b>100%</b>	<b>18,580</b>	<b>100%</b>

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

### Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	5,420	9%	19,420	34%	3,720	18%
Post-secondary school	530	1%	60	0%	-	0%
K-12 school	380	1%	250	0%	40	0%
Personal business	2,050	4%	6,170	11%	1,670	8%
Recreation / social	4,190	7%	9,510	16%	2,350	11%
Dining / restaurant	990	2%	4,170	7%	2,350	11%
Shopping	4,460	8%	6,140	11%	4,550	22%
Pick-up / drop-off passenger	2,370	4%	3,510	6%	660	3%
Return Home	36,680	64%	8,470	15%	5,600	27%
Other	200	0%	70	0%	40	0%
<b>Total:</b>	<b>57,270</b>	<b>100%</b>	<b>57,770</b>	<b>100%</b>	<b>20,990</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	3,310	58%	12,610	78%	1,500	64%
Post-secondary school	150	3%	60	0%	-	0%
K-12 school	360	6%	210	1%	-	0%
Personal business	60	1%	690	4%	60	2%
Recreation / social	190	3%	750	5%	70	3%
Dining / restaurant	200	4%	430	3%	90	4%
Shopping	70	1%	180	1%	150	6%
Pick-up / drop-off passenger	480	8%	1,040	6%	250	11%
Return Home	790	14%	280	2%	220	9%
Other	90	2%	-	0%	-	0%
<b>Total:</b>	<b>5,710</b>	<b>100%</b>	<b>16,250</b>	<b>100%</b>	<b>2,320</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	390	2%	820	6%	190	3%
Post-secondary school	-	0%	-	0%	-	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	540	2%	1,280	10%	520	9%
Recreation / social	1,600	7%	2,540	20%	880	14%
Dining / restaurant	230	1%	1,350	10%	460	8%
Shopping	1,840	8%	1,620	13%	1,500	25%
Pick-up / drop-off passenger	980	4%	1,670	13%	340	6%
Return Home	16,350	74%	3,620	28%	2,180	36%
Other	60	0%	50	0%	-	0%
<b>Total:</b>	<b>21,980</b>	<b>100%</b>	<b>12,950</b>	<b>100%</b>	<b>6,060</b>	<b>100%</b>

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	136,000	100%	15%
AM Peak Period	24,300	18%	10%
PM Peak Period	41,000	30%	15%

### Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	23,870	42%	23,320	40%	2,000	10%
Auto Passenger	6,330	11%	6,650	12%	740	4%
Transit	8,030	14%	8,920	15%	420	2%
Bicycle & Micromobility	7,690	13%	7,990	14%	1,370	7%
Walk	10,530	18%	10,260	18%	16,470	78%
Other	830	1%	630	1%	-	0%
<b>Total:</b>	<b>57,270</b>	<b>100%</b>	<b>57,770</b>	<b>100%</b>	<b>20,990</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	2,430	43%	6,090	37%	340	15%
Auto Passenger	230	4%	1,050	6%	20	1%
Transit	760	13%	3,620	22%	40	2%
Bicycle & Micromobility	1,000	18%	3,000	18%	220	10%
Walk	1,150	20%	2,430	15%	1,690	73%
Other	140	2%	60	0%	-	0%
<b>Total:</b>	<b>5,710</b>	<b>100%</b>	<b>16,250</b>	<b>100%</b>	<b>2,320</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	8,630	39%	4,990	39%	580	10%
Auto Passenger	1,780	8%	1,550	12%	330	5%
Transit	3,740	17%	1,710	13%	70	1%
Bicycle & Micromobility	3,580	16%	1,680	13%	610	10%
Walk	4,050	18%	2,830	22%	4,470	74%
Other	200	1%	180	1%	-	0%
<b>Total:</b>	<b>21,980</b>	<b>100%</b>	<b>12,950</b>	<b>100%</b>	<b>6,060</b>	<b>100%</b>

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.27	14%	1.29	15%	1.37	2%
AM Peak Period	1.09	13%	1.17	22%	1.07	2%
PM Peak Period	1.21	17%	1.31	13%	1.56	1%

## District 6 - Victoria North

## Demographic Characteristics

Population	30,980
Population 5+ (trips reported for survey sample)	29,670
Total Employed Population	18,710
Households	15,730
Jobs in District (places of work)	21,650
Actively Travelled	25,070
Number of Vehicles	19,030
Number of Adult Bicycles (non-motorized)	19,710
Number of Adult E-Bikes	2,350
Number of Child Bicycles	3,200
Number of E-micromobility devices	480
Area (km <sup>2</sup> )	7.58

Occupation Status	Men+	Women+	Total	%
Employed full time	7,660	6,710	14,370	46%
Employed part time	1,770	2,580	4,340	14%
Student	2,920	2,980	5,900	19%
Retiree	2,410	3,320	5,730	18%
Stay-at-home parent / caregiver	30	400	430	1%
Pre-schooler (0-4 years)	720	600	1,310	4%
Other status	600	800	1,410	5%
Total	14,990	15,990	30,980	

Workplace locations of residents of this geography	Part-time	Full-time	Total
Work exclusively from home	750	1,930	2,680
No fixed workplace / on the road	650	930	1,580
Usual workplace outside the home	2,940	11,510	14,450
Total	4,340	14,370	18,710

Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	40%	72%	66%
Avg. weekday, % who telecommuted	6%	20%	18%
% who telecommuted on at least one weekday	15%	39%	35%

Traveller Characteristics	Men+	Women+	Total
Licensed drivers	11,130	12,290	23,420
Car share members	1,120	940	2,050
Trips made by residents 5+	38,490	40,330	78,820
Trips made by residents 11+	36,340	39,170	75,520

## Selected Indicators

Daily Trips per Person 5+	2.66
Vehicles per Person	0.61
Number of Persons per Household	1.97
Daily Trips per Household	4.80
Vehicles per Household	1.21
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.40
Workers per Household	1.19
Jobs per Person	0.70
Population Density (Pop/km <sup>2</sup> )	4,090
Employment Density (Jobs/km <sup>2</sup> )	2,860



Households by Dwelling Type	Total	%
Single-detached house	2,750	17%
Other ground-oriented	3,830	24%
Apartment/condominium 1-4 floor	6,860	44%
Apartment/condominium 5+ floor:	2,290	15%
Total:	15,730	100%

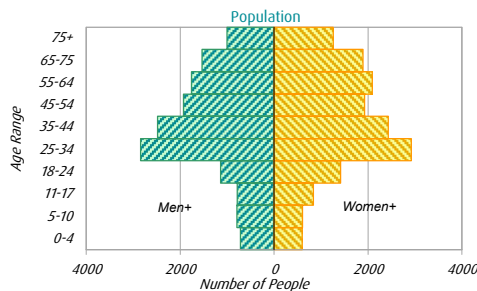
Household Size	Total	%
1 person	6,560	42%
2 persons	5,660	36%
3 persons	1,850	12%
4 persons	1,120	7%
5+ persons	540	3%
Total:	15,730	100%

Households by Vehicle Availability	Total	%
No vehicles	2,730	17%
1 vehicle	8,630	55%
2 vehicles	3,190	20%
3+ vehicles	1,180	8%
Total:	15,730	100%

Vehicles by Fuel Type	Total	%
Gas	17,360	91%
Hybrid	590	3%
Plug-in Hybrid	180	1%
Electric	500	3%
Diesel	400	2%
Biodiesel	-	0%
Other	-	0%
Total:	19,030	100%

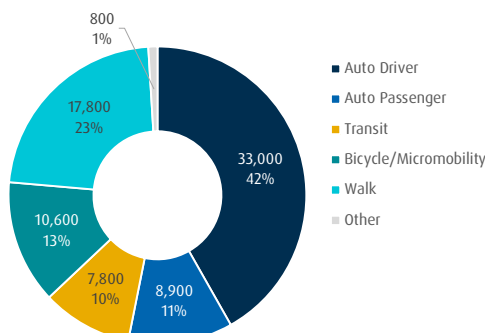
Access to EV Charging	%
Yes, in my building	13%
Yes, nearby	9%
Not available, not conveniently nearby	66%
Don't know	12%

Note: as self-reported by respondents; asked of a two-thirds sample.



Mode Shares for Residents of Area	2017	2022
Estimated Total Daily Trips	94,300	78,820
Auto Driver	48%	42%
Auto Passenger	13%	11%
Transit	9%	10%
Bicycle & Micromobility	9%	13%
Walk	20%	23%
Other (school bus, taxi, ferry, etc)	1%	1%

Daily mode shares for residents of this geography



## Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates. These results are based on a survey sample of 4.1% of households in this district, and are subject to a margin of sampling error of approximately  $\pm 4.3\%$  at a 95% confidence level (19 times out of 20), adjusted for data weighting.

The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis, such responses have been randomly grouped with either Men+ or Women+.

Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.

The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).

Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.

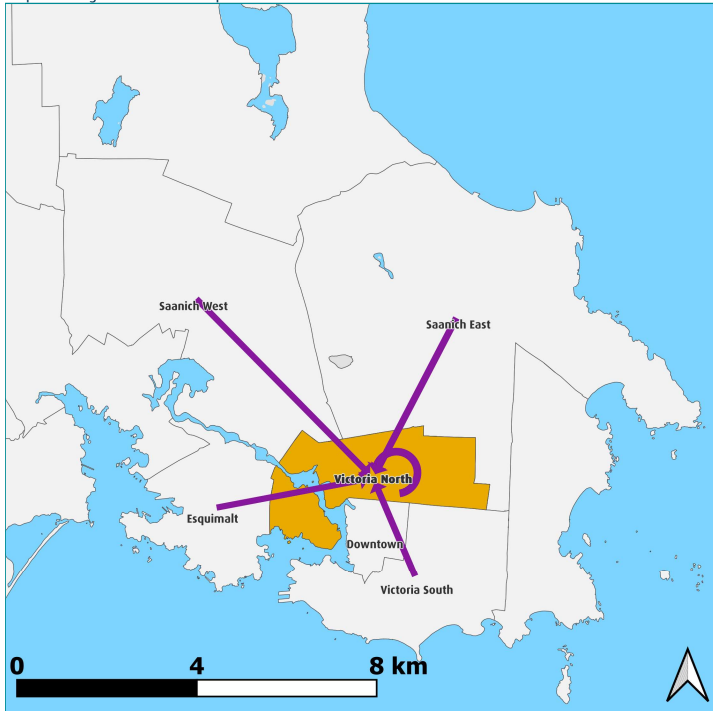
Gender balances for 11-17 and 18-24 age groups may due to unequal distributions by individual year within the 10-14, 15-19, and 20-24 age groups used for data weighting controls.

2022 trip-level data are for persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.



## Travel Patterns - Persons 5+

Top Five Origins of AM Peak Trips to District 6 - Victoria North



Summary of Trips to and from  
District 6 - Victoria North  
AM Peak Period (06:00 - 08:59)  
(Trips made by persons 5+)

	Destinations of Trips From District		Origins of Trips To District	
Salt Spring Island Electoral Area	-	0%	40	0%
Sidney	150	1%	130	1%
North Saanich, Tsyecum FN, Pauquachin FN	290	2%	180	1%
Central Saanich, Tsartlip FN, Tsawout FN	100	1%	380	3%
Downtown	2,440	17%	990	7%
Victoria North	3,310	22%	3,310	22%
Victoria South	2,440	16%	1,850	13%
Saanich North	200	1%	190	1%
Saanich East	2,440	17%	2,340	16%
Saanich West	800	5%	1,280	9%
Oak Bay	500	3%	560	4%
Esquimalt	1,340	9%	1,160	8%
View Royal, Esquimalt Nation, Songhees FN	200	1%	600	4%
Highlands	20	0%	30	0%
Langford	200	1%	980	7%
Colwood	100	1%	480	3%
Metchosin, Scia'new FN	170	1%	100	1%
Sooke, T'Sou-ke FN	20	0%	150	1%
Juan de Fuca Electoral Area, Pacheedaht FN	10	0%	70	0%
External South CVRD	60	0%	-	0%
External Other	-	0%	-	0%
<b>Total</b>	<b>14,800</b>	<b>100%</b>	<b>14,820</b>	<b>100%</b>

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

### Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	11,120	17%	12,520	20%	2,030	9%
Post-secondary school	1,500	2%	20	0%	30	0%
K-12 school	1,490	2%	780	1%	770	4%
Personal business	3,700	6%	5,230	8%	940	4%
Recreation / social	7,020	11%	5,150	8%	2,090	10%
Dining / restaurant	1,690	3%	2,180	3%	1,200	5%
Shopping	6,080	9%	10,600	17%	4,520	21%
Pick-up / drop-off passenger	3,640	6%	3,710	6%	1,160	5%
Return Home	27,760	43%	23,330	37%	8,940	41%
Other	20	0%	40	0%	140	1%
<b>Total:</b>	<b>64,020</b>	<b>100%</b>	<b>63,550</b>	<b>100%</b>	<b>21,800</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	6,360	55%	7,110	62%	920	28%
Post-secondary school	770	7%	20	0%	-	0%
K-12 school	1,460	13%	750	7%	770	23%
Personal business	450	4%	680	6%	90	3%
Recreation / social	560	5%	190	2%	250	8%
Dining / restaurant	150	1%	220	2%	100	3%
Shopping	310	3%	610	5%	160	5%
Pick-up / drop-off passenger	1,040	9%	950	8%	670	20%
Return Home	390	3%	970	8%	340	10%
Other	-	0%	-	0%	-	0%
<b>Total:</b>	<b>11,490</b>	<b>100%</b>	<b>11,500</b>	<b>100%</b>	<b>3,310</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	640	3%	780	4%	190	3%
Post-secondary school	30	0%	-	0%	-	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	890	4%	1,040	5%	250	4%
Recreation / social	2,120	11%	1,590	8%	790	12%
Dining / restaurant	590	3%	660	3%	520	8%
Shopping	1,980	10%	3,350	18%	1,150	17%
Pick-up / drop-off passenger	1,390	7%	1,210	6%	230	3%
Return Home	12,320	62%	10,400	55%	3,540	53%
Other	-	0%	-	0%	30	0%
<b>Total:</b>	<b>19,970</b>	<b>100%</b>	<b>19,030</b>	<b>100%</b>	<b>6,700</b>	<b>100%</b>

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	149,400	100%	15%
AM Peak Period	26,300	18%	13%
PM Peak Period	45,700	31%	15%

### Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	36,060	56%	35,900	56%	6,810	31%
Auto Passenger	8,720	14%	8,380	13%	2,240	10%
Transit	5,910	9%	5,990	9%	620	3%
Bicycle & Micromobility	7,140	11%	7,030	11%	2,460	11%
Walk	5,510	9%	5,540	9%	9,640	44%
Other	670	1%	710	1%	20	0%
<b>Total:</b>	<b>64,020</b>	<b>100%</b>	<b>63,550</b>	<b>100%</b>	<b>21,800</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	4,870	42%	7,260	63%	980	30%
Auto Passenger	1,260	11%	1,220	11%	330	10%
Transit	1,970	17%	950	8%	40	1%
Bicycle & Micromobility	1,900	17%	1,180	10%	590	18%
Walk	1,360	12%	770	7%	1,370	41%
Other	130	1%	130	1%	-	0%
<b>Total:</b>	<b>11,490</b>	<b>100%</b>	<b>11,500</b>	<b>100%</b>	<b>3,310</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	11,690	59%	8,880	47%	1,900	28%
Auto Passenger	2,710	14%	3,070	16%	800	12%
Transit	1,340	7%	2,110	11%	210	3%
Bicycle & Micromobility	2,380	12%	2,780	15%	840	13%
Walk	1,680	8%	2,050	11%	2,950	44%
Other	160	1%	130	1%	-	0%
<b>Total:</b>	<b>19,970</b>	<b>100%</b>	<b>19,030</b>	<b>100%</b>	<b>6,700</b>	<b>100%</b>

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.24	9%	1.23	9%	1.33	3%
AM Peak Period	1.26	17%	1.17	8%	1.33	1%
PM Peak Period	1.23	7%	1.35	11%	1.42	3%

## District 7 - Victoria South

## Demographic Characteristics

Population	45,710
Population 5+ (trips reported for survey sample)	44,440
Total Employed Population	25,990
Households	25,990
Jobs in District (places of work)	28,090
Actively Travelled	38,760
Number of Vehicles	25,880
Number of Adult Bicycles (non-motorized)	30,710
Number of Adult E-Bikes	3,610
Number of Child Bicycles	3,860
Number of E-micromobility devices	490
Area (km <sup>2</sup> )	9.88

Occupation Status	Men+	Women+	Total	%
Employed full time	9,970	10,020	19,990	44%
Employed part time	2,200	3,790	6,000	13%
Student	3,860	4,430	8,280	18%
Retiree	4,930	6,730	11,660	26%
Stay-at-home parent / caregiver	-	480	480	1%
Pre-schooler (0-4 years)	670	600	1,270	3%
Other status	700	730	1,430	3%
Total	21,030	24,680	45,710	

Workplace locations of residents of this geography	Part-time	Full-time	Total
Work exclusively from home	1,230	3,960	5,190
No fixed workplace / on the road	940	1,050	1,990
Usual workplace outside the home	3,820	14,980	18,800
Total	6,000	19,990	25,990

Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	42%	73%	67%
Avg. weekday, % who telecommuted	8%	17%	16%
% who telecommuted on at least one weekday	15%	33%	29%

Traveller Characteristics	Men+	Women+	Total
Licensed drivers	16,660	18,980	35,640
Car share members	2,530	2,360	4,890
Trips made by residents 5+	58,380	68,780	127,160
Trips made by residents 11+	55,950	66,600	122,550

## Selected Indicators

Daily Trips per Person 5+	2.86
Vehicles per Person	0.57
Number of Persons per Household	1.76
Daily Trips per Household	4.71
Vehicles per Household	1.00
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.32
Workers per Household	1.00
Jobs per Person	0.61
Population Density (Pop/km <sup>2</sup> )	4,630
Employment Density (Jobs/km <sup>2</sup> )	2,840



Households by Dwelling Type	Total	%
Single-detached house	3,940	15%
Other ground-oriented	3,960	15%
Apartment/condominium 1-4 floor	14,660	56%
Apartment/condominium 5+ floor:	3,430	13%
Total:	25,990	100%

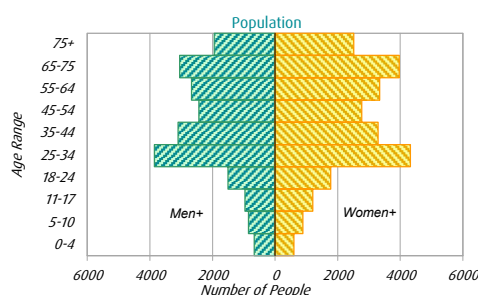
Household Size	Total	%
1 person	12,910	50%
2 persons	9,060	35%
3 persons	2,090	8%
4 persons	1,340	5%
5+ persons	590	2%
Total:	25,990	100%

Households by Vehicle Availability	Total	%
No vehicles	6,230	24%
1 vehicle	14,940	57%
2 vehicles	3,850	15%
3+ vehicles	970	4%
Total:	25,990	100%

Vehicles by Fuel Type	Total	%
Gas	22,690	88%
Hybrid	1,490	6%
Plug-in Hybrid	270	1%
Electric	1,000	4%
Diesel	430	2%
Biodiesel	-	0%
Other	-	0%
Total:	25,880	100%

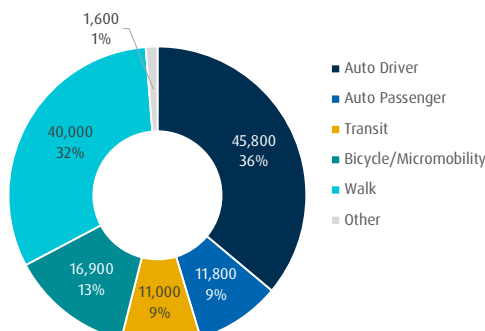
Access to EV Charging	%
Yes, in my building	14%
Yes, nearby	5%
Not available, not conveniently nearby	65%
Don't know	17%

Note: as self-reported by respondents; asked of a two-thirds sample.



Mode Shares for Residents of Area	2017	2022
Estimated Total Daily Trips	146,020	127,160
Auto Driver	41%	36%
Auto Passenger	10%	9%
Transit	10%	9%
Bicycle & Micromobility	9%	13%
Walk	29%	31%
Other (school bus, taxi, ferry, etc)	2%	1%

## Daily mode shares for residents of this geography



## Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates. These results are based on a survey sample of 4.3% of households in this district, and are subject to a margin of sampling error of approximately  $\pm 3.2\%$  at a 95% confidence level (19 times out of 20), adjusted for data weighting.

The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis, such responses have been randomly grouped with either Men+ or Women+.

Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.

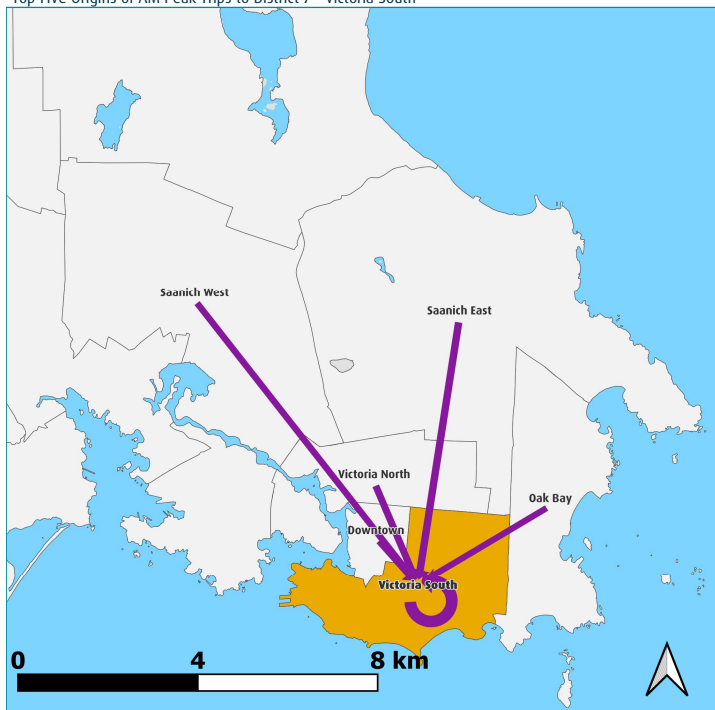
The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).

Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.

Gender balance for employed 11-17 age group may be skewed due to small sample size of employed persons for this age group in this district and/or due to unequal distributions by individual year within 10-14, 15-19, and 20-24 age groups used for data weighting. 2022 trip-level data are for persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

## Travel Patterns - Persons 5+

Top Five Origins of AM Peak Trips to District 7 - Victoria South



Summary of Trips to and from  
District 7 - Victoria South  
AM Peak Period (06:00 - 08:59)  
(Trips made by persons 5+)

	Destinations of Trips From		Origins of Trips To	
	District		District	
Salt Spring Island Electoral Area	-	0%	10	0%
Sidney	60	0%	10	0%
North Saanich, Tsyecum FN, Pauquachin FN	60	0%	150	1%
Central Saanich, Tsartlip FN, Tsawout FN	380	2%	290	1%
Downtown	3,920	17%	2,060	9%
Victoria North	1,850	8%	2,440	10%
Victoria South	8,030	36%	8,030	34%
Saanich North	90	0%	490	2%
Saanich East	3,250	14%	2,960	13%
Saanich West	1,050	5%	1,820	8%
Oak Bay	1,990	9%	1,600	7%
Esquimalt	740	3%	1,420	6%
View Royal, Esquimalt Nation, Songhees FN	440	2%	540	2%
Highlands	30	0%	40	0%
Langford	300	1%	960	4%
Colwood	270	1%	480	2%
Metchosin, Scia'new FN	30	0%	170	1%
Sooke, T'Sou-ke FN	10	0%	20	0%
Juan de Fuca Electoral Area, Pacheedaht FN	-	0%	70	0%
External South CVRD	70	0%	-	0%
External Other	40	0%	-	0%
<b>Total</b>	<b>22,620</b>	<b>100%</b>	<b>23,540</b>	<b>100%</b>

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

### Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	11,890	17%	13,010	19%	4,040	9%
Post-secondary school	2,230	3%	100	0%	80	0%
K-12 school	1,710	2%	2,220	3%	1,840	4%
Personal business	5,200	7%	5,260	7%	2,850	6%
Recreation / social	10,300	15%	6,580	9%	6,930	15%
Dining / restaurant	2,360	3%	1,500	2%	1,850	4%
Shopping	7,740	11%	4,340	6%	5,710	12%
Pick-up / drop-off passenger	4,350	6%	4,380	6%	2,780	6%
Return Home	24,430	35%	32,690	47%	19,950	43%
Other	40	0%	150	0%	220	0%
<b>Total:</b>	<b>70,240</b>	<b>100%</b>	<b>70,240</b>	<b>100%</b>	<b>46,240</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	7,760	53%	8,760	57%	2,260	28%
Post-secondary school	910	6%	100	1%	20	0%
K-12 school	1,630	11%	2,140	14%	1,800	22%
Personal business	690	5%	950	6%	390	5%
Recreation / social	1,050	7%	440	3%	680	8%
Dining / restaurant	390	3%	120	1%	250	3%
Shopping	330	2%	230	1%	330	4%
Pick-up / drop-off passenger	870	6%	1,640	11%	1,190	15%
Return Home	950	7%	1,020	7%	1,030	13%
Other	20	0%	90	1%	90	1%
<b>Total:</b>	<b>14,580</b>	<b>100%</b>	<b>15,500</b>	<b>100%</b>	<b>8,030</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	700	3%	680	3%	240	2%
Post-secondary school	70	0%	-	0%	-	0%
K-12 school	-	0%	10	0%	-	0%
Personal business	1,110	5%	890	4%	600	4%
Recreation / social	2,940	14%	2,150	10%	1,990	15%
Dining / restaurant	660	3%	340	2%	470	4%
Shopping	2,420	12%	1,430	7%	1,810	13%
Pick-up / drop-off passenger	1,610	8%	1,230	6%	710	5%
Return Home	10,900	53%	14,860	69%	7,640	57%
Other	-	0%	-	0%	-	0%
<b>Total:</b>	<b>20,420</b>	<b>100%</b>	<b>21,600</b>	<b>100%</b>	<b>13,460</b>	<b>100%</b>

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	186,700	100%	25%
AM Peak Period	38,100	20%	21%
PM Peak Period	55,500	30%	24%

### Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	33,060	47%	33,460	48%	12,620	27%
Auto Passenger	8,530	12%	8,550	12%	3,660	8%
Transit	6,750	10%	5,930	8%	1,890	4%
Bicycle & Micromobility	10,230	15%	10,140	14%	5,080	11%
Walk	10,490	15%	11,040	16%	22,460	49%
Other	1,180	2%	1,120	2%	540	1%
<b>Total:</b>	<b>70,240</b>	<b>100%</b>	<b>70,240</b>	<b>100%</b>	<b>46,240</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	5,520	38%	7,390	48%	1,770	22%
Auto Passenger	900	6%	1,740	11%	550	7%
Transit	2,370	16%	1,200	8%	580	7%
Bicycle & Micromobility	2,700	18%	2,980	19%	1,270	16%
Walk	2,890	20%	1,800	12%	3,770	47%
Other	210	1%	400	3%	100	1%
<b>Total:</b>	<b>14,580</b>	<b>100%</b>	<b>15,500</b>	<b>100%</b>	<b>8,030</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	10,070	49%	8,320	39%	3,130	23%
Auto Passenger	2,790	14%	2,240	10%	1,110	8%
Transit	1,560	8%	2,820	13%	620	5%
Bicycle & Micromobility	2,710	13%	3,580	17%	1,730	13%
Walk	2,930	14%	4,250	20%	6,740	50%
Other	360	2%	400	2%	120	1%
<b>Total:</b>	<b>20,420</b>	<b>100%</b>	<b>21,600</b>	<b>100%</b>	<b>13,460</b>	<b>100%</b>

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.26	10%	1.26	8%	1.29	4%
AM Peak Period	1.16	16%	1.24	8%	1.31	7%
PM Peak Period	1.28	8%	1.27	13%	1.36	5%



## District of Saanich - Districts 8 - 10

## Demographic Characteristics

Population	115,920
Population 5+ (trips reported for survey sample)	111,780
Total Employed Population	60,590
Households	48,340
Jobs in District (places of work)	50,950
Actively Travelled	94,610
Number of Vehicles	82,930
Number of Adult Bicycles (non-motorized)	71,820
Number of Adult E-Bikes	9,660
Number of Child Bicycles	15,140
Number of E-micromobility devices	1,150
Area (km <sup>2</sup> )	103.59

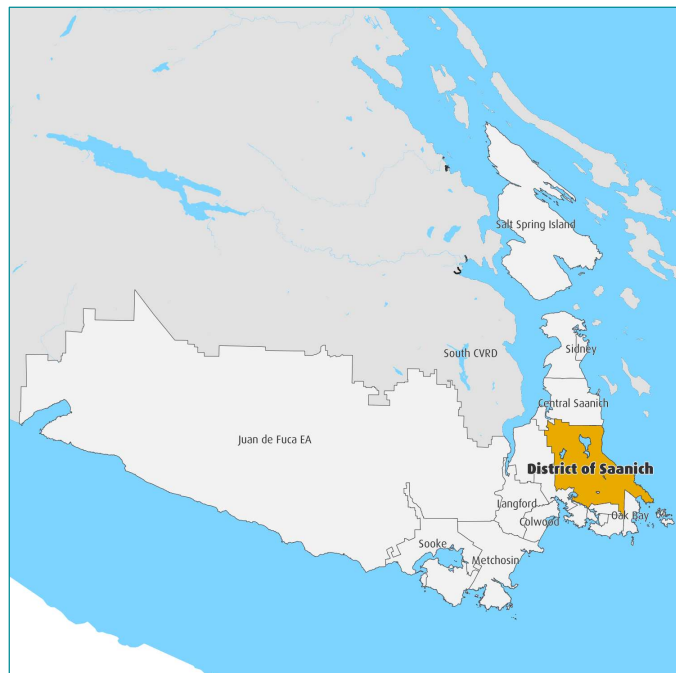
Occupation Status	Men+	Women+	Total	%
Employed full time	25,090	20,600	45,690	39%
Employed part time	6,080	8,830	14,900	13%
Student	12,960	14,010	26,970	23%
Retiree	11,810	14,730	26,540	23%
Stay-at-home parent / caregiver	190	1,810	2,000	2%
Pre-schooler (0-4 years)	2,110	2,030	4,140	4%
Other status	2,070	2,290	4,360	4%
Total	56,500	59,420	115,920	

Workplace locations of residents of this geography	Part-time	Full-time	Total
Work exclusively from home	2,580	6,860	9,440
No fixed workplace / on the road	2,070	3,920	5,990
Usual workplace outside the home	10,250	34,900	45,150
Total	14,900	45,690	60,590

Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	44%	72%	66%
Avg. weekday, % who telecommuted	7%	21%	18%
% who telecommuted on at least one weekday	14%	38%	33%

Traveller Characteristics	Men+	Women+	Total
Licensed drivers	44,320	45,080	89,400
Car share members	1,800	1,460	3,270
Trips made by residents 5+	142,850	150,730	293,580
Trips made by residents 11+	134,600	142,650	277,260

Selected Indicators	
Daily Trips per Person 5+	2.63
Vehicles per Person	0.72
Number of Persons per Household	2.40
Daily Trips per Household	5.74
Vehicles per Household	1.72
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.69
Workers per Household	1.25
Jobs per Person	0.44
Population Density (Pop/km <sup>2</sup> )	1,120
Employment Density (Jobs/km <sup>2</sup> )	490



Mode Shares for Residents of Area	2017	2022
Estimated Total Daily Trips	349,800	293,580
Auto Driver	57%	56%
Auto Passenger	17%	16%
Transit	8%	7%
Bicycle & Micromobility	5%	8%
Walk	12%	11%
Other (school bus, taxi, ferry, etc)	1%	2%

Households by Dwelling Type	Total	%
Single-detached house	22,560	47%
Other ground-oriented	15,340	32%
Apartment/condominium 1-4 floor	9,820	20%
Apartment/condominium 5+ floor:	620	1%
Total:	48,340	100%

Household Size	Total	%
1 person	13,160	27%
2 persons	17,760	37%
3 persons	7,330	15%
4 persons	6,340	13%
5+ persons	3,750	8%
Total:	48,340	100%

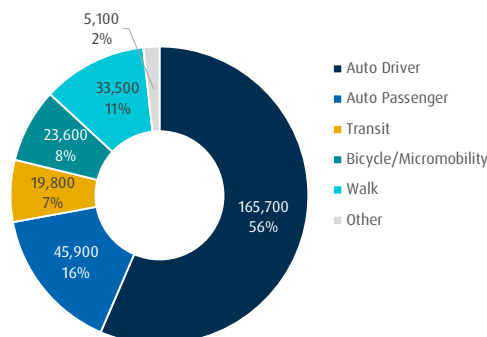
Households by Vehicle Availability	Total	%
No vehicles	3,010	6%
1 vehicle	20,190	42%
2 vehicles	16,370	34%
3+ vehicles	8,780	18%
Total:	48,340	100%

Vehicles by Fuel Type	Total	%
Gas	73,210	88%
Hybrid	2,830	3%
Plug-in Hybrid	590	1%
Electric	4,090	5%
Diesel	2,170	3%
Biodiesel	50	0%
Other	-	0%
Total:	82,930	100%

Access to EV Charging	%
Yes, in my building	14%
Yes, nearby	11%
Not available, not conveniently nearby	64%
Don't know	11%

Note: as self-reported by respondents; asked of a two-thirds sample.

Daily mode shares for residents of this geography



## Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates. These results are based on a survey sample of 4.1% of households in this area, and are subject to a margin of sampling error of approximately ±2.7% at a 95% confidence level (19 times out of 20), adjusted for data weighting.

The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis, such responses have been randomly grouped with either Men+ or Women+.

Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.

The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).

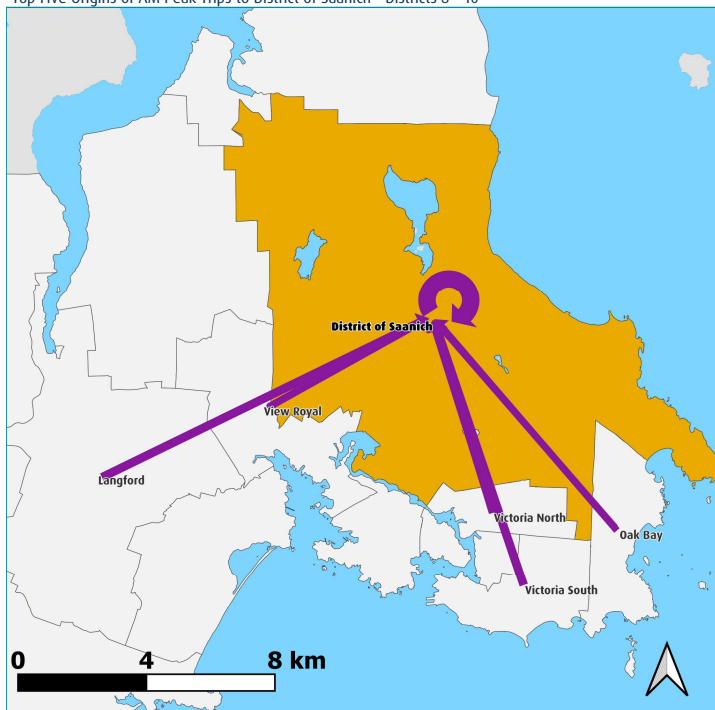
Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.

Gender balances for 11-17 and 18-24 age groups may due to unequal distributions by individual year within the 10-14, 15-19, and 20-24 age groups used for data weighting controls.

2022 trip-level data are for persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

## Travel Patterns - Persons 5+

Top Five Origins of AM Peak Trips to District of Saanich - Districts 8 - 10



### Summary of Trips to and from

#### District of Saanich - Districts 8 - 10

#### AM Peak Period (06:00 - 08:59)

#### (Trips made by persons 5+)

	Destinations of Trips From District		Origins of Trips To District	
Salt Spring Island Electoral Area	-	0%	40	0%
Sidney	720	1%	610	1%
North Saanich, Tsyecum FN, Pauquachin FN	970	2%	1,140	2%
Central Saanich, Tsartlip FN, Tsawout FN	1,520	3%	1,790	3%
Downtown	4,210	7%	1,360	2%
Victoria North	3,810	7%	3,440	6%
Victoria South	5,270	9%	4,390	7%
District of Saanich	34,010	58%	34,010	57%
Oak Bay	1,810	3%	2,430	4%
Esquimalt	1,870	3%	1,280	2%
View Royal, Esquimalt Nation, Songhees FN	1,430	2%	1,910	3%
Highlands	60	0%	130	0%
Langford	1,510	3%	4,420	7%
Colwood	790	1%	1,510	3%
Metchoin, Scia'new FN	200	0%	230	0%
Sooke, T'Sou-ke FN	130	0%	660	1%
Juan de Fuca Electoral Area, Pacheedaht FN	-	0%	180	0%
External South CVRD	120	0%	-	0%
External Other	170	0%	90	0%
<b>Total</b>	<b>58,570</b>	<b>100%</b>	<b>59,630</b>	<b>100%</b>

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

### Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	24,830	20%	18,300	15%	14,780	9%
Post-secondary school	50	0%	8,350	7%	7,340	4%
K-12 school	2,020	2%	3,480	3%	11,230	7%
Personal business	8,170	7%	7,080	6%	8,220	5%
Recreation / social	14,150	12%	11,780	10%	15,620	10%
Dining / restaurant	3,580	3%	1,860	2%	3,920	2%
Shopping	12,620	10%	11,440	9%	18,160	11%
Pick-up / drop-off passenger	8,870	7%	8,230	7%	14,250	9%
Return Home	47,880	39%	52,280	43%	69,550	43%
Other	440	0%	-	0%	190	0%
<b>Total:</b>	<b>122,600</b>	<b>100%</b>	<b>122,790</b>	<b>100%</b>	<b>163,260</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	15,080	61%	11,440	45%	7,780	23%
Post-secondary school	-	0%	4,080	16%	3,360	10%
K-12 school	1,870	8%	3,280	13%	10,640	31%
Personal business	1,080	4%	1,390	5%	830	2%
Recreation / social	1,310	5%	1,060	4%	1,640	5%
Dining / restaurant	370	1%	540	2%	450	1%
Shopping	730	3%	400	2%	800	2%
Pick-up / drop-off passenger	2,320	9%	2,360	9%	5,920	17%
Return Home	1,760	7%	1,080	4%	2,580	8%
Other	40	0%	-	0%	-	0%
<b>Total:</b>	<b>24,560</b>	<b>100%</b>	<b>25,620</b>	<b>100%</b>	<b>34,010</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	1,500	4%	940	3%	1,400	3%
Post-secondary school	-	0%	130	0%	220	0%
K-12 school	10	0%	40	0%	60	0%
Personal business	1,730	5%	1,330	4%	1,720	3%
Recreation / social	3,580	10%	3,960	11%	4,540	9%
Dining / restaurant	860	2%	510	1%	1,260	3%
Shopping	3,850	11%	3,920	11%	5,340	11%
Pick-up / drop-off passenger	2,880	8%	2,670	8%	3,480	7%
Return Home	21,800	60%	21,390	61%	31,710	64%
Other	110	0%	-	0%	20	0%
<b>Total:</b>	<b>36,310</b>	<b>100%</b>	<b>34,890</b>	<b>100%</b>	<b>49,740</b>	<b>100%</b>

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	408,700	100%	40%
AM Peak Period	84,200	21%	40%
PM Peak Period	120,900	30%	41%

### Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	76,140	62%	76,180	62%	85,920	53%
Auto Passenger	19,340	16%	19,470	16%	22,860	14%
Transit	12,360	10%	12,220	10%	10,470	6%
Bicycle & Micromobility	9,960	8%	10,010	8%	12,120	7%
Walk	2,780	2%	2,650	2%	29,790	18%
Other	2,020	2%	2,260	2%	2,100	1%
<b>Total:</b>	<b>122,600</b>	<b>100%</b>	<b>122,790</b>	<b>100%</b>	<b>163,260</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	15,580	63%	14,610	57%	15,060	44%
Auto Passenger	2,950	12%	3,160	12%	5,540	16%
Transit	2,070	8%	4,420	17%	2,870	8%
Bicycle & Micromobility	2,940	12%	2,050	8%	3,220	9%
Walk	390	2%	590	2%	6,660	20%
Other	630	3%	770	3%	660	2%
<b>Total:</b>	<b>24,560</b>	<b>100%</b>	<b>25,620</b>	<b>100%</b>	<b>34,010</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	20,820	57%	21,840	63%	24,900	50%
Auto Passenger	5,900	16%	5,420	16%	7,520	15%
Transit	4,990	14%	2,270	6%	3,530	7%
Bicycle & Micromobility	2,980	8%	3,860	11%	4,170	8%
Walk	1,010	3%	890	3%	8,840	18%
Other	600	2%	620	2%	790	2%
<b>Total:</b>	<b>36,310</b>	<b>100%</b>	<b>34,890</b>	<b>100%</b>	<b>49,740</b>	<b>100%</b>

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.25	10%	1.26	10%	1.27	6%
AM Peak Period	1.19	8%	1.22	17%	1.37	8%
PM Peak Period	1.28	14%	1.25	6%	1.30	7%

## District 8 - Saanich North

## Demographic Characteristics

Population	18,640
Population 5+ (trips reported for survey sample)	18,110
Total Employed Population	8,660
Households	7,770
Jobs in District (places of work)	7,130
Actively Travelled	15,160
Number of Vehicles	15,640
Number of Adult Bicycles (non-motorized)	13,660
Number of Adult E-Bikes	2,000
Number of Child Bicycles	2,550
Number of E-micromobility devices	10
Area (km <sup>2</sup> )	44.03

Occupation Status	Men+	Women+	Total	%
Employed full time	3,620	2,530	6,150	33%
Employed part time	960	1,550	2,510	13%
Student	1,650	1,760	3,410	18%
Retiree	2,720	3,170	5,890	32%
Stay-at-home parent / caregiver	-	410	410	2%
Pre-schooler (0-4 years)	290	240	530	3%
Other status	270	520	790	4%
Total	9,040	9,600	18,640	

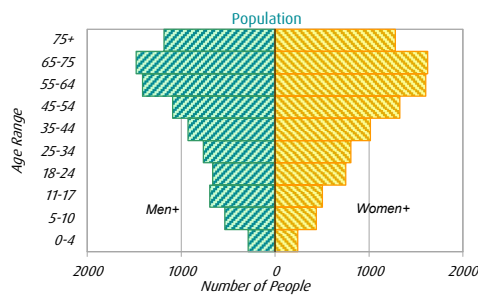
Workplace locations of residents of this geography	Part-time	Full-time	Total
Work exclusively from home	740	1,190	1,920
No fixed workplace / on the road	570	460	1,030
Usual workplace outside the home	1,200	4,500	5,710
Total	2,510	6,150	8,660

Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	39%	76%	68%
Avg. weekday, % who telecommuted	4%	20%	17%
% who telecommuted on at least one weekday	12%	41%	35%

Traveller Characteristics	Men+	Women+	Total
Licensed drivers	7,390	8,210	15,600
Car share members	50	20	70
Trips made by residents 5+	21,640	25,690	47,340
Trips made by residents 11+	20,290	24,190	44,470

## Selected Indicators

Daily Trips per Person 5+	2.61
Vehicles per Person	0.84
Number of Persons per Household	2.40
Daily Trips per Household	5.73
Vehicles per Household	2.01
Adult Bicycles per Household (non-motorized & e-bikes combined)	2.02
Workers per Household	1.11
Jobs per Person	0.38
Population Density (Pop/km <sup>2</sup> )	420
Employment Density (Jobs/km <sup>2</sup> )	160



Mode Shares for Residents of Area	2017	2022
Estimated Total Daily Trips	59,470	47,340
Auto Driver	67%	68%
Auto Passenger	19%	18%
Transit	3%	4%
Bicycle & Micromobility	3%	2%
Walk	7%	5%
Other (school bus, taxi, ferry, etc)	2%	3%

Households by Dwelling Type	Total	%
Single-detached house	4,500	58%
Other ground-oriented	2,230	29%
Apartment/condominium 1-4 floor	780	10%
Apartment/condominium 5+ floor:	260	3%
Total:	7,770	100%

Household Size	Total	%
1 person	1,830	24%
2 persons	3,270	42%
3 persons	1,030	13%
4 persons	1,010	13%
5+ persons	630	8%
Total:	7,770	100%

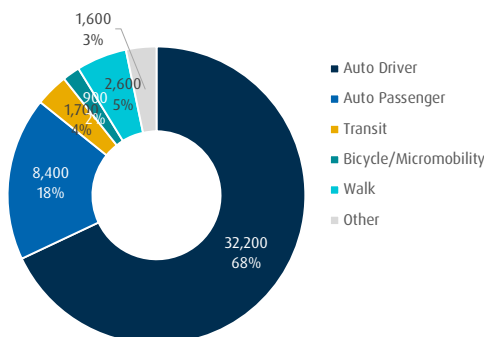
Households by Vehicle Availability	Total	%
No vehicles	80	1%
1 vehicle	2,690	35%
2 vehicles	3,050	39%
3+ vehicles	1,940	25%
Total:	7,770	100%

Vehicles by Fuel Type	Total	%
Gas	13,730	88%
Hybrid	560	4%
Plug-in Hybrid	120	1%
Electric	760	5%
Diesel	420	3%
Biodiesel	50	0%
Other	-	0%
Total:	15,640	100%

Access to EV Charging	%
Yes, in my building	23%
Yes, nearby	14%
Not available, not conveniently nearby	52%
Don't know	12%

Note: as self-reported by respondents; asked of a two-thirds sample.

## Daily mode shares for residents of this geography



## Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates. These results are based on a survey sample of 4.1% of households in this district, and are subject to a margin of sampling error of approximately  $\pm 7.2\%$  at a 95% confidence level (19 times out of 20), adjusted for data weighting.

The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis, such responses have been randomly grouped with either Men+ or Women+.

Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.

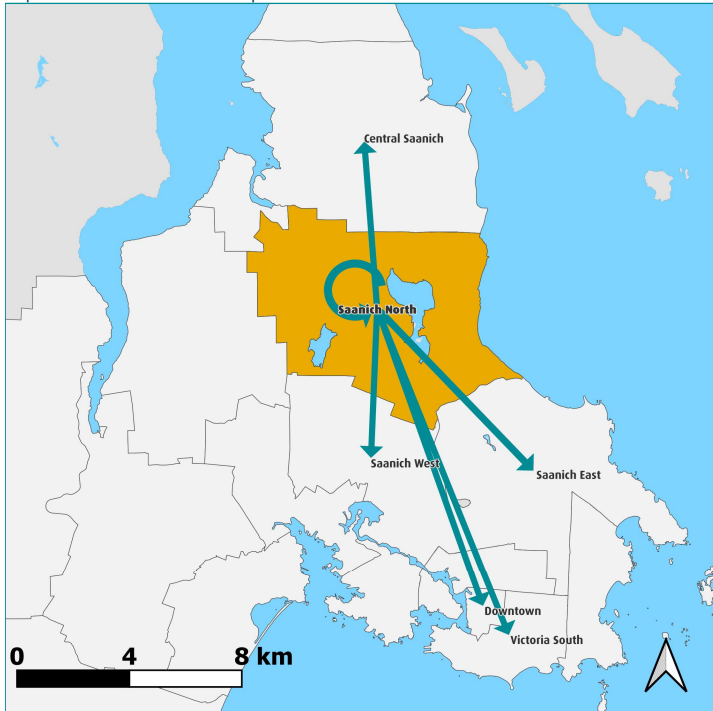
The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).

Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.

Gender balance for employed 11-17 age group may be skewed due to small sample size of employed persons for this age group in this district and/or due to unequal distributions by individual year within 10-14, 15-19, and 20-24 age groups used for weighting count 2022 trip-level data are for persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

## Travel Patterns - Persons 5+

Top Five Destinations of AM Peak Trips from District 8 - Saanich North



### Summary of Trips to and from District 8 - Saanich North AM Peak Period (06:00 - 08:59) (Trips made by persons 5+)

	Destinations of Trips From District		Origins of Trips To District	
Salt Spring Island Electoral Area	-	0%	-	0%
Sidney	280	3%	200	3%
North Saanich, Tsyecum FN, Pauquachin FN	370	4%	110	2%
Central Saanich, Tsartlip FN, Tsawout FN	570	7%	410	6%
Downtown	590	7%	240	4%
Victoria North	190	2%	200	3%
Victoria South	490	6%	90	1%
Saanich North	3,000	34%	3,000	46%
Saanich East	2,180	25%	1,000	15%
Saanich West	600	7%	540	8%
Oak Bay	110	1%	120	2%
Esquimalt	10	0%	90	1%
View Royal, Esquimalt Nation, Songhees FN	50	1%	140	2%
Highlands	60	1%	-	0%
Langford	200	2%	250	4%
Colwood	-	0%	80	1%
Metchosin, Scia'new FN	40	0%	50	1%
Sooke, T'Sou-ke FN	-	0%	20	0%
Juan de Fuca Electoral Area, Pacheedaht FN	-	0%	20	0%
External South CVRD	20	0%	-	0%
External Other	10	0%	-	0%
<b>Total</b>	<b>8,770</b>	<b>100%</b>	<b>6,580</b>	<b>100%</b>

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

### Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	4,510	16%	3,580	13%	950	7%
Post-secondary school	910	3%	30	0%	20	0%
K-12 school	630	2%	400	1%	1,490	11%
Personal business	2,210	8%	1,880	7%	360	3%
Recreation / social	3,690	13%	3,860	14%	1,360	10%
Dining / restaurant	700	2%	840	3%	170	1%
Shopping	3,050	11%	2,910	10%	2,070	15%
Pick-up / drop-off passenger	2,330	8%	1,260	4%	1,260	9%
Return Home	10,190	36%	13,580	48%	5,850	43%
Other	40	0%	-	0%	-	0%
<b>Total:</b>	<b>28,270</b>	<b>100%</b>	<b>28,340</b>	<b>100%</b>	<b>13,530</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	2,520	44%	1,620	45%	280	9%
Post-secondary school	610	11%	30	1%	20	1%
K-12 school	560	10%	380	11%	1,420	47%
Personal business	370	6%	220	6%	50	2%
Recreation / social	370	6%	560	16%	130	4%
Dining / restaurant	180	3%	70	2%	20	1%
Shopping	180	3%	70	2%	120	4%
Pick-up / drop-off passenger	640	11%	360	10%	550	18%
Return Home	330	6%	270	8%	420	14%
Other	10	0%	-	0%	-	0%
<b>Total:</b>	<b>5,770</b>	<b>100%</b>	<b>3,580</b>	<b>100%</b>	<b>3,000</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	300	4%	320	3%	300	7%
Post-secondary school	20	0%	-	0%	-	0%
K-12 school	-	0%	20	0%	-	0%
Personal business	460	6%	200	2%	60	1%
Recreation / social	1,170	15%	880	9%	550	13%
Dining / restaurant	220	3%	300	3%	40	1%
Shopping	660	8%	630	7%	440	10%
Pick-up / drop-off passenger	850	11%	380	4%	360	8%
Return Home	4,240	53%	6,780	71%	2,580	60%
Other	-	0%	-	0%	-	0%
<b>Total:</b>	<b>7,920</b>	<b>100%</b>	<b>9,520</b>	<b>100%</b>	<b>4,330</b>	<b>100%</b>

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	70,100	100%	19%
AM Peak Period	12,300	18%	24%
PM Peak Period	21,800	31%	20%

### Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	20,880	74%	21,040	74%	8,100	60%
Auto Passenger	4,440	16%	4,300	15%	2,070	15%
Transit	930	3%	970	3%	230	2%
Bicycle & Micromobility	970	3%	1,000	4%	160	1%
Walk	250	1%	270	1%	2,120	16%
Other	800	3%	760	3%	850	6%
<b>Total:</b>	<b>28,270</b>	<b>100%</b>	<b>28,340</b>	<b>100%</b>	<b>13,530</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	4,080	71%	2,650	74%	1,460	49%
Auto Passenger	810	14%	240	7%	580	19%
Transit	500	9%	260	7%	60	2%
Bicycle & Micromobility	210	4%	170	5%	10	0%
Walk	10	0%	-	0%	390	13%
Other	160	3%	260	7%	500	17%
<b>Total:</b>	<b>5,770</b>	<b>100%</b>	<b>3,580</b>	<b>100%</b>	<b>3,000</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	5,440	69%	6,670	70%	2,360	54%
Auto Passenger	1,530	19%	1,700	18%	760	18%
Transit	220	3%	530	6%	180	4%
Bicycle & Micromobility	310	4%	230	2%	70	2%
Walk	80	1%	190	2%	650	15%
Other	330	4%	190	2%	310	7%
<b>Total:</b>	<b>7,920</b>	<b>100%</b>	<b>9,520</b>	<b>100%</b>	<b>4,330</b>	<b>100%</b>

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.21	3%	1.20	3%	1.26	2%
AM Peak Period	1.20	9%	1.09	7%	1.40	2%
PM Peak Period	1.28	3%	1.26	6%	1.32	4%



## District 9 - Saanich East

## Demographic Characteristics

Population	67,180
Population 5+ (trips reported for survey sample)	64,900
Total Employed Population	34,930
Households	28,270
Jobs in District (places of work)	30,660
Actively Travelled	55,450
Number of Vehicles	45,230
Number of Adult Bicycles (non-motorized)	40,580
Number of Adult E-Bikes	5,460
Number of Child Bicycles	8,700
Number of E-micromobility devices	850
Area (km <sup>2</sup> )	35.11

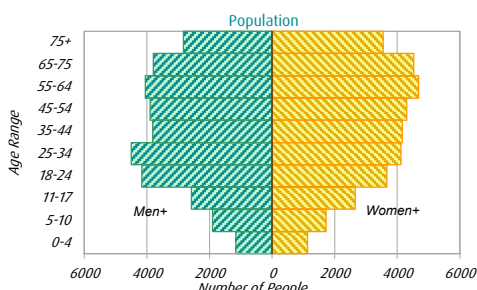
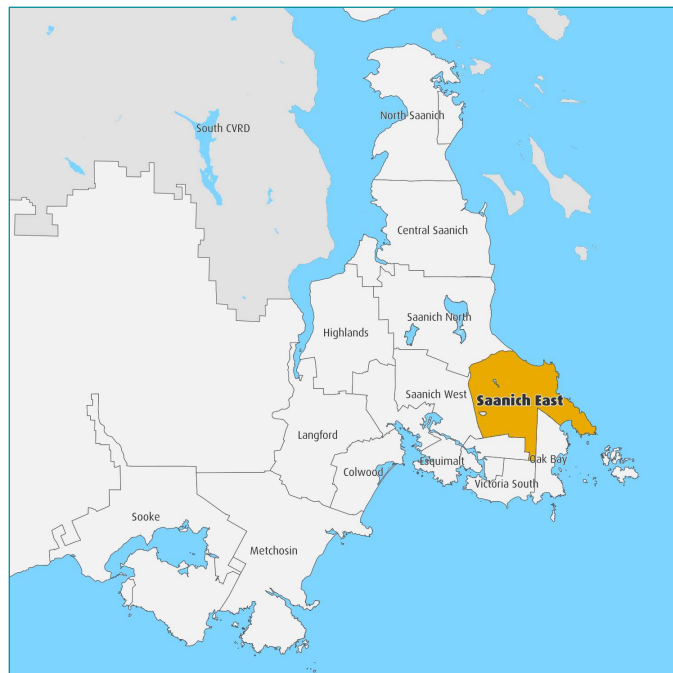
Occupation Status	Men+	Women+	Total	%
Employed full time	14,070	11,510	25,590	38%
Employed part time	3,820	5,530	9,340	14%
Student	8,170	8,960	17,140	26%
Retiree	6,560	8,580	15,140	23%
Stay-at-home parent / caregiver	170	970	1,140	2%
Pre-schooler (0-4 years)	1,150	1,140	2,290	3%
Other status	1,070	1,060	2,130	3%
Total	32,660	34,520	67,180	

Workplace locations of residents of this geography	Part-time	Full-time	Total
Work exclusively from home	1,470	3,720	5,190
No fixed workplace / on the road	1,100	1,820	2,920
Usual workplace outside the home	6,780	20,040	26,820
Total	9,340	25,590	34,930

Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	47%	72%	66%
Avg. weekday, % who telecommuted	9%	21%	18%
% who telecommuted on at least one weekday	17%	39%	33%

Traveller Characteristics	Men+	Women+	Total
Licensed drivers	25,390	25,320	50,710
Car share members	1,190	970	2,160
Trips made by residents 5+	81,020	87,440	168,460
Trips made by residents 11+	76,600	83,030	159,620

Selected Indicators	
Daily Trips per Person 5+	2.60
Vehicles per Person	0.67
Number of Persons per Household	2.38
Daily Trips per Household	5.65
Vehicles per Household	1.60
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.63
Workers per Household	1.24
Jobs per Person	0.46
Population Density (Pop/km <sup>2</sup> )	1,910
Employment Density (Jobs/km <sup>2</sup> )	870



Mode Shares for Residents of Area	2017	2022
Estimated Total Daily Trips	200,590	168,460
Auto Driver	55%	52%
Auto Passenger	16%	15%
Transit	9%	8%
Bicycle & Micromobility	6%	10%
Walk	13%	14%
Other (school bus, taxi, ferry, etc)	1%	1%

Households by Dwelling Type	Total	%
Single-detached house	12,660	45%
Other ground-oriented	8,400	30%
Apartment/condominium 1-4 floor	6,940	25%
Apartment/condominium 5+ floor:	270	1%
Total:	28,270	100%

Household Size	Total	%
1 person	8,030	28%
2 persons	10,240	36%
3 persons	4,270	15%
4 persons	3,630	13%
5+ persons	2,090	7%
Total:	28,270	100%

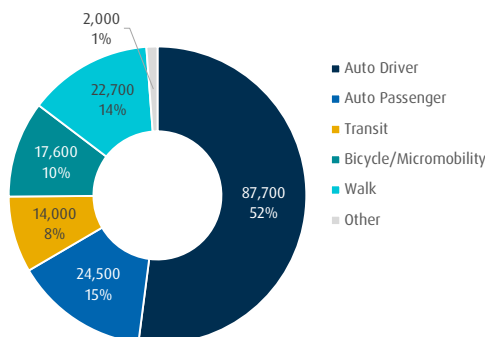
Households by Vehicle Availability	Total	%
No vehicles	2,230	8%
1 vehicle	12,370	44%
2 vehicles	9,700	34%
3+ vehicles	3,960	14%
Total:	28,270	100%

Vehicles by Fuel Type	Total	%
Gas	39,950	88%
Hybrid	1,550	3%
Plug-in Hybrid	410	1%
Electric	2,360	5%
Diesel	950	2%
Biodiesel	-	0%
Other	-	0%
Total:	45,230	100%

Access to EV Charging	%
Yes, in my building	13%
Yes, nearby	12%
Not available, not conveniently nearby	65%
Don't know	10%

Note: as self-reported by respondents; asked of a two-thirds sample.

Daily mode shares for residents of this geography



## Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates. These results are based on a survey sample of 4.1% of households in this district, and are subject to a margin of sampling error of approximately  $\pm 3.3\%$  at a 95% confidence level (19 times out of 20), adjusted for data weighting.

The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis, such responses have been randomly grouped with either Men+ or Women+.

Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.

The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).

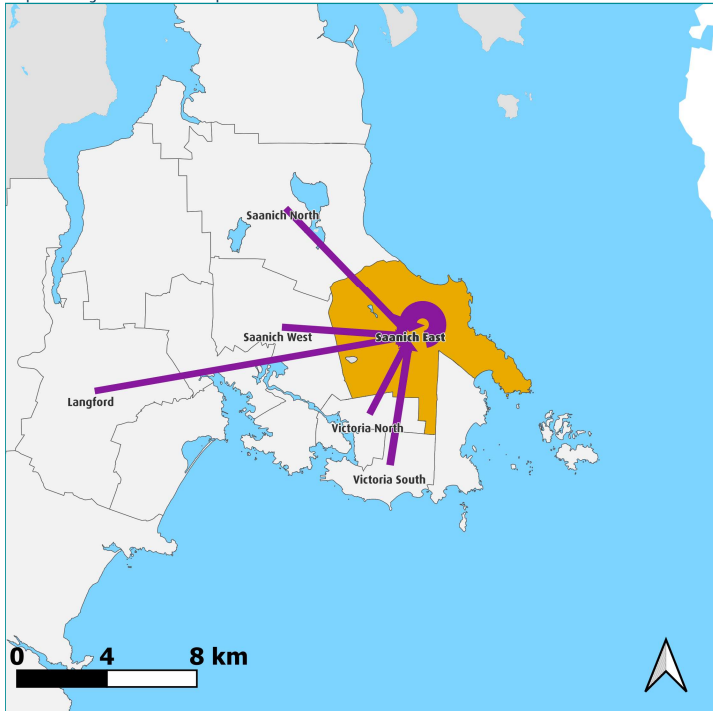
Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.

Gender balances for 11-17 and 18-24 age groups may due to unequal distributions by individual year within the 10-14, 15-19, and 20-24 age groups used for data weighting controls.

2022 trip-level data are for persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

## Travel Patterns - Persons 5+

Top Five Origins of AM Peak Trips to District 9 - Saanich East



### Summary of Trips to and from

#### District 9 - Saanich East

AM Peak Period (06:00 - 08:59)  
(Trips made by persons 5+)

	Destinations of Trips From District		Origins of Trips To District	
Salt Spring Island Electoral Area	-	0%	40	0%
Sidney	310	1%	280	1%
North Saanich, Tsyecum FN, Pauquachin FN	460	1%	710	2%
Central Saanich, Tsartlip FN, Tsawout FN	600	2%	860	2%
Downtown	2,400	7%	930	2%
Victoria North	2,340	7%	2,440	7%
Victoria South	2,960	9%	3,250	9%
Saanich North	1,000	3%	2,180	6%
Saanich East	17,130	51%	17,130	46%
Saanich West	1,900	6%	2,640	7%
Oak Bay	1,590	5%	1,780	5%
Esquimalt	890	3%	580	2%
View Royal, Esquimalt Nation, Songhees FN	810	2%	690	2%
Highlands	-	0%	90	0%
Langford	730	2%	2,080	6%
Colwood	320	1%	1,080	3%
Metchosin, Scia'new FN	80	0%	130	0%
Sooke, T'Sou-ke FN	20	0%	470	1%
Juan de Fuca Electoral Area, Pacheedaht FN	-	0%	90	0%
External South CVRD	40	0%	-	0%
External Other	160	0%	40	0%
Total	33,720	100%	37,480	100%

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

### Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	16,470	18%	12,770	14%	6,730	8%
Post-secondary school	400	0%	8,250	9%	4,680	6%
K-12 school	1,620	2%	2,730	3%	6,280	8%
Personal business	5,880	6%	6,090	7%	4,200	5%
Recreation / social	10,350	11%	8,260	9%	7,170	9%
Dining / restaurant	2,230	2%	1,730	2%	2,030	2%
Shopping	8,730	10%	10,100	11%	9,050	11%
Pick-up / drop-off passenger	6,170	7%	6,030	7%	6,970	8%
Return Home	38,990	43%	34,940	38%	35,540	43%
Other	390	0%	-	0%	40	0%
Total:	91,230	100%	90,930	100%	82,690	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	9,820	59%	8,490	42%	3,530	21%
Post-secondary school	270	2%	4,000	20%	1,790	10%
K-12 school	1,490	9%	2,580	13%	5,850	34%
Personal business	830	5%	1,130	6%	390	2%
Recreation / social	1,160	7%	730	4%	580	3%
Dining / restaurant	120	1%	660	3%	200	1%
Shopping	320	2%	360	2%	400	2%
Pick-up / drop-off passenger	1,480	9%	1,900	9%	3,090	18%
Return Home	1,070	6%	500	2%	1,300	8%
Other	30	0%	-	0%	-	0%
Total:	16,590	100%	20,350	100%	17,130	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	930	3%	330	1%	610	2%
Post-secondary school	-	0%	150	1%	170	1%
K-12 school	30	0%	40	0%	-	0%
Personal business	1,210	4%	1,110	4%	1,010	4%
Recreation / social	2,560	9%	3,020	12%	1,720	7%
Dining / restaurant	590	2%	410	2%	590	2%
Shopping	2,560	9%	3,380	14%	2,810	11%
Pick-up / drop-off passenger	1,990	7%	2,020	8%	1,500	6%
Return Home	18,580	65%	14,430	58%	15,990	66%
Other	110	0%	-	0%	20	0%
Total:	28,550	100%	24,880	100%	24,410	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	264,800	100%	31%
AM Peak Period	54,100	20%	32%
PM Peak Period	77,800	29%	31%

### Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	54,880	60%	54,400	60%	37,030	45%
Auto Passenger	13,890	15%	14,270	16%	10,240	12%
Transit	11,270	12%	11,090	12%	6,150	7%
Bicycle & Micromobility	7,650	8%	7,580	8%	8,750	11%
Walk	2,560	3%	2,580	3%	20,020	24%
Other	970	1%	1,000	1%	510	1%
Total:	91,230	100%	90,930	100%	82,690	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	10,180	61%	11,010	54%	6,290	37%
Auto Passenger	1,860	11%	2,760	14%	2,460	14%
Transit	1,660	10%	4,020	20%	1,500	9%
Bicycle & Micromobility	2,270	14%	1,700	8%	2,410	14%
Walk	300	2%	630	3%	4,400	26%
Other	330	2%	220	1%	70	0%
Total:	16,590	100%	20,350	100%	17,130	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	15,760	55%	15,320	62%	10,180	42%
Auto Passenger	4,660	16%	4,000	16%	2,870	12%
Transit	4,370	15%	1,750	7%	2,260	9%
Bicycle & Micromobility	2,560	9%	2,700	11%	3,010	12%
Walk	960	3%	750	3%	5,930	24%
Other	240	1%	360	1%	160	1%
Total:	28,550	100%	24,880	100%	24,410	100%

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.25	12%	1.26	12%	1.28	7%
AM Peak Period	1.18	10%	1.25	20%	1.39	9%
PM Peak Period	1.30	15%	1.26	7%	1.28	9%

## District 10 - Saanich West

## Demographic Characteristics

Population	30,100
Population 5+ (trips reported for survey sample)	28,780
Total Employed Population	17,010
Households	12,310
Jobs in District (places of work)	13,160
Actively Travelled	24,000
Number of Vehicles	22,070
Number of Adult Bicycles (non-motorized)	17,580
Number of Adult E-Bikes	2,200
Number of Child Bicycles	3,890
Number of E-micromobility devices	290
Area (km <sup>2</sup> )	24.45

Occupation Status	Men+	Women+	Total	%
Employed full time	7,390	6,560	13,950	46%
Employed part time	1,300	1,750	3,050	10%
Student	3,140	3,290	6,420	21%
Retiree	2,530	2,990	5,510	18%
Stay-at-home parent / caregiver	20	430	450	1%
Pre-schooler (0-4 years)	680	650	1,320	4%
Other status	730	710	1,440	5%
<b>Total</b>	<b>14,800</b>	<b>15,300</b>	<b>30,100</b>	

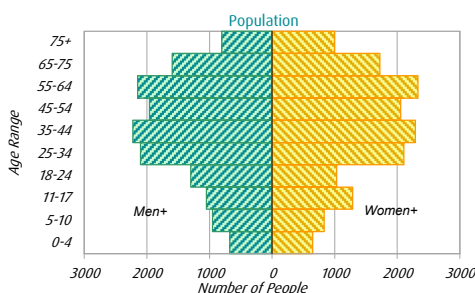
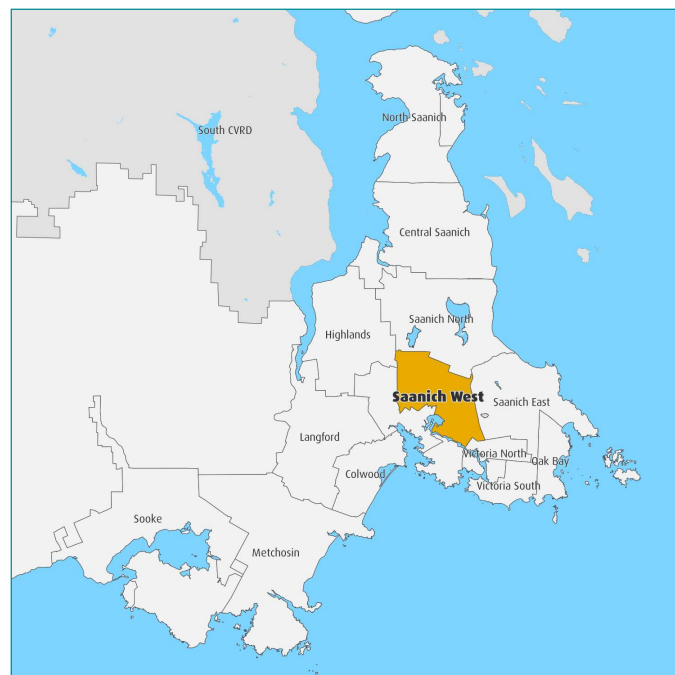
Workplace locations of residents of this geography	Part-time	Full-time	Total
Work exclusively from home	380	1,950	2,330
No fixed workplace / on the road	400	1,640	2,040
Usual workplace outside the home	2,270	10,360	12,630
<b>Total</b>	<b>3,050</b>	<b>13,950</b>	<b>17,010</b>

Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	39%	68%	63%
Avg. weekday, % who telecommuted	5%	21%	18%
% who telecommuted on at least one weekday	9%	35%	30%

Traveller Characteristics	Men+	Women+	Total
Licensed drivers	11,540	11,550	23,080
Car share members	570	470	1,040
Trips made by residents 5+	40,180	37,600	77,790
Trips made by residents 11+	37,720	35,440	73,160

## Selected Indicators

Daily Trips per Person 5+	2.70
Vehicles per Person	0.73
Number of Persons per Household	2.45
Daily Trips per Household	5.94
Vehicles per Household	1.79
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.61
Workers per Household	1.38
Jobs per Person	0.44
Population Density (Pop/km <sup>2</sup> )	1,230
Employment Density (Jobs/km <sup>2</sup> )	540



Mode Shares for Residents of Area	2017	2022
Estimated Total Daily Trips	89,740	77,790
Auto Driver	56%	59%
Auto Passenger	16%	17%
Transit	10%	5%
Bicycle & Micromobility	5%	7%
Walk	12%	10%
Other (school bus, taxi, ferry, etc)	1%	2%

Households by Dwelling Type	Total	%
Single-detached house	5,390	44%
Other ground-oriented	4,710	38%
Apartment/condominium 1-4 floor	2,100	17%
Apartment/condominium 5+ floor:	100	1%
<b>Total:</b>	<b>12,310</b>	<b>100%</b>

Household Size	Total	%
1 person	3,300	27%
2 persons	4,250	35%
3 persons	2,030	16%
4 persons	1,700	14%
5+ persons	1,030	8%
<b>Total:</b>	<b>12,310</b>	<b>100%</b>

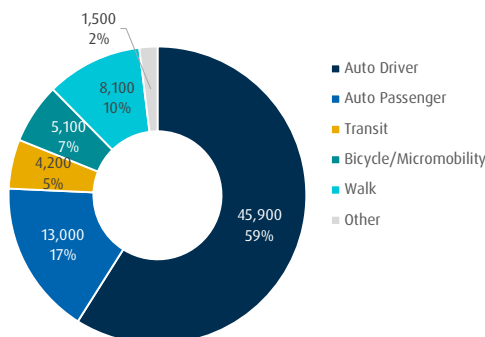
Households by Vehicle Availability	Total	%
No vehicles	700	6%
1 vehicle	5,120	42%
2 vehicles	3,620	29%
3+ vehicles	2,870	23%
<b>Total:</b>	<b>12,310</b>	<b>100%</b>

Vehicles by Fuel Type	Total	%
Gas	19,540	89%
Hybrid	720	3%
Plug-in Hybrid	60	0%
Electric	960	4%
Diesel	800	4%
Biodiesel	-	0%
Other	-	0%
<b>Total:</b>	<b>22,070</b>	<b>100%</b>

Access to EV Charging	%
Yes, in my building	10%
Yes, nearby	9%
Not available, not conveniently nearby	70%
Don't know	11%

Note: as self-reported by respondents; asked of a two-thirds sample.

## Daily mode shares for residents of this geography



## Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates. These results are based on a survey sample of 4.2% of households in this district, and are subject to a margin of sampling error of approximately  $\pm 5.4\%$  at a 95% confidence level (19 times out of 20), adjusted for data weighting.

The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis, such responses have been randomly grouped with either Men+ or Women+.

Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.

The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).

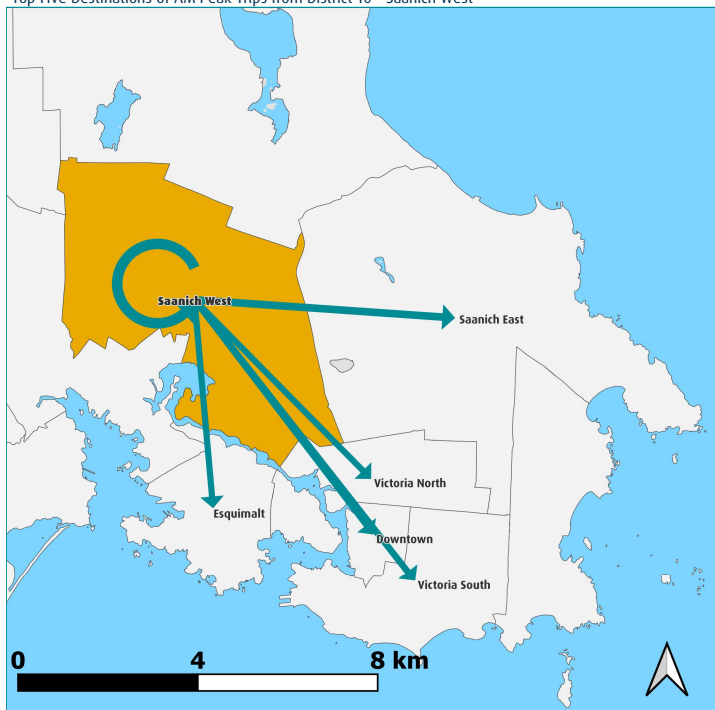
Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.

Gender balances for 11-17 and 18-24 age groups may due to unequal distributions by individual year within the 10-14, 15-19, and 20-24 age groups used for data weighting controls.

2022 trip-level data are for persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

## Travel Patterns - Persons 5+

Top Five Destinations of AM Peak Trips from District 10 - Saanich West



Summary of Trips to and from District 10 - Saanich West  
AM Peak Period (06:00 - 08:59)  
(Trips made by persons 5+)

	Destinations of Trips From District		Origins of Trips To District	
Salt Spring Island Electoral Area	-	0%	-	0%
Sidney	130	1%	130	1%
North Saanich, Tsyecum FN, Pauquachin FN	140	1%	320	2%
Central Saanich, Tsartlip FN, Tsawout FN	350	2%	510	3%
Downtown	1,220	8%	190	1%
Victoria North	1,280	8%	800	5%
Victoria South	1,820	11%	1,050	7%
Saanich North	540	3%	600	4%
Saanich East	2,640	16%	1,900	12%
Saanich West	5,020	31%	5,020	32%
Oak Bay	110	1%	530	3%
Esquimalt	970	6%	610	4%
View Royal, Esquimalt Nation, Songhees FN	580	4%	1,080	7%
Highlands	-	0%	50	0%
Langford	580	4%	2,090	13%
Colwood	470	3%	350	2%
Metchosin, Scia'new FN	70	0%	50	0%
Sooke, T'Sou-ke FN	110	1%	170	1%
Juan de Fuca Electoral Area, Pacheedaht FN	-	0%	70	0%
External South CVRD	50	0%	-	0%
External Other	-	0%	50	0%
Total	16,080	100%	15,570	100%

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

### Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	9,700	19%	7,800	15%	1,240	6%
Post-secondary school	940	2%	2,270	4%	450	2%
K-12 school	1,190	2%	1,760	3%	2,050	10%
Personal business	3,180	6%	2,210	4%	560	3%
Recreation / social	5,010	10%	4,570	9%	2,200	11%
Dining / restaurant	1,930	4%	560	1%	430	2%
Shopping	5,820	12%	3,410	7%	2,040	10%
Pick-up / drop-off passenger	3,970	8%	4,530	9%	2,420	12%
Return Home	18,450	37%	23,510	46%	8,420	42%
Other	60	0%	50	0%	90	0%
Total:	50,250	100%	50,680	100%	19,890	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	5,960	54%	4,560	43%	750	15%
Post-secondary school	510	5%	1,430	14%	170	3%
K-12 school	1,180	11%	1,670	16%	2,020	40%
Personal business	270	2%	440	4%	-	0%
Recreation / social	420	4%	410	4%	290	6%
Dining / restaurant	260	2%	-	0%	40	1%
Shopping	320	3%	50	1%	190	4%
Pick-up / drop-off passenger	1,390	13%	1,290	12%	1,100	22%
Return Home	760	7%	700	7%	470	9%
Other	-	0%	-	0%	-	0%
Total:	11,060	100%	10,550	100%	5,020	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	620	4%	650	4%	140	2%
Post-secondary school	30	0%	30	0%	-	0%
K-12 school	-	0%	-	0%	40	1%
Personal business	670	4%	620	4%	50	1%
Recreation / social	1,490	10%	1,710	11%	620	11%
Dining / restaurant	610	4%	370	2%	60	1%
Shopping	2,070	14%	1,350	9%	660	12%
Pick-up / drop-off passenger	1,350	9%	1,580	10%	320	6%
Return Home	8,410	55%	9,600	60%	3,720	66%
Other	-	0%	-	0%	-	0%
Total:	15,250	100%	15,900	100%	5,600	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	120,800	100%	16%
AM Peak Period	26,600	22%	19%
PM Peak Period	36,700	30%	15%

### Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	33,100	66%	33,470	66%	8,060	41%
Auto Passenger	8,470	17%	8,360	17%	3,090	16%
Transit	3,440	7%	3,430	7%	820	4%
Bicycle & Micromobility	3,300	7%	3,400	7%	1,250	6%
Walk	990	2%	820	2%	6,640	33%
Other	940	2%	1,190	2%	40	0%
Total:	50,250	100%	50,680	100%	19,890	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	7,000	63%	6,620	63%	1,630	33%
Auto Passenger	1,620	15%	1,490	14%	1,160	23%
Transit	1,080	10%	1,300	12%	150	3%
Bicycle & Micromobility	900	8%	630	6%	360	7%
Walk	230	2%	110	1%	1,710	34%
Other	230	2%	390	4%	-	0%
Total:	11,060	100%	10,550	100%	5,020	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	9,830	64%	10,050	63%	2,150	38%
Auto Passenger	2,810	18%	2,810	18%	790	14%
Transit	1,190	8%	780	5%	310	6%
Bicycle & Micromobility	830	5%	1,660	10%	360	6%
Walk	280	2%	260	2%	1,960	35%
Other	310	2%	350	2%	30	1%
Total:	15,250	100%	15,900	100%	5,600	100%

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.26	7%	1.25	7%	1.38	4%
AM Peak Period	1.23	10%	1.23	12%	1.71	3%
PM Peak Period	1.29	8%	1.28	5%	1.37	6%



## District 11 - District of Oak Bay

## Demographic Characteristics

Population	17,630
Population 5+ (trips reported for survey sample)	17,180
Total Employed Population	7,280
Households	7,800
Jobs in District (places of work)	6,140
Actively Travelled	14,740
Number of Vehicles	11,750
Number of Adult Bicycles (non-motorized)	11,620
Number of Adult E-Bikes	1,070
Number of Child Bicycles	2,530
Number of E-micromobility devices	180
Area (km <sup>2</sup> )	10.52

Occupation Status	Men+	Women+	Total	%
Employed full time	2,710	2,670	5,380	31%
Employed part time	920	980	1,900	11%
Student	1,980	2,270	4,250	24%
Retiree	2,650	3,350	6,000	34%
Stay-at-home parent / caregiver	30	170	210	1%
Pre-schooler (0-4 years)	220	230	450	3%
Other status	130	380	510	3%
Total	8,230	9,400	17,630	

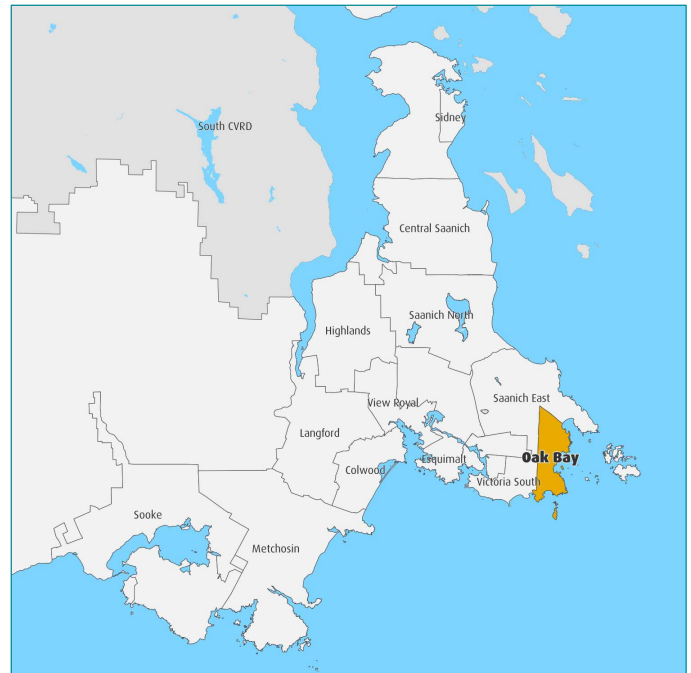
Workplace locations of residents of this geography	Part-time	Full-time	Total	%
Work exclusively from home	420	1,320	1,730	24%
No fixed workplace / on the road	280	660	930	13%
Usual workplace outside the home	1,210	3,400	4,610	63%
Total	1,900	5,380	7,280	100%

Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	43%	71%	64%
Avg. weekday, % who telecommuted	5%	19%	15%
% who telecommuted on at least one weekday	13%	38%	31%

Traveller Characteristics	Men+	Women+	Total
Licensed drivers	6,500	7,520	14,010
Car share members	200	200	400
Trips made by residents 5+	21,650	26,330	47,990
Trips made by residents 11+	20,160	24,940	45,110

## Selected Indicators

Daily Trips per Person 5+	2.79
Vehicles per Person	0.67
Number of Persons per Household	2.26
Daily Trips per Household	5.78
Vehicles per Household	1.51
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.63
Workers per Household	0.93
Jobs per Person	0.35
Population Density (Pop/km <sup>2</sup> )	1,680
Employment Density (Jobs/km <sup>2</sup> )	580



Households by Dwelling Type	Total	%
Single-detached house	4,900	63%
Other ground-oriented	750	10%
Apartment/condominium 1-4 floor	1,740	22%
Apartment/condominium 5+ floor	410	5%
Total:	7,800	100%

Household Size	Total	%
1 person	2,430	31%
2 persons	2,990	38%
3 persons	920	12%
4 persons	1,000	13%
5+ persons	450	6%
Total:	7,800	100%

Households by Vehicle Availability	Total	%
No vehicles	570	7%
1 vehicle	3,940	50%
2 vehicles	2,360	30%
3+ vehicles	930	12%
Total:	7,800	100%

Vehicles by Fuel Type	Total	%
Gas	10,150	86%
Hybrid	660	6%
Plug-in Hybrid	260	2%
Electric	530	5%
Diesel	150	1%
Biodiesel	-	0%
Other	-	0%
Total:	11,750	100%

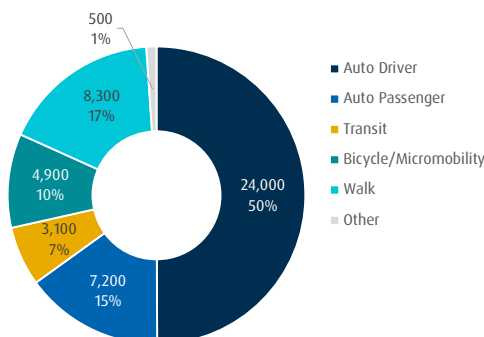
Access to EV Charging	%
Yes, in my building	21%
Yes, nearby	14%
Not available, not conveniently nearby	55%
Don't know	10%

Note: as self-reported by respondents; asked of a two-thirds sample.



Mode Shares for Residents of Area	2017	2022
Estimated Total Daily Trips	57,810	47,990
Auto Driver	58%	50%
Auto Passenger	17%	15%
Transit	6%	6%
Bicycle & Micromobility	7%	10%
Walk	10%	17%
Other (school bus, taxi, ferry, etc)	2%	1%

## Daily mode shares for residents of this geography



## Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates. These results are based on a survey sample of 4.0% of households in this district, and are subject to a margin of sampling error of approximately  $\pm 6.6\%$  at a 95% confidence level (19 times out of 20), adjusted for data weighting.

The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis, such responses have been randomly grouped with either Men+ or Women+.

Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.

The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).

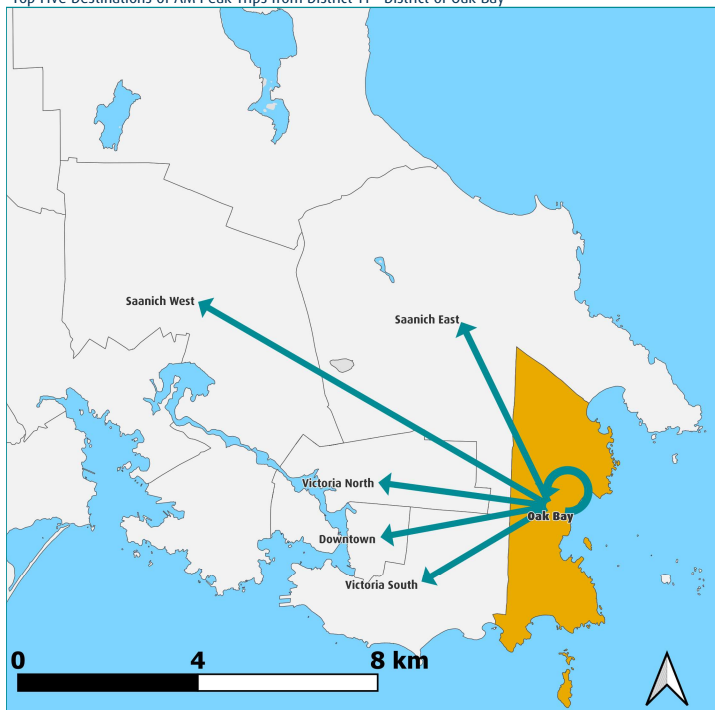
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Gender balances for 11-17 and 18-24 age groups may due to unequal distributions by individual year within the 10-14, 15-19, and 20-24 age groups used for data weighting controls.

2022 trip-level data are for persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

## Travel Patterns - Persons 5+

Top Five Destinations of AM Peak Trips from District 11 - District of Oak Bay



Summary of Trips to and from District 11 - District of Oak Bay AM Peak Period (06:00 - 08:59) (Trips made by persons 5+)

	Destinations of Trips From District	Origins of Trips To District
Salt Spring Island Electoral Area	- 0%	10 0%
Sidney	30 0%	10 0%
North Saanich, Tsyecum FN, Pauquachin FN	90 1%	30 0%
Central Saanich, Tsartlip FN, Tsawout FN	30 0%	70 1%
Downtown	610 7%	270 3%
Victoria North	560 6%	500 6%
Victoria South	1,600 18%	1,990 23%
Saanich North	120 1%	110 1%
Saanich East	1,780 20%	1,590 18%
Saanich West	530 6%	110 1%
Oak Bay	3,170 36%	3,170 36%
Esquimalt	30 0%	180 2%
View Royal, Esquimalt Nation, Songhees FN	50 1%	70 1%
Highlands	- 0%	10 0%
Langford	50 1%	340 4%
Colwood	110 1%	30 0%
Metchosin, Scia'new FN	- 0%	40 0%
Sooke, T'Sou-ke FN	- 0%	70 1%
Juan de Fuca Electoral Area, Pacheedaht FN	- 0%	30 0%
External South CVRD	- 0%	- 0%
External Other	- 0%	60 1%
Total	8,760 100%	8,700 100%

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

### Trips by Trip Purpose - Persons 5+

24 Hours	From District	To District	Within District
Work	3,010 10%	3,490 12%	400 2%
Post-secondary school	1,170 4%	50 0%	180 1%
K-12 school	1,030 4%	1,730 6%	1,210 7%
Personal business	1,960 7%	1,200 4%	900 5%
Recreation / social	3,850 13%	5,870 20%	3,480 21%
Dining / restaurant	800 3%	690 2%	450 3%
Shopping	3,370 11%	1,420 5%	1,570 9%
Pick-up / drop-off passenger	2,120 7%	2,040 7%	1,390 8%
Return Home	11,990 41%	13,240 45%	7,220 43%
Other	- 0%	- 0%	140 1%
Total:	29,310 100%	29,720 100%	16,940 100%

AM Peak (06:00-08:59)	From District	To District	Within District
Work	2,070 37%	2,200 40%	130 4%
Post-secondary school	390 7%	30 1%	180 6%
K-12 school	1,020 18%	1,650 30%	1,170 37%
Personal business	370 7%	110 2%	100 3%
Recreation / social	330 6%	540 10%	430 14%
Dining / restaurant	40 1%	40 1%	- 0%
Shopping	220 4%	60 1%	240 7%
Pick-up / drop-off passenger	710 13%	520 9%	520 16%
Return Home	440 8%	370 7%	390 12%
Other	- 0%	- 0%	- 0%
Total:	5,590 100%	5,530 100%	3,170 100%

PM Peak (15:00-17:59)	From District	To District	Within District
Work	170 2%	120 1%	80 2%
Post-secondary school	- 0%	- 0%	- 0%
K-12 school	- 0%	- 0%	- 0%
Personal business	210 2%	320 4%	130 3%
Recreation / social	1,250 14%	1,790 20%	1,020 23%
Dining / restaurant	100 1%	210 2%	60 1%
Shopping	1,100 13%	460 5%	270 6%
Pick-up / drop-off passenger	520 6%	480 5%	360 8%
Return Home	5,360 62%	5,470 62%	2,530 57%
Other	- 0%	- 0%	- 0%
Total:	8,700 100%	8,860 100%	4,450 100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	76,000	100%	22%
AM Peak Period	14,300	19%	22%
PM Peak Period	22,000	29%	20%

### Trips by Travel Mode - Persons 5+

24 Hours	From District	To District	Within District
Auto Driver	15,310 52%	15,590 52%	6,000 35%
Auto Passenger	5,490 19%	5,660 19%	1,700 10%
Transit	2,370 8%	2,530 9%	140 1%
Bicycle & Micromobility	3,230 11%	3,160 11%	2,040 12%
Walk	2,500 9%	2,380 8%	6,920 41%
Other	420 1%	400 1%	140 1%
Total:	29,310 100%	29,720 100%	16,940 100%

AM Peak (06:00-08:59)	From District	To District	Within District
Auto Driver	2,560 46%	2,380 43%	900 28%
Auto Passenger	890 16%	790 14%	310 10%
Transit	550 10%	540 10%	- 0%
Bicycle & Micromobility	950 17%	870 16%	520 16%
Walk	520 9%	800 14%	1,380 44%
Other	110 2%	140 3%	50 2%
Total:	5,590 100%	5,530 100%	3,170 100%

PM Peak (15:00-17:59)	From District	To District	Within District
Auto Driver	4,170 48%	4,690 53%	1,430 32%
Auto Passenger	1,580 18%	1,710 19%	570 13%
Transit	610 7%	910 10%	50 1%
Bicycle & Micromobility	1,140 13%	810 9%	660 15%
Walk	980 11%	620 7%	1,740 39%
Other	220 3%	110 1%	- 0%
Total:	8,700 100%	8,860 100%	4,450 100%

	From District	To District	Within District
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy
24 Hours	1.36	8%	1.36
AM Peak Period	1.35	10%	1.33
PM Peak Period	1.38	7%	1.36

## District 12 - Township of Esquimalt

## Demographic Characteristics

Population	17,250
Population 5+ (trips reported for survey sample)	16,520
Total Employed Population	9,970
Households	8,550
Jobs in District (places of work)	11,970
Actively Travelled	14,050
Number of Vehicles	10,970
Number of Adult Bicycles (non-motorized)	10,690
Number of Adult E-Bikes	1,640
Number of Child Bicycles	1,400
Number of E-micromobility devices	290
Area (km <sup>2</sup> )	7.08

Occupation Status	Men+	Women+	Total	%
Employed full time	4,870	3,990	8,860	51%
Employed part time	470	640	1,110	6%
Student	1,350	1,280	2,630	15%
Retiree	1,500	1,930	3,430	20%
Stay-at-home parent / caregiver	-	220	220	1%
Pre-schooler (0-4 years)	380	350	730	4%
Other status	430	490	920	5%
Total	8,610	8,630	17,250	

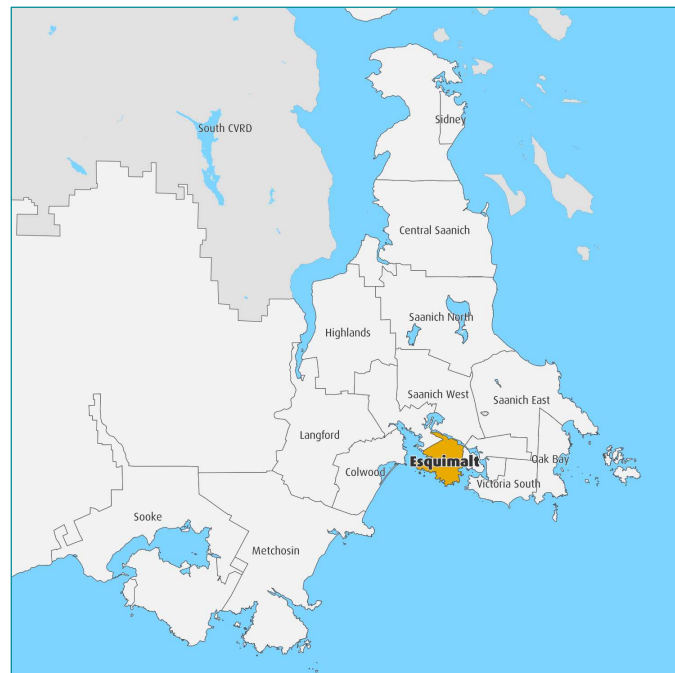
Workplace locations of residents of this geography	Part-time	Full-time	Total
Work exclusively from home	220	1,330	1,550
No fixed workplace / on the road	130	750	880
Usual workplace outside the home	760	6,780	7,540
Total	1,110	8,860	9,970

Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	37%	72%	69%
Avg. weekday, % who telecommuted	12%	19%	18%
% who telecommuted on at least one weekday	30%	37%	36%

Traveller Characteristics	Men+	Women+	Total
Licensed drivers	6,690	6,750	13,440
Car share members	510	290	800
Trips made by residents 5+	21,940	21,990	43,920
Trips made by residents 11+	20,880	20,190	41,070

## Selected Indicators

Daily Trips per Person 5+	2.66
Vehicles per Person	0.64
Number of Persons per Household	2.02
Daily Trips per Household	4.80
Vehicles per Household	1.28
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.44
Workers per Household	1.17
Jobs per Person	0.69
Population Density (Pop/km <sup>2</sup> )	2,440
Employment Density (Jobs/km <sup>2</sup> )	1,690



Mode Shares for Residents of Area	2017	2022
Estimated Total Daily Trips	52,880	43,920
Auto Driver	52%	49%
Auto Passenger	15%	11%
Transit	11%	9%
Bicycle & Micromobility	6%	14%
Walk	16%	16%
Other (school bus, taxi, ferry, etc)	1%	1%

Households by Dwelling Type	Total	%
Single-detached house	1,980	23%
Other ground-oriented	2,010	23%
Apartment/condominium 1-4 floor	3,980	46%
Apartment/condominium 5+ floor	590	7%
Total:	8,550	100%

Household Size	Total	%
1 person	3,310	39%
2 persons	3,190	37%
3 persons	1,050	12%
4 persons	680	8%
5+ persons	310	4%
Total:	8,550	100%

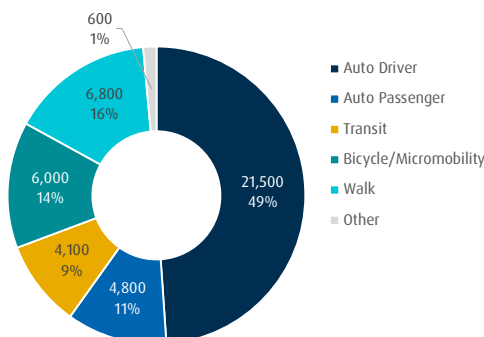
Households by Vehicle Availability	Total	%
No vehicles	1,030	12%
1 vehicle	4,920	58%
2 vehicles	1,900	22%
3+ vehicles	710	8%
Total:	8,550	100%

Vehicles by Fuel Type	Total	%
Gas	9,920	90%
Hybrid	330	3%
Plug-in Hybrid	180	2%
Electric	420	4%
Diesel	120	1%
Biodiesel	-	0%
Other	-	0%
Total:	10,970	100%

Access to EV Charging	%
Yes, in my building	12%
Yes, nearby	13%
Not available, not conveniently nearby	64%
Don't know	11%

Note: as self-reported by respondents; asked of a two-thirds sample.

## Daily mode shares for residents of this geography



## Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates. These results are based on a survey sample of 4.0% of households in this district, and are subject to a margin of sampling error of approximately  $\pm 6.6\%$  at a 95% confidence level (19 times out of 20), adjusted for data weighting.

The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis, such responses have been randomly grouped with either Men+ or Women+.

Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.

The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).

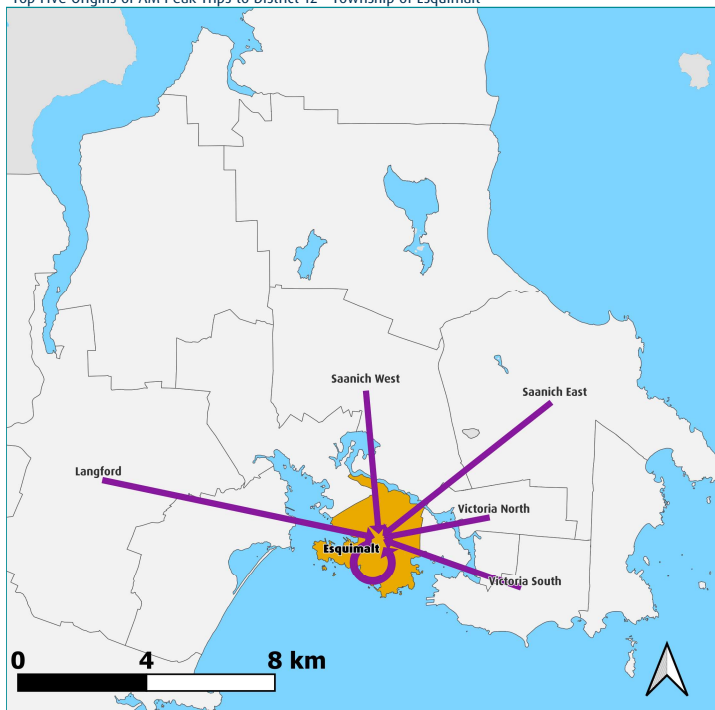
Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.

Gender balances for 11-17 and 18-24 age groups may due to unequal distributions by individual year within the 10-14, 15-19, and 20-24 age groups used for data weighting controls.

2022 trip-level data are for persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

## Travel Patterns - Persons 5+

Top Five Origins of AM Peak Trips to District 12 - Township of Esquimalt



### Summary of Trips to and from

#### District 12 - Township of Esquimalt

#### AM Peak Period (06:00 - 08:59)

#### (Trips made by persons 5+)

	Trips From District		Destinations of Trips To District	
Salt Spring Island Electoral Area	-	0%	-	0%
Sidney	50	0%	70	1%
North Saanich, Tsyecum FN, Pauquachin FN	30	0%	100	1%
Central Saanich, Tsartlip FN, Tsawout FN	100	1%	130	1%
Downtown	1,170	12%	470	4%
Victoria North	1,160	12%	1,340	11%
Victoria South	1,420	14%	740	6%
Saanich North	90	1%	10	0%
Saanich East	580	6%	890	8%
Saanich West	610	6%	970	8%
Oak Bay	180	2%	30	0%
Esquimalt	3,540	35%	3,540	30%
View Royal, Esquimalt Nation, Songhees FN	370	4%	620	5%
Highlands	-	0%	20	0%
Langford	450	4%	1,690	14%
Colwood	190	2%	650	6%
Metchosin, Scia'new FN	-	0%	100	1%
Sooke, T'Sou-ke FN	-	0%	350	3%
Juan de Fuca Electoral Area, Pacheedaht FN	30	0%	70	1%
External South CVRD	30	0%	-	0%
External Other	-	0%	-	0%
<b>Total</b>	<b>9,990</b>	<b>100%</b>	<b>11,770</b>	<b>100%</b>

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

### Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	5,660	19%	7,380	25%	1,850	14%
Post-secondary school	250	1%	-	0%	10	0%
K-12 school	1,040	4%	1,400	5%	820	6%
Personal business	1,940	7%	740	2%	330	2%
Recreation / social	2,710	9%	3,510	12%	1,570	12%
Dining / restaurant	1,120	4%	400	1%	380	3%
Shopping	2,940	10%	1,400	5%	1,550	11%
Pick-up / drop-off passenger	2,440	8%	2,300	8%	1,530	11%
Return Home	11,410	39%	12,740	43%	5,460	40%
Other	10	0%	30	0%	50	0%
<b>Total:</b>	<b>29,530</b>	<b>100%</b>	<b>29,890</b>	<b>100%</b>	<b>13,550</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	3,610	56%	5,150	63%	1,320	37%
Post-secondary school	100	2%	-	0%	10	0%
K-12 school	1,040	16%	1,400	17%	680	19%
Personal business	150	2%	80	1%	60	2%
Recreation / social	220	3%	410	5%	180	5%
Dining / restaurant	60	1%	100	1%	30	1%
Shopping	170	3%	60	1%	130	4%
Pick-up / drop-off passenger	770	12%	710	9%	640	18%
Return Home	320	5%	320	4%	490	14%
Other	-	0%	-	0%	10	0%
<b>Total:</b>	<b>6,440</b>	<b>100%</b>	<b>8,230</b>	<b>100%</b>	<b>3,540</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	260	3%	430	5%	-	0%
Post-secondary school	-	0%	-	0%	-	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	530	5%	200	2%	70	2%
Recreation / social	1,160	12%	1,170	13%	430	13%
Dining / restaurant	330	3%	-	0%	100	3%
Shopping	800	8%	440	5%	250	8%
Pick-up / drop-off passenger	1,020	10%	1,040	11%	290	9%
Return Home	5,740	58%	5,840	64%	2,160	65%
Other	-	0%	-	0%	10	0%
<b>Total:</b>	<b>9,850</b>	<b>100%</b>	<b>9,110</b>	<b>100%</b>	<b>3,310</b>	<b>100%</b>

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	73,000	100%	19%
AM Peak Period	18,200	25%	19%
PM Peak Period	22,300	30%	15%

### Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	17,690	60%	17,810	60%	3,890	29%
Auto Passenger	3,900	13%	3,970	13%	1,320	10%
Transit	2,560	9%	2,730	9%	340	2%
Bicycle & Micromobility	3,630	12%	3,630	12%	1,790	13%
Walk	920	3%	900	3%	6,090	45%
Other	830	3%	850	3%	130	1%
<b>Total:</b>	<b>29,530</b>	<b>100%</b>	<b>29,890</b>	<b>100%</b>	<b>13,550</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	3,310	51%	5,110	62%	1,070	30%
Auto Passenger	520	8%	800	10%	460	13%
Transit	1,110	17%	400	5%	80	2%
Bicycle & Micromobility	1,190	19%	1,320	16%	560	16%
Walk	190	3%	110	1%	1,380	39%
Other	130	2%	480	6%	-	0%
<b>Total:</b>	<b>6,440</b>	<b>100%</b>	<b>8,230</b>	<b>100%</b>	<b>3,540</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	6,000	61%	4,940	54%	540	16%
Auto Passenger	1,230	12%	1,540	17%	120	4%
Transit	340	3%	1,140	13%	130	4%
Bicycle & Micromobility	1,530	16%	880	10%	530	16%
Walk	390	4%	380	4%	1,950	59%
Other	360	4%	230	3%	30	1%
<b>Total:</b>	<b>9,850</b>	<b>100%</b>	<b>9,110</b>	<b>100%</b>	<b>3,310</b>	<b>100%</b>

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.22	9%	1.22	9%	1.34	2%
AM Peak Period	1.16	17%	1.16	5%	1.43	2%
PM Peak Period	1.20	3%	1.31	13%	1.22	4%

## District 13 - Town of View Royal with Esquimalt Nation, Songhees FN

## Demographic Characteristics

Population	13,560
Population 5+ (trips reported for survey sample)	12,980
Total Employed Population	7,520
Households	6,000
Jobs in District (places of work)	6,360
Actively Travelled	10,830
Number of Vehicles	10,540
Number of Adult Bicycles (non-motorized)	8,450
Number of Adult E-Bikes	1,170
Number of Child Bicycles	1,660
Number of E-micromobility devices	140
Area (km <sup>2</sup> )	15.26

Occupation Status	Men+	Women+	Total	%
Employed full time	3,140	2,760	5,900	44%
Employed part time	570	1,050	1,620	12%
Student	1,370	1,450	2,820	21%
Retiree	1,370	1,810	3,180	23%
Stay-at-home parent / caregiver	70	130	200	1%
Pre-schooler (0-4 years)	280	290	570	4%
Other status	220	400	620	5%
Total	6,360	7,190	13,560	

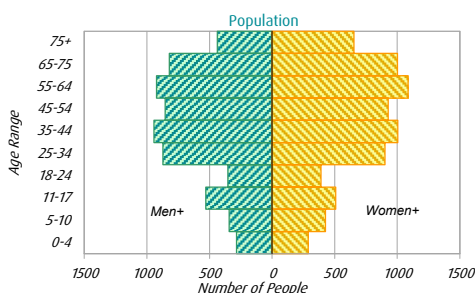
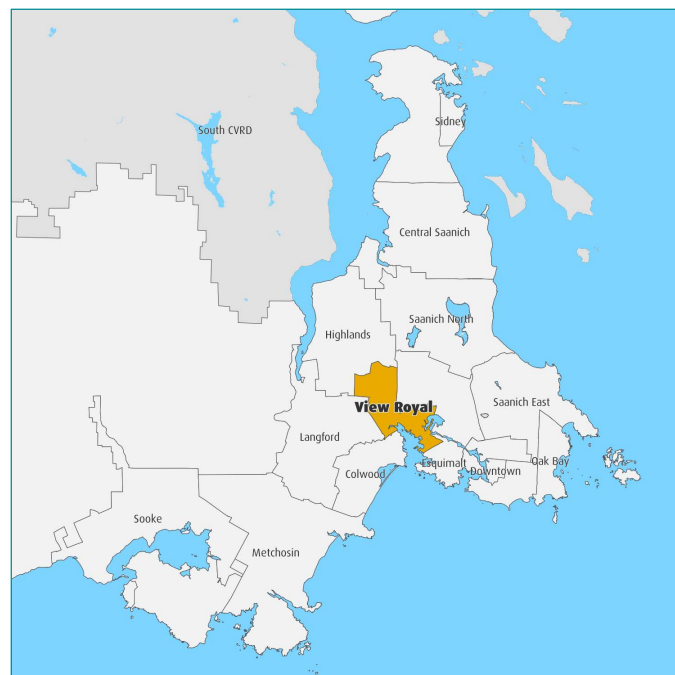
Workplace locations of residents of this geography	Part-time	Full-time	Total	%
Work exclusively from home	330	890	1,220	16%
No fixed workplace / on the road	220	220	440	6%
Usual workplace outside the home	1,070	4,790	5,860	78%
Total	1,620	5,900	7,520	100%

Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	39%	74%	68%
Avg. weekday, % who telecommuted	3%	14%	12%
% who telecommuted on at least one weekday	11%	28%	25%

Traveller Characteristics	Men+	Women+	Total
Licensed drivers	5,020	5,610	10,630
Car share members	30	100	130
Trips made by residents 5+	16,050	19,760	35,810
Trips made by residents 11+	15,410	18,620	34,040

## Selected Indicators

Daily Trips per Person 5+	2.76
Vehicles per Person	0.78
Number of Persons per Household	2.26
Daily Trips per Household	5.68
Vehicles per Household	1.76
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.60
Workers per Household	1.25
Jobs per Person	0.47
Population Density (Pop/km <sup>2</sup> )	890
Employment Density (Jobs/km <sup>2</sup> )	420



Mode Shares for Residents of Area	2017	2022
Estimated Total Daily Trips	35,940	35,810
Auto Driver	61%	61%
Auto Passenger	20%	18%
Transit	7%	6%
Bicycle & Micromobility	3%	6%
Walk	7%	6%
Other (school bus, taxi, ferry, etc)	1%	2%

Households by Dwelling Type	Total	%
Single-detached house	2,230	37%
Other ground-oriented	2,590	43%
Apartment/condominium 1-4 floor	930	15%
Apartment/condominium 5+ floor:	250	4%
Total:	6,000	100%

Household Size	Total	%
1 person	1,820	30%
2 persons	2,380	40%
3 persons	830	14%
4 persons	630	11%
5+ persons	340	6%
Total:	6,000	100%

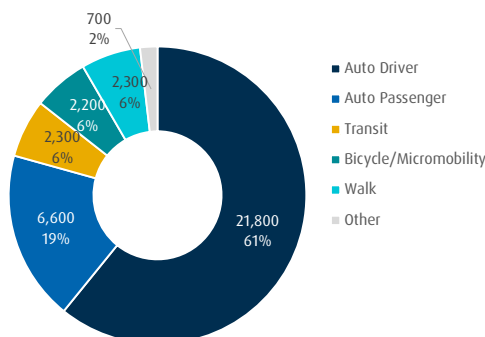
Households by Vehicle Availability	Total	%
No vehicles	330	5%
1 vehicle	2,290	38%
2 vehicles	2,370	40%
3+ vehicles	1,010	17%
Total:	6,000	100%

Vehicles by Fuel Type	Total	%
Gas	9,220	87%
Hybrid	330	3%
Plug-in Hybrid	70	1%
Electric	620	6%
Diesel	300	3%
Biodiesel	-	0%
Other	-	0%
Total:	10,540	100%

Access to EV Charging	%
Yes, in my building	16%
Yes, nearby	14%
Not available, not conveniently nearby	61%
Don't know	9%

Note: as self-reported by respondents; asked of a two-thirds sample.

## Daily mode shares for residents of this geography



## Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates. These results are based on a survey sample of 4.9% of households in this district, and are subject to a margin of sampling error of approximately  $\pm 6.7\%$  at a 95% confidence level (19 times out of 20), adjusted for data weighting.

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Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.

The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).

Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.

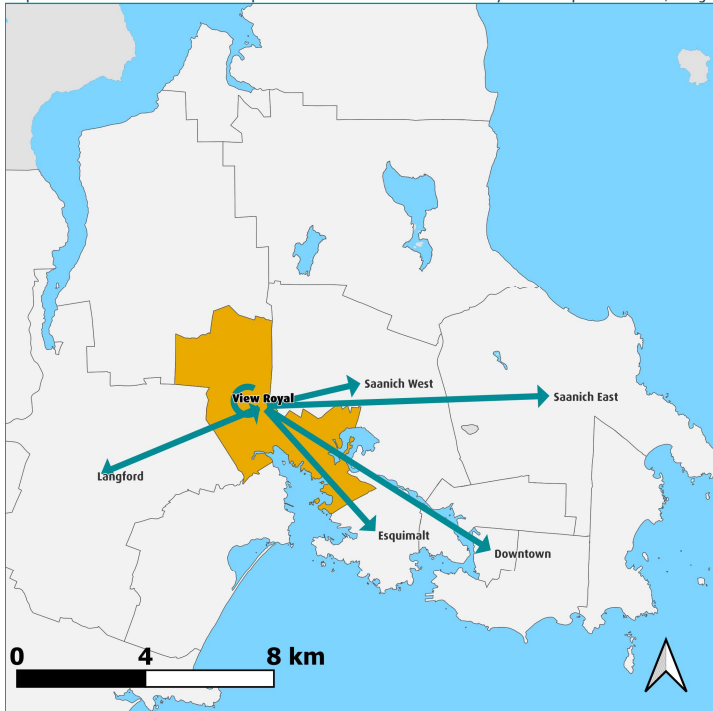
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2022 trip-level data are for persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.



## Travel Patterns - Persons 5+

Top Five Destinations of AM Peak Trips from District 13 - Town of View Royal with Esquimalt Nation, Songhees FN



### Summary of Trips to and from

District 13 - Town of View Royal with Esquimalt Nation, Songhees FN  
AM Peak Period (06:00 - 08:59)  
(Trips made by persons 5+)

	Trips From District	Destinations of Trips From District	Origins of Trips To District	Trips To District
Salt Spring Island Electoral Area	-	0%	-	0%
Sidney	30	0%	-	0%
North Saanich, Tsycum FN, Pauquachin FN	40	1%	-	0%
Central Saanich, Tsartlip FN, Tsawout FN	90	1%	80	1%
Downtown	780	10%	40	1%
Victoria North	600	8%	200	3%
Victoria South	540	7%	440	7%
Saanich North	140	2%	50	1%
Saanich East	690	9%	810	14%
Saanich West	1,080	15%	580	10%
Oak Bay	70	1%	50	1%
Esquimalt	620	8%	370	6%
View Royal, Esquimalt Nation, Songhees FN	1,540	21%	1,540	27%
Highlands	80	1%	130	2%
Langford	650	9%	640	11%
Colwood	280	4%	700	12%
Metchosin, Scia'new FN	70	1%	30	1%
Sooke, T'Sou-ke FN	110	1%	80	1%
Juan de Fuca Electoral Area, Pacheedaht FN	-	0%	80	1%
External South CVRD	-	0%	-	0%
External Other	20	0%	10	0%
Total	7,430	100%	5,810	100%

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

### Trips by Trip Purpose - Persons 5+

24 Hours	From District	To District	Within District			
Work	4,720	19%	3,830	16%	350	5%
Post-secondary school	240	1%	40	0%	-	0%
K-12 school	1,120	5%	220	1%	470	7%
Personal business	1,540	6%	2,100	9%	260	4%
Recreation / social	3,270	13%	1,550	6%	720	10%
Dining / restaurant	670	3%	710	3%	270	4%
Shopping	2,870	12%	2,210	9%	910	13%
Pick-up / drop-off passenger	1,620	7%	2,130	9%	930	13%
Return Home	8,220	34%	11,210	47%	3,110	44%
Other	10	0%	40	0%	-	0%
Total:	24,280	100%	24,040	100%	7,020	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	3,050	52%	2,550	60%	220	14%
Post-secondary school	70	1%	40	1%	-	0%
K-12 school	1,110	19%	220	5%	470	30%
Personal business	340	6%	370	9%	50	3%
Recreation / social	250	4%	160	4%	20	1%
Dining / restaurant	30	1%	-	0%	-	0%
Shopping	80	1%	80	2%	20	1%
Pick-up / drop-off passenger	500	8%	550	13%	490	32%
Return Home	440	7%	310	7%	260	17%
Other	10	0%	-	0%	-	0%
Total:	5,880	100%	4,270	100%	1,540	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	380	5%	100	1%	-	0%
Post-secondary school	-	0%	-	0%	-	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	360	5%	600	7%	10	1%
Recreation / social	920	13%	570	7%	330	17%
Dining / restaurant	250	4%	350	4%	10	1%
Shopping	850	12%	570	7%	220	12%
Pick-up / drop-off passenger	540	8%	840	11%	160	8%
Return Home	3,630	52%	4,960	62%	1,200	62%
Other	-	0%	-	0%	-	0%
Total:	6,930	100%	7,970	100%	1,940	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	55,300	100%	13%
AM Peak Period	11,700	21%	13%
PM Peak Period	16,800	30%	12%

### Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	15,580	64%	15,850	66%	3,550	51%
Auto Passenger	4,570	19%	4,430	18%	1,340	19%
Transit	1,510	6%	1,360	6%	160	2%
Bicycle & Micromobility	1,770	7%	1,720	7%	300	4%
Walk	320	1%	290	1%	1,640	23%
Other	520	2%	390	2%	30	0%
Total:	24,280	100%	24,040	100%	7,020	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	3,340	57%	2,950	69%	650	42%
Auto Passenger	690	12%	430	10%	310	20%
Transit	780	13%	270	6%	70	5%
Bicycle & Micromobility	660	11%	580	14%	60	4%
Walk	70	1%	30	1%	430	28%
Other	350	6%	10	0%	10	1%
Total:	5,880	100%	4,270	100%	1,540	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	4,320	62%	4,720	59%	980	51%
Auto Passenger	1,720	25%	1,550	19%	460	24%
Transit	280	4%	640	8%	30	2%
Bicycle & Micromobility	490	7%	730	9%	170	9%
Walk	70	1%	90	1%	290	15%
Other	50	1%	250	3%	-	0%
Total:	6,930	100%	7,970	100%	1,940	100%

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.29	6%	1.28	6%	1.38	2%
AM Peak Period	1.21	13%	1.14	6%	1.47	5%
PM Peak Period	1.40	4%	1.33	8%	1.47	2%

## District 14 - District of Highlands

## Demographic Characteristics

Population	2,550
Population 5+ (trips reported for survey sample)	2,440
Total Employed Population	1,570
Households	930
Jobs in District (places of work)	530
Actively Travelled	1,890
Number of Vehicles	2,350
Number of Adult Bicycles (non-motorized)	1,720
Number of Adult E-Bikes	470
Number of Child Bicycles	480
Number of E-micromobility devices	410
Area (km <sup>2</sup> )	38.01

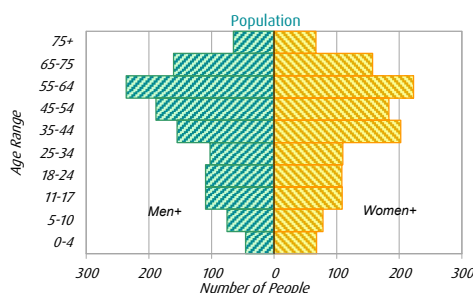
Occupation Status	Men+	Women+	Total	%
Employed full time	660	490	1,150	45%
Employed part time	160	260	420	16%
Student	230	300	520	20%
Retiree	210	220	430	17%
Stay-at-home parent / caregiver	-	40	40	2%
Pre-schooler (0-4 years)	50	70	110	4%
Other status	30	20	50	2%
Total	1,250	1,310	2,550	

Workplace locations of residents of this geography	Part-time	Full-time	Total
Work exclusively from home	90	160	250
No fixed workplace / on the road	80	140	230
Usual workplace outside the home	250	840	1,090
Total	420	1,150	1,570

Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	53%	70%	66%
Avg. weekday, % who telecommuted	12%	24%	21%
% who telecommuted on at least one weekday	26%	34%	32%

Traveller Characteristics	Men+	Women+	Total
Licensed drivers	1,000	990	1,990
Car share members	-	10	10
Trips made by residents 5+	3,510	2,740	6,260
Trips made by residents 11+	3,400	2,470	5,870

Selected Indicators	
Daily Trips per Person 5+	2.56
Vehicles per Person	0.92
Number of Persons per Household	2.76
Daily Trips per Household	6.35
Vehicles per Household	2.55
Adult Bicycles per Household (non-motorized & e-bikes combined)	2.37
Workers per Household	1.69
Jobs per Person	0.21
Population Density (Pop/km <sup>2</sup> )	70
Employment Density (Jobs/km <sup>2</sup> )	10



Mode Shares for Residents of Area	2017	2022
Estimated Total Daily Trips	6,050	6,260
Auto Driver	72%	69%
Auto Passenger	18%	21%
Transit	2%	0%
Bicycle & Micromobility	1%	4%
Walk	2%	2%
Other (school bus, taxi, ferry, etc)	5%	5%

Households by Dwelling Type	Total	%
Single-detached house	890	96%
Other ground-oriented	40	4%
Apartment/condominium 1-4 floor	-	0%
Apartment/condominium 5+ floor	-	0%
Total:	930	100%

Household Size	Total	%
1 person	150	16%
2 persons	380	41%
3 persons	140	15%
4 persons	160	17%
5+ persons	90	10%
Total:	930	99%

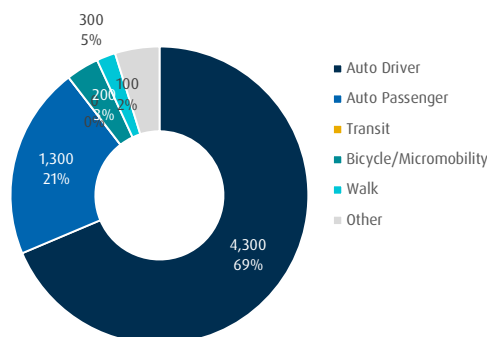
Households by Vehicle Availability	Total	%
No vehicles	10	1%
1 vehicle	140	15%
2 vehicles	490	53%
3+ vehicles	290	31%
Total:	930	100%

Vehicles by Fuel Type	Total	%
Gas	1,860	79%
Hybrid	80	3%
Plug-in Hybrid	10	0%
Electric	160	7%
Diesel	240	10%
Biodiesel	-	0%
Other	-	0%
Total:	2,350	100%

Access to EV Charging	%
Yes, in my building	14%
Yes, nearby	6%
Not available, not conveniently nearby	71%
Don't know	8%

Note: as self-reported by respondents; asked of a two-thirds sample.

Daily mode shares for residents of this geography



## Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates. These results are based on a survey sample of 11.6% of households in this district, and are subject to a margin of sampling error of approximately  $\pm 13.8\%$  at a 95% confidence level (19 times out of 20), adjusted for data weighting.

The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis, such responses have been randomly grouped with either Men+ or Women+.

Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.

The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).

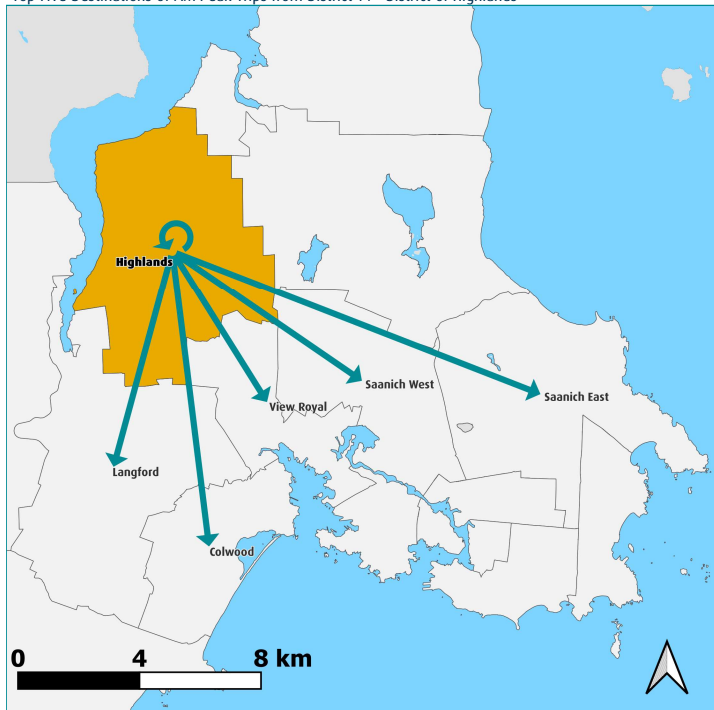
Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.

Gender balances for 0-4, 11-17, and 35-44 age groups are skewed due to small sample sizes for these age groups. 11-17 and 18-24 may be skewed due to unequal distributions by individual year within 10-14, 15-19, and 20-24 age groups used for weighting controls.

2022 trip-level data are for persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

## Travel Patterns - Persons 5+

Top Five Destinations of AM Peak Trips from District 14 - District of Highlands



Summary of Trips to and from  
District 14 - District of Highlands  
AM Peak Period (06:00 - 08:59)  
(Trips made by persons 5+)

	Destinations of Trips From District		Origins of Trips To District	
Salt Spring Island Electoral Area	-	0%	-	0%
Sidney	-	0%	-	0%
North Saanich, Tsyecum FN, Pauquachin FN	-	0%	-	0%
Central Saanich, Tsartlip FN, Tsawout FN	-	0%	-	0%
Downtown	10	1%	-	0%
Victoria North	30	3%	20	6%
Victoria South	40	4%	30	8%
Saanich North	-	0%	60	17%
Saanich East	90	9%	-	0%
Saanich West	50	5%	-	0%
Oak Bay	10	1%	-	0%
Esquimalt	20	2%	-	0%
View Royal, Esquimalt Nation, Songhees FN	130	13%	80	24%
Highlands	30	3%	30	10%
Langford	450	46%	30	7%
Colwood	90	9%	-	0%
Metchosin, Scia'new FN	-	0%	-	1%
Sooke, T'Sou-ke FN	-	0%	50	15%
Juan de Fuca Electoral Area, Pacheedaht FN	20	2%	10	4%
External South CVRD	-	0%	-	0%
External Other	20	2%	20	7%
<b>Total</b>	<b>980</b>	<b>100%</b>	<b>340</b>	<b>100%</b>

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

### Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	640	23%	130	5%	40	18%
Post-secondary school	60	2%	-	0%	-	0%
K-12 school	290	10%	-	0%	-	0%
Personal business	110	4%	10	1%	50	25%
Recreation / social	290	10%	440	16%	10	5%
Dining / restaurant	160	6%	-	0%	-	0%
Shopping	300	11%	-	0%	-	0%
Pick-up / drop-off passenger	500	18%	10	0%	-	0%
Return Home	460	16%	2,150	78%	110	52%
Other	-	0%	-	0%	-	0%
<b>Total:</b>	<b>2,820</b>	<b>100%</b>	<b>2,750</b>	<b>100%</b>	<b>210</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	250	26%	80	25%	30	73%
Post-secondary school	10	1%	-	0%	-	0%
K-12 school	290	31%	-	0%	-	0%
Personal business	10	1%	10	5%	-	0%
Recreation / social	10	1%	80	28%	-	14%
Dining / restaurant	10	1%	-	0%	-	0%
Shopping	90	9%	-	0%	-	0%
Pick-up / drop-off passenger	270	28%	10	4%	-	0%
Return Home	10	2%	120	38%	-	14%
Other	-	0%	-	0%	-	0%
<b>Total:</b>	<b>950</b>	<b>100%</b>	<b>300</b>	<b>100%</b>	<b>30</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	-	0%	-	0%	-	0%
Post-secondary school	-	0%	-	0%	-	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	-	0%	-	0%	10	11%
Recreation / social	160	26%	50	5%	-	7%
Dining / restaurant	-	1%	-	0%	-	0%
Shopping	80	14%	-	0%	-	0%
Pick-up / drop-off passenger	150	25%	-	0%	-	0%
Return Home	210	35%	900	95%	60	83%
Other	-	0%	-	0%	-	0%
<b>Total:</b>	<b>620</b>	<b>100%</b>	<b>950</b>	<b>100%</b>	<b>70</b>	<b>100%</b>

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	5,800	100%	4%
AM Peak Period	1,300	22%	3%
PM Peak Period	1,600	28%	4%

### Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	1,980	70%	1,850	67%	160	78%
Auto Passenger	570	20%	560	21%	-	0%
Transit	-	0%	-	0%	-	0%
Bicycle & Micromobility	80	3%	140	5%	-	0%
Walk	10	1%	30	1%	50	22%
Other	170	6%	160	6%	-	0%
<b>Total:</b>	<b>2,820</b>	<b>100%</b>	<b>2,750</b>	<b>100%</b>	<b>210</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	500	53%	220	72%	30	87%
Auto Passenger	240	25%	70	23%	-	0%
Transit	-	0%	-	0%	-	0%
Bicycle & Micromobility	40	4%	-	0%	-	0%
Walk	10	2%	10	5%	-	13%
Other	150	16%	-	0%	-	0%
<b>Total:</b>	<b>950</b>	<b>100%</b>	<b>300</b>	<b>100%</b>	<b>30</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	360	58%	640	67%	30	44%
Auto Passenger	240	39%	140	14%	-	0%
Transit	-	0%	-	0%	-	0%
Bicycle & Micromobility	-	0%	40	4%	-	0%
Walk	-	0%	-	0%	40	56%
Other	20	3%	140	15%	-	0%
<b>Total:</b>	<b>620</b>	<b>100%</b>	<b>950</b>	<b>100%</b>	<b>70</b>	<b>100%</b>

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.29	0%	1.31	0%	1.00	0%
AM Peak Period	1.48	0%	1.32	0%	1.00	0%
PM Peak Period	1.67	0%	1.21	0%	1.00	0%



## District 15 - City of Langford

### Demographic Characteristics

Population	48,400
Population 5+ (trips reported for survey sample)	45,600
Total Employed Population	28,480
Households	19,970
Jobs in District (places of work)	17,770
Actively Travelled	37,710
Number of Vehicles	35,540
Number of Adult Bicycles (non-motorized)	23,100
Number of Adult E-Bikes	3,200
Number of Child Bicycles	7,400
Number of E-micromobility devices	910
Area (km <sup>2</sup> )	41.43

Occupation Status	Men+	Women+	Total	%
Employed full time	12,650	10,680	23,330	48%
Employed part time	1,750	3,400	5,150	11%
Student	5,020	5,450	10,470	22%
Retiree	3,060	3,970	7,030	15%
Stay-at-home parent / caregiver	60	580	640	1%
Pre-schooler (0-4 years)	1,360	1,440	2,800	6%
Other status	790	1,030	1,820	4%
Total	23,660	24,740	48,400	

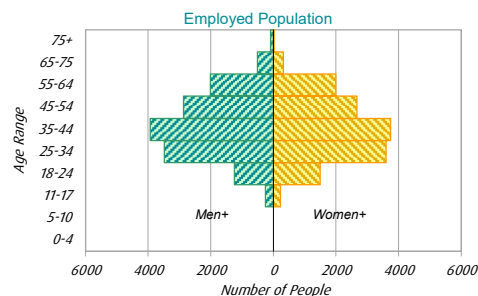
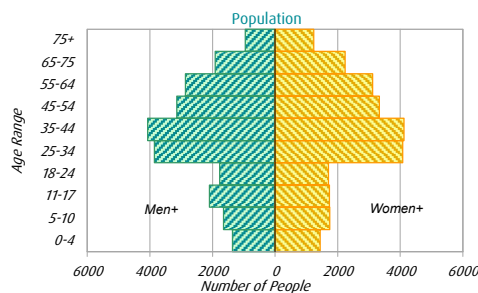
Workplace locations of residents of this geography	Part-time	Full-time	Total	%
Work exclusively from home	370	4,060	4,440	16%
No fixed workplace / on the road	870	1,770	2,640	9%
Usual workplace outside the home	3,910	17,500	21,400	75%
Total	5,150	23,330	28,480	100%

Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	47%	75%	70%
Avg. weekday, % who telecommuted	5%	19%	16%
% who telecommuted on at least one weekday	12%	34%	30%

Traveller Characteristics	Men+	Women+	Total
Licensed drivers	17,950	18,540	36,490
Car share members	220	230	450
Trips made by residents 5+	58,630	59,090	117,720
Trips made by residents 11+	53,820	54,420	108,240

#### Selected Indicators

Daily Trips per Person 5+	2.58
Vehicles per Person	0.73
Number of Persons per Household	2.42
Daily Trips per Household	5.42
Vehicles per Household	1.78
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.32
Workers per Household	1.43
Jobs per Person	0.37
Population Density (Pop/km <sup>2</sup> )	1,170
Employment Density (Jobs/km <sup>2</sup> )	430



Mode Shares for Residents of Area	2017	2022
Estimated Total Daily Trips	97,940	117,720
Auto Driver	64%	62%
Auto Passenger	18%	18%
Transit	6%	4%
Bicycle & Micromobility	1%	3%
Walk	8%	9%
Other (school bus, taxi, ferry, etc)	2%	4%

Households by Dwelling Type	Total	%
Single-detached house	7,010	35%
Other ground-oriented	7,660	38%
Apartment/condominium 1-4 floor	3,900	20%
Apartment/condominium 5+ floor:	1,390	7%
Total:	19,970	100%

Household Size	Total	%
1 person	5,230	26%
2 persons	7,190	36%
3 persons	3,310	17%
4 persons	2,760	14%
5+ persons	1,480	7%
Total:	19,970	100%

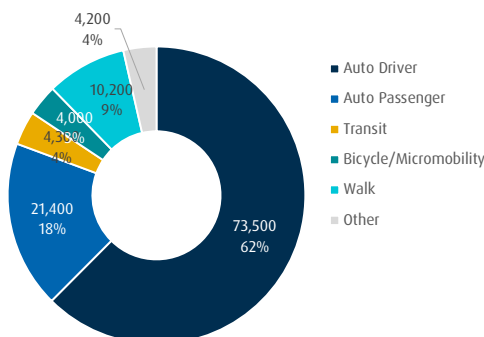
Households by Vehicle Availability	Total	%
No vehicles	540	3%
1 vehicle	8,820	44%
2 vehicles	6,910	35%
3+ vehicles	3,700	19%
Total:	19,970	100%

Vehicles by Fuel Type	Total	%
Gas	32,300	91%
Hybrid	800	2%
Plug-in Hybrid	310	1%
Electric	1,310	4%
Diesel	800	2%
Biodiesel	20	0%
Other	-	0%
Total:	35,540	100%

Access to EV Charging	%
Yes, in my building	13%
Yes, nearby	9%
Not available, not conveniently nearby	64%
Don't know	14%

Note: as self-reported by respondents; asked of a two-thirds sample.

#### Daily mode shares for residents of this geography



### Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates. These results are based on a survey sample of 4.0% of households in this district, and are subject to a margin of sampling error of approximately ±4% at a 95% confidence level (19 times out of 20), adjusted for data weighting.

The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis, such responses have been randomly grouped with either Men+ or Women+.

Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.

The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).

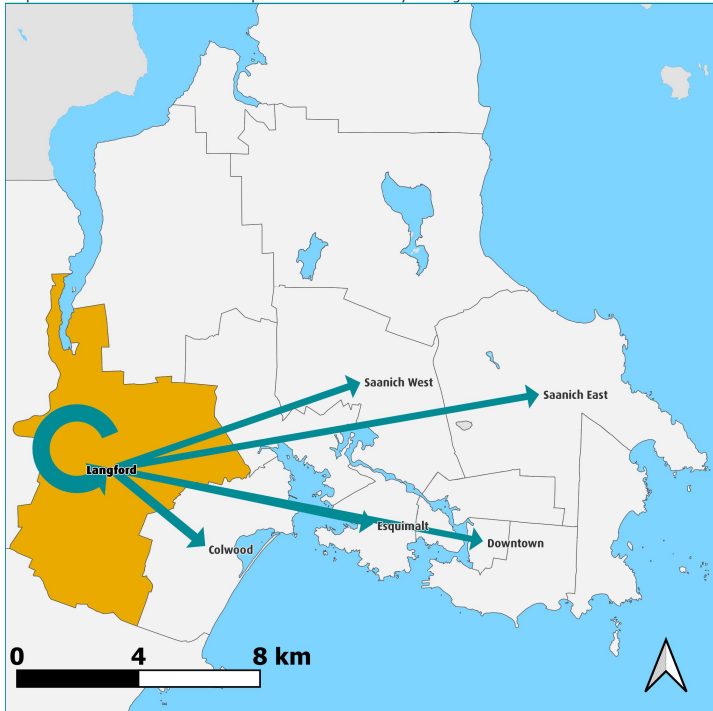
Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.

Gender balances for 11-17 and 18-24 age groups may be skewed due to small sample sizes for these age groups in this district and/or due to unequal distributions by individual year within 10-14, 15-19, and 20-24 age groups used for data weighting controls.

2022 trip-level data are for persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

## Travel Patterns - Persons 5+

Top Five Destinations of AM Peak Trips from District 15 - City of Langford



### Summary of Trips to and from District 15 - City of Langford AM Peak Period (06:00 - 08:59) (Trips made by persons 5+)

	Destinations of Trips From District		Origins of Trips To District	
Salt Spring Island Electoral Area	-	0%	30	0%
Sidney	160	1%	10	0%
North Saanich, Tsycum FN, Pauquachin FN	300	1%	80	0%
Central Saanich, Tsartlip FN, Tsawout FN	510	2%	400	2%
Downtown	1,600	6%	180	1%
Victoria North	980	4%	200	1%
Victoria South	960	4%	300	2%
Saanich North	250	1%	200	1%
Saanich East	2,080	8%	730	4%
Saanich West	2,090	8%	580	3%
Oak Bay	340	1%	50	0%
Esquimalt	1,690	6%	450	3%
View Royal, Esquimalt Nation, Songhees FN	640	2%	650	4%
Highlands	30	0%	450	3%
Langford	10,410	39%	10,410	58%
Colwood	3,830	14%	1,720	10%
Metchosin, Scia'new FN	190	1%	370	2%
Sooke, T'Sou-ke FN	160	1%	910	5%
Juan de Fuca Electoral Area, Pacheedaht FN	30	0%	200	1%
External South CVRD	350	1%	-	0%
External Other	20	0%	-	0%
<b>Total</b>	<b>26,590</b>	<b>100%</b>	<b>17,920</b>	<b>100%</b>

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

### Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	13,550	25%	6,900	13%	4,660	9%
Post-secondary school	1,100	2%	-	0%	20	0%
K-12 school	2,480	5%	650	1%	3,510	6%
Personal business	3,370	6%	3,350	6%	2,450	4%
Recreation / social	6,010	11%	3,550	6%	4,180	8%
Dining / restaurant	1,100	2%	1,750	3%	2,410	4%
Shopping	2,690	5%	10,370	19%	11,420	21%
Pick-up / drop-off passenger	4,800	9%	2,780	5%	4,760	9%
Return Home	19,740	36%	25,640	47%	21,260	39%
Other	130	0%	70	0%	170	0%
<b>Total:</b>	<b>54,970</b>	<b>100%</b>	<b>55,060</b>	<b>100%</b>	<b>54,840</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	9,560	59%	3,740	50%	2,190	21%
Post-secondary school	830	5%	-	0%	20	0%
K-12 school	2,340	14%	580	8%	3,420	33%
Personal business	760	5%	210	3%	220	2%
Recreation / social	580	4%	280	4%	330	3%
Dining / restaurant	210	1%	380	5%	290	3%
Shopping	80	0%	910	12%	380	4%
Pick-up / drop-off passenger	1,670	10%	580	8%	2,230	21%
Return Home	160	1%	820	11%	1,280	12%
Other	-	0%	20	0%	60	1%
<b>Total:</b>	<b>16,180</b>	<b>100%</b>	<b>7,510</b>	<b>100%</b>	<b>10,410</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	520	4%	630	3%	500	3%
Post-secondary school	-	0%	-	0%	-	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	750	6%	620	3%	660	4%
Recreation / social	1,850	14%	1,180	6%	1,470	10%
Dining / restaurant	280	2%	460	2%	600	4%
Shopping	730	6%	2,850	14%	2,670	18%
Pick-up / drop-off passenger	1,100	8%	1,170	6%	1,070	7%
Return Home	7,970	60%	13,180	66%	7,980	53%
Other	50	0%	10	0%	-	0%
<b>Total:</b>	<b>13,260</b>	<b>100%</b>	<b>20,100</b>	<b>100%</b>	<b>14,950</b>	<b>100%</b>

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	164,900	100%	33%
AM Peak Period	34,100	21%	31%
PM Peak Period	48,300	29%	31%

### Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	38,100	69%	38,180	69%	31,950	58%
Auto Passenger	10,540	19%	10,780	20%	9,410	17%
Transit	2,600	5%	2,550	5%	800	1%
Bicycle & Micromobility	1,570	3%	1,460	3%	1,630	3%
Walk	580	1%	600	1%	9,220	17%
Other	1,580	3%	1,470	3%	1,830	3%
<b>Total:</b>	<b>54,970</b>	<b>100%</b>	<b>55,060</b>	<b>100%</b>	<b>54,840</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	10,690	66%	5,730	76%	5,040	48%
Auto Passenger	2,420	15%	720	10%	1,860	18%
Transit	1,160	7%	560	7%	230	2%
Bicycle & Micromobility	680	4%	160	2%	340	3%
Walk	160	1%	90	1%	2,080	20%
Other	1,060	7%	260	3%	850	8%
<b>Total:</b>	<b>16,180</b>	<b>100%</b>	<b>7,510</b>	<b>100%</b>	<b>10,410</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	9,170	69%	13,650	68%	9,280	62%
Auto Passenger	2,740	21%	3,730	19%	2,740	18%
Transit	620	5%	1,020	5%	430	3%
Bicycle & Micromobility	300	2%	810	4%	520	3%
Walk	100	1%	120	1%	1,440	10%
Other	340	3%	770	4%	550	4%
<b>Total:</b>	<b>13,260</b>	<b>100%</b>	<b>20,100</b>	<b>100%</b>	<b>14,950</b>	<b>100%</b>

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.28	5%	1.28	5%	1.29	1%
AM Peak Period	1.23	7%	1.13	7%	1.37	2%
PM Peak Period	1.30	5%	1.27	5%	1.30	3%

## District 16 - City of Colwood

## Demographic Characteristics

Population	19,150
Population 5+ (trips reported for survey sample)	18,150
Total Employed Population	10,030
Households	7,590
Jobs in District (places of work)	6,710
Actively Travelled	15,040
Number of Vehicles	14,360
Number of Adult Bicycles (non-motorized)	9,420
Number of Adult E-Bikes	1,880
Number of Child Bicycles	3,160
Number of E-micromobility devices	350
Area (km <sup>2</sup> )	17.66

Occupation Status	Men+	Women+	Total	%
Employed full time	4,700	3,430	8,130	42%
Employed part time	710	1,200	1,900	10%
Student	1,850	1,940	3,790	20%
Retiree	1,740	2,360	4,100	21%
Stay-at-home parent / caregiver	70	240	310	2%
Pre-schooler (0-4 years)	500	490	990	5%
Other status	400	660	1,070	6%
Total	9,430	9,720	19,150	

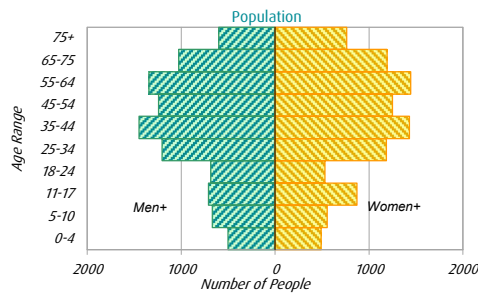
Workplace locations of residents of this geography	Part-time	Full-time	Total	%
Work exclusively from home	110	750	860	9%
No fixed workplace / on the road	560	730	1,300	13%
Usual workplace outside the home	1,230	6,650	7,880	79%
Total	1,900	8,130	10,030	100%

Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	51%	76%	73%
Avg. weekday, % who telecommuted	5%	15%	14%
% who telecommuted on at least one weekday	13%	27%	25%

Traveller Characteristics	Men+	Women+	Total
Licensed drivers	7,240	7,320	14,560
Car share members	20	50	70
Trips made by residents 5+	23,390	23,950	47,340
Trips made by residents 11+	21,480	22,300	43,780

## Selected Indicators

Daily Trips per Person 5+	2.61
Vehicles per Person	0.75
Number of Persons per Household	2.52
Daily Trips per Household	5.77
Vehicles per Household	1.89
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.49
Workers per Household	1.32
Jobs per Person	0.35
Population Density (Pop/km <sup>2</sup> )	1,080
Employment Density (Jobs/km <sup>2</sup> )	380



Mode Shares for Residents of Area	2017	2022
Estimated Total Daily Trips	49,380	47,340
Auto Driver	61%	60%
Auto Passenger	18%	18%
Transit	3%	4%
Bicycle & Micromobility	3%	6%
Walk	10%	8%
Other (school bus, taxi, ferry, etc)	5%	4%

Households by Dwelling Type	Total	%
Single-detached house	3,730	49%
Other ground-oriented	2,960	39%
Apartment/condominium 1-4 floor	710	9%
Apartment/condominium 5+ floor:	190	2%
Total:	7,590	100%

Household Size	Total	%
1 person	1,650	22%
2 persons	2,830	37%
3 persons	1,340	18%
4 persons	1,180	16%
5+ persons	600	8%
Total:	7,590	100%

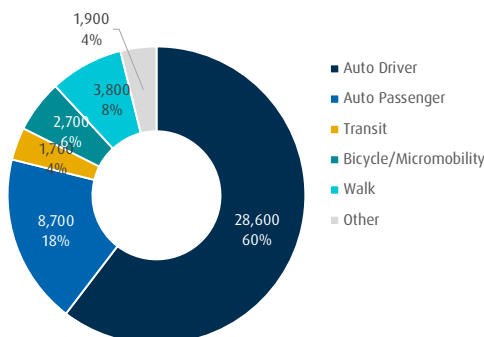
Households by Vehicle Availability	Total	%
No vehicles	240	3%
1 vehicle	2,840	37%
2 vehicles	2,920	38%
3+ vehicles	1,590	21%
Total:	7,590	100%

Vehicles by Fuel Type	Total	%
Gas	12,740	89%
Hybrid	670	5%
Plug-in Hybrid	70	1%
Electric	340	2%
Diesel	530	4%
Biodiesel	-	0%
Other	-	0%
Total:	14,360	100%

Access to EV Charging	%
Yes, in my building	11%
Yes, nearby	17%
Not available, not conveniently nearby	66%
Don't know	6%

Note: as self-reported by respondents; asked of a two-thirds sample.

## Daily mode shares for residents of this geography



## Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates. These results are based on a survey sample of 3.9% of households in this district, and are subject to a margin of sampling error of approximately  $\pm 6.9\%$  at a 95% confidence level (19 times out of 20), adjusted for data weighting.

The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis, such responses have been randomly grouped with either Men+ or Women+.

Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.

The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).

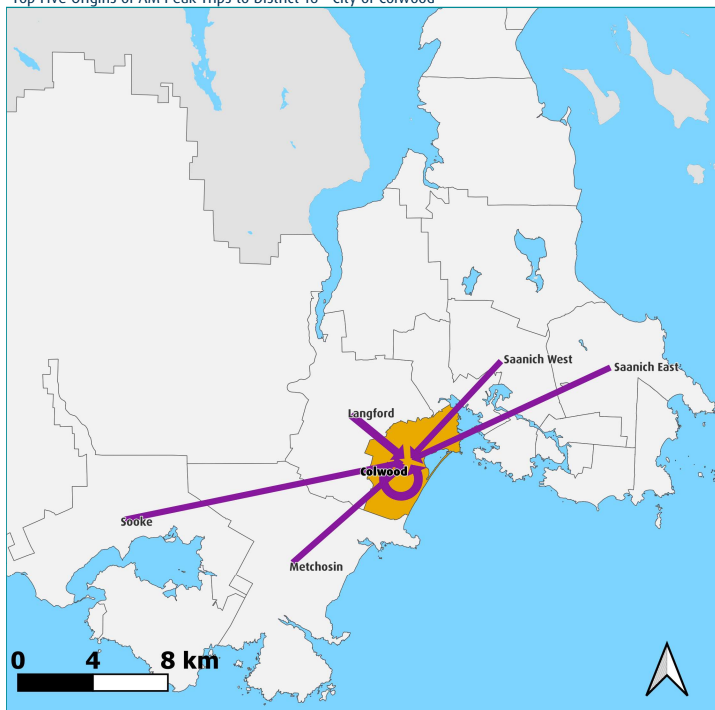
Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.

Gender balances for 11-17 and 18-24 age groups may be skewed due to small sample sizes for these age groups in this district and/or due to unequal distributions by individual year within the 10-14, 15-19, and 20-24 age groups used for weighting controls.

2022 trip-level data are for persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

## Travel Patterns - Persons 5+

Top Five Origins of AM Peak Trips to District 16 - City of Colwood



Summary of Trips to and from  
District 16 - City of Colwood  
AM Peak Period (06:00 - 08:59)  
(Trips made by persons 5+)

	Destinations of Trips From		Origins of Trips To	
	District		District	
Salt Spring Island Electoral Area	-	0%	-	0%
Sidney	20	0%	30	0%
North Saanich, Tsyecum FN, Pauquachin FN	210	2%	30	0%
Central Saanich, Tsartlip FN, Tsawout FN	50	0%	200	2%
Downtown	500	4%	90	1%
Victoria North	480	4%	100	1%
Victoria South	480	4%	270	2%
Saanich North	80	1%	-	0%
Saanich East	1,080	10%	320	3%
Saanich West	350	3%	470	4%
Oak Bay	30	0%	110	1%
Esquimalt	650	6%	190	2%
View Royal, Esquimalt Nation, Songhees FN	700	6%	280	2%
Highlands	-	0%	90	1%
Langford	1,720	15%	3,830	32%
Colwood	4,590	41%	4,590	39%
Metchosin, Scia'new FN	190	2%	500	4%
Sooke, T'Sou-ke FN	110	1%	590	5%
Juan de Fuca Electoral Area, Pacheedaht FN	10	0%	170	1%
External South CVRD	50	0%	-	0%
External Other	-	0%	-	0%
Total	11,270	100%	11,840	100%

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

### Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	6,510	21%	3,860	12%	1,270	9%
Post-secondary school	600	2%	330	1%	120	1%
K-12 school	380	1%	2,220	7%	2,000	13%
Personal business	2,470	8%	1,170	4%	520	3%
Recreation / social	3,040	10%	4,310	14%	1,060	7%
Dining / restaurant	700	2%	880	3%	390	3%
Shopping	3,520	11%	1,870	6%	870	6%
Pick-up / drop-off passenger	2,450	8%	3,640	12%	2,340	16%
Return Home	11,990	38%	13,030	42%	5,930	40%
Other	50	0%	70	0%	420	3%
Total:	31,710	100%	31,390	100%	14,930	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	4,130	62%	2,310	32%	680	15%
Post-secondary school	520	8%	230	3%	80	2%
K-12 school	380	6%	2,170	30%	1,980	43%
Personal business	60	1%	150	2%	80	2%
Recreation / social	90	1%	380	5%	170	4%
Dining / restaurant	160	2%	140	2%	50	1%
Shopping	180	3%	60	1%	10	0%
Pick-up / drop-off passenger	750	11%	1,500	21%	1,170	25%
Return Home	390	6%	310	4%	170	4%
Other	20	0%	-	0%	180	4%
Total:	6,690	100%	7,260	100%	4,590	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	340	3%	280	3%	190	4%
Post-secondary school	30	0%	-	0%	-	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	670	7%	440	5%	170	3%
Recreation / social	1,190	12%	1,390	15%	260	5%
Dining / restaurant	300	3%	200	2%	190	4%
Shopping	920	9%	610	7%	510	9%
Pick-up / drop-off passenger	1,070	10%	830	9%	720	13%
Return Home	5,700	56%	5,280	58%	3,390	62%
Other	-	0%	-	0%	80	1%
Total:	10,220	100%	9,040	100%	5,500	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	78,000	100%	19%
AM Peak Period	18,500	24%	25%
PM Peak Period	24,800	32%	22%

### Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	20,760	65%	20,540	65%	6,670	45%
Auto Passenger	7,000	22%	6,900	22%	2,460	16%
Transit	1,200	4%	1,120	4%	250	2%
Bicycle & Micromobility	1,030	3%	1,080	3%	1,240	8%
Walk	580	2%	560	2%	3,170	21%
Other	1,130	4%	1,180	4%	1,140	8%
Total:	31,710	100%	31,390	100%	14,930	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	4,740	71%	3,940	54%	1,670	36%
Auto Passenger	730	11%	1,910	26%	980	21%
Transit	670	10%	230	3%	20	0%
Bicycle & Micromobility	280	4%	230	3%	470	10%
Walk	90	1%	200	3%	910	20%
Other	170	3%	740	10%	540	12%
Total:	6,690	100%	7,260	100%	4,590	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	5,560	54%	6,110	68%	2,430	44%
Auto Passenger	3,010	29%	1,750	19%	760	14%
Transit	320	3%	510	6%	20	0%
Bicycle & Micromobility	520	5%	370	4%	520	9%
Walk	110	1%	90	1%	1,310	24%
Other	710	7%	210	2%	460	8%
Total:	10,220	100%	9,040	100%	5,500	100%

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.34	4%	1.34	4%	1.37	2%
AM Peak Period	1.15	10%	1.48	3%	1.58	0%
PM Peak Period	1.54	3%	1.29	6%	1.31	0%

## District 17 - District of Metchosin with Scia'new FN

## Demographic Characteristics

Population	4,990
Population 5+ (trips reported for survey sample)	4,820
Total Employed Population	2,580
Households	1,970
Jobs in District (places of work)	1,810
Actively Travelled	3,790
Number of Vehicles	4,530
Number of Adult Bicycles (non-motorized)	3,210
Number of Adult E-Bikes	350
Number of Child Bicycles	790
Number of E-micromobility devices	80
Area (km <sup>2</sup> )	72.20

Occupation Status	Men+	Women+	Total	%
Employed full time	1,170	800	1,970	39%
Employed part time	170	440	610	12%
Student	340	400	740	15%
Retiree	660	790	1,450	29%
Stay-at-home parent / caregiver	40	110	140	3%
Pre-schooler (0-4 years)	90	80	170	3%
Other status	60	30	80	2%
Total	2,510	2,480	4,990	

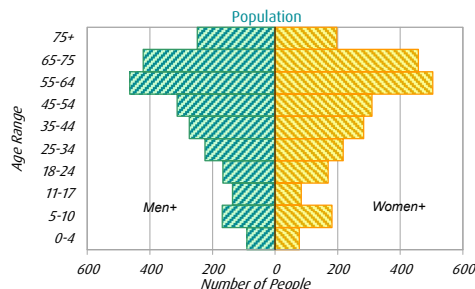
Workplace locations of residents of this geography	Part-time	Full-time	Total	%
Work exclusively from home	100	320	420	16%
No fixed workplace / on the road	190	380	580	22%
Usual workplace outside the home	320	1,260	1,580	61%
Total	610	1,970	2,580	100%

Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	41%	74%	67%
Avg. weekday, % who telecommuted	10%	18%	16%
% who telecommuted on at least one weekday	41%	38%	39%

Traveller Characteristics	Men+	Women+	Total
Licensed drivers	2,050	2,040	4,080
Car share members	-	10	10
Trips made by residents 5+	5,250	5,800	11,050
Trips made by residents 11+	4,810	5,290	10,100

## Selected Indicators

Daily Trips per Person 5+	2.29
Vehicles per Person	0.91
Number of Persons per Household	2.53
Daily Trips per Household	5.13
Vehicles per Household	2.30
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.81
Workers per Household	1.31
Jobs per Person	0.36
Population Density (Pop/km <sup>2</sup> )	70
Employment Density (Jobs/km <sup>2</sup> )	30



Mode Shares for Residents of Area	2017	2022
Estimated Total Daily Trips	14,670	11,050
Auto Driver	71%	73%
Auto Passenger	22%	20%
Transit	2%	2%
Bicycle & Micromobility	1%	1%
Walk	2%	1%
Other (school bus, taxi, ferry, etc)	2%	3%

Households by Dwelling Type	Total	%
Single-detached house	1,560	79%
Other ground-oriented	410	21%
Apartment/condominium 1-4 floor	-	0%
Apartment/condominium 5+ floor:	-	0%
Total:	1,970	100%

Household Size	Total	%
1 person	400	20%
2 persons	840	43%
3 persons	280	14%
4 persons	270	14%
5+ persons	170	9%
Total:	1,970	100%

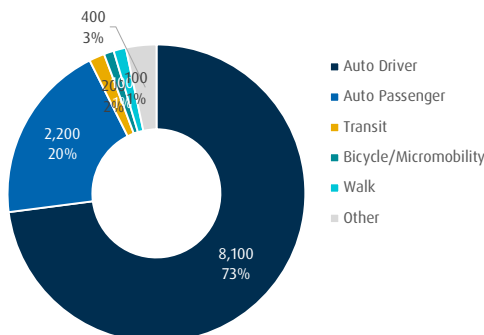
Households by Vehicle Availability	Total	%
No vehicles	20	1%
1 vehicle	540	28%
2 vehicles	720	37%
3+ vehicles	690	35%
Total:	1,970	100%

Vehicles by Fuel Type	Total	%
Gas	3,800	84%
Hybrid	160	3%
Plug-in Hybrid	30	1%
Electric	240	5%
Diesel	290	6%
Biodiesel	-	0%
Other	-	0%
Total:	4,530	100%

Access to EV Charging	%
Yes, in my building	17%
Yes, nearby	11%
Not available, not conveniently nearby	67%
Don't know	5%

Note: as self-reported by respondents; asked of a two-thirds sample.

## Daily mode shares for residents of this geography



## Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates. These results are based on a survey sample of 13.9% of households in this district, and are subject to a margin of sampling error of approximately ±8.1% at a 95% confidence level (19 times out of 20), adjusted for data weighting.

The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis, such responses have been randomly grouped with either Men+ or Women+.

Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.

The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).

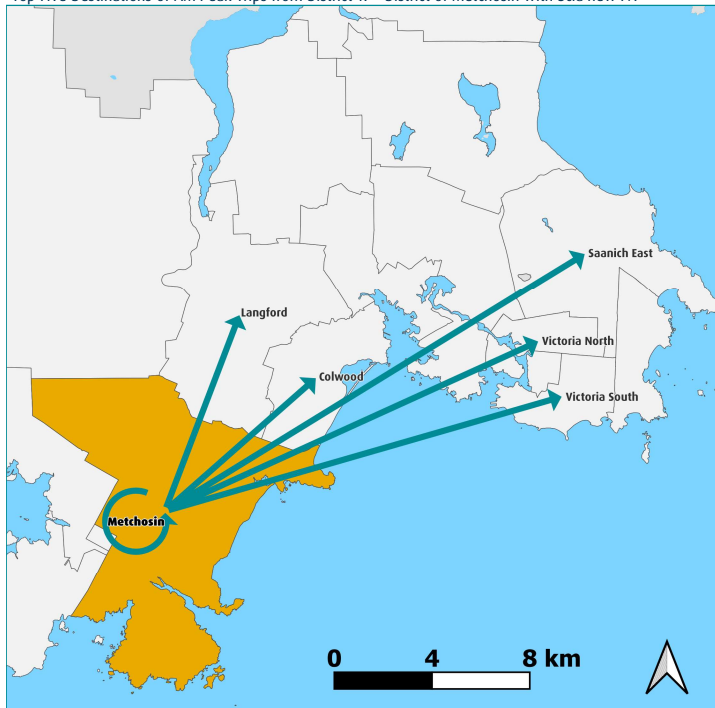
Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.

Gender balances for 0-4, 11-17, and 25-34 age groups may be skewed due to small sample sizes for these age groups. 11-17 and 18-24 may be skewed due to unequal distributions by individual year within 10-14, 15-19, and 20-24 age groups used for data weighting. 2022 trip-level data are for persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.



## Travel Patterns - Persons 5+

Top Five Destinations of AM Peak Trips from District 17 - District of Metchosin with Scia'new FN



### Summary of Trips to and from

District 17 - District of Metchosin w  
AM Peak Period (06:00 - 08:59)  
(Trips made by persons 5+)

	Trips From District	Destinations of Trips From District	Origins of Trips To District	
Salt Spring Island Electoral Area	-	0%	-	0%
Sidney	40	2%	-	0%
North Saanich, Tsycum FN, Pauquachin FN	40	2%	-	0%
Central Saanich, Tsartlip FN, Tsawout FN	-	0%	-	0%
Downtown	70	3%	-	0%
Victoria North	100	4%	170	11%
Victoria South	170	8%	30	2%
Saanich North	50	2%	40	3%
Saanich East	130	6%	80	5%
Saanich West	50	2%	70	5%
Oak Bay	40	2%	-	0%
Esquimalt	100	4%	-	0%
View Royal, Esquimalt Nation, Songhees FN	30	1%	70	5%
Highlands	-	0%	-	0%
Langford	370	17%	190	12%
Colwood	500	22%	190	12%
Metchosin, Scia'new FN	450	20%	450	30%
Sooke, T'Sou-ke FN	20	1%	90	6%
Juan de Fuca Electoral Area, Pacheedaht FN	10	1%	140	9%
External South CVRD	30	1%	-	0%
External Other	10	0%	-	0%
<b>Total</b>	<b>2,220</b>	<b>100%</b>	<b>1,530</b>	<b>100%</b>

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

### Trips by Trip Purpose - Persons 5+

24 Hours	From District	To District	Within District
Work	1,450	23%	940
Post-secondary school	110	2%	-
K-12 school	270	4%	120
Personal business	440	7%	200
Recreation / social	800	13%	840
Dining / restaurant	160	2%	110
Shopping	650	10%	60
Pick-up / drop-off passenger	740	12%	390
Return Home	1,780	28%	3,670
Other	-	0%	30
<b>Total:</b>	<b>6,410</b>	<b>100%</b>	<b>6,360</b>

AM Peak (06:00-08:59)	From District	To District	Within District
Work	890	51%	570
Post-secondary school	80	4%	-
K-12 school	270	15%	120
Personal business	50	3%	10
Recreation / social	90	5%	130
Dining / restaurant	10	0%	-
Shopping	70	4%	-
Pick-up / drop-off passenger	270	15%	160
Return Home	30	2%	90
Other	-	0%	-
<b>Total:</b>	<b>1,770</b>	<b>100%</b>	<b>1,080</b>

PM Peak (15:00-17:59)	From District	To District	Within District
Work	40	4%	20
Post-secondary school	-	0%	-
K-12 school	-	0%	-
Personal business	40	3%	50
Recreation / social	200	16%	140
Dining / restaurant	50	4%	-
Shopping	110	9%	20
Pick-up / drop-off passenger	110	9%	60
Return Home	680	55%	1,810
Other	-	0%	30
<b>Total:</b>	<b>1,240</b>	<b>100%</b>	<b>2,130</b>

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	14,200	100%	10%
AM Peak Period	3,300	23%	14%
PM Peak Period	3,800	27%	12%

### Trips by Travel Mode - Persons 5+

24 Hours	From District	To District	Within District
Auto Driver	4,610	72%	4,700
Auto Passenger	1,480	23%	1,330
Transit	90	1%	100
Bicycle & Micromobility	100	2%	90
Walk	-	0%	-
Other	120	2%	130
<b>Total:</b>	<b>6,410</b>	<b>100%</b>	<b>6,360</b>

AM Peak (06:00-08:59)	From District	To District	Within District
Auto Driver	1,340	76%	860
Auto Passenger	300	17%	190
Transit	70	4%	20
Bicycle & Micromobility	-	0%	10
Walk	-	0%	-
Other	50	3%	-
<b>Total:</b>	<b>1,770</b>	<b>100%</b>	<b>1,080</b>

PM Peak (15:00-17:59)	From District	To District	Within District
Auto Driver	900	73%	1,470
Auto Passenger	290	23%	490
Transit	10	0%	70
Bicycle & Micromobility	10	1%	40
Walk	-	0%	-
Other	30	2%	60
<b>Total:</b>	<b>1,240</b>	<b>100%</b>	<b>2,130</b>

	From District	To District	Within District
	Avg Vehicle Occupancy	Avg Transit Mode Share	Avg Vehicle Occupancy
24 Hours	1.32	1%	1.28
AM Peak Period	1.23	4%	1.22
PM Peak Period	1.32	0%	1.33

## District 18 - District of Sooke with T'Sou-ke FN

## Demographic Characteristics

Population	15,650
Population 5+ (trips reported for survey sample)	14,870
Total Employed Population	8,060
Households	6,390
Jobs in District (places of work)	4,240
Actively Travelled	11,890
Number of Vehicles	12,500
Number of Adult Bicycles (non-motorized)	7,670
Number of Adult E-Bikes	840
Number of Child Bicycles	2,300
Number of E-micromobility devices	110
Area (km <sup>2</sup> )	57.34

Occupation Status	Men+	Women+	Total	%
Employed full time	3,760	2,730	6,500	42%
Employed part time	540	1,020	1,570	10%
Student	1,460	1,530	2,990	19%
Retiree	1,630	1,880	3,510	22%
Stay-at-home parent / caregiver	30	270	310	2%
Pre-schooler (0-4 years)	420	360	780	5%
Other status	200	680	880	6%
Total	7,700	7,950	15,650	

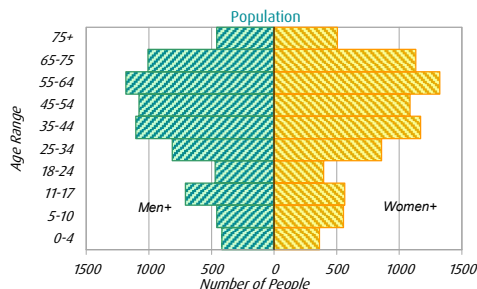
Workplace locations of residents of this geography	Part-time	Full-time	Total	
Work exclusively from home	180	910	1,090	14%
No fixed workplace / on the road	280	710	990	12%
Usual workplace outside the home	1,100	4,880	5,980	74%
Total	1,570	6,500	8,060	100%

Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total	
Avg. weekday, % who commuted to work/travel for work	52%	75%	71%	
Avg. weekday, % who telecommuted	1%	14%	12%	
% who telecommuted on at least one weekday	3%	25%	21%	

Traveller Characteristics	Men+	Women+	Total
Licensed drivers	5,760	6,010	11,770
Car share members	20	70	90
Trips made by residents 5+	16,310	19,120	35,430
Trips made by residents 11+	15,330	17,500	32,840

## Selected Indicators

Daily Trips per Person 5+	2.38
Vehicles per Person	0.80
Number of Persons per Household	2.45
Daily Trips per Household	5.14
Vehicles per Household	1.96
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.33
Workers per Household	1.26
Jobs per Person	0.27
Population Density (Pop/km <sup>2</sup> )	270
Employment Density (Jobs/km <sup>2</sup> )	70



Mode Shares for Residents of Area	2017	2022
Estimated Total Daily Trips	35,430	35,430
Auto Driver	67%	66%
Auto Passenger	17%	21%
Transit	7%	2%
Bicycle & Micromobility	0%	1%
Walk	5%	5%
Other (school bus, taxi, ferry, etc)	3%	5%

Households by Dwelling Type	Total	%
Single-detached house	4,030	63%
Other ground-oriented	1,920	30%
Apartment/condominium 1-4 floor	420	7%
Apartment/condominium 5+ floor:	20	0%
Total:	6,390	100%

Household Size	Total	%
1 person	1,570	25%
2 persons	2,500	39%
3 persons	1,000	16%
4 persons	840	13%
5+ persons	480	8%
Total:	6,390	100%

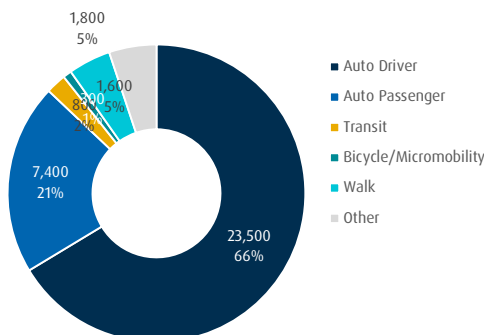
Households by Vehicle Availability	Total	%
No vehicles	250	4%
1 vehicle	1,960	31%
2 vehicles	2,730	43%
3+ vehicles	1,450	23%
Total:	6,390	100%

Vehicles by Fuel Type	Total	%
Gas	11,160	89%
Hybrid	270	2%
Plug-in Hybrid	130	1%
Electric	430	3%
Diesel	510	4%
Biodiesel	-	0%
Other	-	0%
Total:	12,500	100%

Access to EV Charging	%
Yes, in my building	14%
Yes, nearby	23%
Not available, not conveniently nearby	55%
Don't know	8%

Note: as self-reported by respondents; asked of a two-thirds sample.

## Daily mode shares for residents of this geography



## Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates. These results are based on a survey sample of 4.6% of households in this district, and are subject to a margin of sampling error of approximately  $\pm 6.7\%$  at a 95% confidence level (19 times out of 20), adjusted for data weighting.

The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis, such responses have been randomly grouped with either Men+ or Women+.

Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.

The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).

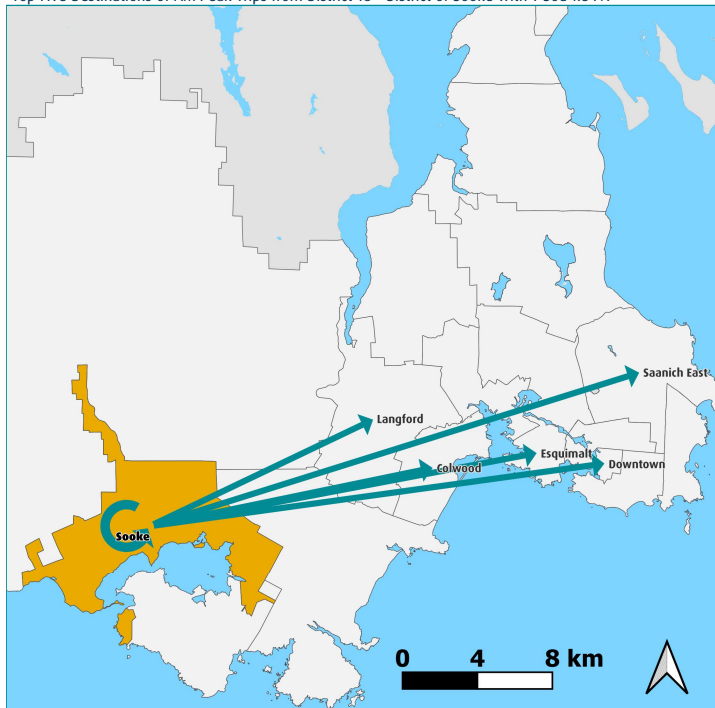
Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.

Gender balances for 11-17 and 18-24 age groups may be skewed due to small sample sizes for these age groups in this district and/or due to unequal distributions by individual year within 10-14, 15-19, and 20-24 age groups used for data weighting controls.

2022 trip-level data are for persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

## Travel Patterns - Persons 5+

Top Five Destinations of AM Peak Trips from District 18 - District of Sooke with T'Sou-ke FN



### Summary of Trips to and from

District 18 - District of Sooke with T'Sou-ke FN  
AM Peak Period (06:00 - 08:59)  
(Trips made by persons 5+)

	Trips From District		Origins of Trips To District	
Salt Spring Island Electoral Area	-	0%	-	0%
Sidney	70	1%	-	0%
North Saanich, Tsycum FN, Pauquachin FN	50	1%	-	0%
Central Saanich, Tsartlip FN, Tsawout FN	100	1%	20	0%
Downtown	240	3%	-	0%
Victoria North	150	2%	20	0%
Victoria South	20	0%	10	0%
Saanich North	20	0%	-	0%
Saanich East	470	6%	20	0%
Saanich West	170	2%	110	2%
Oak Bay	70	1%	-	0%
Esquimalt	350	4%	-	0%
View Royal, Esquimalt Nation, Songhees FN	80	1%	110	2%
Highlands	50	1%	-	0%
Langford	910	12%	160	3%
Colwood	590	8%	110	2%
Metcosin, Scia'new FN	90	1%	20	0%
Sooke, T'Sou-ke FN	4,180	54%	4,180	77%
Juan de Fuca Electoral Area, Pacheedaht FN	120	2%	680	13%
External South CVRD	10	0%	-	0%
External Other	-	0%	-	0%
<b>Total</b>	<b>7,720</b>	<b>100%</b>	<b>5,440</b>	<b>100%</b>

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

### Trips by Trip Purpose - Persons 5+

24 Hours	From District	To District	Within District
Work	3,470	34%	1,040
Post-secondary school	120	1%	40
K-12 school	310	3%	360
Personal business	600	6%	330
Recreation / social	1,110	11%	730
Dining / restaurant	340	3%	140
Shopping	1,000	10%	540
Pick-up / drop-off passenger	550	5%	440
Return Home	2,580	26%	6,570
Other	-	0%	-
<b>Total:</b>	<b>10,090</b>	<b>100%</b>	<b>10,180</b>

AM Peak (06:00-08:59)	From District	To District	Within District
Work	2,190	62%	570
Post-secondary school	120	3%	40
K-12 school	310	9%	360
Personal business	180	5%	20
Recreation / social	60	2%	90
Dining / restaurant	140	4%	-
Shopping	160	5%	10
Pick-up / drop-off passenger	340	10%	120
Return Home	40	1%	60
Other	-	0%	-
<b>Total:</b>	<b>3,550</b>	<b>100%</b>	<b>1,260</b>

PM Peak (15:00-17:59)	From District	To District	Within District
Work	120	8%	20
Post-secondary school	-	0%	-
K-12 school	-	0%	-
Personal business	70	4%	20
Recreation / social	170	12%	180
Dining / restaurant	40	3%	90
Shopping	150	10%	120
Pick-up / drop-off passenger	40	3%	220
Return Home	900	61%	3,960
Other	-	0%	-
<b>Total:</b>	<b>1,480</b>	<b>100%</b>	<b>4,610</b>

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	37,700	100%	46%
AM Peak Period	9,000	24%	46%
PM Peak Period	10,800	29%	44%

### Trips by Travel Mode - Persons 5+

24 Hours	From District	To District	Within District
Auto Driver	7,610	75%	7,770
Auto Passenger	1,850	18%	1,740
Transit	310	3%	330
Bicycle & Micromobility	-	0%	30
Walk	10	0%	10
Other	310	3%	310
<b>Total:</b>	<b>10,090</b>	<b>100%</b>	<b>10,180</b>

AM Peak (06:00-08:59)	From District	To District	Within District
Auto Driver	2,790	79%	800
Auto Passenger	530	15%	180
Transit	170	5%	20
Bicycle & Micromobility	-	0%	-
Walk	-	0%	10
Other	50	1%	250
<b>Total:</b>	<b>3,550</b>	<b>100%</b>	<b>1,260</b>

PM Peak (15:00-17:59)	From District	To District	Within District
Auto Driver	1,100	74%	3,490
Auto Passenger	290	20%	840
Transit	10	1%	190
Bicycle & Micromobility	-	0%	30
Walk	10	0%	-
Other	80	5%	60
<b>Total:</b>	<b>1,480</b>	<b>100%</b>	<b>4,610</b>

	From District	To District	Within District
	Avg Vehicle Occupancy	Avg Transit Mode Share	Avg Vehicle Occupancy
24 Hours	1.24	3%	1.22
AM Peak Period	1.19	5%	1.23
PM Peak Period	1.27	1%	1.24



## District 19 - Juan de Fuca Electoral Area with Pacheedaht FN

## Demographic Characteristics

Population	5,710
Population 5+ (trips reported for survey sample)	5,530
Total Employed Population	2,780
Households	2,490
Jobs in District (places of work)	1,360
Actively Travelled	3,990
Number of Vehicles	5,370
Number of Adult Bicycles (non-motorized)	3,260
Number of Adult E-Bikes	360
Number of Child Bicycles	640
Number of E-micromobility devices	30
Area (km <sup>2</sup> )	1,490.15

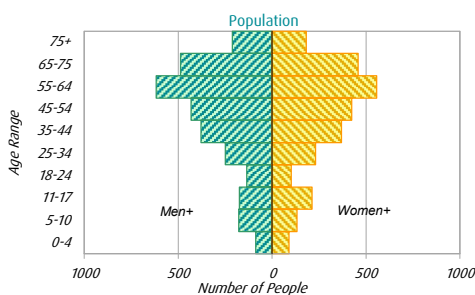
Occupation Status	Men+	Women+	Total	%
Employed full time	1,270	900	2,170	38%
Employed part time	310	300	610	11%
Student	440	440	880	15%
Retiree	850	850	1,700	30%
Stay-at-home parent / caregiver	-	120	120	2%
Pre-schooler (0-4 years)	90	90	180	3%
Other status	130	140	280	5%
<b>Total</b>	<b>2,950</b>	<b>2,760</b>	<b>5,710</b>	

Workplace locations of residents of this geography	Part-time	Full-time	Total
Work exclusively from home	130	490	620
No fixed workplace / on the road	170	390	560
Usual workplace outside the home	310	1,290	1,610
<b>Total</b>	<b>610</b>	<b>2,170</b>	<b>2,780</b>

Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	52%	76%	72%
Avg. weekday, % who telecommuted	2%	17%	14%
% who telecommuted on at least one weekday	4%	30%	25%

Traveller Characteristics	Men+	Women+	Total
Licensed drivers	2,480	2,300	4,780
Car share members	20	-	20
Trips made by residents 5+	5,470	5,790	11,260
Trips made by residents 11+	5,090	5,520	10,610

Selected Indicators	
Daily Trips per Person 5+	2.04
Vehicles per Person	0.94
Number of Persons per Household	2.29
Daily Trips per Household	4.26
Vehicles per Household	2.15
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.45
Workers per Household	1.12
Jobs per Person	0.24
Population Density (Pop/km <sup>2</sup> )	-
Employment Density (Jobs/km <sup>2</sup> )	-



Mode Shares for Residents of Area	2017	2022
Estimated Total Daily Trips	12,580	11,260
Auto Driver	70%	74%
Auto Passenger	18%	16%
Transit	5%	2%
Bicycle & Micromobility	1%	1%
Walk	4%	3%
Other (school bus, taxi, ferry, etc)	2%	4%

Households by Dwelling Type	Total	%
Single-detached house	2,100	84%
Other ground-oriented	390	16%
Apartment/condominium 1-4 floor	-	0%
Apartment/condominium 5+ floor:	-	0%
<b>Total:</b>	<b>2,490</b>	<b>100%</b>

Household Size	Total	%
1 person	650	26%
2 persons	1,100	44%
3 persons	360	14%
4 persons	230	9%
5+ persons	140	6%
<b>Total:</b>	<b>2,490</b>	<b>100%</b>

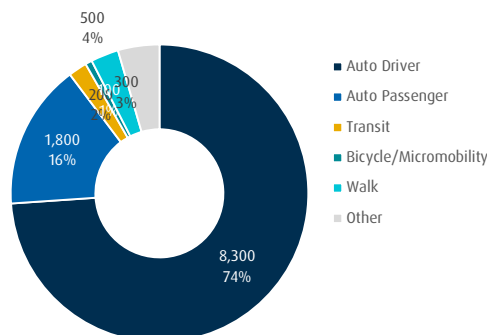
Households by Vehicle Availability	Total	%
No vehicles	10	1%
1 vehicle	770	31%
2 vehicles	990	40%
3+ vehicles	720	29%
<b>Total:</b>	<b>2,490</b>	<b>100%</b>

Vehicles by Fuel Type	Total	%
Gas	4,500	84%
Hybrid	170	3%
Plug-in Hybrid	50	1%
Electric	270	5%
Diesel	370	7%
Biodiesel	-	0%
Other	-	0%
<b>Total:</b>	<b>5,360</b>	<b>100%</b>

Access to EV Charging	%
Yes, in my building	24%
Yes, nearby	2%
Not available, not conveniently nearby	66%
Don't know	8%

Note: as self-reported by respondents; asked of a two-thirds sample.

Daily mode shares for residents of this geography



## Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates. These results are based on a survey sample of 11.2% of households in this district, and are subject to a margin of sampling error of approximately  $\pm 7.2\%$  at a 95% confidence level (19 times out of 20), adjusted for data weighting.

The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis, such responses have been randomly grouped with either Men+ or Women+.

Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.

The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).

Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.

Gender balances for 11-17 and 18-24 age groups may be skewed due to small sample sizes for these age groups in this district and/or due to unequal distributions by individual year within 10-14, 15-19, and 20-24 age groups used for data weighting controls.

2022 trip-level data are for persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

## Travel Patterns - Persons 5+

Top Five Destinations of AM Peak Trips from District 19 - Juan de Fuca Electoral Area with Pacheedaht FN



### Summary of Trips to and from

District 19 - Juan de Fuca Electoral / Destinations of

AM Peak Period (06:00 - 08:59)

(Trips made by persons 5+)

	Trips From District			Origins of Trips To District	
Salt Spring Island Electoral Area	-	0%	-	-	0%
Sidney	-	0%	-	-	0%
North Saanich, Tsycum FN, Pauquachin FN	-	0%	-	-	0%
Central Saanich, Tsartlip FN, Tsawout FN	30	2%	20	6%	
Downtown	30	1%	-	0%	
Victoria North	70	4%	10	4%	
Victoria South	70	4%	-	0%	
Saanich North	20	1%	-	0%	
Saanich East	90	5%	-	0%	
Saanich West	70	4%	-	0%	
Oak Bay	30	2%	-	0%	
Esquimalt	70	4%	30	9%	
View Royal, Esquimalt Nation, Songhees FN	80	4%	-	0%	
Highlands	10	1%	20	7%	
Langford	200	11%	30	7%	
Colwood	170	9%	10	1%	
Metchosin, Scia'new FN	140	8%	10	4%	
Sooke, T'Sou-ke FN	680	36%	120	33%	
Juan de Fuca Electoral Area, Pacheedaht FN	90	5%	90	25%	
External South CVRD	20	1%	-	0%	
External Other	-	0%	20	5%	
<b>Total</b>	<b>1,870</b>	<b>100%</b>	<b>360</b>	<b>100%</b>	

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

### Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	1,170	22%	140	3%	120	13%
Post-secondary school	110	2%	-	0%	-	0%
K-12 school	580	11%	-	0%	-	0%
Personal business	540	10%	60	1%	140	15%
Recreation / social	510	10%	930	18%	260	27%
Dining / restaurant	230	4%	-	0%	-	0%
Shopping	750	14%	70	1%	30	3%
Pick-up / drop-off passenger	490	9%	110	2%	10	2%
Return Home	970	18%	3,930	75%	380	41%
Other	10	0%	-	0%	-	0%
Total:	5,350	100%	5,240	100%	930	100%

AM Peak (06:00-08:59)	From District	To District		Within District		
Work	650	37%	40	15%	70	74%
Post-secondary school	100	6%	-	0%	-	0%
K-12 school	540	30%	-	0%	-	0%
Personal business	150	8%	-	0%	-	0%
Recreation / social	30	2%	40	16%	10	16%
Dining / restaurant	20	1%	-	0%	-	0%
Shopping	50	3%	-	0%	-	0%
Pick-up / drop-off passenger	230	13%	60	23%	-	0%
Return Home	-	0%	120	46%	10	9%
Other	-	0%	-	0%	-	0%
Total:	1,790	100%	270	100%	90	100%

PM Peak (15:00-17:59)	From District	To District	Within District		
Work	30	4%	20	1%	0%
Post-secondary school	-	0%	-	0%	0%
K-12 school	-	0%	-	0%	0%
Personal business	10	1%	30	2%	14%
Recreation / social	130	14%	190	10%	25%
Dining / restaurant	30	4%	-	0%	0%
Shopping	80	9%	30	1%	3%
Pick-up / drop-off passenger	120	14%	40	2%	5%
Return Home	490	55%	1,640	84%	52%
Other	-	0%	-	0%	0%
Total:	890	100%	1,950	100%	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	11,500	100%	8%
AM Peak Period	2,100	19%	4%
PM Peak Period	3,100	27%	9%

### Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	3,830	72%	3,810	73%	530	57%
Auto Passenger	1,000	19%	940	18%	150	16%
Transit	120	2%	150	3%	-	0%
Bicycle & Micromobility	20	0%	20	0%	80	8%
Walk	50	1%	50	1%	170	18%
Other	340	6%	280	5%	-	0%
Total:	5,350	100%	5,240	100%	930	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	1,030	58%	210	79%	60	71%
Auto Passenger	370	21%	40	15%	-	5%
Transit	120	6%	-	0%	-	0%
Bicycle & Micromobility	-	0%	-	0%	10	9%
Walk	20	1%	10	5%	10	15%
Other	250	14%	-	0%	-	0%
Total:	1,790	100%	270	100%	90	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	710	80%	1,420	73%	140	52%
Auto Passenger	170	19%	290	15%	20	8%
Transit	-	0%	120	6%	-	0%
Bicycle & Micromobility	-	0%	-	0%	30	10%
Walk	-	0%	30	2%	80	30%
Other	10	1%	90	5%	-	0%
Total:	890	100%	1,950	100%	270	100%

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.26	2%	1.25	3%	1.28	0%
AM Peak Period	1.36	6%	1.19	0%	1.07	0%
PM Peak Period	1.24	0%	1.20	6%	1.15	0%

## APPENDICES

## Appendix 1: Survey invitation letter



Capital Regional District  
625 Fisgard Street, PO Box 1000  
Victoria, BC, V8W 2S6

T: 250.360.3160  
F: 250.360.3159  
[www.crd.bc.ca](http://www.crd.bc.ca)



Log in at  
**[www.crdtravelsurvey.ca](http://www.crdtravelsurvey.ca)**  
Your secure access code is  
**123456789**

Resident

Address Line 1

Address Line 2

Dear Resident:

Your household has been randomly selected to participate in the Capital Regional District's 2022 Origin Destination Household Travel Survey.

**Your participation will go a long way towards improving transportation in the region.** This survey occurs every five years and provides the CRD, municipalities, First Nations, and provincial agencies with information critical for decisions on future transportation options.

All information your household provides for the survey is strictly confidential and is not shared with any other individual or organization, per the *Freedom of Information and Protection of Privacy Act*.

You can complete the survey in two ways:

- Take the survey online at **[crdtravelsurvey.ca](http://crdtravelsurvey.ca)** using the secure access code at the top of this letter.
- Complete the survey over the phone by calling the toll-free survey hotline at **1.888.430.2115**.

**[IF ADDRESS MATCHED TO PHONE NUMBER, NOT INCLUDED FOR ADDRESS-ONLY LISTINGS:]** You may also receive a phone call requesting participation.] R.A. Malatest & Associates Ltd., a Victoria based research firm, is surveying on behalf of the CRD.

See the enclosed brochure for details on participating and your eligibility for great prizes.

If you have questions about the survey, call the toll-free survey hotline at **1.888.430.2115** or email **[info@crdtravelsurvey.ca](mailto:info@crdtravelsurvey.ca)**. For further information, visit **[www.crdtravelsurvey.ca](http://www.crdtravelsurvey.ca)**.

Thank you for participating in this vital survey that will benefit all regional residents.

Sincerely,

Colin Plant, Board Chair  
Capital Regional District

*For questions about CRD transportation research, contact:  
CRD Regional and Strategic Planning at 250.360.3160 and [regionalplanning@crd.bc.ca](mailto:regionalplanning@crd.bc.ca).*

## Appendix 2: Survey instrument

# CRD Origin Destination Household Travel Survey

## 2022 Survey Questionnaire – Phone Interview / Online Scripts

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Grey shading indicates scripts for the online version that differ from the telephone interview version.

Orange text indicates a key variable name associated with a given question.

## SUMMARY OF SURVEY DATA ELEMENTS

The threshold for the 2022 cycle will be for household members less than 5 years of age. Those under 5 years of age usually travel with parents or older siblings whose trips will be captured, and only very rarely travel independent of other household members, so excluding them will reduce response burden. Those 5 to 10 will sometimes make trips unaccompanied by another household member, for school commutes, or for other reasons, so it is worthwhile to capture their information.

**Trip definition:** A trip is a journey from one place (origin) to another (destination) with a single purpose that may involve more than one mode of travel. Travel to work with a stop at a coffee shop is two separate trips: one with a purpose of restaurant/dining, another with a purpose of work. Travel to work which involved driving to a park & ride location then taking transit the rest of the way is considered a single trip with a primary mode of transit and a transit access mode of driving.

**Household level****Note: survey weekday travel only**

- ✓ Confirm have reached appropriate person to complete the survey. (Online: also confirm at least 16 years of age).
- ✓ Confirm phone number
- ✓ Travel day surveyed (date and day of week)
- ✓ Confirm address (Geocode home XY coordinates)
- ✓ Dwelling type *(2022: updated to differentiate between apartments with 1-4 vs 5+ storeys)*
- ✓ Number of household members
- ✓ Number of vehicles available to household members (includes company vehicles, lease or own)
- ✓ Number of vehicles of each fuel type (if has vehicles)
- ✓ Number of working bicycles available to household members (adult, adult e-bike, child bike) *(2022: expanded to capture type of bicycle)*
- ✓ Number of e-micromobility devices *(new in 2022)*
- ✓ Whether any household member is a member of a car share program
- ✓ Rent or own dwelling *(new in 2022)*
- ✓ Access to EV charging at home or nearby *(new in 2022)*
- ✓ Household income *(new in 2022)*

**Person level**

- ✓ Identifier (respondent's preference – first name, initial, relationship, or other identifier) for reference in survey questions
- ✓ Gender *(2022: added non-binary, prefer to self-describe)*
- ✓ Age
- ✓ If age refused, Age Range within a 5-year range
- ✓ Driver's license (yes/no)
- ✓ Student status (f/t, p/t)
- ✓ School level (Elementary, High School, College, etc.)
- ✓ School name / location (Geocode school XY coordinates)
- ✓ Employed (yes, no, don't know)
- ✓ Employment status (f/t, p/t, volunteer, homemaker, retired) *(2022: refined categories)*
- ✓ Workplace location (employed or volunteer) (note if home) (Geocode workplace XY coordinates) *(2022: refined definitions of workplace types (exclusively home/no fixed/usual))*
- ✓ Type of occupation (if employed, National Occupation Classification major groups)

- ✓ Telecommuted on which days of the week in the last week *(new in 2022)*
- ✓ Commuted on which days of the week in the last week *(new in 2022)*
- ✓ Whether member of car share program
- ✓ Made any trips between 4:00 a.m. yesterday and 3:59 a.m. today

**Trip level*****Note: survey trips for respondents 5+ years of age only***

- ✓ Trip departure time
- ✓ Trip purpose (or activity at destination location)
- ✓ Origin (Geocode origin XY coordinates)
- ✓ Destination (Geocode destination XY coordinates)
- ✓ Mode of travel (up to five modes) *(2022: added new modes)*
- ✓ Access and egress modes if transit was chosen
- ✓ Park and ride location (if multi-mode includes transit) *(2022: added Helmken is as P&R location as it is now listed on the official transit maps)*
- ✓ Transit route(s) (if transit taken) (route name or number)
- ✓ Number of vehicle occupants, and number from the same household (if auto driver)
- ✓ Car availability (if not by automobile)
- ✓ Additional information about trip (open-ended response)

**Questions associated with data validation*****For quality control purposes – not used for analysis***

- ✓ If did not take any trips, confirm reason
- ✓ If first origin of the day was not home, confirm & confirm reason why not start from home
- ✓ If last destination of the day was not home, confirm that were at last location until end of travel day (3:59 a.m.)
- ✓ Ask whether stopped along the way in case respondent missed reporting a trip in order to collect information to use to split the trip (assuming classic definition of a trip being a journey for a single purpose is used, which means a trip to work with a stop for coffee becomes two trips)
- ✓ If auto driver for a trip, and not have drivers license, confirm mode / clarify
- ✓ If auto driver for a trip, and not have vehicle in household, confirm mode / clarify
- ✓ If a worker, and primary work location outside the home, and did not take any trips with work as a purpose or a destination, confirm whether worked from home
- ✓ If a student, and school location outside the home, and did not take any trips with school as a purpose or a destination, confirm whether attended school

*A number of the above clarification questions are included in the 2022 survey to ensure that online respondents accurately report their trips and for data validation purposes. The answers to these questions will not be used for analysis.*

**CRD Origin Destination Household Travel Survey  
Online Survey / Telephone Interview Script**



*INTRODUCTION – ONLINE HOUSEHOLD TRAVEL SURVEY*

To begin the survey, please enter the ID code found on the top of your notification letter.

ID Code: \_\_\_\_\_ **Begin Survey**

**Welcome to the Capital Regional District (CRD) Household Travel Survey.** This survey is about the transportation choices people make and will help create transportation solutions across the region aimed at reducing congestion and improving the whole transportation system.

**How long does it take to complete the survey?** Approximately 10-25 minutes depending on the size of your household and number of trips. It is extremely important all your data is entered completely and accurately. You can also complete the survey by telephone with one of our professional interviewers by calling us toll-free at 1.888.430.2115 or 250.999.1022.

**What kinds of questions are asked?** The first two sections of the survey contain questions about your household and the people in your household. The final section asks questions about the trips taken by every member of your household 5 years of age or older on a particular weekday (your Travel Day).

**Will my privacy be protected?** Yes. Your survey responses will be combined with others' responses before they are analysed. Your contact information will be permanently deleted once the survey is concluded. Click here to view our [Privacy Statement](#).

**How was I selected for the survey?** Your household was selected at random from households across the CRD. A limited number of households are invited to join the study, so the few minutes you take to participate will have a big impact. The survey is voluntary, but to truly represent the travel behaviour of all types of residents in your neighbourhood, we hope that you will choose to participate.

**Who is conducting the survey?** The Capital Regional District has contracted independent research firm R.A. Malatest & Associates Ltd., based in Victoria.

**Are there incentives for participation?** Participants that complete the survey are eligible to enter a prize draw. You could win a cash prize of \$500, or be one of 50 eligible participants to win a cash prize of \$25. A total of \$1,750 in prizes will be awarded. The prize draw is administered by R.A. Malatest & Associates Ltd. and will be drawn once the survey administration period is completed.

**What day of the week should I report on?** We are interested in your travel on the most recent previous weekday. It is important that you provide a snapshot of what you actually did on that day, even if it was not a typical day, or even if you did not travel.

**Who do I contact for more information or for help?**

- If you would prefer to complete the survey by telephone, please call **1.888.430.2115** (toll free) or 250.999.1022.
- You may also call the number above for assistance with the on-line survey, or e-mail us at [info@CRDtravelsurvey.ca](mailto:info@CRDtravelsurvey.ca).
- If you wish to validate the authenticity of this survey you may contact John Hicks, Senior Transportation Planner with the CRD, at 250.360.3305 or via e-mail at [jhicks@crd.bc.ca](mailto:jhicks@crd.bc.ca)
- For more information about this study, please visit <https://www.crd.bc.ca/project/regional-transportation/origin-destination-household-travel> or <http://CRDtravelsurvey.ca>

Please note that your answers to the survey are saved each time you click on the Previous or Next Buttons.

A1. **The survey should be completed by a person in your household 16 years of age or older who is familiar with your household's weekday travel. Are you that person?**

1. Yes
2. No

[IF NO]

A1X. This survey must be completed by someone 16 years of age or older who is familiar with your household's weekday travel.

If you are 16 years of age or older, click the Previous button to change your answer.

If you are under the age of 16, please have an older person in your household fill out the survey.

### *INTRODUCTION – TELEPHONE INTERVIEW*

**Hello, my name is \_\_\_\_\_, and I am calling on behalf of the Capital Regional District to follow up on an invitation we recently sent you to participate in a major study of household trip patterns in the CRD and surrounding area.**

**As reported in the media, we are conducting a study of household travel patterns in the CRD and surrounding area. This will help create transportation solutions across the region aimed at reducing congestion and improving the whole transportation system. I would like to ask you some questions about the trips made by members of your household yesterday.**

**(Interviewer: If sounds young, verify over the age of 16. If no, ask to talk to appropriate person and restart intro)**

### **USE FOLLOWING SCRIPTS AS NECESSARY:**

- The survey will be about the transportation choices people make. It will help create transportation solutions across the region aimed at reducing congestion and improving the whole transportation system.
- Your household has been randomly selected to participate in this study. This major transportation research study is conducted only once every 5 to 6 years. The survey is voluntary, but to truly represent the travel behaviour of residents in your area, it is important that you participate in the study.
- The survey takes about 10-25 minutes depending on the size of your household and your answers.
- The survey contains questions about your household and the people in your household. It also asks about the trips people in your household make.

- Even if you did not make any trips yesterday, it is important that we record that information as well. The survey will be shorter for you.
- I work for R.A. Malatest & Associates Ltd, a Victoria-based professional research firm. The Capital Regional District has contracted our firm to conduct this survey on their behalf.
- If you wish to validate the authenticity of this survey you may call John Hicks, Senior Transportation Planner at 250.360.3305.
- I can send you an e-mail with information about the study, and a link to the CRD's web page about this study.
- Participants that complete the survey are eligible to enter a prize draw. You could win a cash prize of \$500 or be one of 50 eligible participants to win a cash prize of \$25. A total of \$1,750 in prizes will be awarded. The prize draw is administered by R.A. Malatest & Associates Ltd. and will be drawn once the survey administration period is completed.

A1. **I need to talk to the person, 16 or older, who is most familiar with your household's trips made yesterday. Are you that person? May I complete the survey with you now?**

1. Yes (confirmed correct person)
2. No (ask to talk to that person and restart introduction)

INTERVIEWER: IF RESPONDENT DID NOT RECEIVE LETTER AND WISHES MORE INFORMATION BEFORE PROCEEDING:

I can send you an e-mail with information about the study, and a link to the CRD's web page about this study.

[IF NO]

A1X. **This survey must be completed by someone 16 years of age or older who is familiar with your household's weekday travel. May I speak to someone in your household who is over the age of sixteen and who is familiar with your household's travel?**

INTERVIEWER: Click Previous to change the answer on previous page and proceed.

A2. [ONLY ASKED OF TELEPHONE INTERVIEW RESPONDENTS. ASSUME ONLINE RESPONDENTS HAVE RECEIVED THE LETTER IN THE MAIL IN ORDER TO GET ACCESS CODE TO LOG ON]  
**Have you received the letter in the mail describing this study?**

1. Yes
2. No
3. Don't know

INTERVIEWER NOTE: IF RESPONDENT DID NOT RECEIVE LETTER AND WISHES MORE INFORMATION BEFORE PROCEEDING:

I can send you an e-mail with information about the study, and a link to the CRD's web page about this study.

### SURVEY PRIVACY STATEMENT

[available anywhere there is a link to the [Privacy Statement](#)]

The survey team is dedicated to protecting the privacy of its participants.

Collection of information for the survey is being undertaken in accordance with Sections 26 through 36 of BC's Freedom of Information and Protection of Privacy Act (FOIPPA). The confidentiality of any information collected is protected under the provisions of the Act.

Any information obtained from each household is processed, stored, and used in a form that does not permit any particular household to be identified. Names, addresses, and phone numbers are deleted from the data file at the conclusion of the survey's data collection phase.

Canadian-based research firm R.A. Malatest & Associates Ltd. is conducting the survey data collection under the direction of the Capital Regional District and with the highest standards of the protection of privacy and confidentiality. Click here for a link to the firm's Privacy Policy [URL: <http://www.malatest.com/Privacy.htm> - launch in separate window].

The Capital Regional District (John Hicks, Senior Transportation Planner) can also be contacted via e-mail at [jhicks@crd.bc.ca](mailto:jhicks@crd.bc.ca) or by phone at 250.360.3305. For more information about this research study please visit <https://www.crd.bc.ca/project/regional-transportation/origin-destination-household-travel> or <http://CRDtravelsurvey.ca>

### HOUSEHOLD INFORMATION

**Before we begin, I'd like to let you know that this survey is entirely confidential. This call may be recorded for quality assurance purposes.**

WEB: This survey is entirely confidential and uses secure internet protocols. Your survey responses will only be analyzed after all personal identifying information has been removed. Survey responses will be aggregated for analysis and will be used only for transportation and regional planning purposes.

I am now going to ask you some general questions concerning your household

WEB: This section contains questions about your household.

**B1A. We would like to be able to contact you in the event we need to verify any of your responses. Please provide a phone number and email address you may be reached at by our staff.**

Name: [NAME]

Phone Number: [PHONE NUMBER] [mandatory field] Extension: \_\_\_\_\_ [optional]

E-mail: \_\_\_\_\_ [optional field]

*This information will be kept confidential and will not be shared with anyone. We will contact you only in the event we need to verify your responses. Your contact information will be deleted once the survey is concluded.*

Click here to view our [Privacy Statement](#).

- B2. [if address exists in sample file AND street address flag=1 (i.e., address is not a mailing address like a rural route or PO Box)]

**The home address we have on file for you is listed below. Please verify the address and correct it if necessary. This information is required to identify the location of your trips.**

We are interested in the physical address of your home, not your mailing address.

STREET ADDRESS

CITY / TOWN

POSTAL CODE

Confirm address is correct, or edit the fields displayed

1. Yes
2. No
9. Decline to answer / don't know

- B2X. [IF DECLINE TO ANSWER IN B2]

Unfortunately, the survey cannot proceed without an answer to this question. Your participation is very important, and all personal information you provide will be kept strictly confidential.

Click here to view our [Privacy Statement](#).

If you are uncomfortable providing us your exact street address and you live in an urban area, you may provide your postal code. If you live in a rural area, please provide your street address, or at least the closest cross-streets.

Rather than terminating the survey, would you reconsider answering this question?

[if agree, go back to previous question]

[If still refuse:] Thank you for your time. Have a pleasant day / evening.

### homelat, homelong, etc.

#### HOME\_LOCATION

[Map the address provided using Google Maps]

[If no address in sample or if address flag indicates a mailing address such as PO Box and address page was skipped]: What is your home's physical address? Please provide where you live. Do not provide a rural route or a PO Box. This information is required to identify the location of your trips.

[If confirmed address on previous page:] [display confirmed address above Google Map]

WEB: Does the map correctly show where your home address is located? If not, please move the marker to where it is located, or use the Search box to search for your correct address.

INTERVIEWER: CONFIRM WITH RESPONDENT WHAT THE MAP SHOWS: E.g., I am looking at the location on Google Maps. It looks like your home is near the intersection of [STREET] and [STREET]. Is that correct?

**LOCATION CAPTURE** [HOME COORDINATES]

### dwellingtype

- B3. **What type of dwelling is that?**

1. single-detached house, laneway house, or detached garden suite
6. single-detached house with a secondary suite, such as a basement apartment
2. semi-detached house (side-by-side, duplex)
3. row house or townhouse (including condo townhouses)
4. Apartment or condo in a building with 1 to 4 floors
5. Apartment or condo in a building with 5 or more floors

8. other (e.g., trailer, cottage, etc.), please specify: \_\_\_\_\_

### secsuitethreeunits

B3A. [if dwelling type = secondary suite in a house] **Is the secondary suite in a building with 3 or more apartments or dwelling units?**

1. Yes
2. No

### numveh

B6. **How many licensed (insured) motor vehicles (including cars, light trucks, vans and motorcycles) are available to the members of your household, including yourself?**

Please include personal and business vehicles.

(Do not count any motor vehicles which are not registered. Do not count any that are registered to an owner in the household but not insured to be on the road.)

(Do include all vehicles provided by employers and which household members use to go to work or for personal use.)

- 
77. none
  99. Don't know

### havealtfuelveh, numvehhybrid, numvehpluginhybrid, numvehelectric, numvehdiesel, numvehbiodiesel

B7A. [if # vehicles=1] **Is the vehicle a hybrid, plug-in hybrid, electric, diesel, or biodiesel powered?**  
 [if # vehicles>1] **Are any of these vehicles hybrid, electric, diesel, or biodiesel powered?**  
 (i.e., an alternative fuel source than gasoline)

1. Yes
2. No [skip to B8]
9. decline / don't know

B7B. [if yes; # vehicles=1] **Is the vehicle...?**

1. A hybrid
2. Plug-in hybrid
3. Electric-only
4. Diesel
5. Biodiesel
9. decline / don't know

B7C. [if yes; # vehicles > 1] **How many of the [B6 #] vehicles are...**  
 (Note: remainder of vehicles are assumed to be gasoline powered)

1. Hybrid? \_\_\_\_\_
2. Plug-in hybrid? \_\_\_\_\_
3. Electric-only? \_\_\_\_\_
4. Diesel? \_\_\_\_\_
5. Biodiesel? \_\_\_\_\_
9. decline / don't know

**havebikes, numbikesadult, numbikesadulte, numbikeschild, haveemicromob, numemicromobility**

- B8. How many working children's and adult bicycles and electric bicycles (e-bikes) are available to members of your household, including yourself? And how many electric micromobility devices, such as e-scooters, e-skateboards, and hoverboards?**

Adult bicycles: \_\_\_\_\_

Adult E-bikes: \_\_\_\_\_

Children's bicycles: \_\_\_\_\_

E-micromobility devices: \_\_\_\_\_ (e-scooters, e-skateboards, and hoverboards)

99. decline / don't know

E-bikes are pedal-assisted electric bicycle with a top speed of 32 km/h. The electric motor only operates when you pedal.

E-micromobility devices include e-scooters, e-skateboards, hoverboards and other lightweight low-speed electric-powered devices, including electric throttle-assisted bicycles that do not need to pedal in order to accelerate. Do not include heavier devices such as electric wheelchairs and mobility scooters.

**hhsiz**

- B4. What is the total number of people living in your household, including yourself?**

(Children in joint custody to be included if living in household on the day of the survey.)

Web: (Include children in joint custody if living in household on your Travel Day.

Include roommates, housemates, live-in housekeepers, and lodgers if they share communal facilities. Exclude anyone living in a separate apartment within the building.

Do not include visitors, even if they are staying for an extended period of time.)

\_\_\_\_\_ Total # persons in household

(confirm with respondent)

99. decline / don't know [go to B5]

- B5. [IF DECLINE TO ANSWER IN B4]**

Unfortunately, the survey cannot proceed without an answer to this question. Your participation is very important, and all personal information you provide will be kept strictly confidential.

Click here to view our [Privacy Statement](#).

Rather than terminating the survey, would you reconsider providing this information?

Web: Click the Previous button to go back and provide a response, or click End Survey to quit]

[if agree, go back to previous question]

[If still refuse, record as refusal:] Thank you for your time. Have a pleasant day / evening

### LOCATION CAPTURE MODULE

The general format of the location capture screen is as follows, modified for each survey question as required.

Anywhere the survey indicates **LOCATION CAPTURE** in the survey instrument this format will be used.

- LOC1
1. **Home** (display confirmed address, from sample or as captured in the survey)
    21. [Your/PERSON's] main **work** location (display address captured in survey)
    22. [PERSON 2]'s main work location (display address captured in survey)
    - ...etc...
    31. [Your/PERSON's] **school** (display address captured in survey)
    32. [PERSON 2]'s main **school** location (display address captured in survey)
    - ...etc...
  5. On the road / no fixed location (no fixed place of work) [Work and school location capture only]
  6. Other location [Google Geocode searches and Google Maps confirmation]

Example screen shots: First page allows respondent to pick from locations already given by the household, or indicate that it is another location:

*Where did you go first? (What was the destination of this trip?)*

**Household Work Locations**

- ☒ **your** main work location (2400 Lucknow Dr, Mississauga, ON L5S 1T9, Canada)
- ☐ 2400 Lucknow Dr, Mississauga, ON L5S 1T9, Canada

**Household School Locations**

- ☐ 25 Peel Centre Dr, Brampton, ON L6T 3R5, Canada

**Other Locations**

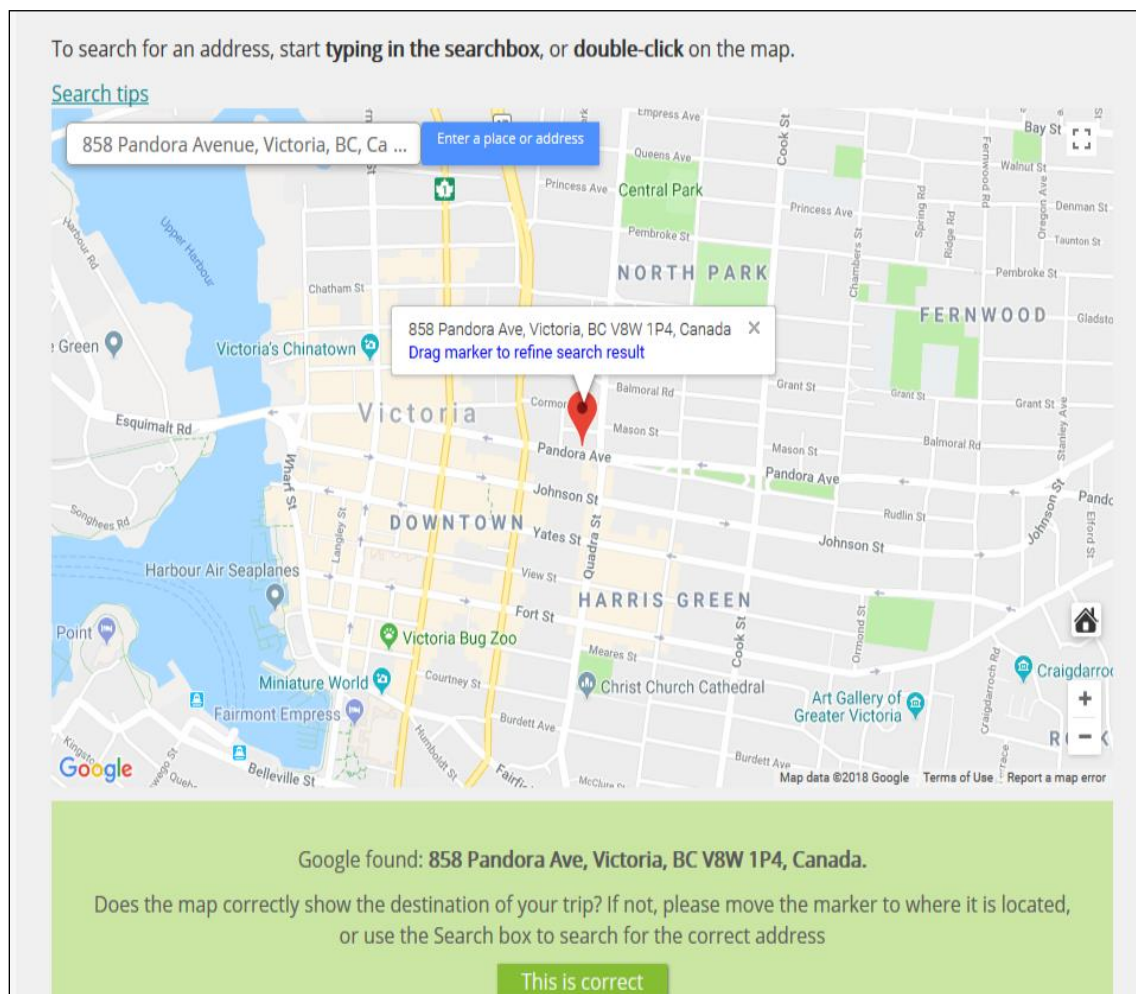
- ☒ Other location

<<< Previous      Continue >>>

Progress through your Trip # 1      26 %



Example screen shot: If respondent selects 'Other location' they can provide their location by via Google search, double-clicking on the map, or dragging the marker.



*DEMOGRAPHIC INTRO*

The next section is about your demographics. You will be asked to provide some information about yourself before moving on to recording your trips in the next section of the survey.

**[IF ONE PERSON HOUSEHOLD]**

Please fill in your name or initials in the table below, then click on the 'enter demographic information' link to answer your demographic questions.

Person #1 ID	
--------------	--

Before proceeding, please ensure that all information provided is accurate.

If the number of people in the household is not correct, use the Previous button to go back to the question about the number of people in the household.

Upon selecting 'Continue,' the information provided thus far will be saved and processed.

**[IF MORE THAN ONE PERSON]**

The next section is about the demographics of your household. You will be asked to provide some information about yourself and the other members of your household.

Please fill in the following table with a way of identifying each person. This will make it easier to refer to them in questions later in the survey. You could use a name, nickname, initials, or familial relationship (husband, son 12 years old, etc.).

Person #1 ID	
Person #2 ID	
Person #3 ID	
Etc.	

[TABLE LISTING ALL HOUSEHOLD MEMBERS]

Before proceeding, please ensure that all information provided is accurate.

If the number of people in the household is not correct, use the Previous button to go back to the question about the number of people in the household.

Upon selecting 'Continue,' the information provided thus far will be saved and processed.

**[ONE PERSON HOUSEHOLD]**

To edit your demographic information, please click on the Edit Demographics link in the above table. Once your demographic questions are complete, you can enter your trips.

**[MORE THAN ONE PERSON HOUSEHOLD]**

To edit the information for any household member, please click on the Edit Demographics links in the above table. Once demographic information is entered for all members of your household, you can start entering your trips.

## DEMOGRAPHICS

## gender

## C1. What is [your/PERSON's] gender?

Refers to current gender which may be different from sex assigned at birth and may be different from what is indicated on legal documents.

1. Male
2. Female
3. Non-binary
4. Prefer to self-describe: \_\_\_\_\_
9. Decline /don't know

## age

## C2. What is [your/PERSON's] age?

- \_\_\_\_\_
9. decline / don't know

## agerangeoriginal

## C2A. [if not provide specific age] What age range do [you /PERSON] belong to?

(INTERVIEWER: Read the age ranges, starting at a relevant one)

1. 0 – 4 years
2. 5 – 10 years
3. 11– 15 years
4. 16 – 17 years
5. 18 – 24 years
6. 25 – 34 years
7. 35 – 44 years
8. 45 – 54 years
9. 55 – 64 years
10. 65+ years
99. decline / don't know

## agecategoryoriginal

## C2B. [if 99 to C2A]

Unfortunately, the survey cannot proceed without an answer to this question. Demographic information such as age is crucial to transportation research. Your participation is very important, and all personal information you provide will be kept strictly confidential. Click here to view our Privacy Statement.

Rather than terminating the survey, would you reconsider answering this question?

If you are uncomfortable providing us [your / PERSON's] exact age, please select from the ranges below to continue the survey.

[if (PERSON = 1)]

1. 16+ years (eligible for driver's licence)
99. Decline / don't know

[if (PERSON ≠ 1)]

1. 0 – 4 years (infant or toddler, trips will not be captured)

2. 5 – 15 years (child or youth not eligible for driver's license)

3. 16+ years (eligible for driver's license)

INTERVIEWER: Go back to previous question if precise range given or select from broad ranges above

[If still refuse:] Thank you for your time. Have a pleasant day / evening.

C2C. [if (PERSON #1<16 IN C2 or PERSON#1=C2A age range<3 or PERSON#1=C2B age range <3) AND # of people in household =1]

[Cul-de-sac page with only Previous and End Survey buttons]

You indicated that only 1 person lives in your household, and that you are [AGE years or AGE RANGE] old.

This survey must be completed by someone 16 years of age or older who is familiar with your household's weekday travel.

If you are 16 years of age or older, click the Previous button to change your answer.

If you are under the age of 16, please have an older person in your household fill out the survey.

### driverslicence

C3. [if age >= 16, or C2A <4 C2B <3]

**[Do you/does PERSON] have a valid driver's licence?**

[mouseover for valid driver's licence: This includes any category of motor vehicle licence, including a temporary learner's permit. Answer 'No' if the licence has expired and has not been renewed or if it has been suspended.]

1. Yes

2. No

99. decline / don't know

### studentft, studentpt

C4. [ask if 5+ years of age (C2>=5 or C2A>=2 or C2B >=2)]

**[Do you/does PERSON] currently attend school or another learning institution? (K-12 or post-secondary)**

1. Yes, full-time student

2. Yes, part-time student

3. No

### schooltype

C4A. **What kind of school [do you/does PERSON] attend?**

1. Elementary school

2. High school or junior high

3. College or university

4. Alternate, adult basic education, or other

5. Online / distance learning only, please specify level (high school, college, university, adult basic education: \_\_\_\_\_)

### schoolname

C4B. **What is the name of [your/PERSON'S] school?**

(you can choose from suggestions that appear as you type, or, if none of the suggestions applies, you can type the name exactly as you know it)

School Name: \_\_\_\_\_ [Auto-suggest as you type]

8. Home schooled (does not attend a school outside the home)

[List of K-12 schools in CRD provided by CRD, supplemented with public post-secondary, and larger private post-secondary]

[Include street address and municipality in description of school location]

**schooladdress, schoollat, schoollong, etc.**

C4D. [If not on list] **What is the location of the school?**

[If on list, map location:] **Does this location appear to be correct?** (If it is not correct, please drag the marker on the map, double-click, or use the search bar to find the correct location)

**LOCATION CAPTURE** [SCHOOL CO-ORDINATES / TAZ]

**workpt, workft**

C5A. [If 12+ years of age (C2>=12 or C2A>=3 or C2B>=3)]

**[Are you/Is PERSON] currently employed (i.e., a worker or self-employed)? Full-time or part-time?**

**(If you have more than one job, please respond with respect to the hours of work of your main job)**

**(Answer “Employed” if self-employed)**

(Interviewer: If mentions volunteering, treat as a No and capture in the next question)

11. Employed Full-time (30 hours or more per week)

12. Employed Part-time (less than 30 hours per week)

20. Not employed (stay-at-home parent, retired, unemployed, unpaid volunteer, maternity leave, disability leave)

**ftworkftschooll**

C5X. [if respondent indicated both f/t student and f/t worker, provide message:]

**From your answers, it appears that [you attend/PERSON attends] school full-time and also [work/works] full-time (more than 30 hours per week at [your/PERSON's] main job).**

**Is this correct?**

1. Yes, attend **school full-time** and **work full-time** (work more than 30 hours/week)

2. No, attend **school part-time** and **work full-time** (work more than 30 hours/week)

3. No, attend **school full-time** and **work part-time** (work less than 30 hours/week)

4. Decline / don't know

**unemployed, notlooking, retired, caregiver, mainactother**

C5B. [ask if (16+ years and not employed) or (5 to 15 years and not a student)]

**Which best describes [your/PERSON's] main activity...?**

1. Student

3. Stay-at-home parent or caregiver [only display if age 16+]

51. Unemployed (available for and actively seeking work) [only display if age 15+]

54. Not employed and not looking for work (disability, unpaid volunteer, parental leave) [only display if age 15+]

4. Retired [only display if age 40 +]

77. Other, please specify: \_\_\_\_\_

Add validation if C4=no. not a student and C5B=Student, then:

You indicated earlier that [YOU/PERSON] [are/is] not a student. Are [YOU/PERSON] a student?

if yes, then send back to C4; if no, then send back to C5B.

**workplace, workaddress, worklat, worklong, etc.**

C6A. [If worker:]

**Q14D(1) Do [you/PERSON] have a usual place of work outside the home?**

If [you/PERSON] are currently working from home due to the COVID pandemic, but would otherwise go in to work, select 'usual workplace'

6: Work at a usual workplace that [you go/PERSON goes] to regularly or occasionally (use Google Map on the next page to map [your/PERSON's] usual workplace)

3: No fixed workplace address / no usual place of work / work on the road / worksite changes daily

1: Work exclusively from home (and do not have a workplace [you/PERSON] would usually travel to)

[Google Map based location capture]

**worktcmn, worktctue, etc.**

C6B [if work at a usual workplace outside the home (i.e., exclude those who work exclusively from home and those with no fixed workplace address)]

**In the last week, on which weekdays did [you/PERSON] telecommute (work from home) rather than travel to [your/PERSON's] usual workplace? Select all that apply**

1. Monday

2. Tuesday

3. Wednesday

4. Thursday

5. Friday

77. Did not work from home at all in the last week [PROGRAMMER: mutually exclusive to 1 through 5]

88. Don't know

**workcmn, workctue, etc.**

C6C [if work at a usual workplace outside the home (i.e., exclude those who work exclusively from home and those with no fixed workplace address)]

**In the last week, on which weekdays did [you/PERSON] travel to work or travel for work-related purposes? Select all that apply**

1. Monday

2. Tuesday

3. Wednesday

4. Thursday

5. Friday

77. Did not travel to work or for work purposes in the last week [PROGRAMMER: mutually exclusive to 1 through 5]

88. Don't know

**occupationtype****C7. Which of the following best fits the nature of [your/PERSON's] occupation?**

- 77. Commercial driver (such as a courier, food delivery, taxi, or bus driver)
- 10. Industrial Employment (Manufacturing, Mining, Oil & Gas Extraction, Construction, Agriculture, Forestry, Fishing, Hunting, Transportation and Warehousing)
- 20. Office Employment (Professional, Scientific and Technical Services, Finance and Insurance, Management of Companies and Enterprises, Public Admin, Real Estate, Rental, Leasing, Information and Cultural)
- 31. Accommodation and Food Services
- 32. Other Main Services (Administration, Support, Waste Management and Remedial Services, Utilities, Other Services)
- 40. Retail and Wholesale Employment
- 50. Arts, Entertainment, and Recreation
- 60. Health Care and Social Assistance
- 70. School Employment
- 80. Other/unsure, please specify: \_\_\_\_\_

INTERVIEWER: Read main title, only read examples in brackets if necessary to clarify

[Cycle through above questions for as many people in household as were indicated. Some questions may not be applicable for children under the age of 5 for whom we will not ask about trips]

## TRIPS INTRODUCTION

D1.

[Begin with primary respondent, section is tailored as appropriately for subsequent respondents]  
This section consists of questions about the trips taken by the members of your household **during a single weekday** (your Travel Day).

In order to ensure the most accurate recollection of your travel, please use [yesterday/TRAVELDAY] as your Travel Day.

[CYCLE THROUGH TRIPS SECTION FOR ALL HOUSEHOLD MEMBERS >= age 5]

This section is about the trips you made on [TRAVEL DAY], that is any trip during the 24-hour period between 4:00 a.m. yesterday ([TRAVEL DAY]) and 4:00 a.m. this morning, whether for work, school, shopping or any other purpose.

This section will have a series of questions for each separate trip. [if any member of the household is under the age of 5, i.e., C2<5 or C2A=1 or C2B=1:] We will only ask for trip details for children 5 years of age or older.

**What is a trip?** A trip is a one-way journey from one location to a destination for a single purpose. A trip may include more than one mode of travel, such as car and transit.

- It is important to report all trips, even for a short distance, on foot for instance.
- If you stopped off on your way to somewhere else, such as to drop off a child at school or pick up a coffee, then that journey would be two trips. The return portion of a journey is also considered a separate trip.
- Report all trips, whether made by walking, car, truck, bicycle, transit or any other mode of travel.
- [if person is employed:] Report your trips for business meetings and work-related purposes.
- Do not report walking the dog around the block and returning to the same place.
- Do not report going for a jog around the neighbourhood and returning to the same place. (However, if you jog to work, please report jogging to work as a trip to work).

**How precise do locations need to be?** We will ask you where you travelled to. Please try to describe locations as precisely as possible, to the accuracy of street address. Use the Google Map provided to search for a specific business or place, or double click on the map to set a 'pushpin' marker. You can drag the marker to the exact location. If possible, try to avoid placing markers at intersections – drag them to the actual destination you travelled to.

[if person is employed:]

**If [you/PERSON] are a commercial driver (bus driver, taxi driver, courier, food delivery driver, traveling salesman):** You do not have to tell us about the all the work trips you made for commercial deliveries, or while driving a taxi or bus. But please report the following:

- Your first trip to where you started your work day (terminal, office) or your first delivery or stopping point if you started your delivery/work schedule directly from home.
- Your final work-related stopping point if it is different from the one above.
- A return trip to your home or other non-work related location at the end of your work day.
- All personal trips by any mode of travel.

(Interviewer Note: If the person was out of town yesterday, we can capture their travel if it passed through or ended up in the CRD).



[CYCLE THROUGH TRIP SECTION FOR PRIMARY RESPONDENT]

[NEXT, CYCLE THROUGH INTRODUCTION AND TRIP FOR EACH HOUSEHOLD MEMBER]

### *TRIP CAPTURE – START OF TRAVEL DAY*

[if PERSON's age ≤ 5 read following introduction]

As [PERSON] is under the age of 5, I do not have to ask you questions about the trips they took yesterday. However, I will ask whether he or she travelled at all yesterday.

(If asked why: It is assumed that most of the time we would capture their travel accompanied by an adult, in an adults' trips)

Web: As [PERSON] is under the age of 5, you do not need to provide details about the trips they took yesterday. However, we would like to know whether he or she travelled at all yesterday.

### **anytrip**

E1. **Did [your/PERSON] first trip start from home yesterday?**

(Note: Trips include those made via any mode of travel, including non-motorized modes of transportation such as walking, cycling, rollerblading, skateboarding, and so on)

1. Yes, my first trip started from home
7. No, my first trip started somewhere else
2. I did not make any trips yesterday [CYCLE TO NEXT PERSON]

### **whynotrips**

E1X. [If E1=2 (no trips):]

**Why did [you/PERSON] not leave home or make any trips [yesterday/TRAVEL DAY]?**

1. Out of town for entire day
2. Sick/ill or care for other sick/ill household member
3. Not scheduled for school classes or activities
4. Not scheduled for work or on extended leave from work (paternity/maternity, short-term disability)
5. Worked from home, and did not leave home for any reason
6. No need to leave home
7. Could not leave home, no transportation available
77. Other (specify): \_\_\_\_\_
100. Actually, [I/PERSON] did leave home to go to work or school or to make at least one other kind of trip [GO BACK TO E1]

[If E1C OTHER THAN 100 (did make trips) CYCLE TO NEXT PERSON]

### **originlat, originlon, etc.**

E4. **What was the starting point of your first trip [yesterday/TRAVEL DAY]?**

**LOCATION CAPTURE [ORIGIN CO-ORDINATES]**

**originnothomereason**

E4A. [If E4 &lt;&gt; home]

**You mentioned that [your/person's] first trip of the day started at a location other than your home. Is it that [you were/PERSON was]...?**

1. Working a night shift (past 4 am, the start of the travel day)
2. Staying overnight at another household? (friend's, relative's, parent's, etc.)
3. Away from home on business travel?
4. Away from home on vacation (or other personal travel)?
5. Another reason, please specify: \_\_\_\_\_

**TRIP CAPTURE****departtime**

E2. [if first trip] **At what time did [you/PERSON] leave to make [your/PERSON's] first trip?**  
 [subsequent trip] **At what time did [you/PERSON] leave [your/their] previous destination...?**  
 (0400 to 2759)

Please enter a time between 4:00 a.m. the previous day [TRAVELDAY] and 3:59 a.m.

[TRAVELDAY+1]

Time: [Dropdown with hours and AM/PM] Minutes: \_\_\_\_\_ [0-59]

Please provide your best guess if you cannot give the exact time.

**trippurpose**

E3. **What was the main purpose of this trip?**

10. Travel to Work (usual place of work)

11. Work-related

*[mouseover: Trips to attend meetings, and for other work-related purposes.*

*If job hunting or volunteering, please select 'Other'.]*

12. Working on the road / itinerant workplace / no fixed work address

20. Post-Secondary School

30. Attend School (K-12)

*[mouseover: Trips made for the purpose of attending school.*

*If driving someone to/from school, select 'Pick up a passenger' or 'drop off a passenger'.*

*If parent attending parent-teacher meeting, select 'Other'.*

*If work at the school, select Work.]*

31. Attend Daycare

50. Recreational

51. Social (visiting friends, family, religious)

60. Restaurant (whether eat-in or take-out)

70. Shopping and household maintenance (grocery, shoe store, auto repair, gas station)

40. Personal business (e.g., bank, dentist, health appointments, personal care)

91. Pick up a passenger (e.g., pick up child at school, pick up someone at work, etc)

92. Drop off a passenger (e.g., drop off child at school, drop off someone at work, etc)

80. RETURN HOME ([recall address]) [DO NOT DISPLAY IF LOCATION SELECTED IS 'USUAL WORK' OR IF ORIGIN IS HOME OR (IF ORIGIN IS WORK AND USUAL WORK = HOME)]

888. Other, please specify: \_\_\_\_\_

**destlat, destlong, etc.**

E5. [always ask if first trip just to be sure this is clear

OR

ask if trip number>1 and purpose not Return Home (i.e., do not need to ask if subsequent trips and purpose of return home)

OR

ask if trip number>1 and E5A=No (circled back here from E5A)]

**What was the destination of this trip?**

(Note: For trips requiring air travel or ferry travel: please treat the trip to the airport or the ferry terminal as a separate trip from the trip on the airplane or ferry.)

**LOCATION CAPTURE [DESTINATION CO-ORDINATES / TAZ]**

[WORK LOCATIONS AND SCHOOL LOCATIONS FOR ALL HOUSEHOLD MEMBERS ARE INCLUDED IN LIST OF KNOWN LOCATIONS]

**desthomeconfirm**

E5A. [If Trip purpose = Return Home and E5 not asked]

**To confirm, the destination of [your/PERSON's] trip was your home ([recall address for reference])?**

1. Yes [continue]

2. No, another location [go back to E5]

**mode1, mode2, mode3, mode4, mode5**

E7. **How did you get there? Please select up to 5 modes, in order of use.**

INTERVIEWER NOTE: If Transit bus in first mode, probe: how did you get to the bus stop?

If only one mode, prompt: did you use another mode of transportation?

If answer of "carpooling": was that as a passenger or as a driver?

What was your first mode of transportation?

Mode 1: [select from drop down]

Mode 2: [select from drop down]

Mode 3: [select from drop down]

Mode 4: [select from drop down]

Mode 5: [select from drop down]

1. Auto driver

2. Auto passenger

21. Car share driver

22. Car share passenger

3. Transit

4. HandyDart

5. School bus (e.g., yellow bus)

8. Walked (incl. jogging, wheelchair, mobility scooter)

7. Bicycle

91. E-bike (pedal-assist electric bicycle)

92. Personal micromobility device (e.g., kick scooter, skateboard, inline skates, unicycle)

93. Personal electric micromobility device (e.g., e-kick scooter, e-skateboard, hoverboard, e-unicycle/mono-wheel)

9. Taxi

11. Harbour ferry / water taxi

12. BC Ferries

- 16. Other marine (e.g., personal boat, Seattle Clipper, Blackball ferry, etc.)
- 13. Motorcycle or scooter
- 14. Train
- 15. Airplane
- 17. Other (please specify): \_\_\_\_\_

#### TRIP CAPTURE – TRANSIT

##### transitaccessmodecheck

E7A. [if first mode recorded was 5. transit bus]

##### **How did [you/PERSON] get to the bus stop?**

- 19. Bus stop was right in front of my origin (the starting point of the trip: [previous destination])
- [Same list of modes as above]

##### transitegressmodecheck

E7B. [If last of the modes recorded was 5. transit bus (last mode could be in any of 2-5)]

##### **How did [you/PERSON] get from the bus stop to your final destination ([destination of this trip])? Or did the bus drop you off right in front of your destination?**

- 19. Bus stop was right at my destination ([recall current destination])
- [Same list of modes as above]

##### parkandride

E8. [if motorbike/auto driver/auto passenger then bus, or bus then motorbike/auto driver/auto passenger (look at answers of all of main mode question and of access and egress mode questions)]

##### **Did you transfer from [bus / automobile/motorbike] to [automobile/motorbike / bus] at a Park and Ride location?**

- 77. No, did not transfer at a Park & Ride location
- 1. Sooke Park & Ride (Sooke Rd @ Sooke River Rd, by Edward Milne School)
- 6. Colwood Exchange Park & Ride / WestShore Parks & Rec Centre
- 8. Helmken Park & Ride (Helmken Rd @ Hwy 1)
- 10. McTavish Park & Ride (McTavish Rd @ Pat Bay Hwy, North Saanich)
- 88. Other (specify): \_\_\_\_\_

##### route1, route2, route3, route4, route5

E9. [if bus]

##### **What bus routes did [you/PERSON] take? (in the order that they were taken)**

(After capturing one bus route, prompt: Did you take another bus route?)

Web: Please list the bus routes that [you/PERSON] took? (in the order that they were taken)

- First route: \_\_\_\_
- Second route: \_\_\_\_
- Third route: \_\_\_\_
- Fourth route: \_\_\_\_
- Fifth route: \_\_\_\_

## TRIP CAPTURE – AUTO DRIVER OR PASSENGER

**drivernolicense**

- E19A. [if E7 mode = auto driver OR motorcycle AND not licensed to drive]  
 [if auto driver:] **You reported that [you were/PERSON was] an automobile driver for this trip; however, you previously indicated that [you do/PERSON does] not have a driver's license. Which of the following best applies...?**  
 [if motorcycle:] **You reported that [you were/PERSON was] traveled by motorcycle on this trip; however, you previously indicated that [you do/PERSON does] not have a driver's license. Which of the following best applies...?**
1. [YOU actually have/Person actually has] a driver's license
  2. [YOU were/Person was] a [if motorcycle: motorcycle] passenger, not the driver
  7. Other, please specify: \_\_\_\_\_

**drivernohhvehicles**

- E19B. [E7= auto driver AND no vehicles available to the household (B6=0)]  
**You reported that [YOU were/PERSON was] an automobile driver for this trip; however, you previously indicated that your household has no vehicles available for your use. Which of the following applies...?**
1. I drove a work vehicle, rental, or borrowed vehicle
  2. I drove a car share vehicle
  3. My household actually has vehicles. Please specify how many: \_\_\_\_\_
  6. No, [I/PERSON] was actually a passenger, not the driver

**numvehoccupants**

- E10. [if by automobile (driver or passenger - look at answers of all of main mode question and of access and egress mode questions)]  
**How many people were in the car, including [yourself/PERSON]?**
1. 1
  2. 2
  3. 3
  4. 4
  5. 5
  6. 6
  7. 7-14
  8. 15 or more
  9. Don't know

**hhmember01, hhmember02, etc**

- E10A. [if E10>1]  
**Were any of the other people in the car with [you/PERSON], members of your household? If yes, who? (select all that apply)**  
 [List all household members including those less than 5 yrs of age]
1. Household member 1
  2. Household member 1
  - ... Etc. ...
  11. Household member 11
  97. Yes, but not sure who (family members not specified)
  20. No, no other family members in vehicle
  99. Don't know

*TRIP CAPTURE – OTHER STOPS***otherstop**

E50. [ask this question if Age>14 and {(Origin=Home and Destination=any household member's work or school) OR (Origin= any household member's work or school and Destination=Home)}. Intent is to capture missed incidental trips without forcing respondent to go back and correct previous info.]

**In [your/PERSON's] trip from [ORIGIN] to [DESTINATION], did [you/PERSON] make any other stops along the way? (stopped for gas, went through drive-through, picked someone up, or dropped someone off)**

1. Yes
2. No

**otherstoplat, otherstoplong, etc.**

E50B. [If E50=Yes]

**Where did [you/PERSON] stop?**

LOCATION CAPTURE

**otherstoppurpose**

E50C. [If E50=Yes]

**Why did [you/PERSON] stop there?**

[Repeat list of trip purposes]

**otherstoppickup**

E50D. [If E50=Yes and E50C = picked someone up and Mode=Driver]

**How many people did [you/PERSON] pick up there?**

**otherstopdropoff**

E50E. [If E50=Yes and E50C = dropped someone off and Mode=Driver]

**How many people did [you/PERSON] drop off there?**

**otherstopdepart**

E50F. **What time did [you/PERSON] leave [location in E50B] to go to [E5 DESTINATION]?**

Please enter a time between 4:00 a.m. the previous day [TRAVELDAY] and 3:59 a.m. [TRAVELDAY+1]

Time: [Dropdown with hours and AM/PM] Minutes: \_\_\_\_\_ [0-59]

*TRIP CAPTURE – OTHER INFORMATION***vehavailable**

E11. [if trip made not driver or passenger and Origin=Home and Person has drivers licence and HH had vehicles]

**Was a vehicle available to [you/PERSON] to make this trip?**

1. Yes
2. No
9. Don't know

**tripnotes**

E11N. Interviewer Note: If there is anything unusual about a trip (e.g., round trip from home to home) or the individual trip chains, or if useful information for the location geo-coder, please make notes here, otherwise proceed to next question without delay. Use only when necessary.

**Web: Is there any additional information you would like to provide about this trip (e.g., clarification of location, purpose, etc.)?**

---

**othertrip**

E12. **Prompt: Did [you/PERSON] make another trip after that?**

1. Yes
2. No

*TRIP CAPTURE – END OF TRAVEL DAY***didnotreturnhome**

E13. [if E12 = No AND (destination <> home OR trip purpose <> home)]

**From your answers, it appears [you/PERSON] did not return home.**

**Just to confirm, [were you/was PERSON] at this final destination, [RECALL DESTINATION], until at least past 4 a.m. [today/TRAVEL DAY+1] (the end of the travel day)?**

1. Did not return home, was at this final destination until past 4 a.m.
2. Returned home (more trips to record) [RETURN TO E12 AND CORRECT ANSWER]
3. Returned home but already entered the return home trip earlier in the survey [CONTINUE FORWARD]

**whynoreturnhome**

E14. [if E14 = 1. yes]

**Why did [you/PERSON] not return home before the end of the day?**

(Note: for this survey, the end of the Travel Day extends past midnight to 4 am the next day)

(We are only asking as a check to ensure that we captured [your/PERSON's] entire travel)

1. Worked a night shift past 4 am
2. Stayed overnight at another household (whether friend, relative, parent)
3. Away from home on business travel or working on the road
4. Away from home for vacation travel
5. Other, please specify: \_\_\_\_\_

**whynowork**

E16. [if employed (C5A=yes) AND did not make a work-related trip AND no trip destination of 'usual workplace' (E5<>main work location) AND E12=777 (No more trips)]

**You did not report [going to work / that [PERSON] went to work] [yesterday/on TRAVEL DAY]. What was the reason you didn't make any trips to your usual place of employment yesterday?**

1. Worked from home (telecommuted)
2. Away on business / working on the road
3. Did not work
4. Actually [I/PERSON] worked and did take work-related trips or travelled to work
77. Other, specify: \_\_\_\_\_

- E17A. [if E16=4 actually did work]]  
Please add your trips to and from work, on the Trips Overview page whether you walked or used another mode of travel.  
Please also record any other trips by modes other than walking that you may have missed. *Link to Trips Overview page.*

### whynoschool

- E16A. [if a full-time student (C4=1) AND did not make a school-related trip AND no trip destination of 'school' (E5<>person's own school) AND E12=777 (No more trips)]  
**You did not report [going to school / that PERSON went to school]. Did [you/PERSON] attend school [yesterday/on TRAVELDAY]?**  
1. Did go to school  
2. Did not have any scheduled classes, stayed home sick, or did not attend school for another reason  
3. Away on a field trip or other travel  
4. Other, specify: \_\_\_\_\_

- E17B. [if went to school E16A=Yes and usual school location other than 'home']  
Please add your trips to and from school, on the Trips Overview page whether you walked or used another mode of travel. *Link to Trips Overview Page*  
Please also record any other trips by modes other than walking that you may have missed.

### [CYCLE THROUGH TRIPS FOR EACH PERSON]

- E20. Your household trips can be reviewed and edited on this page before exiting the trip section of the survey. You can also add additional trips here that you may have missed. Can you think of any other trips you or other members of your household made [yesterday/TRAVEL DAY] either during the day or in the evening that we may have missed?  
If so, click on Add Trips or use the Edit trip links to edit a trip you've already entered.  
If you are done entering trips, click on Go to Household Summary where you can continue through the final questions of the survey once you've finished your trip entries for your household.

### FINAL QUESTIONS

#### havecarshare

- B9A. [Household size is greater than 1] **Is any member of your household a member of a car-sharing service?**  
[Household size=1] **Are you a member of a car-sharing service?**  
1. Yes  
2. No  
99. Don't know

#### carsharemodo, carshareevo, carshareother, carshareotherspec

- B9B. [IF B9A = 1]  
**Please indicate which members of your household are members of a car sharing service (select all that apply:**  
[only list household members >=16 years of age] [allow more than one response]



		<u>Modo</u>	<u>Evo</u>	<u>Other, please specify</u>	<u>Not a car share member</u>
<u>PERSON1</u>		<input type="radio"/>	<input type="radio"/>		<input type="radio"/>
<u>PERSON2</u>		<input type="radio"/>	<input type="radio"/>		<input type="radio"/>
<u>PERSON2</u>		<input type="radio"/>	<input type="radio"/>		<input type="radio"/>
<u>...etc...</u>		<input type="radio"/>	<input type="radio"/>		<input type="radio"/>

### SUPPLEMENTARY QUESTIONS

[The next three questions are supplementary questions added later, and were answered by approximately two-thirds of survey respondents]

#### rentown

B10A. **Do you rent or own your place of residence?**

1. Rent
2. Own
99. Decline to answer

#### evchargeavailable

B10B. **Is electric vehicle charging available to you where you live?**

*Answer yes if you have access to an AC Household Charging station (wallbox), or a DC Fast Charge station, whether public or private. You may answer also answer yes if you have access to specialized equipment for safe AC trickle charging, but only if it is designed for regular/daily use rather than occasional/emergency use. Answer 'not available' if you do not have convenient access to EV charging.*

1. Yes, in my building
2. Yes, nearby
3. Not available or not near enough to be convenient for me
99. Don't know / decline to answer

#### hhincome

B10C. **Please indicate the range which corresponds to your household's total gross income last year (from all sources, before income taxes).**

[Phone:] **May I ask which of the following ranges corresponds to your household's total income last year? (Consider all sources of income, before income taxes)?** (INTERVIEWER: read answers until confirmation)

1. Under \$25,000
2. \$25,000 - \$49,999
3. \$50,000 - \$79,999
4. \$80,000 - \$124,999
5. \$125,000-\$199,000
6. \$200,000 and over
99. Decline to answer / don't know

Why do we ask this question? This question will help us understand whether we have surveyed a representative sample of the entire population. It will help us better understand the different transportation needs and travel patterns of all residents of our region, including how easy or difficult it is for households of different income levels to travel around our region. This question, like other questions on the survey, is entirely voluntary. Your answers will remain confidential.

#### FINAL COMMENTS AND FUTURE RESEARCH

##### finalcomments

B10A. [Online respondents] **Did you have any difficulty reporting your trip information?**

---

No

B10B. [Online respondents] **Do you have any final comments about the information you provided on your survey?**

[INTERVIEWER NOTE] Do not ask the respondent if they have any final comments to make. Do not record any information here unless it pertains to potential issues in the trip data collected (e.g., you think you made an error in capturing trips, or the system did not perform as expected).

---

99. No comments

##### agreefutureresearch

B11. **Would you be willing to be contacted to participate in future transportation-related research?**

Your contact information will only be used to contact you for future transportation-related research conducted by the Capital Regional District or one of the agencies or municipalities which have partnered on this survey. Your contact information will never be sold or shared with any other agency, or used for any other purpose other than to invite you to participate in research in the future. Click here to see our [Privacy Statement](#).

1. Yes
2. No

#### PRIZE DRAW

##### prizedraw

F1. **Participants in the survey are eligible to enter a prize draw. A total of \$1,750 in prizes will be awarded. Would you like me to enter you into the draw?**

**Web: Would you like to enter into the draw?**

INTERVIEWER: If more information requested

Prizes include:

- 1 cash prize of \$500
- 50 cash prizes of \$25

The prize draw is administered by R.A. Malatest & Associates Ltd. and will be drawn once the survey administration period is completed.

1. Yes
2. No

**prizedrawname, prizedrawphone, prizedrawemail**

F2. [If yes] **May I confirm your name and phone number, so that we can contact you at this phone number to let you know that you have won?**

Your name and phone number will be kept confidential and will be used only to contact you in the event your name is selected in the prize draw.

Web: Please confirm your name and phone number, so that the survey administrator can contact you at this phone number in the event your name is selected in the prize draw.

This personal information will not be used for any other purpose nor will it be shared with anyone else.

Name: \_\_\_\_\_ [prepopulate with first name, if respondent provided their name earlier]

Phone: \_\_\_\_\_ [prepopulated with household phone number. Allow edits in case respondent wants to be contacted at another number]

## CONCLUSION

Please click on the Submit button to submit your survey answers and conclude the survey.  
After you click Submit, you will no longer be able to edit your answers.

That concludes the Capital Regional District Origin-Destination Household Travel Survey.  
Thank you very much for your participation!

Your survey answers have been saved. Click here to see our [Privacy Statement](#).

If you wish to change any of your answers, or if you have any concerns about the survey, please contact [info@CRDtravelsurvey.ca](mailto:info@CRDtravelsurvey.ca) or **1.888.430.2115 (toll free)** or **250.999.1022 (local number)**.

**That concludes the survey. Thank you very much for your cooperation.  
Have a pleasant evening.**





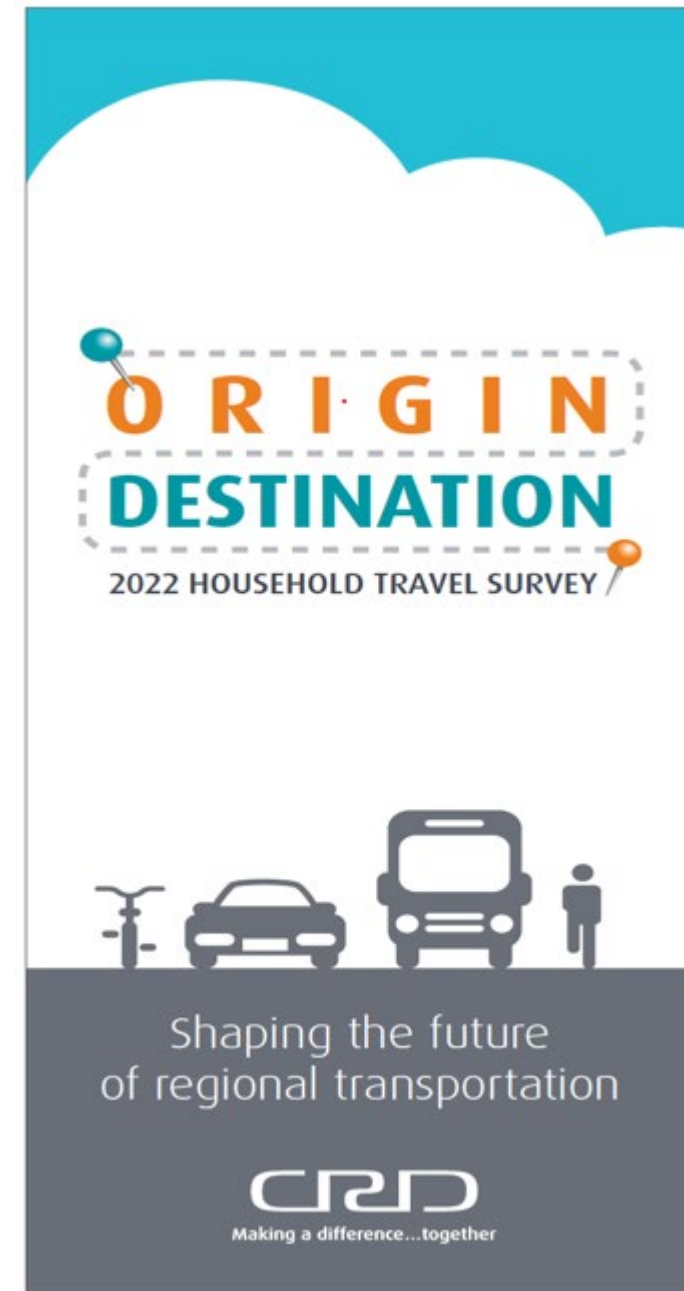
# 2022 CRD Origin Destination Household Travel Survey Final Results

# Why do we conduct the Origin Destination Household Travel Survey?

The Origin Destination Household Travel Survey provides a profile of travel patterns in the region with a snapshot of travel by CRD residents on an average fall day.

We need data to:

- guide additional research
- support transportation and land use planning decisions







## Survey Areas

- Regional Planning Area (RPA)
- and Salt Spring Island

# New Questions

- E-bikes and e-micromobility devices  
*How many in household? (+regular adult, child bikes)*
- Commuting / Telecommuting Patterns  
*On which weekdays last week did you travel to or for work? On which weekdays did you telecommute?*
- If suite in house, clarify dwelling type  
*Is it in a house with 3 or more apartments/dwelling units? (i.e., duplex / semi-detached vs. apartment building definition)*
- Housing Tenure\*  
*Do you rent or own your place of residence?*
- Household Income\*  
*Range corresponding to your household's total gross income last year (from all sources, before income taxes)*
- Access to electric charging stations at home\*  
*Is electric vehicle charging available at home or nearby?*

\*supplemental follow-up questions answered by 60%-65% of households





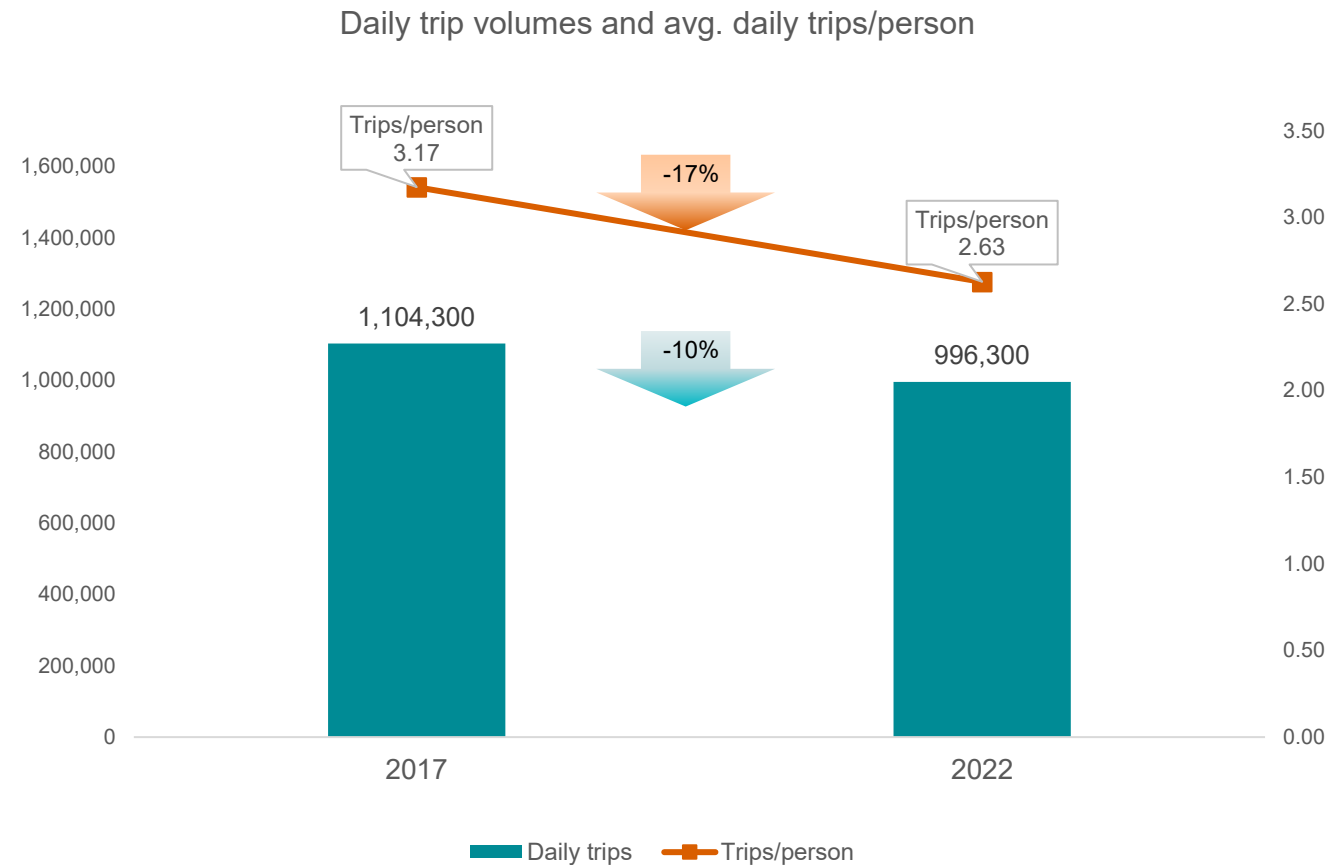


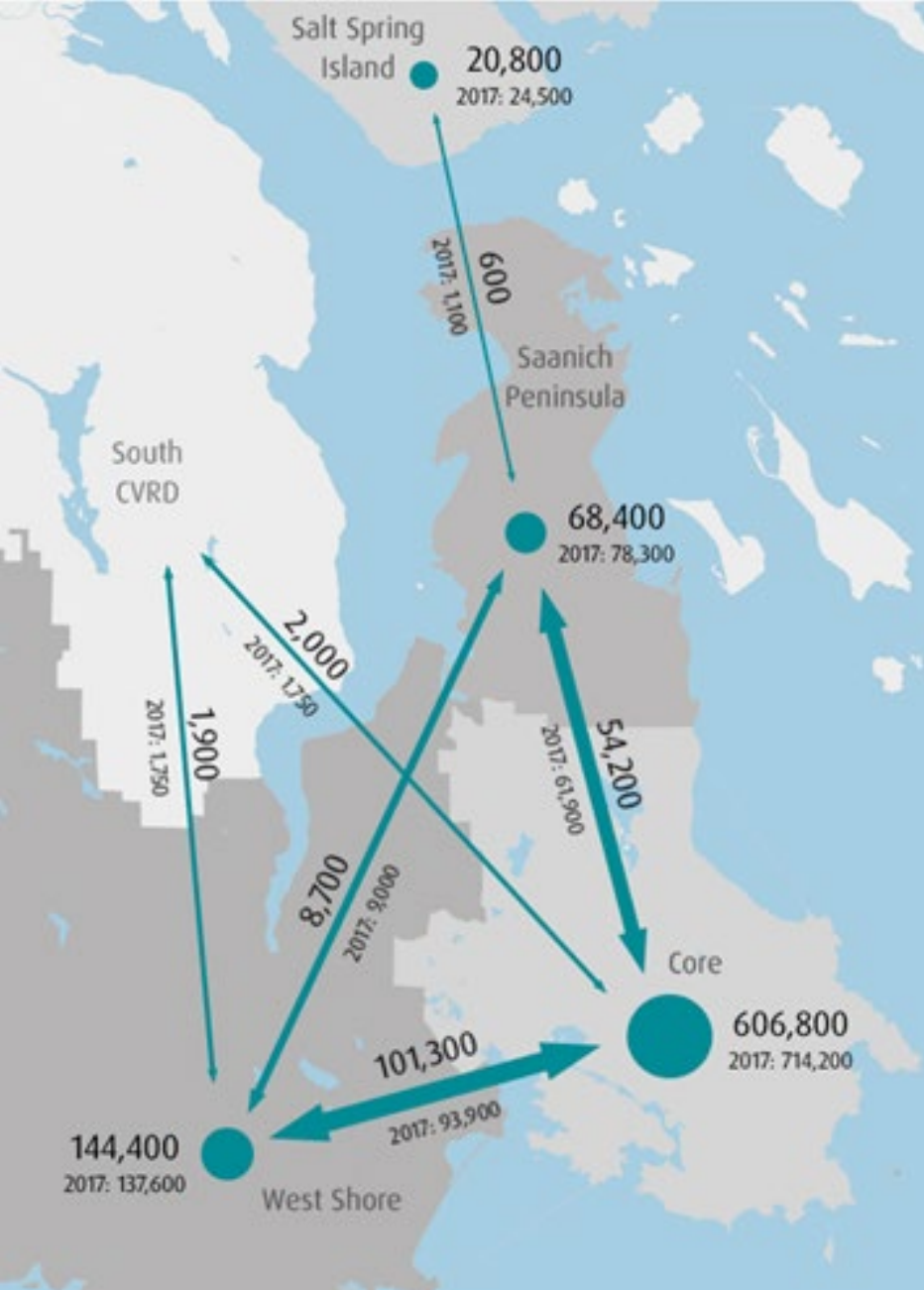
# Key Findings



# 2022 CRD Origin Destination Household Travel Survey

## Final Results **Daily Trips in the Regional Planning Area (RPA)**





# 2022 CRD Origin Destination Household Travel Survey Final Results **Sub-Regional Flows and Internal Trips**

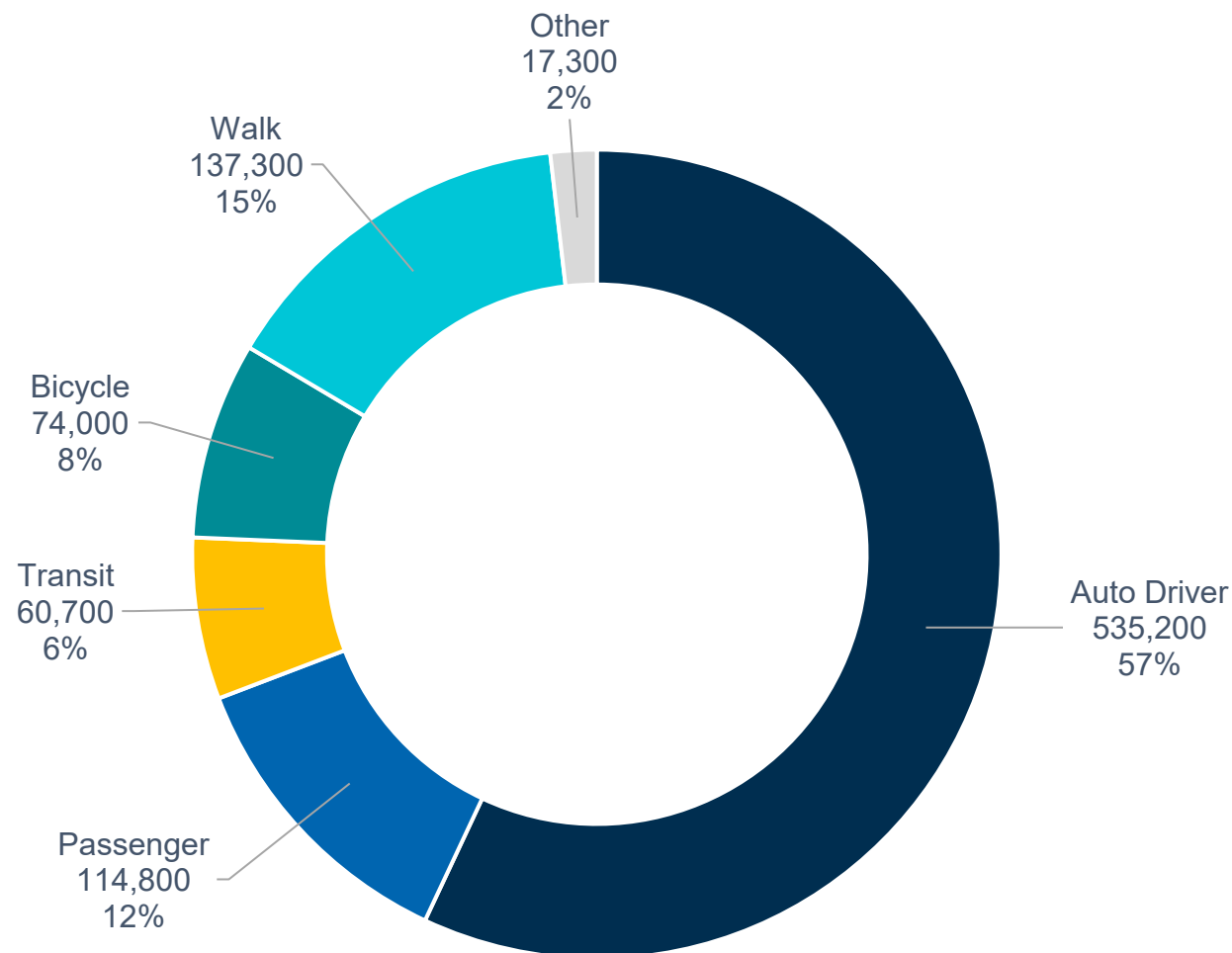
Estimated daily trips by residents of the RPA and Salt Spring Island

Not depicted:

- 900 trips between Salt Spring Island and the Core (700), the Westshore (100), and the South CVRD (100)
- 500 trips between Saanich Peninsula and the South CVRD
- A total of 6,900 trips between the study area sub-regions and external locations north of the South CVRD or on the Lower Mainland

# 2022 CRD Origin Destination Household Travel Survey

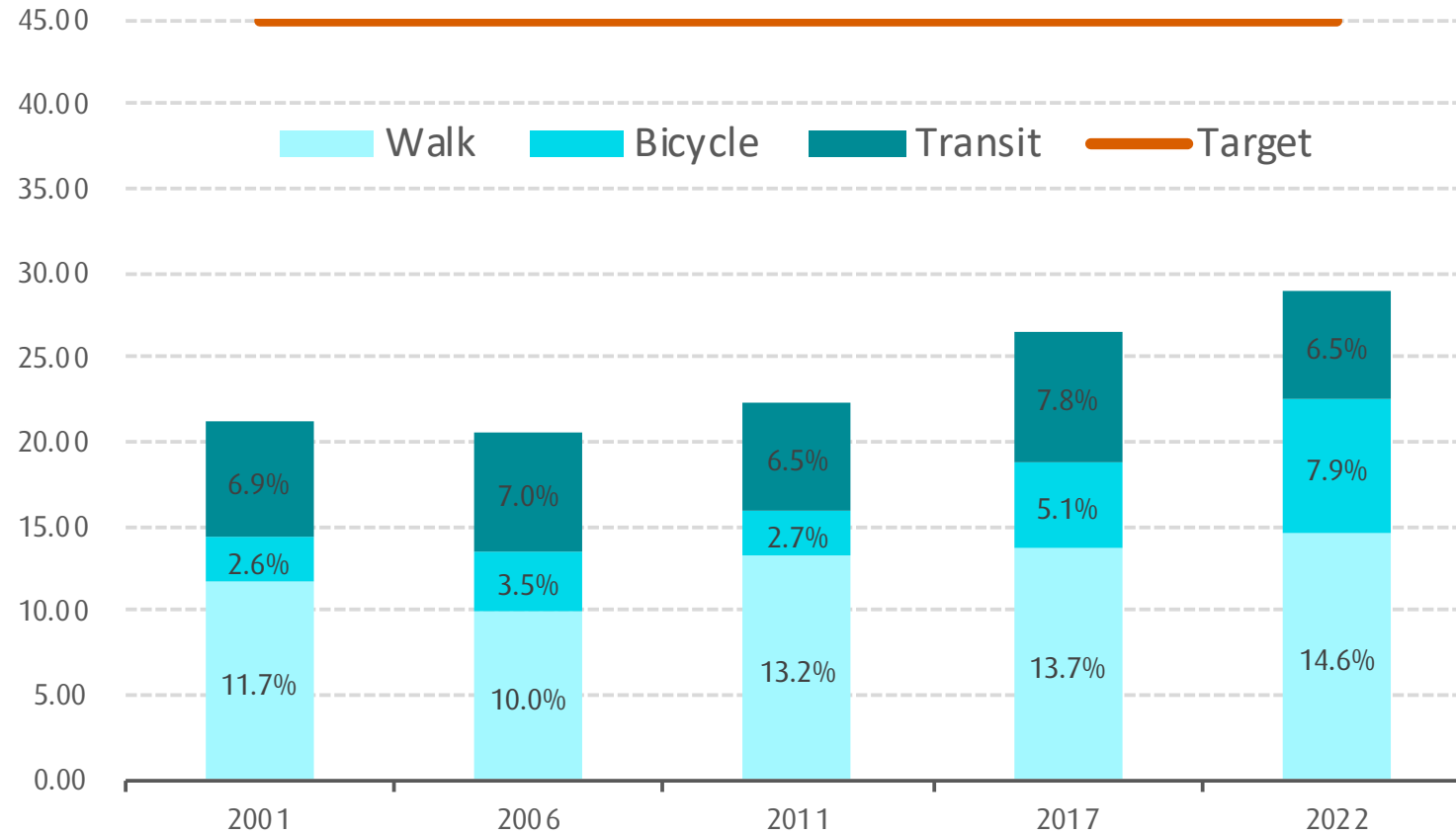
## Final Results Mode Shares for Persons 11+ Years



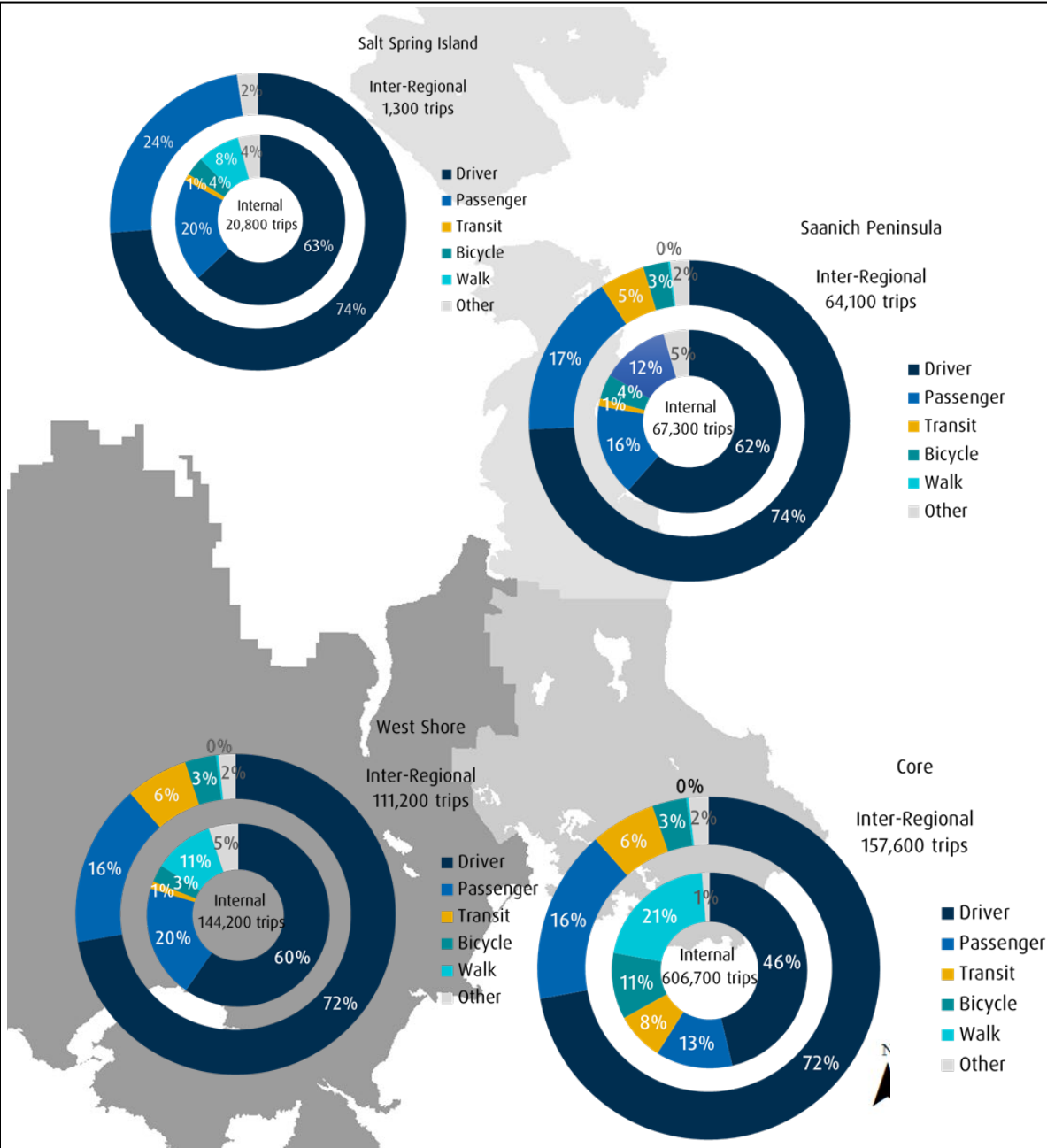
Mode shares for trips made in the RPA by surveyed persons 11+ years of age, expanded to represent total population.  
Auto driver includes car share driver trips. Auto passenger includes car share passenger. Bicycle and micromobility includes regular bicycle, e-bike, micromobility (e.g., skateboard), and e-micromobility (e.g., e-scooter). \*Other = taxi, motorcycle, Harbour Ferry, BC Ferries, etc.

# 2022 CRD Origin Destination Household Travel Survey

## Final Results **Total Trips Walking, Cycling and Transit**



# 2022 CRD Origin Destination Household Travel Survey Final Results **Sub-Regional Mode Share and Inter-Regional Flows**



Trips entirely within Core:

- 46% auto driver ↓ (50% in 2017)
- 8% transit ↓ (9% in 2017)
- 11% bicycle ↑ (7% in 2017)
- 21% walk ↑ (19% in 2017)

Inter-regional trips:

- Close to three-quarters auto driver
- 6% transit for flows to/from Westshore has dropped from 10% in 2017

# 2022 CRD Origin Destination Household Travel Survey Final Results

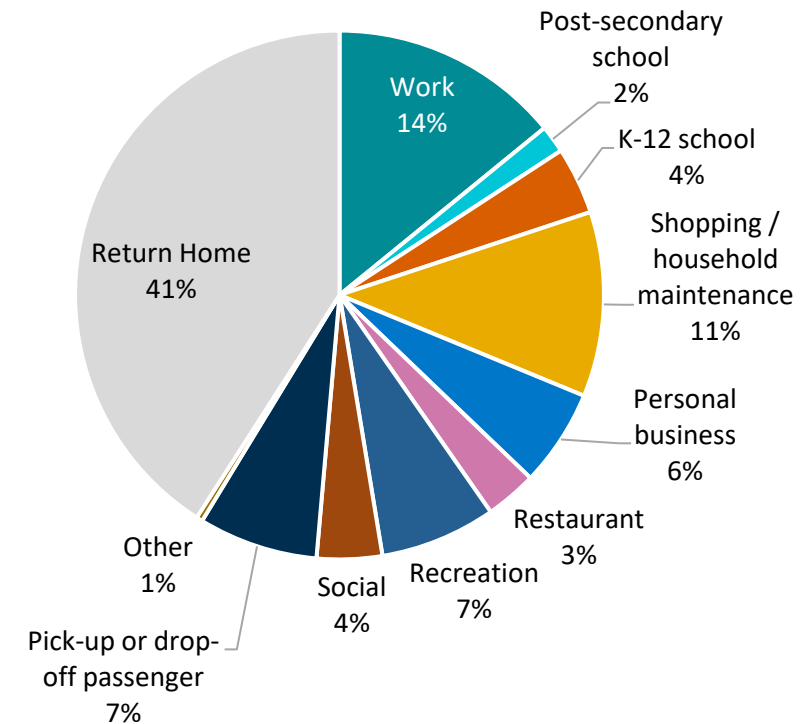
## Trips by Hour 2017 vs 2022



# 2022 CRD Origin Destination Household Travel Survey

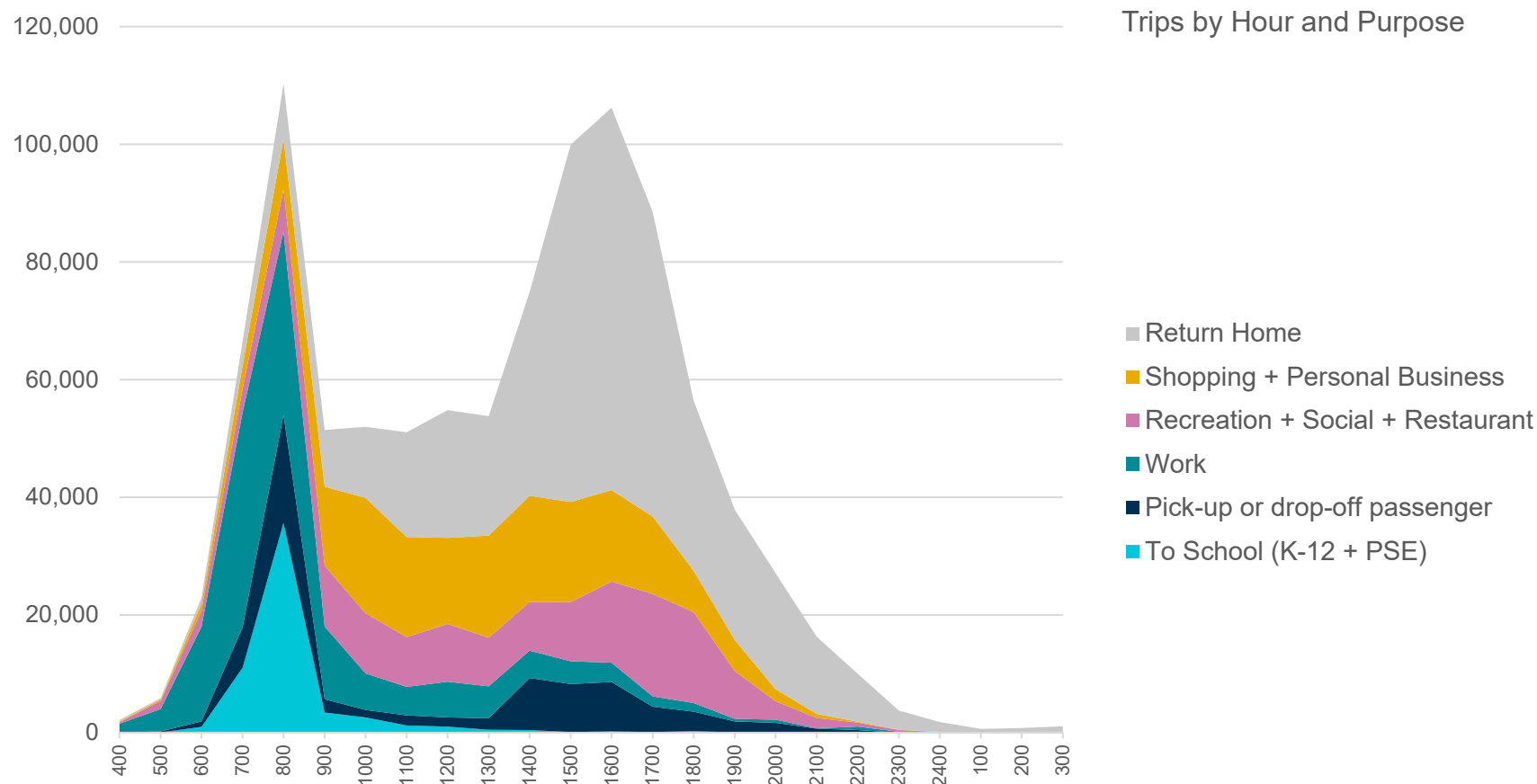
## Final Results Trips by Purpose

Trip Purpose	2017	2022	change
Work	178,200	140,600	-37,600
Post-secondary school	18,700	16,800	-1,900
K-12 school	38,400	41,000	2,600
Shopping / household maintenance	126,800	112,700	-14,200
Personal business	63,800	59,100	-4,700
Restaurant	45,700	31,400	-14,300
Recreation	68,300	70,600	2,300
Social	49,600	39,800	-9,800
Pick-up or drop-off passenger	89,000	72,800	-16,100
Other	6,000	3,800	-2,300
Return Home	419,700	407,700	-12,100
Total	1,104,300	996,300	-108,000



# 2022 CRD Origin Destination Household Travel Survey Final Results

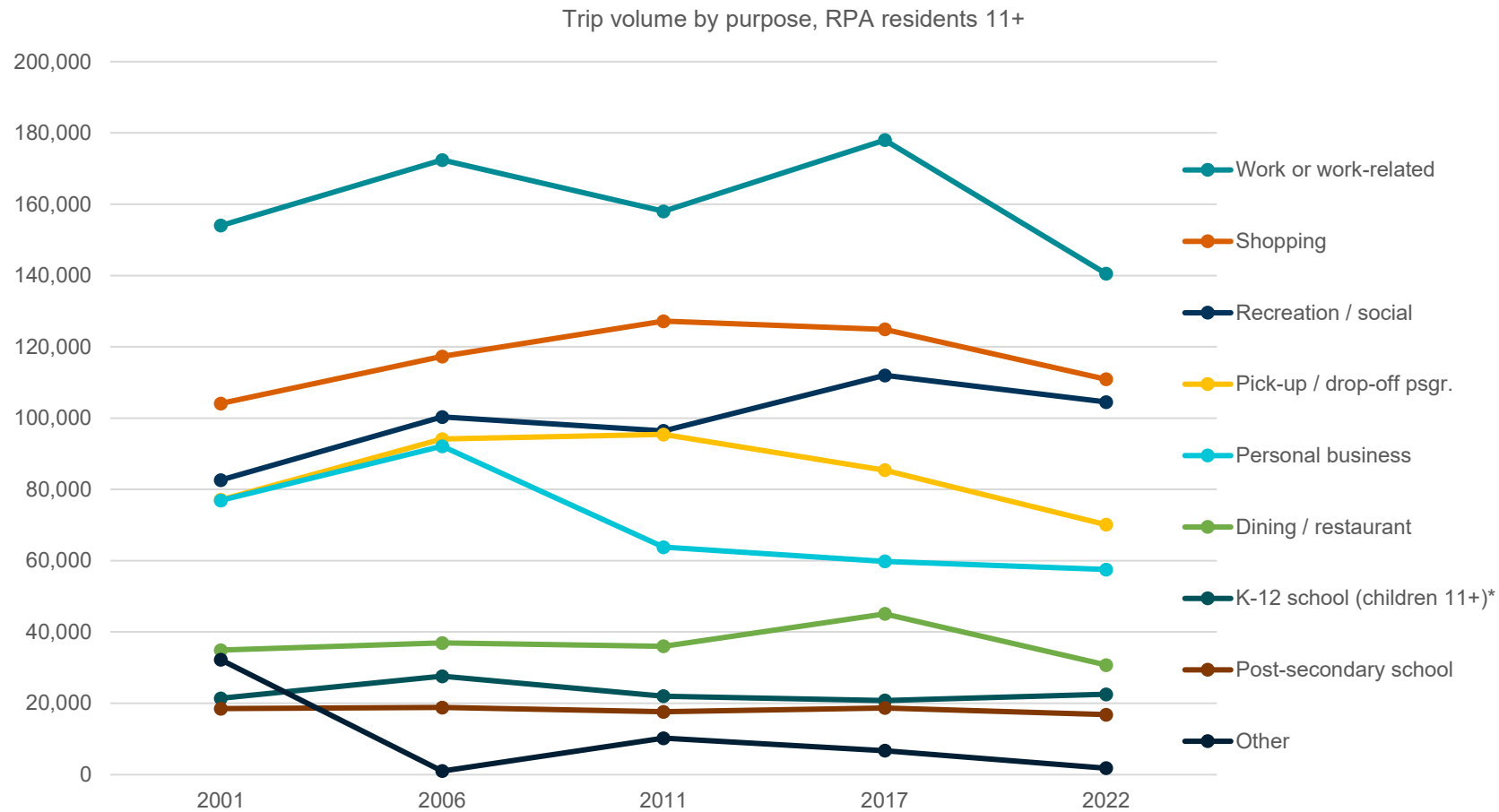
## Trips by Hour and Purpose





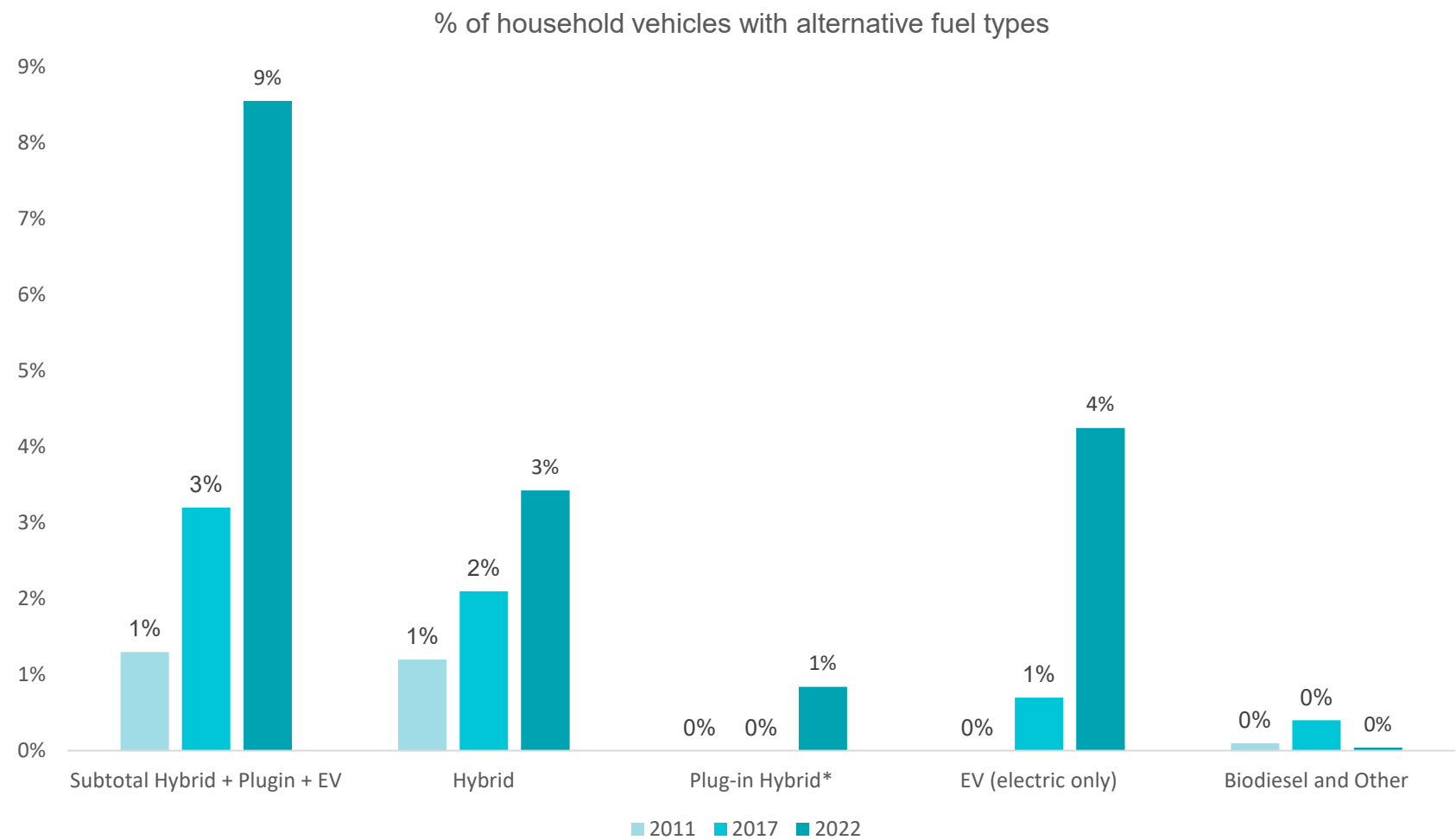
# 2022 CRD Origin Destination Household Travel Survey

## Final Results **Trend in # of trips by purpose 2001 - 2022**



# 2022 CRD Origin Destination Household Travel Survey

## Final Results **Vehicle Fuel Types**

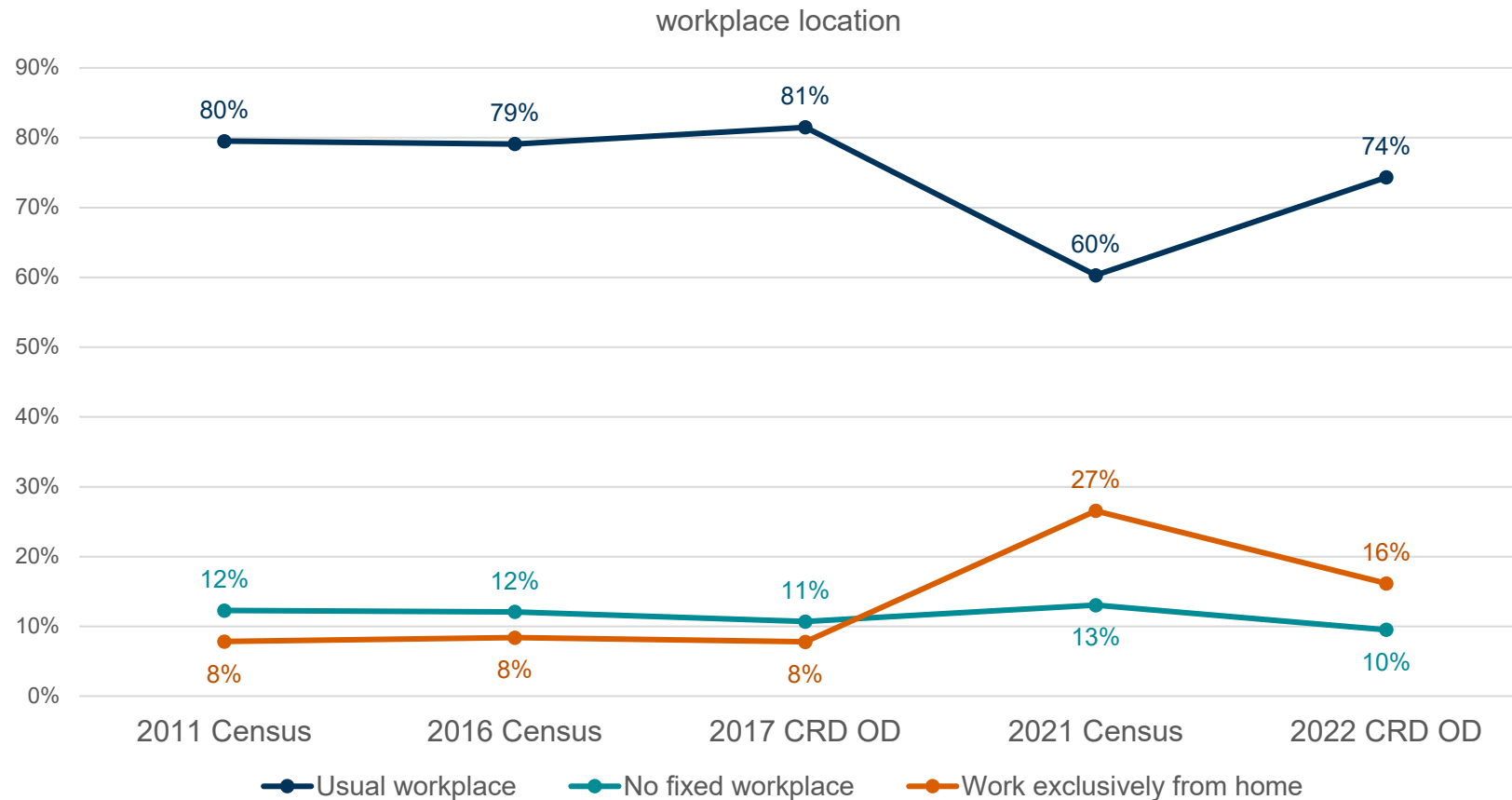




# Insights

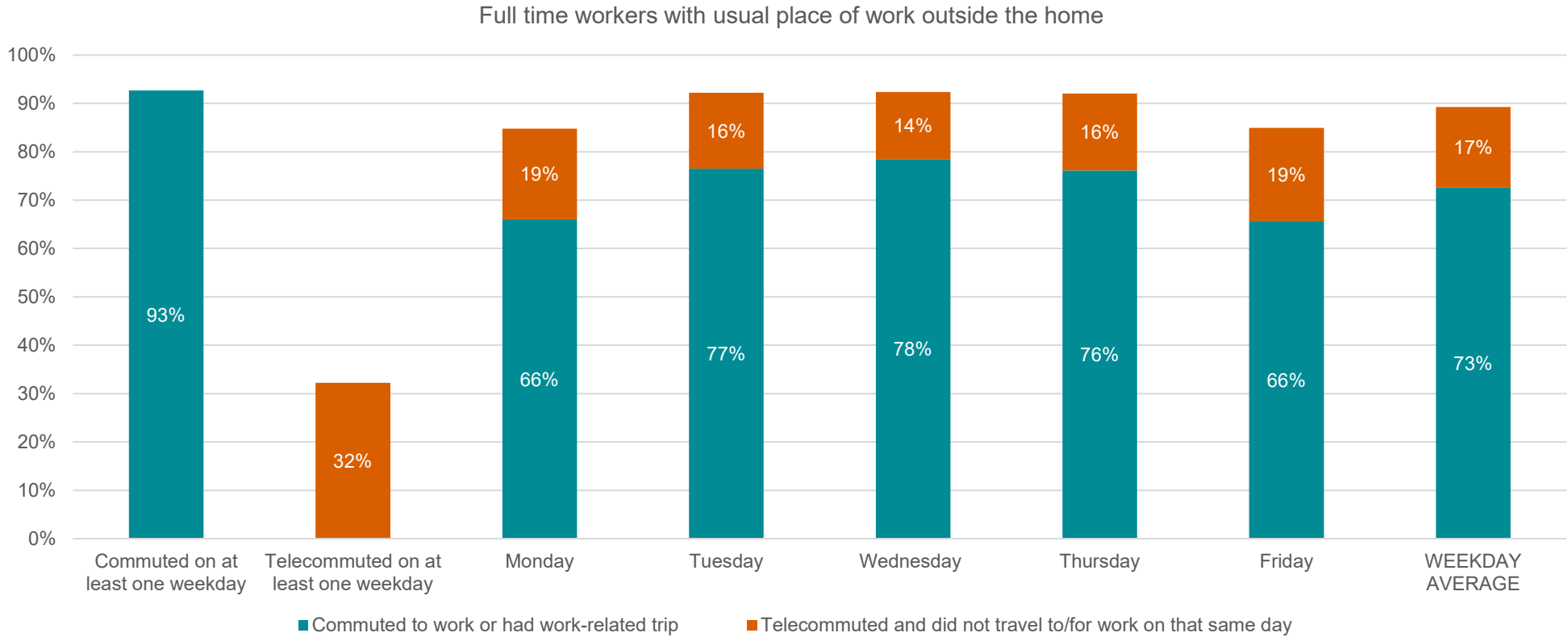
# 2022 CRD Origin Destination Household Travel Survey

## Final Results Trends in Commuting and Work from Home



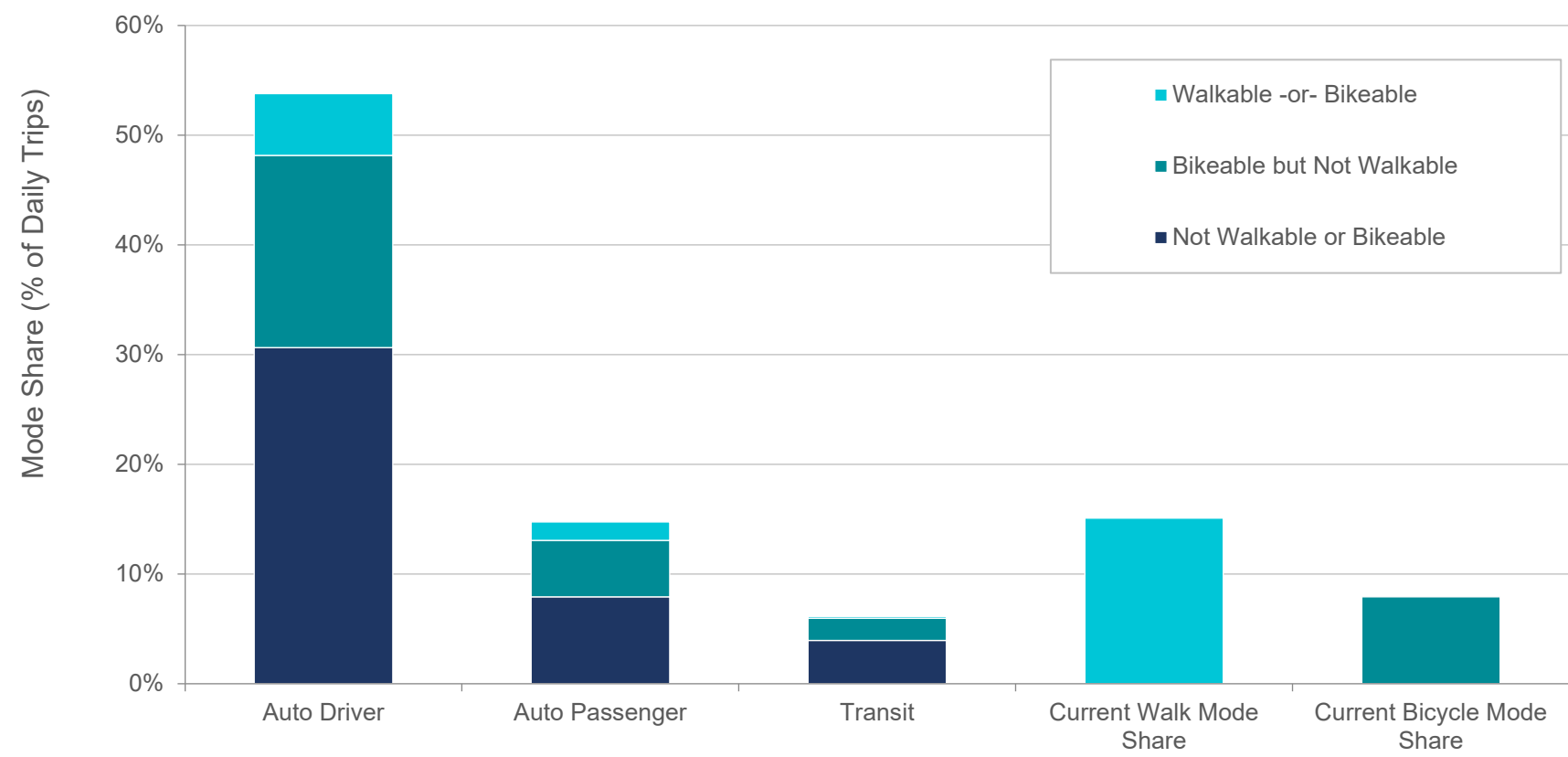
# 2022 CRD Origin Destination Household Travel Survey Final Results

## Trends in Commuting and Work from Home



# 2022 CRD Origin Destination Household Travel Survey

## Final Results Mode Shift Potential



Trips were assessed as to their walkability or bikeability based on distance that would be travelled on existing roads, bicycle paths, and walking paths if the trip had been taken by walking or bicycling (from Google Map Directions). Bikeable = within 4.6 km. Walkable = within 1.6 km. This assessment examines only distance and does not consider the feasibility/practicality of the trip as a segment of a longer trip chain that may itself require a car, whether the trip involves the transport of heavy items that requires a car, or disability or health conditions that may limit the ability to walk or bike.



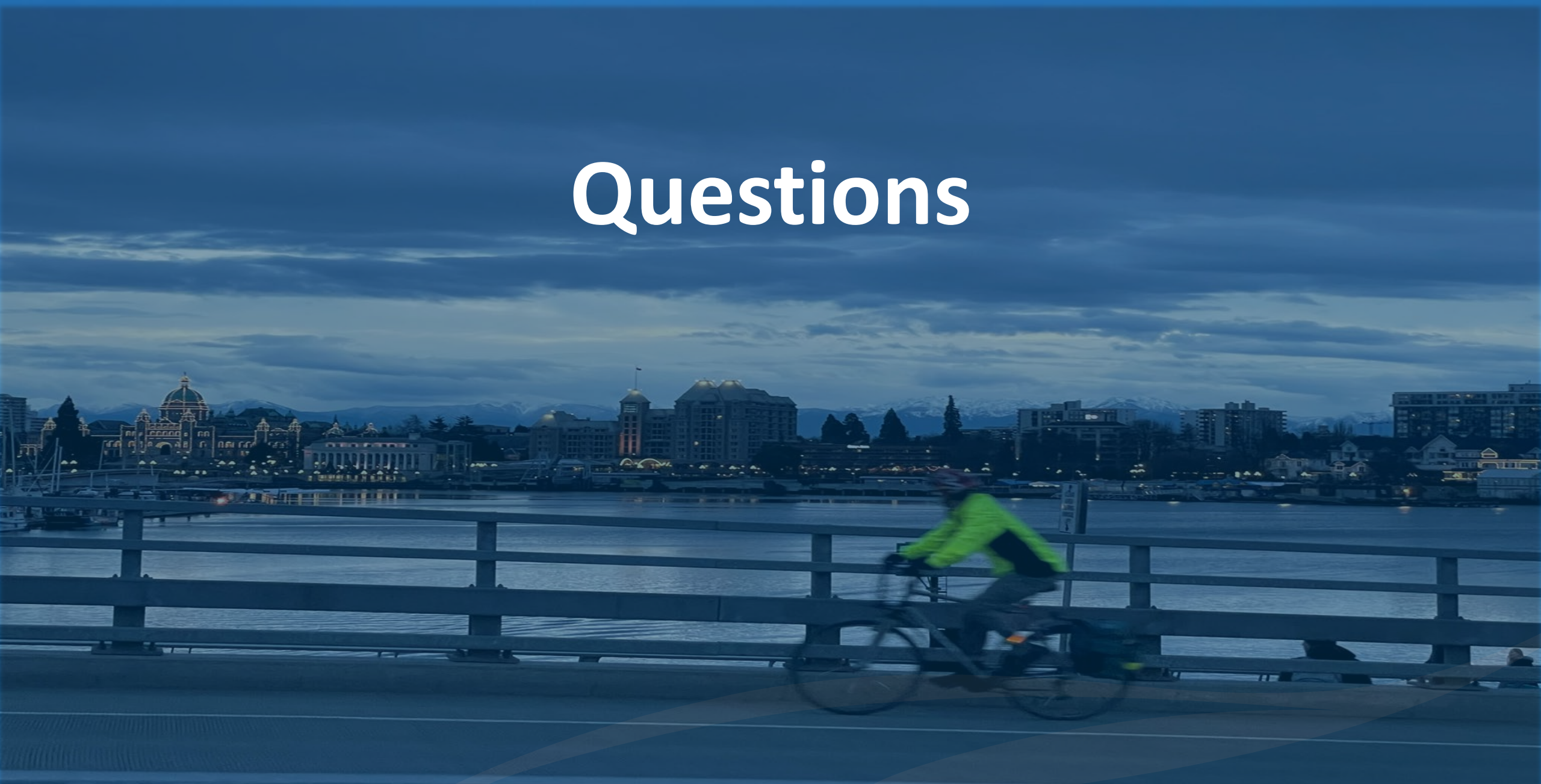
# Applications

Information from the survey can contribute to the following corporate plan initiatives:

- 4b-2 Prepare policy positions to support advocacy for infrastructure investments and service improvements to achieve regional transportation priority items related to mass transit, general transit improvements, active transportation and multi-modal and safe highways.
- 4b-3 Support local governments to implement consistent approaches to transportation demand management, active transportation and safety policy
- 4d-1 Shift travel behaviour through education, encouragement, and information



# Questions



**REPORT TO CAPITAL REGIONAL DISTRICT BOARD  
MEETING OF WEDNESDAY, SEPTEMBER 13, 2023**

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**SUBJECT**      **Consent on Behalf for Bylaw 4551 – Amendment to Increase Annual Requisition for Land Assembly, Housing and Land Banking Service**

**ISSUE SUMMARY**

To revise obtaining participating area approval in the electoral areas for Bylaw No. 4551 by way of electoral area director consent on behalf as per section 349 (2) of the *Local Government Act*.

**BACKGROUND**

At its meeting held May 10, 2023, the Capital Regional District (CRD) Board gave three readings to the following bylaw (Appendix A):

- Bylaw No. 4551 “Land Assembly, Housing and Land Banking Service Establishment Bylaw No. 1, 2010, Amendment Bylaw No. 2, 2023” to increase maximum requisition to be up to a maximum that is the greater of \$11,500,000 or a property value tax rate of \$0.062 per \$1,000 on the net taxable value of land and improvements in the capital region.

As part of the legislative process, the bylaw was submitted to the Inspector of Municipalities for review. The Province recommended that the CRD consider making the approval process easier by separating the approval process to amend the service’s establishment bylaw from the approval for long-term borrowing under Bylaw No. 4552, “Land Assembly, Housing and Land Banking Loan Authorization Bylaw No. 3, 2023”.

Initially, the CRD Board endorsed that elector approval be obtained by municipal participants via council consent on behalf of electors, and by alternative approval process in the three electoral areas. The Province has suggested that the CRD change its method of obtaining elector approval by way of electoral area director consent on behalf of each electoral participating area.

On August 10, 2023, the bylaw obtained statutory approval and the CRD may now proceed with obtaining two-thirds consent on behalf of the participating areas without further delay.

**ALTERNATIVES**

*Alternative 1*

1. That participating area approval for Bylaw No. 4551, “Land Assembly, Housing and Land Banking Service Establishment Bylaw No. 1, 2010, Amendment Bylaw No. 2, 2023” be obtained via two-thirds consent on behalf of municipal and electoral area participating areas;
2. That participating area approval in the electoral areas for Bylaw No. 4551 be provided by the Electoral Area Directors consenting on behalf, rather than alternative approval process.

*Alternative 2*

That this report be referred back to staff for additional information.

## **IMPLICATIONS**

### *Financial Implications*

By proceeding with Electoral Area Director consent on behalf, rather than electoral area alternative approval process, the costs of undertaking an AAP will be avoided.

For additional information on the bylaw and the future planned use of the funds, please refer to the previous staff report dated May 3, 2023 (Appendix B).

## **CONCLUSION**

The CRD Board may seek elector approval for Bylaw No. 4551, “Land Assembly, Housing and Land Banking Service Establishment Bylaw No. 1, 2010, Amendment Bylaw No. 2, 2023”, by obtaining two-thirds consent on behalf of municipal and electoral area participating areas. Electoral area directors could consent on behalf of the electoral areas, rather than undertaking an alternative approval process in each electoral area. This approach is the result of Province’s recommendation that the CRD separate the approval of Bylaw No. 4551 from the long-term borrowing Bylaw No. 4552, “Land Assembly, Housing and Land Banking Loan Authorization Bylaw No. 3, 2023.”

## **RECOMMENDATION**

1. That participating area approval for Bylaw No. 4551, “Land Assembly, Housing and Land Banking Service Establishment Bylaw No. 1, 2010, Amendment Bylaw No. 2, 2023” be obtained via two-thirds consent on behalf of municipal and electoral area participating areas.
2. That participating area approval in the electoral areas for Bylaw No. 4551 be provided by the Electoral Area Directors consenting on behalf, rather than alternative approval process.

Submitted by:	Marlene Lagoa, Manager, Legislative Services & Deputy Corporate Officer
Concurrence:	Kristen Morley, J.D., General Manager, Corporate Services & Corporate Officer
Concurrence:	Ted Robbins, B. Sc., C. Tech., Chief Administrative Officer

## **ATTACHMENT(S)**

Appendix A: Bylaw No. 4551 at Third Reading

Appendix B: Previous Staff Report dated May 3, 2023

CAPITAL REGIONAL DISTRICT

BYLAW NO. 4551

\*\*\*\*\*  
**A BYLAW TO AMEND THE LAND ASSEMBLY, HOUSING AND LAND BANKING  
SERVICE ESTABLISHMENT BYLAW NO. 1, 2010**  
\*\*\*\*\*

WHEREAS:

- A. By Supplementary Letters Patent, Division XII dated July 25, 1974, as amended by further Supplementary Letters Patent, the Capital Regional District was granted the function of Land Assembly, Housing and Land Banking which included the power to undertake land assembly for the purpose of housing, either public or private and, public housing pursuant to the provisions of the *National Housing Act*, the *Municipal Act*, the *Housing Act*, and other legislation pertaining to land assembly and public housing, as if the regional district were a municipality;
- B. Under Bylaw No. 3712, Land Assembly, Housing and Land Banking Service Establishment Bylaw No. 1, 2010, the Capital Regional District converted this to a service under the *Local Government Act* in all member municipalities and electoral areas (the "Service");
- C. The Board desires to increase the maximum requisition, in order to implement housing initiatives in the Capital Regional District, and Bylaw No. 4552, "Land Assembly, Housing and Land Banking Loan Authorization Bylaw No. 3, 2023", details anticipated borrowing to be supported by the increased requisition;
- D. Under Sections 345 and 346 of the *Local Government Act*, participating area approval in the municipalities shall be obtained by consent on behalf and in the electoral areas by Alternative Approval Process; and
- E. The approval of the Inspector of Municipalities is required under Section 403 of the *Local Government Act*.

NOW THEREFORE the Board of the Capital Regional District in open meeting assembled enacts as follows:

- 1. Bylaw No. 3712, "Land Assembly, Housing and Land Banking Service Establishment Bylaw No. 1, 2010" is hereby amended by replacing Section 6, Maximum Requisition, in its entirety as follows:

In accordance with Section 339(1)(e) of the *Local Government Act*, the maximum amount that may be requisitioned for the cost of the Service is the greater of:

- a) Eleven million five hundred thousand dollars (\$11,500,000); or
- b) A property value tax rate of \$0.062 per one thousand (\$1,000) dollars that, when applied to the net taxable value of land and improvements in

the Service Area, will yield the maximum amount that may be requisitioned for the Service.

2. This Bylaw may be cited as the “Land Assembly, Housing and Land Banking Service Establishment Bylaw No. 1, 2010, Amendment Bylaw No. 2, 2023”.

READ A FIRST TIME THIS	10 <sup>th</sup>	day of	May,	2023
READ A SECOND TIME THIS	10 <sup>th</sup>	day of	May,	2023
READ A THIRD TIME THIS	10 <sup>th</sup>	day of	May,	2023
APPROVED BY THE INSPECTOR OF MUNICIPALITIES THIS	10 <sup>th</sup>	day of	August,	2023
RECEIVED THE ASSENT OF THE ELECTORS THIS	___ <sup>th</sup>	day of		2023
ADOPTED THIS	___ <sup>th</sup>	day of		2023

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CHAIR

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CORPORATE OFFICER



Making a difference...together

## REPORT TO HOSPITALS AND HOUSING COMMITTEE MEETING OF WEDNESDAY, MAY 03, 2023

**SUBJECT**     **Future Housing Partnerships Alternative Approval Process and Bylaw Amendments**

### **ISSUE SUMMARY**

To permit the borrowing of up to \$85 million (M) through the Land Assembly, Housing and Land Banking service in support of partnership opportunities related to increasing the supply of affordable, inclusive, and adequate housing in the region.

### **BACKGROUND**

In September 2019, the Capital Regional District (CRD) Board authorized staff to amend Bylaw No. 3712, "Land Assembly, Housing and Land Banking Service Establishment Bylaw No. 1, 2010" (Appendix A – showing track changes from proposed Bylaw No. 4551 amendment) to remove a borrowing maximum of \$25M under the service as well as remove a 25-year limit on the length of time a housing agreement could be entered into. At the same meeting, the CRD Board also authorized staff to proceed with obtaining elector assent for Loan Authorization Bylaw No. 4327 to permit the borrowing of \$10M in support of the Regional Housing First Program (RHFP). The amendment bylaw and the loan authorization bylaw were adopted in March 2020.

As the RHFP was moving toward full program build out, staff advanced a white paper, *Future Housing Priorities and Partnerships* (FHPP), in July 2022. The white paper identified three areas of focus including:

- **Acquisition fund** to increase and preserve the supply of affordable rental and create future redevelopment opportunities, purchase of shovel-ready developments or acquire land for development of affordable housing;
- **Rural Housing Strategy** to increase, preserve and broaden the supply of affordable housing in small and rural communities, recognizing the need to approach housing solutions in rural communities with different assumptions than those used for conventional housing interventions in growing urban regions; and,
- Increase the supply of **housing with supports for people with complex needs** currently not adequately supported by the traditional model as a compliment to new provincial Complex Care Housing initiative.

The Board endorsed the FHPP and directed staff to develop a program framework and identification of funding partnership contributions to address unmet housing needs in the capital region based on the priorities identified in the white paper. The Board included a fourth area of focus which is to ensure the rapid and ongoing expansion of newly built publicly owned affordable housing in the CRD. Staff will report out on the program framework in Q4 2023.

On September 21, 2022, as part of provisional budget review, the Board directed staff to report back on options for increasing funding for land acquisition for housing. This report was received at the Hospitals and Housing Committee (HHC) as an information report on March 1, 2023 (Appendix B). The HHC passed a referral motion directing staff to report back on the implications of amending Bylaw No. 3712, which was received by the Board on April 12, 2023, where the Board then passed the following motions:

1. *That staff be directed to bring forward a report with an amendment to Bylaw No. 3712, "Land Assembly, Housing and Land Banking Service Establishment Bylaw No. 1, 2010" to increase the allowable annual maximum requisition by \$5 million to \$10 million; and,*
2. *Create a loan authorization bylaw to enable the financing of up to \$85 million from the increase of the allowable annual maximum requisition of \$5 million.*

Due to recent changes in interest rates as well as assessed property values, the estimated annual requisition to support \$85 million in borrowing now stands at \$5.3M. As a result, the proposed amendment of \$0.062 per \$1,000 of assessed value equates approximately to a new maximum requisition of \$11.5M instead of the \$10.0M referenced in the Board motion.

Bylaw No. 4551, "Land Assembly, Housing and Land Banking Service Establishment Bylaw No. 1, 2010, Amendment Bylaw No. 2, 2023" is attached as Appendix C and the Bylaw No. 4552, "Land Assembly, Housing and Land Banking Loan Authorization Bylaw No. 3, 2023" is attached as Appendix D to this staff report.

## **ALTERNATIVES**

### *Alternative 1*

The Hospitals and Housing Committee recommends to the Capital Regional District Board:

1. That Bylaw No. 4551, "Land Assembly, Housing and Land Banking Service Establishment Bylaw No. 1, 2010, Amendment Bylaw No. 2, 2023", be introduced, read a first, second, and third time;
2. That Bylaw No. 4552, "Land Assembly, Housing and Land Banking Loan Authorization Bylaw No. 3, 2023", be introduced, read a first, second, and third time; and,
3. That participating area approval for Bylaws No. 4551 and No. 4552 in the municipalities be obtained via council consent on behalf of electors, and by alternative approval process in the electoral areas, and if successful, that staff provide the bylaws to the Inspector of Municipalities for approval.

### *Alternative 2*

That the Future Housing Partnerships Alternative Approval Process and Bylaw Amendments report be referred to staff for additional information based on Hospitals and Housing Committee direction.

## **IMPLICATIONS**

### *Intergovernmental Implications*

On January 12, 2023, the Province announced the creation of a \$500M fund administered by a newly created Rental Protection Fund Society (RPFS) to enable non-profits to purchase buildings and protect affordability for current and future tenants. Though there remain key details that have yet to be announced, staff have engaged BC Non-Profit Housing Association (BCNPHA), who is actively working with other stakeholders to develop the RPFS.

Preliminary discussions have identified a viable path toward a possible partnership between the CRD and the RPFS to acquire and protect existing Naturally Occurring Affordable Housing (NOAH) within the capital region. However, as the RPFS is a newly formed society, more extensive discussions are on hold until it has a Chief Executive Officer (CEO) in place, which is



expected by the midway point of 2023 and the CRD has a demonstrated capacity to consider investment into a potential partnership.

Focusing more broadly on general land acquisition and potential partnerships, the province recently released its 2023 provincial budget, which included the following:

- \$394M over three years in new capital funds to acquire lands for future affordable and market housing development along main transit corridors. Full details on how these funds are to be deployed and the constraints/targets informing this investment have yet to be released. Forthcoming information will inform ongoing work related to FHPP.
- \$4.2 billion (B) over three years with \$2.2B in operating and \$2B in capital funding to support Building BC programs. It is important to note that this \$4.2B includes the previously mentioned \$394M to support land acquisition along transit corridors as well as a range of other investments. Budget 2023 identifies \$260M as new capital investment over three years to support Building BC and BC Housing programs, such as the Community Housing Fund (CHF).
- \$169M over three-years in capital funding to help create additional complex-care beds to support individuals with complex mental-health and substance-use challenges and whose needs are not being met through the current intervention landscape. Budget 2023 also includes \$97M in operating funding to provide clients of this intervention with health-focused supports and services.

Building on the funding commitments made through Budget 2023, the province released Homes for People: An action plan to meet the challenges of today and deliver more homes for people, faster. A summary overview of the four pillars of the action plan, action items and potential connections to current or future CRD initiatives is attached as Appendix E.

On April 12, 2023, the province and the Metro Vancouver Regional District (MVRD) announced a Memorandum of Understanding (MOU) that will help to advance 2,000 units of rental housing over 10-years under the new Homes for People program. Phase 1 of this partnership includes an investment of \$158M over three-years from the provincial government and is expected to support 660 new units at five sites identified by MVRD. Foundational to this partnership is a commitment from MVRD of land and cash equity totaling \$217M over 10-years.

Though still in the early stages, staff are actively engaging a range of key stakeholders to explore partnership opportunities in the following areas:

- Protect and preserve NOAH in partnership with the RPFS;
- Acquire lands for future affordable housing development along transit corridors;
- Working through the Capital Region Housing Corporation (CRHC), apply for any funding programs as available to advance the acquisition of lands and/or fund the capital costs associated with developing new affordable rental units;
- Develop scoping and feasibility for a Rural Housing Program, including advancing partnerships with other agencies and pursuing funding opportunities;
- Working in partnership with the Capital Regional Hospital District (CRHD), collaborate with Island Health (IH) and the Ministry of Mental Health and Addictions to explore partnerships related to complex-care housing; and,
- Look to the model of MVRD to consider a longer-term MOU that could leverage CRD-investment, if available.

*Service Delivery Implications*

As the current capacity under Bylaw No. 3712 is fully committed to already approved initiatives, consideration of any additional projects will require new resourcing. The recent announcements from the provincial government provide several areas of opportunity that staff are actively exploring. Should the CRD create the capacity to invest into potential partnerships, it will demonstrate an enhanced commitment to addressing key regional challenges and will also provide staff with the ability to signal to prospective partners the opportunity to leverage and layer funds to achieve a greater impact than would otherwise be possible.

It is also important to note that any efforts to advance work related to FHPP involved two related, but distinct steps. The first is to create the capacity, which involves an amendment to Bylaw No. 3712 and a new loan authorization bylaw. The second step will be to authorize debt on a project-by-project basis or as a part of the annual financial plan approval process.

*Alignment with Board & Corporate Priorities*

On April 12, 2023 the CRD Board approved the 2023-2026 Corporate Plan. The following initiatives under the Housing Priority are directly related to advancing the recommendations contained within this staff report:

- 5a-1 Increase supply of affordable, inclusive and adequate housing across the region;
- 5a-2 Pursue funding opportunities and matching funds to deliver more housing;
- 5b-1 Support continued investment into existing housing stock to preserve and enhance the quality of the buildings and units; and,
- 5b-2 Protect existing market rental housing to preserve affordability.

*Financial Implications*

To access additional funds under this service, the amendment to Bylaw No. 3712 along with the new loan authorization bylaw require approval and adoption.

Upon adoption of both bylaws and before any funds can be expended, the financial plan will need to be updated to include revenue, expenses and borrowings. In addition, before any funds can be borrowed against the loan authorization, the board will be asked to approve a Security Issuing Bylaw.

Bylaw No. 3712 currently has a maximum requisition limit (based on property assessment values) and an existing loan authorization bylaw. The borrowing limit currently authorized is \$35M and is entirely committed in support of approved RHFP projects, after which the bylaws will no longer be active.

To establish the capacity to borrow up to an additional \$85M, the maximum requisition will need to increase to accommodate the estimated cost of the annual debt repayment. Given recent shifts in interest rates and assessed property values, the estimated annual requisition to support \$85 million in borrowing is \$5.3M. Based on this estimate and for certainty, the amended maximum acquisition proposed is \$11.5M or \$0.062/\$1,000 of assessed value. The estimated debt servicing costs will be based on the specific future projects and related borrowings, as approved within future Financial Plan Bylaws. For example, if the full \$85M were borrowed at the MFA's current indicative interest rate of 4.4% (as of April 24, 2023), the estimated annual debt servicing cost would be approximately \$5.3M, with an amortization term of 30 years. Debt servicing costs are funded by requisition, and actual borrowings in each of the next five years will depend on that year's cash flow requirements.

### *Legislative Implications*

To borrow funds long-term (i.e., beyond five years), the approval of a loan authorization bylaw and subsequently, and separately, a security issuing bylaw are required under the *Local Government Act*. As part of the loan authorization bylaw approval process, the bylaw requires elector approval. Elector approval can be obtained through consent on behalf of municipal participants and electoral participating areas (by sub-regional AAP), a referendum, or by a regional alternative approval process (AAP) for the entire service area. Consent on behalf of municipal participants, and by alternative approval process in the electoral areas, is initiated when the loan authorization bylaw has received third reading by the Board and approval by the Inspector of Municipalities and are the preferred methods administratively in this instance. These processes will be undertaken concurrently, and are expected to take six months, including the eight weeks of waiting on provincial approval of the assent method and the approval of the service amendment and loan authorization bylaws.

To ensure optimization of interest and timing of long-term debt, issuance of a temporary borrowing will be proposed if Ministerial approval is obtained, and the elector approval process proves successful. The timing of the debt issuance will be based on the timing of expenditures and will be dependent on prevailing interest rates at the time. Before long-term debt issuance can be exercised, a security issuing bylaw will be brought forward for approval. The term of debt issuance under the loan authorization will be 30 years.

### **CONCLUSION**

The current requisition capacity of Bylaw No. 3712 is fully committed to approved initiatives. New initiatives and resourcing will require an establishing bylaw amendment and a new loan authorization bylaw. Both bylaws require Inspector of Municipalities approval and elector assent. If the recommendations within this staff report are approved, staff will seek consent on behalf of electors in the municipalities and will undertake an AAP for the electoral areas.

As part of continuing to advance efforts related to the FHPP, staff have been actively exploring a range of partnerships related to acquiring and preserving NOAH, acquiring lands on or near transit corridors, working through the CRHC to acquire and/or advance affordable housing projects, scoping a rural housing program, working in partnership with the CRHD on complex-care housing, and looking to longer-term partnership opportunities with senior levels of government.

The ability of the CRD to demonstrate a willingness to invest into prospective partnerships will significantly advance these exploratory discussions. Debt will not be incurred, nor requisition increased, until approved on a specific project or through the annual service planning and financial planning processes.

### **RECOMMENDATION**

The Hospitals and Housing Committee recommends to the Capital Regional District Board:

1. That Bylaw No. 4551, “Land Assembly, Housing and Land Banking Service Establishment Bylaw No. 1, 2010, Amendment Bylaw No. 2, 2023”, be introduced, read a first, second, and third time;
2. That Bylaw No. 4552, “Land Assembly, Housing and Land Banking Loan Authorization Bylaw No. 3, 2023”, be introduced, read a first, second, and third time; and,

3. That participating area approval for Bylaws No. 4551 and No. 4552 in the municipalities be obtained via council consent on behalf of electors, and by alternative approval process in the electoral areas, and if successful, that staff provide the bylaws to the Inspector of Municipalities for approval.

Submitted by:	Don Elliott, MUP, BA, Senior Manager, Regional Housing
Concurrence:	Kevin Lorette, P. Eng., MBA, General Manager, Planning & Protective Services
Concurrence:	Kristen Morley, J.D., General Manager, Corporate Services & Corporate Officer
Concurrence:	Nelson Chan, MBA, FCPA, FCMA, Chief Financial Officer
Concurrence:	Ted Robbins, B. Sc., C. Tech., Chief Administrative Officer

**ATTACHMENTS:**

- Appendix A: Bylaw No. 3712, "Land Assembly, Housing and Land Banking Service Establishment Bylaw No. 1, 2010"
- Appendix B: Staff Report: Capital Regional District Land Banking and Housing Land Acquisition Financing, March 1, 2023
- Appendix C: Bylaw No. 4551, "Land Assembly, Housing and Land Banking Service Establishment Bylaw No. 1, 2010, Amendment Bylaw No. 2, 2023"
- Appendix D: Bylaw No. 4552, " Land Assembly, Housing and Land Banking Loan Authorization Bylaw No. 3, 2023"
- Appendix E: Summary: Homes for People: An action plan to meet the challenges of today and deliver more homes for people, faster

**CAPITAL REGIONAL DISTRICT  
BYLAW NO. 3712**

**A BYLAW TO CONVERT THE AUTHORITY FOR LAND ASSEMBLY, HOUSING AND LAND BANKING TO AN ESTABLISHING BYLAW FOR LAND ASSEMBLY, HOUSING AND LAND BANKING**

**WHEREAS:**

- A. By Supplementary Letters Patent, Division XII dated July 25, 1974, as amended by further Supplementary Letters Patent, the Capital Regional District was granted the function of Land Assembly, Housing and Land Banking which included the power to undertake land assembly for the purpose of housing, either public or private and, public housing, pursuant to the provisions of the National Housing Act, the Municipal Act of the Province of British Columbia, the Housing Act of British Columbia, and other legislations of the Province of British Columbia pertaining to land assembly and, public housing, as if the regional district were a municipality;
- B. The Board of the Capital Regional District wished to exercise the function granted to it by the Letters Patent in accordance with Part 24 of the Local Government Act subject to all of the terms and conditions contained in the Letters Patent and including all the powers granted by the Letters Patent within all member municipalities and electoral areas.
- C. The Board of the Capital Regional District wished to proceed under section 774.2 of the Local Government Act and convert the service to a service exercised under the authority of a bylaw for the Regional District by bylaw under sections 774.2(3) and 796 of the Local Government Act;
- D. The Board of the Capital Regional District has obtained the consent on behalf of the electors under section 801.4 and 801.5 of the Local Government Act.

**NOW THEREFORE** the Board of the Capital Regional District in open meeting assembled enacts as follows:

**1. Service**

- a) The service established by this Bylaw is the conversion of the Authority for Land Assembly, Housing and Land Banking to an Establishment Bylaw for Land Assembly, Housing and Land Banking and includes:
  - i) The power to undertake land assembly for the purpose of housing, either public or private, and public housing;
  - ii) Authorizing the Regional Board to create one or more corporations to undertake land assembly for the purpose of housing, either public or private and, public housing;
  - iii) Authorizing the Regional Board to act as a guarantor for one or more corporations established under ii) above;
  - iv) Authorizing the Regional Board to borrow on behalf of the service or for corporations established under ii) above;
  - v) Authorizing the Regional Board to participate in any Provincial or Federal government or related agencies' housing program as if the Capital Regional District were a municipality;
  - vi) Authorizing the Regional Board to enter into housing-related agreements and housing agreements for any duration, pursuant to the provisions of the Local Government Act;

(BL 4326)

**2. Boundaries**

The boundaries of the service are the boundaries of the Capital Regional District.

### 3. Participating Area

The participating areas of the service include all municipalities and electoral areas of the Capital Regional District.

### 4. Cost Recovery and Apportionment of Costs

The annual costs for the service may be recovered by one or more of the following:

- a) Property value taxes imposed in accordance with Division 4.3 or Part 24 of the Local Government Act;
- b) Fees and charges imposed under section 363 of the Local Government Act;
- c) Revenues raised by other means authorized by the Local Government Act or another Act;
- d) Revenues received by agreement, enterprise, gift, grant or otherwise.

### 5. Reporting

The Regional Board shall establish operating and financing reporting requirements for any and all corporations as established under Section 1 of this bylaw.

### 6. Maximum Requisition

~~In accordance with 800.1(1)(e) of the Local Government Act, the maximum amount that may be requisitioned for the cost of the Service is the greater of:~~

- ~~a) Two million four hundred twenty three dollars (\$2,423,000);~~
- ~~b) A property value tax rate of \$.031 per one thousand (\$1,000) dollars that, when applied to the net taxable value of land and improvements in the Service Area, will yield the maximum amount that may be requisitioned for the Service.~~

In accordance with Section 339(1)(e) of the Local Government Act, the maximum amount that may be requisitioned for the cost of the Service is the greater of:

- a) Eleven million five hundred thousand dollars (\$11,500,000); or
- b) A property value tax rate of \$0.062 per one thousand (\$1,000) dollars that, when applied to the net taxable value of land and improvements in the Service Area, will yield the maximum amount that may be requisitioned for the Service.

(BL 4551)

### 7. Citation

This Bylaw may be cited as the "Land Assembly, Housing and Land Banking Service Establishment Bylaw No. 1, 2010".

**CONSENTED TO** by two-thirds of the councils of the Municipalities of Victoria, Saanich, Esquimalt, Oak Bay, Sidney, North Saanich, Central Saanich, View Royal, Highlands, Colwood, Langford, Metchosin, Sooke, and the Directors of the Electoral Areas of Juan de Fuca, Salt Spring Island and the Southern Gulf Islands.

READ A FIRST TIME THIS	14 <sup>th</sup>	day of	July	2010
READ A SECOND TIME THIS	14 <sup>th</sup>	day of	July	2010
READ A THIRD TIME THIS	14 <sup>th</sup>	day of	July	2010
APPROVED BY THE INSPECTOR OF MUNICIPALITIES	27 <sup>th</sup>	day of	October	2010
ADOPTED THIS	10 <sup>th</sup>	day of	November	2010

Original signed by Geoff Young  
CHAIR

Original signed by Sheila Norton  
CORPORATE OFFICER

FILED WITH THE INSPECTOR OF MUNICIPALITIES THIS 17<sup>th</sup> day of November 2010



**REPORT TO HOSPITALS AND HOUSING COMMITTEE  
MEETING OF WEDNESDAY, MARCH 01, 2023**

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**SUBJECT**     **Capital Regional District Land Banking and Housing Land Acquisition Financing**

**ISSUE SUMMARY**

To report on options to fund land acquisitions for affordable housing.

**BACKGROUND**

On September 21, 2022, the Capital Regional District (CRD) Board passed a motion directing staff *to report back on options for increasing funding for land acquisition for housing*.

On July 13, 2022, the Board directed staff to proceed on priorities identified in the *Future Housing Priorities and Partnerships* report, which included land acquisition for affordable housing.

Land values in the capital region continue to appreciate annually, increasing economic barriers to develop affordable housing. Front loading land acquisition can mitigate downstream costs by leveraging the time value of land, enabling greater flexibility to deliver more affordable housing.

Since receiving Board direction, staff have begun exploring the possibility of establishing an acquisition fund with the intention of working collaboratively with other levels of government to preserve existing Naturally Occurring Affordable Housing (NOAH). Staff are also seeking to acquire land that provide “shovel ready” development opportunities or could be held for future residential development.

Through the remainder of 2023, staff will continue to advance a range of activities including the exploration of funding alternatives, business cases, eligibility criteria, roles and responsibilities of potential funding partners and plans for monitoring and reporting as well as other related activities. Once complete, staff will report back to the Hospital and Housing Committee for direction.

This information report focuses on options to fund land acquisition for housing purposes and is intended to support continued exploration of a potential acquisition fund that is still under development.

**IMPLICATIONS**

*Analysis*

**Authority**

Under Bylaw No. 3712, the Land Banking and Housing (LBH) Service (Service No. 1.310) has authority to acquire and assemble land for the purpose of housing. The existing service establishment bylaw currently has a maximum requisition limit (based on property assessment values) and has an existing loan authorization bylaw. The borrowing limit currently authorized is \$35 million and is entirely committed to the existing program approved in the service and financial

plans. Incremental commitments would require service establishment amendments and a new loan authorization bylaw. Regional cost apportionment for this service is based on property assessments.

Under Bylaw No. 3266, the Regional Housing and Trust (RHTF) Service (Service No. 1.311) has authority to raise up to \$1 million and contribute those funds to projects that include funds from other partners. The existing cost apportionment is 50% property assessments and 50% population. Additionally, there is an option for a participant to voluntarily increase their contribution. The service currently has sub-regional participation consisting of 11 municipalities and two electoral areas. The available capacity within this service is limited to the maximum requisition of \$1 million, has no borrowing authority and is not authorized to directly acquire or hold property. Its purpose is to act in the limited capacity as a contributor, assisting with the acquisition and pursuit of affordable housing projects.

The Capital Regional Housing Corporation (CRHC) is a wholly owned not-for-profit organization of the CRD providing affordable housing in the region. The CRHC is also able to finance land purchases for the purpose of developing and operating affordable housing, however, the CRHC has limited borrowing and revenue capacity based on the inherent operating model.

### **Economic Indicators**

While interest rates and the cost of borrowing are increasing and subsequently translating to higher costs, there has been an offsetting impact on real estate valuation in the region. Additionally, domestic interest rate forecasts are signaling stabilization in the coming year. With local demand continuing to show year-over-year increases in real estate values, analysis supports asset value growth net of financing costs.

### **Capacity**

The LBH service can increase requisition regionally to increase funding for land acquisition. Requisition funding can be used to pay cash or to service debt borrowed for acquisitions. Borrowing can increase the amount of purchases through leverage and is advantageous when appreciation exceeds the cost of debt.

Two alternatives (listed below) simulate scenarios to increase funding for acquisition where each is incremental to existing program commitments.

Alternative 1 considers requisition to fund acquisitions directly. Paying cash provides immediate funding for acquisitions or to be set aside in an acquisition fund. Table 1 below provides estimated impact of increasing requisition by \$0.5 million, \$1 million and \$5 million:

**Table 1: Revenue Implications – Cash for Acquisitions**

Description	2023 Financial Plan	Scenario					
		A		B		C	
LBH \$ Requisition	\$1.4 million	+\$0.5 million		+\$1.0 million		+\$5.0 million	
LBH Change per Avg HH	\$7	+\$3	+34%	+\$5	+68%	+\$26	+338%
Total CRD Cost/Avg HH	\$509	\$512	+0.6%	\$514	+1%	\$535	+5%

Alternative 2 considers requisition to fund acquisitions by repaying debt over time. Table 2 shows total principal available with the same increased requisition funding as considered in Table 1.

**Table 2: Revenue Implications – Borrowing for Acquisitions**

Description	2023 Financial Plan	Scenario					
		A		B		C	
LBH Borrowing		\$8.5 million		\$20 million		\$85 million	
LBH \$ Requisition	\$1.4 million	+\$0.5 million		+\$1.0 million		+\$5.0 million	
LBH Change per Avg HH	\$7	+\$3	+34%	+\$5	+68%	+\$26	+338%
Total CRD Cost/Avg HH	\$509	\$512	+0.6%	\$514	+1%	\$535	+5%

Revenue implications in Table 1 and Table 2 indicate a general impact on revenue and borrowing capacity only, they do not represent acquisition cost estimates and do not reflect size and scale of an acquisition program. These estimates can be used by Committee in considering appropriate affordable housing strategies. A report addressing program development will be brought back to a future Committee meeting.

## **CONCLUSION**

On September 21, 2022, the CRD Board passed a motion directing staff to report back on options for increasing funding for land acquisition for affordable housing. On July 13, 2022, the Board directed staff to proceed on priorities as identified in the *Future Housing Priorities and Partnerships* report, which included land acquisition for affordable housing. This information report focuses on options to fund land acquisition for housing purposes and is intended to support the acquisition fund currently under development. An increase to funding for land acquisition, beyond

the existing revenue and authorized capacity already committed, would require a service establishment bylaw amendment and potentially the approval of a new loan authorization.

**RECOMMENDATION**

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

Submitted by:	Rianna Lachance, BCom, CPA, CA, Senior Manager, Financial Services
Concurrence:	Nelson Chan, MBA, FCPA, FCMA, Chief Financial Officer
Concurrence:	Kevin Lorette, P. Eng., MBA, General Manager, Planning & Protective Services
Concurrence:	Ted Robbins, B. Sc., C. Tech., Chief Administrative Officer

## CAPITAL REGIONAL DISTRICT

## BYLAW NO. 4551

\*\*\*\*\*  
**A BYLAW TO AMEND THE LAND ASSEMBLY, HOUSING AND LAND BANKING  
 SERVICE ESTABLISHMENT BYLAW NO. 1, 2010**  
 \*\*\*\*\*

## WHEREAS:

- A. By Supplementary Letters Patent, Division XII dated July 25, 1974, as amended by further Supplementary Letters Patent, the Capital Regional District was granted the function of Land Assembly, Housing and Land Banking which included the power to undertake land assembly for the purpose of housing, either public or private and, public housing pursuant to the provisions of the *National Housing Act*, the *Municipal Act*, the *Housing Act*, and other legislation pertaining to land assembly and public housing, as if the regional district were a municipality;
- B. Under Bylaw No. 3712, Land Assembly, Housing and Land Banking Service Establishment Bylaw No. 1, 2010, the Capital Regional District converted this to a service under the *Local Government Act* in all member municipalities and electoral areas (the "Service");
- C. The Board desires to increase the maximum requisition, in order to implement housing initiatives in the Capital Regional District, and Bylaw No. 4552, "Land Assembly, Housing and Land Banking Loan Authorization Bylaw No. 3, 2023", details anticipated borrowing to be supported by the increased requisition;
- D. Under Sections 345 and 346 of the *Local Government Act*, participating area approval in the municipalities shall be obtained by consent on behalf and in the electoral areas by Alternative Approval Process; and
- E. The approval of the Inspector of Municipalities is required under Section 403 of the *Local Government Act*.

NOW THEREFORE the Board of the Capital Regional District in open meeting assembled enacts as follows:

- 1. Bylaw No. 3712, "Land Assembly, Housing and Land Banking Service Establishment Bylaw No. 1, 2010" is hereby amended by replacing Section 6, Maximum Requisition, in its entirety as follows:

In accordance with Section 339(1)(e) of the *Local Government Act*, the maximum amount that may be requisitioned for the cost of the Service is the greater of:

- a) Eleven million five hundred thousand dollars (\$11,500,000); or
- b) A property value tax rate of \$0.062 per one thousand (\$1,000) dollars that, when applied to the net taxable value of land and improvements in

the Service Area, will yield the maximum amount that may be requisitioned for the Service.

2. This Bylaw may be cited as the "Land Assembly, Housing and Land Banking Service Establishment Bylaw No. 1, 2010, Amendment Bylaw No. 2, 2023".

READ A FIRST TIME THIS	___ <sup>th</sup>	day of	_____	2023
READ A SECOND TIME THIS	___ <sup>th</sup>	day of	_____	2023
READ A THIRD TIME THIS	___ <sup>th</sup>	day of	_____	2023
ADOPTED BY THE INSPECTOR OF MUNICIPALITIES THIS	___ <sup>th</sup>	day of	_____	2023
RECEIVED THE ASSENT OF THE ELECTORS THIS	___ <sup>th</sup>	day of	_____	2023
ADOPTED THIS	___ <sup>th</sup>	day of	_____	2023

\_\_\_\_\_  
CHAIR

\_\_\_\_\_  
CORPORATE OFFICER

## CAPITAL REGIONAL DISTRICT

## BYLAW NO. 4552

\*\*\*\*\*

**A BYLAW TO AUTHORIZE THE BORROWING OF EIGHTY-FIVE MILLION DOLLARS  
(\$85,000,000) FOR FUTURE HOUSING PARTNERSHIPS**

\*\*\*\*\*

## WHEREAS:

- A. By Supplementary Letters Patent, Division XII dated July 25, 1974, as amended by further Supplementary Letters Patent, the Capital Regional District was granted the function of Land Assembly, Housing and Land Banking which included the power to undertake land assembly for the purpose of housing, either public or private and, public housing pursuant to the provisions of the *National Housing Act*, the *Municipal Act*, the *Housing Act*, and other legislation pertaining to land assembly and public housing, as if the regional district were a municipality;
- B. Under Bylaw No. 3712, Land Assembly, Housing and Land Banking Service Establishment Bylaw No. 1, 2010, the Capital Regional District converted this to a service under the *Local Government Act* in all member municipalities and electoral areas (the "Service");
- C. It is deemed desirable to borrow additional funds in the amount of Eighty-Five Million Dollars (\$85,000,000) for the Service, which is the amount of debt intended to be authorized under this Bylaw, for use to support future housing partnership opportunities and advance the CRD Board priority of increasing supply of affordable, inclusive and adequate housing in the region;
- D. It is proposed that the financing is to be undertaken by the Municipal Finance Authority of British Columbia pursuant to proposed agreements between it and the CRD;
- E. Pursuant to Section 407 of the *Local Government Act*, participating area approval is required and shall be obtained in the municipalities by consent on behalf and in the electoral areas by Alternative Approval Process under Sections 345 and 346 of the *Local Government Act*; and,
- F. The approval of the Inspector of Municipalities is required under Section 403 of the *Local Government Act*.

NOW THEREFORE the Board of the Capital Regional District in open meeting assembled enacts as follows:

- 1. The Board is hereby empowered and authorized to borrow upon the credit of the Capital Regional District a sum not exceeding Eighty-Five Million Dollars (\$85,000,000) for the purposes of Land Assembly, Housing and Land Banking, including to support future housing partnership opportunities and to increase supply of affordable, inclusive and adequate housing in the region, and do all things necessary in connection therewith and without limiting the generality of the forgoing, to acquire all such real property, easements,



rights-of-way, licenses, rights or authorities as may be requisite or desirable for or in connection with the Land Assembly, Housing and Land Banking Service.

2. This Bylaw may be cited as the "Land Assembly, Housing and Land Banking Loan Authorization Bylaw No. 3, 2023".

READ A FIRST TIME THIS	___ <sup>th</sup>	day of	_____	2023
READ A SECOND TIME THIS	___ <sup>th</sup>	day of	_____	2023
READ A THIRD TIME THIS	___ <sup>th</sup>	day of	_____	2023
ADOPTED BY THE INSPECTOR OF MUNICIPALITIES THIS	___ <sup>th</sup>	day of	_____	2023
RECEIVED THE ASSENT OF THE ELECTORS THIS	___ <sup>th</sup>	day of	_____	2023
ADOPTED THIS	___ <sup>th</sup>	day of	_____	2023

\_\_\_\_\_  
CHAIR

\_\_\_\_\_  
CORPORATE OFFICER

### Summary Homes for People

HOMES FOR PEOPLE: An action plan to meet the challenges of today and deliver more homes for people, faster

*“A fast-growing population combined with the effects of the pandemic on the housing market means we have to do more – a lot more – to ensure every person and family in B.C. has a home that they can afford and meets their needs.”*

- Home for People (p. 4)

Homes for People is built on four priorities that provide a range of potential partnership opportunities that relate directly to the CRD's approved 2023-2026 Corporate Plan.

PILLAR	NOTES
Unlocking more homes faster	<ul style="list-style-type: none"> <li>• More small scale, multi-unit housing (townhomes, duplexes, and triplexes)</li> <li>• Make it easier and more affordable for people to rent out secondary/basement suites – CRD: Part of work related to SGI Housing Strategy &amp; Rural/Remote – Could be expanded to support broader regional efforts. Starting in early 2024, homeowners can access a 5-year forgivable loan up to 50% of the cost of renovations to a max of \$40K. CRD may be able to administer these through the Housing Agreement Program.</li> <li>• Work with municipalities to make sure more homes are built in communities, faster</li> <li>• Speed up permitting and approvals to get homes built faster</li> <li>• Become a North American leader in digital permitting</li> <li>• Deliver more homes and services near transit – CRD/CRHC: Part of work related to acquisition stream of Housing Priorities &amp; Partnership. Province is targeting 10,000 units at or near transit over 10-15 years.</li> <li>• Launch BC Builds – A new program dedicated to delivering homes for middle-income people – CRD/CHRC: Could apply and/or look to increase stock depending on program design/eligibility parameters.</li> <li>• Expand B.C.'s construction workforce and spur innovation</li> <li>• Explore new ways to get more rentals built – CRD/CRHC: Partnership opportunities under the Housing Priorities &amp; Partnerships.</li> <li>• Build more homes with mass timber</li> </ul>
Delivering better, more affordable homes	<ul style="list-style-type: none"> <li>• Thousands more social housing units – CRD/CRHC: Can increase activity subject to available funds &amp; capacity. Province working to create 6,000 more subsidized rental home through expanded CHF. Province entered MOU with Metro Vancouver Housing Corp.</li> <li>• Deliver 4,000 additional on-campus rooms for post-secondary students</li> <li>• End discriminatory age and rental restrictions in stratas</li> </ul>

	<ul style="list-style-type: none"> <li>• Protect affordable rental units through \$500 million fund – CRD/CRHC: Look to partner under the acquisition stream of the Housing Priorities &amp; Partnerships work.</li> <li>• Create more housing through partnerships with Indigenous communities – CRD/CRHC: Areas of opportunity include RHI though CRD and housing operation support though CRHC.</li> <li>• Revitalize co-op housing</li> </ul>
Supporting those with the greatest housing need	<ul style="list-style-type: none"> <li>• New income tested renter's tax credit</li> <li>• More homes to support people experiencing homelessness – CRD: Continued support though RHI in partnership with Gov of Canada. CRHD: Efforts to work in support of Complex Care. Province is targeting 240 additional Complex Care beds in 12 locations across BC.</li> <li>• New actions to close encampments</li> <li>• Partner to redevelop and replace single room occupancy units in DTES</li> <li>• Revitalize and expand aging BC Housing properties</li> <li>• More Rent Bank support to help tenants in crisis keep their homes – CRD: Continued support though Reaching Home Program.</li> </ul>
Creating a housing market for people, not speculators	<ul style="list-style-type: none"> <li>• Implement a "Flipping Tax"</li> <li>• Stricter enforcement on short-term rentals</li> <li>• Solve renter/landlord disputes faster and get tougher on bad-faith evictions</li> <li>• Turn more empty units into homes by expanding the Speculation and Vacancy Tax to additional areas</li> <li>• Crack down on criminal activity in real estate</li> <li>• Offer more protections for renters displaced by redevelopment – CRHC: Already included within the CRHC policy.</li> </ul>

**REPORT TO CAPITAL REGIONAL DISTRICT BOARD  
MEETING OF WEDNESDAY, SEPTEMBER 13, 2023**

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**SUBJECT**      **Regional District Wide AAP for Bylaw 4552 - Land Assembly, Housing and Land Banking Loan Authorization Bylaw No. 3, 2023**

**ISSUE SUMMARY**

To revise Bylaw No. 4552 to obtain participating area approval by alternative approval process for the entire service area.

**BACKGROUND**

On May 10, 2023 Bylaw No. 4552, "Land Assembly, Housing and Land Banking Loan Authorization Bylaw No. 3, 2023" was read three times. Then on June 14, 2023, the CRD Board rescinded third reading, amended the bylaw to include the statutory requirement for a maximum borrowing term of 30 years and gave third reading as amended. The bylaw authorizes borrowing of \$85 million for future housing partnerships for a term of 30 years. The borrowing will create new funding capacity to address the CRD Board priority of increasing the supply of affordable, inclusive, and adequate housing in the region.

As part of the legislative process, the bylaw was submitted to the Inspector of Municipalities for review. The Province recommended that the CRD consider making the approval process easier by separating the approval process for long-term borrowing (Bylaw No. 4552) from the approval process to amend the service's maximum annual requisition under Bylaw No. 4551, "Land Assembly, Housing and Land Banking Service Establishment Bylaw No. 1, 2010, Amendment Bylaw No. 2, 2023".

To adopt Bylaw No. 4551, and amend the service establishing bylaw annual maximum requisition, will require two-thirds approval of the combined municipal and electoral area participants in accordance with Section 349(1)(b) of the *Local Government Act*. To adopt Bylaw No. 4552, and authorize long-term borrowing, will require full approval of all participants in accordance with Section 180 of the *Community Charter*.

Staff recommend that the CRD Board rescind third reading of Bylaw No. 4552, amend it to obtain elector approval by alternative approval process for the entire service area (i.e. CRD). An updated copy of Bylaw No. 4552 is attached as Appendix A. A redlined copy showing track changes is attached at Appendix B.

For additional information on the bylaws and the future planned use of the funds, please refer to the two previous staff reports dated May 3, 2023 (Appendix C) and June 14, 2023 (Appendix D).

**ALTERNATIVES**

***Alternative 1***

1. That elector approval for long-term borrowing under Bylaw No. 4552 be obtained by alternative approval process for the entire service area, as per section 345 of the *Local Government Act*;

2. That third reading of Bylaw No. 4552, “Land Assembly, Housing and Land Banking Loan Authorization Bylaw No. 3, 2023,” be rescinded;
3. That Bylaw No. 4552 be amended by replacing in its entirety Whereas Clause E with the following:  
“E. Pursuant to section 407 of the *Local Government Act*, participating area approval is required for this borrowing and shall be obtained by alternative approval process for the entire service area under section 345 of the *Local Government Act*; and,”
4. That Bylaw No. 4552 be read a third time as amended;
5. That Bylaw No. 4552 as amended be referred to the Inspector of Municipalities.

*Alternative 2*

That this report be referred back to staff for additional information.

**IMPLICATIONS**

*Financial Implications*

Due to the need for 100% elector approval on the loan authorization bylaw, there is a risk that the amendment to the service establishing bylaw (No. 4551) will pass and that the loan authorization bylaw (No. 4552) will fail to proceed to adoption.

The priority is to adopt the service establishing bylaw amendment to enable a requisition of additional service funding in the 2024 budget should the Board choose to do so. Loan authorization bylaws can be advanced at any time of the year and reflected in quarterly bylaw amendments to the 5-year financial plan. A region wide alternative approval process will be initiated immediately following the adoption of service establishment amending Bylaw No. 4551.

*Elector Approval Method – Past Practice*

In recent years, the CRD has conducted successful regional district wide alternative approval processes for the following bylaws:

- Bylaw No. 4522, “Canada Goose Management Service Establishment Bylaw No. 1, 2022”
- Bylaw No. 4515, “Solid Waste Disposal Loan Authorization Bylaw No. 1, 2022”
- Bylaw No. 4382, “Regional Water Supply Water Works Facilities Loan Authorization Bylaw No. 5, 2020”

In 2020, the CRD successfully passed a borrowing bylaw and increased the maximum annual requisition for the Land Assembly, Housing and Land Banking Service to fund the Regional Housing First Program using municipal consent and AAP in the electoral areas. However, there is no guarantee the same approach will be successful as borrowing bylaws require approval from all 16 participants.

**CONCLUSION**

The CRD Board is being asked to consider obtaining approval for Bylaw No. 4552, “Land Assembly, Housing and Land Banking Loan Authorization Bylaw No. 3, 2023,” by conducting an alternative approval process for the entire service area (i.e. CRD). Before the proposed borrowing

bylaw can be adopted, the CRD must first amend the service establishment bylaw to increase the maximum requisition.

Participant approval for Bylaw No. 4551, ““Land Assembly, Housing and Land Banking Service Establishment Bylaw No. 1, 2010, Amendment Bylaw No. 2, 2023” will be obtained with two-thirds consent on behalf of the municipal and electoral area participating areas this fall.

To adopt Bylaw No. 4552, and authorize long-term borrowing, will require full approval of all participants in accordance with Section 180 of the *Community Charter*. Staff recommend that the CRD Board rescind third reading of Bylaw No. 4552, amend it to obtain elector approval by alternative approval process for the entire service area (i.e. CRD), and refer the amended bylaw back to the Inspector of Municipalities for approval.

### **RECOMMENDATION**

1. That elector approval for long-term borrowing under Bylaw No. 4552 be obtained by alternative approval process for the entire service area, as per section 345 of the *Local Government Act*;
2. That third reading of Bylaw No. 4552, “Land Assembly, Housing and Land Banking Loan Authorization Bylaw No. 3, 2023,” be rescinded;
3. That Bylaw No. 4552 be amended by replacing in its entirety Whereas Clause E with the following:  
“E. Pursuant to section 407 of the *Local Government Act*, participating area approval is required for this borrowing and shall be obtained by alternative approval process for the entire service area under section 345 of the *Local Government Act*; and,”
4. That Bylaw No. 4552 be read a third time as amended;
5. That Bylaw No. 4552 as amended be referred to the Inspector of Municipalities.

Submitted by:	Marlene Lagoa, Manager, Legislative Services & Deputy Corporate Officer
Concurrence:	Kristen Morley, J.D., General Manager, Corporate Services & Corporate Officer
Concurrence:	Kevin Lorette, P. Eng., MBA, General Manager, Planning & Protective Services
Concurrence:	Nelson Chan, MBA, FCPA, FCMA, Chief Financial Officer
Concurrence:	Ted Robbins, B. Sc., C. Tech., Chief Administrative Officer

### **ATTACHMENT(S)**

Appendix A: Bylaw No. 4552

Appendix B: Bylaw No. 4552 Redlined

Appendix C: Previous Staff Report dated May 3, 2023

Appendix D: Previous Staff Report dated June 14, 2023

CAPITAL REGIONAL DISTRICT

BYLAW NO. 4552

\*\*\*\*\*  
**A BYLAW TO AUTHORIZE THE BORROWING OF EIGHTY-FIVE MILLION DOLLARS  
(\$85,000,000) FOR FUTURE HOUSING PARTNERSHIPS**  
\*\*\*\*\*

WHEREAS:

- A. By Supplementary Letters Patent, Division XII dated July 25, 1974, as amended by further Supplementary Letters Patent, the Capital Regional District was granted the function of Land Assembly, Housing and Land Banking which included the power to undertake land assembly for the purpose of housing, either public or private and, public housing pursuant to the provisions of the *National Housing Act*, the *Municipal Act*, the *Housing Act*, and other legislation pertaining to land assembly and public housing, as if the regional district were a municipality;
- B. Under Bylaw No. 3712, Land Assembly, Housing and Land Banking Service Establishment Bylaw No. 1, 2010, the Capital Regional District converted this to a service under the *Local Government Act* in all member municipalities and electoral areas (the "Service");
- C. It is deemed desirable to borrow additional funds in the amount of Eighty-Five Million Dollars (\$85,000,000) for the Service, which is the amount of debt intended to be authorized under this Bylaw, for use to support future housing partnership opportunities and advance the CRD Board priority of increasing supply of affordable, inclusive and adequate housing in the region;
- D. It is proposed that the financing is to be undertaken by the Municipal Finance Authority of British Columbia pursuant to proposed agreements between it and the CRD;
- E. Pursuant to section 407 of the *Local Government Act*, participating area approval is required for this borrowing and shall be obtained by alternative approval process for the entire service area under section 345 of the *Local Government Act*; and,
- F. The approval of the Inspector of Municipalities is required under Section 403 of the *Local Government Act*.

NOW THEREFORE the Board of the Capital Regional District in open meeting assembled enacts as follows:

- 1. The Board is hereby empowered and authorized to borrow upon the credit of the Capital Regional District a sum not exceeding Eighty-Five Million Dollars (\$85,000,000) for the purposes of Land Assembly, Housing and Land Banking, including to support future housing partnership opportunities and to increase supply of affordable, inclusive and adequate housing in the region, and do all things necessary in connection therewith and without limiting the generality of the forgoing, to acquire all such real property, easements,

rights-of-way, licenses, rights or authorities as may be requisite or desirable for or in connection with the Land Assembly, Housing and Land Banking Service.

2. The maximum term for which debentures may be issued to secure the debt intended to be created by this bylaw is 30 years.
3. This Bylaw may be cited as the "Land Assembly, Housing and Land Banking Loan Authorization Bylaw No. 3, 2023".

READ A FIRST TIME THIS	10 <sup>th</sup>	day of	May,	2023
READ A SECOND TIME THIS	10 <sup>th</sup>	day of	May,	2023
READ A THIRD TIME THIS	___ <sup>th</sup>	day of	_____	2023
APPROVED BY THE INSPECTOR OF MUNICIPALITIES THIS	___ <sup>th</sup>	day of	_____	2023
RECEIVED THE ASSENT OF THE ELECTORS THIS	___ <sup>th</sup>	day of	_____	2023
ADOPTED THIS	___ <sup>th</sup>	day of	_____	2023

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CHAIR

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CORPORATE OFFICER



## CAPITAL REGIONAL DISTRICT

## BYLAW NO. 4552

\*\*\*\*\*  
**A BYLAW TO AUTHORIZE THE BORROWING OF EIGHTY-FIVE MILLION DOLLARS  
 (\$85,000,000) FOR FUTURE HOUSING PARTNERSHIPS**  
 \*\*\*\*\*

## WHEREAS:

- A. By Supplementary Letters Patent, Division XII dated July 25, 1974, as amended by further Supplementary Letters Patent, the Capital Regional District was granted the function of Land Assembly, Housing and Land Banking which included the power to undertake land assembly for the purpose of housing, either public or private and, public housing pursuant to the provisions of the *National Housing Act*, the *Municipal Act*, the *Housing Act*, and other legislation pertaining to land assembly and public housing, as if the regional district were a municipality;
- B. Under Bylaw No. 3712, Land Assembly, Housing and Land Banking Service Establishment Bylaw No. 1, 2010, the Capital Regional District converted this to a service under the *Local Government Act* in all member municipalities and electoral areas (the "Service");
- C. It is deemed desirable to borrow additional funds in the amount of Eighty-Five Million Dollars (\$85,000,000) for the Service, which is the amount of debt intended to be authorized under this Bylaw, for use to support future housing partnership opportunities and advance the CRD Board priority of increasing supply of affordable, inclusive and adequate housing in the region;
- D. It is proposed that the financing is to be undertaken by the Municipal Finance Authority of British Columbia pursuant to proposed agreements between it and the CRD;
- E. Pursuant to section 407 of the *Local Government Act*, participating area approval is required for this borrowing and shall be obtained by alternative approval process for the entire service area under section 345 of the *Local Government Act*; and,
- ~~E. Pursuant to Section 407 of the *Local Government Act*, participating area approval is required and shall be obtained in the municipalities by consent on behalf and in the electoral areas by Alternative Approval Process under Sections 345 and 346 of the *Local Government Act*; and,~~
- F. The approval of the Inspector of Municipalities is required under Section 403 of the *Local Government Act*.

NOW THEREFORE the Board of the Capital Regional District in open meeting assembled enacts as follows:

- 1. The Board is hereby empowered and authorized to borrow upon the credit of the Capital Regional District a sum not exceeding Eighty-Five Million Dollars (\$85,000,000) for the purposes of Land Assembly, Housing and Land Banking, including to support future housing partnership opportunities and to increase supply of affordable, inclusive and adequate housing in the region, and do all things necessary in connection therewith and without limiting the generality of the forgoing, to acquire all such real property, easements,

rights-of-way, licenses, rights or authorities as may be requisite or desirable for or in connection with the Land Assembly, Housing and Land Banking Service.

2. The maximum term for which debentures may be issued to secure the debt intended to be created by this bylaw is 30 years.
3. This Bylaw may be cited as the "Land Assembly, Housing and Land Banking Loan Authorization Bylaw No. 3, 2023".

READ A FIRST TIME THIS	10 <sup>th</sup>	day of	May,	2023
READ A SECOND TIME THIS	10 <sup>th</sup>	day of	May,	2023
READ A THIRD TIME THIS		day of		2023
	14 <sup>th</sup>		June,	
APPROVED BY THE INSPECTOR OF MUNICIPALITIES THIS	___ <sup>th</sup>	day of	_____	2023
RECEIVED THE ASSENT OF THE ELECTORS THIS	___ <sup>th</sup>	day of	_____	2023
ADOPTED THIS	___ <sup>th</sup>	day of	_____	2023

\_\_\_\_\_  
CHAIR

\_\_\_\_\_  
CORPORATE OFFICER

**REPORT TO HOSPITALS AND HOUSING COMMITTEE  
MEETING OF WEDNESDAY, MAY 03, 2023**

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**SUBJECT**     **Future Housing Partnerships Alternative Approval Process and Bylaw Amendments**

**ISSUE SUMMARY**

To permit the borrowing of up to \$85 million (M) through the Land Assembly, Housing and Land Banking service in support of partnership opportunities related to increasing the supply of affordable, inclusive, and adequate housing in the region.

**BACKGROUND**

In September 2019, the Capital Regional District (CRD) Board authorized staff to amend Bylaw No. 3712, "Land Assembly, Housing and Land Banking Service Establishment Bylaw No. 1, 2010" (Appendix A – showing track changes from proposed Bylaw No. 4551 amendment) to remove a borrowing maximum of \$25M under the service as well as remove a 25-year limit on the length of time a housing agreement could be entered into. At the same meeting, the CRD Board also authorized staff to proceed with obtaining elector assent for Loan Authorization Bylaw No. 4327 to permit the borrowing of \$10M in support of the Regional Housing First Program (RHFP). The amendment bylaw and the loan authorization bylaw were adopted in March 2020.

As the RHFP was moving toward full program build out, staff advanced a white paper, *Future Housing Priorities and Partnerships* (FHPP), in July 2022. The white paper identified three areas of focus including:

- **Acquisition fund** to increase and preserve the supply of affordable rental and create future redevelopment opportunities, purchase of shovel-ready developments or acquire land for development of affordable housing;
- **Rural Housing Strategy** to increase, preserve and broaden the supply of affordable housing in small and rural communities, recognizing the need to approach housing solutions in rural communities with different assumptions than those used for conventional housing interventions in growing urban regions; and,
- Increase the supply of **housing with supports for people with complex needs** currently not adequately supported by the traditional model as a compliment to new provincial Complex Care Housing initiative.

The Board endorsed the FHPP and directed staff to develop a program framework and identification of funding partnership contributions to address unmet housing needs in the capital region based on the priorities identified in the white paper. The Board included a fourth area of focus which is to ensure the rapid and ongoing expansion of newly built publicly owned affordable housing in the CRD. Staff will report out on the program framework in Q4 2023.

On September 21, 2022, as part of provisional budget review, the Board directed staff to report back on options for increasing funding for land acquisition for housing. This report was received at the Hospitals and Housing Committee (HHC) as an information report on March 1, 2023 (Appendix B). The HHC passed a referral motion directing staff to report back on the implications of amending Bylaw No. 3712, which was received by the Board on April 12, 2023, where the Board then passed the following motions:

1. *That staff be directed to bring forward a report with an amendment to Bylaw No. 3712, "Land Assembly, Housing and Land Banking Service Establishment Bylaw No. 1, 2010" to increase the allowable annual maximum requisition by \$5 million to \$10 million; and,*
2. *Create a loan authorization bylaw to enable the financing of up to \$85 million from the increase of the allowable annual maximum requisition of \$5 million.*

Due to recent changes in interest rates as well as assessed property values, the estimated annual requisition to support \$85 million in borrowing now stands at \$5.3M. As a result, the proposed amendment of \$0.062 per \$1,000 of assessed value equates approximately to a new maximum requisition of \$11.5M instead of the \$10.0M referenced in the Board motion.

Bylaw No. 4551, "Land Assembly, Housing and Land Banking Service Establishment Bylaw No. 1, 2010, Amendment Bylaw No. 2, 2023" is attached as Appendix C and the Bylaw No. 4552, "Land Assembly, Housing and Land Banking Loan Authorization Bylaw No. 3, 2023" is attached as Appendix D to this staff report.

## **ALTERNATIVES**

### *Alternative 1*

The Hospitals and Housing Committee recommends to the Capital Regional District Board:

1. That Bylaw No. 4551, "Land Assembly, Housing and Land Banking Service Establishment Bylaw No. 1, 2010, Amendment Bylaw No. 2, 2023", be introduced, read a first, second, and third time;
2. That Bylaw No. 4552, "Land Assembly, Housing and Land Banking Loan Authorization Bylaw No. 3, 2023", be introduced, read a first, second, and third time; and,
3. That participating area approval for Bylaws No. 4551 and No. 4552 in the municipalities be obtained via council consent on behalf of electors, and by alternative approval process in the electoral areas, and if successful, that staff provide the bylaws to the Inspector of Municipalities for approval.

### *Alternative 2*

That the Future Housing Partnerships Alternative Approval Process and Bylaw Amendments report be referred to staff for additional information based on Hospitals and Housing Committee direction.

## **IMPLICATIONS**

### *Intergovernmental Implications*

On January 12, 2023, the Province announced the creation of a \$500M fund administered by a newly created Rental Protection Fund Society (RPFS) to enable non-profits to purchase buildings and protect affordability for current and future tenants. Though there remain key details that have yet to be announced, staff have engaged BC Non-Profit Housing Association (BCNPHA), who is actively working with other stakeholders to develop the RPFS.

Preliminary discussions have identified a viable path toward a possible partnership between the CRD and the RPFS to acquire and protect existing Naturally Occurring Affordable Housing (NOAH) within the capital region. However, as the RPFS is a newly formed society, more extensive discussions are on hold until it has a Chief Executive Officer (CEO) in place, which is

expected by the midway point of 2023 and the CRD has a demonstrated capacity to consider investment into a potential partnership.

Focusing more broadly on general land acquisition and potential partnerships, the province recently released its 2023 provincial budget, which included the following:

- \$394M over three years in new capital funds to acquire lands for future affordable and market housing development along main transit corridors. Full details on how these funds are to be deployed and the constraints/targets informing this investment have yet to be released. Forthcoming information will inform ongoing work related to FHPP.
- \$4.2 billion (B) over three years with \$2.2B in operating and \$2B in capital funding to support Building BC programs. It is important to note that this \$4.2B includes the previously mentioned \$394M to support land acquisition along transit corridors as well as a range of other investments. Budget 2023 identifies \$260M as new capital investment over three years to support Building BC and BC Housing programs, such as the Community Housing Fund (CHF).
- \$169M over three-years in capital funding to help create additional complex-care beds to support individuals with complex mental-health and substance-use challenges and whose needs are not being met through the current intervention landscape. Budget 2023 also includes \$97M in operating funding to provide clients of this intervention with health-focused supports and services.

Building on the funding commitments made through Budget 2023, the province released Homes for People: An action plan to meet the challenges of today and deliver more homes for people, faster. A summary overview of the four pillars of the action plan, action items and potential connections to current or future CRD initiatives is attached as Appendix E.

On April 12, 2023, the province and the Metro Vancouver Regional District (MVRD) announced a Memorandum of Understanding (MOU) that will help to advance 2,000 units of rental housing over 10-years under the new Homes for People program. Phase 1 of this partnership includes an investment of \$158M over three-years from the provincial government and is expected to support 660 new units at five sites identified by MVRD. Foundational to this partnership is a commitment from MVRD of land and cash equity totaling \$217M over 10-years.

Though still in the early stages, staff are actively engaging a range of key stakeholders to explore partnership opportunities in the following areas:

- Protect and preserve NOAH in partnership with the RPFS;
- Acquire lands for future affordable housing development along transit corridors;
- Working through the Capital Region Housing Corporation (CRHC), apply for any funding programs as available to advance the acquisition of lands and/or fund the capital costs associated with developing new affordable rental units;
- Develop scoping and feasibility for a Rural Housing Program, including advancing partnerships with other agencies and pursuing funding opportunities;
- Working in partnership with the Capital Regional Hospital District (CRHD), collaborate with Island Health (IH) and the Ministry of Mental Health and Addictions to explore partnerships related to complex-care housing; and,
- Look to the model of MVRD to consider a longer-term MOU that could leverage CRD-investment, if available.

*Service Delivery Implications*

As the current capacity under Bylaw No. 3712 is fully committed to already approved initiatives, consideration of any additional projects will require new resourcing. The recent announcements from the provincial government provide several areas of opportunity that staff are actively exploring. Should the CRD create the capacity to invest into potential partnerships, it will demonstrate an enhanced commitment to addressing key regional challenges and will also provide staff with the ability to signal to prospective partners the opportunity to leverage and layer funds to achieve a greater impact than would otherwise be possible.

It is also important to note that any efforts to advance work related to FHPP involved two related, but distinct steps. The first is to create the capacity, which involves an amendment to Bylaw No. 3712 and a new loan authorization bylaw. The second step will be to authorize debt on a project-by-project basis or as a part of the annual financial plan approval process.

*Alignment with Board & Corporate Priorities*

On April 12, 2023 the CRD Board approved the 2023-2026 Corporate Plan. The following initiatives under the Housing Priority are directly related to advancing the recommendations contained within this staff report:

- 5a-1 Increase supply of affordable, inclusive and adequate housing across the region;
- 5a-2 Pursue funding opportunities and matching funds to deliver more housing;
- 5b-1 Support continued investment into existing housing stock to preserve and enhance the quality of the buildings and units; and,
- 5b-2 Protect existing market rental housing to preserve affordability.

*Financial Implications*

To access additional funds under this service, the amendment to Bylaw No. 3712 along with the new loan authorization bylaw require approval and adoption.

Upon adoption of both bylaws and before any funds can be expended, the financial plan will need to be updated to include revenue, expenses and borrowings. In addition, before any funds can be borrowed against the loan authorization, the board will be asked to approve a Security Issuing Bylaw.

Bylaw No. 3712 currently has a maximum requisition limit (based on property assessment values) and an existing loan authorization bylaw. The borrowing limit currently authorized is \$35M and is entirely committed in support of approved RHFP projects, after which the bylaws will no longer be active.

To establish the capacity to borrow up to an additional \$85M, the maximum requisition will need to increase to accommodate the estimated cost of the annual debt repayment. Given recent shifts in interest rates and assessed property values, the estimated annual requisition to support \$85 million in borrowing is \$5.3M. Based on this estimate and for certainty, the amended maximum acquisition proposed is \$11.5M or \$0.062/\$1,000 of assessed value. The estimated debt servicing costs will be based on the specific future projects and related borrowings, as approved within future Financial Plan Bylaws. For example, if the full \$85M were borrowed at the MFA's current indicative interest rate of 4.4% (as of April 24, 2023), the estimated annual debt servicing cost would be approximately \$5.3M, with an amortization term of 30 years. Debt servicing costs are funded by requisition, and actual borrowings in each of the next five years will depend on that year's cash flow requirements.

### *Legislative Implications*

To borrow funds long-term (i.e., beyond five years), the approval of a loan authorization bylaw and subsequently, and separately, a security issuing bylaw are required under the *Local Government Act*. As part of the loan authorization bylaw approval process, the bylaw requires elector approval. Elector approval can be obtained through consent on behalf of municipal participants and electoral participating areas (by sub-regional AAP), a referendum, or by a regional alternative approval process (AAP) for the entire service area. Consent on behalf of municipal participants, and by alternative approval process in the electoral areas, is initiated when the loan authorization bylaw has received third reading by the Board and approval by the Inspector of Municipalities and are the preferred methods administratively in this instance. These processes will be undertaken concurrently, and are expected to take six months, including the eight weeks of waiting on provincial approval of the assent method and the approval of the service amendment and loan authorization bylaws.

To ensure optimization of interest and timing of long-term debt, issuance of a temporary borrowing will be proposed if Ministerial approval is obtained, and the elector approval process proves successful. The timing of the debt issuance will be based on the timing of expenditures and will be dependent on prevailing interest rates at the time. Before long-term debt issuance can be exercised, a security issuing bylaw will be brought forward for approval. The term of debt issuance under the loan authorization will be 30 years.

### **CONCLUSION**

The current requisition capacity of Bylaw No. 3712 is fully committed to approved initiatives. New initiatives and resourcing will require an establishing bylaw amendment and a new loan authorization bylaw. Both bylaws require Inspector of Municipalities approval and elector assent. If the recommendations within this staff report are approved, staff will seek consent on behalf of electors in the municipalities and will undertake an AAP for the electoral areas.

As part of continuing to advance efforts related to the FHPP, staff have been actively exploring a range of partnerships related to acquiring and preserving NOAH, acquiring lands on or near transit corridors, working through the CRHC to acquire and/or advance affordable housing projects, scoping a rural housing program, working in partnership with the CRHD on complex-care housing, and looking to longer-term partnership opportunities with senior levels of government.

The ability of the CRD to demonstrate a willingness to invest into prospective partnerships will significantly advance these exploratory discussions. Debt will not be incurred, nor requisition increased, until approved on a specific project or through the annual service planning and financial planning processes.

### **RECOMMENDATION**

The Hospitals and Housing Committee recommends to the Capital Regional District Board:

1. That Bylaw No. 4551, “Land Assembly, Housing and Land Banking Service Establishment Bylaw No. 1, 2010, Amendment Bylaw No. 2, 2023”, be introduced, read a first, second, and third time;
2. That Bylaw No. 4552, “Land Assembly, Housing and Land Banking Loan Authorization Bylaw No. 3, 2023”, be introduced, read a first, second, and third time; and,

3. That participating area approval for Bylaws No. 4551 and No. 4552 in the municipalities be obtained via council consent on behalf of electors, and by alternative approval process in the electoral areas, and if successful, that staff provide the bylaws to the Inspector of Municipalities for approval.

Submitted by:	Don Elliott, MUP, BA, Senior Manager, Regional Housing
Concurrence:	Kevin Lorette, P. Eng., MBA, General Manager, Planning & Protective Services
Concurrence:	Kristen Morley, J.D., General Manager, Corporate Services & Corporate Officer
Concurrence:	Nelson Chan, MBA, FCPA, FCMA, Chief Financial Officer
Concurrence:	Ted Robbins, B. Sc., C. Tech., Chief Administrative Officer

**ATTACHMENTS:**

- Appendix A: Bylaw No. 3712, "Land Assembly, Housing and Land Banking Service Establishment Bylaw No. 1, 2010"
- Appendix B: Staff Report: Capital Regional District Land Banking and Housing Land Acquisition Financing, March 1, 2023
- Appendix C: Bylaw No. 4551, "Land Assembly, Housing and Land Banking Service Establishment Bylaw No. 1, 2010, Amendment Bylaw No. 2, 2023"
- Appendix D: Bylaw No. 4552, " Land Assembly, Housing and Land Banking Loan Authorization Bylaw No. 3, 2023"
- Appendix E: Summary: Homes for People: An action plan to meet the challenges of today and deliver more homes for people, faster



**CAPITAL REGIONAL DISTRICT  
BYLAW NO. 3712**

**A BYLAW TO CONVERT THE AUTHORITY FOR LAND ASSEMBLY, HOUSING AND LAND  
BANKING TO AN ESTABLISHING BYLAW FOR LAND ASSEMBLY, HOUSING AND LAND BANKING**

**WHEREAS:**

- A. By Supplementary Letters Patent, Division XII dated July 25, 1974, as amended by further Supplementary Letters Patent, the Capital Regional District was granted the function of Land Assembly, Housing and Land Banking which included the power to undertake land assembly for the purpose of housing, either public or private and, public housing, pursuant to the provisions of the National Housing Act, the Municipal Act of the Province of British Columbia, the Housing Act of British Columbia, and other legislations of the Province of British Columbia pertaining to land assembly and, public housing, as if the regional district were a municipality;
- B. The Board of the Capital Regional District wished to exercise the function granted to it by the Letters Patent in accordance with Part 24 of the Local Government Act subject to all of the terms and conditions contained in the Letters Patent and including all the powers granted by the Letters Patent within all member municipalities and electoral areas.
- C. The Board of the Capital Regional District wished to proceed under section 774.2 of the Local Government Act and convert the service to a service exercised under the authority of a bylaw for the Regional District by bylaw under sections 774.2(3) and 796 of the Local Government Act;
- D. The Board of the Capital Regional District has obtained the consent on behalf of the electors under section 801.4 and 801.5 of the Local Government Act.

**NOW THEREFORE** the Board of the Capital Regional District in open meeting assembled enacts as follows:

**1. Service**

- a) The service established by this Bylaw is the conversion of the Authority for Land Assembly, Housing and Land Banking to an Establishment Bylaw for Land Assembly, Housing and Land Banking and includes:
  - i) The power to undertake land assembly for the purpose of housing, either public or private, and public housing;
  - ii) Authorizing the Regional Board to create one or more corporations to undertake land assembly for the purpose of housing, either public or private and, public housing;
  - iii) Authorizing the Regional Board to act as a guarantor for one or more corporations established under ii) above;
  - iv) Authorizing the Regional Board to borrow on behalf of the service or for corporations established under ii) above;
  - v) Authorizing the Regional Board to participate in any Provincial or Federal government or related agencies' housing program as if the Capital Regional District were a municipality;
  - vi) Authorizing the Regional Board to enter into housing-related agreements and housing agreements for any duration, pursuant to the provisions of the Local Government Act;

(BL 4326)

**2. Boundaries**

The boundaries of the service are the boundaries of the Capital Regional District.

### 3. Participating Area

The participating areas of the service include all municipalities and electoral areas of the Capital Regional District.

### 4. Cost Recovery and Apportionment of Costs

The annual costs for the service may be recovered by one or more of the following:

- a) Property value taxes imposed in accordance with Division 4.3 or Part 24 of the Local Government Act;
- b) Fees and charges imposed under section 363 of the Local Government Act;
- c) Revenues raised by other means authorized by the Local Government Act or another Act;
- d) Revenues received by agreement, enterprise, gift, grant or otherwise.

### 5. Reporting

The Regional Board shall establish operating and financing reporting requirements for any and all corporations as established under Section 1 of this bylaw.

### 6. Maximum Requisition

~~In accordance with 800.1(1)(e) of the Local Government Act, the maximum amount that may be requisitioned for the cost of the Service is the greater of:~~

- ~~a) Two million four hundred twenty three dollars (\$2,423,000);~~
- ~~b) A property value tax rate of \$.031 per one thousand (\$1,000) dollars that, when applied to the net taxable value of land and improvements in the Service Area, will yield the maximum amount that may be requisitioned for the Service.~~

In accordance with Section 339(1)(e) of the Local Government Act, the maximum amount that may be requisitioned for the cost of the Service is the greater of:

- a) Eleven million five hundred thousand dollars (\$11,500,000); or
- b) A property value tax rate of \$0.062 per one thousand (\$1,000) dollars that, when applied to the net taxable value of land and improvements in the Service Area, will yield the maximum amount that may be requisitioned for the Service.

(BL 4551)

### 7. Citation

This Bylaw may be cited as the "Land Assembly, Housing and Land Banking Service Establishment Bylaw No. 1, 2010".

**CONSENTED TO** by two-thirds of the councils of the Municipalities of Victoria, Saanich, Esquimalt, Oak Bay, Sidney, North Saanich, Central Saanich, View Royal, Highlands, Colwood, Langford, Metchosin, Sooke, and the Directors of the Electoral Areas of Juan de Fuca, Salt Spring Island and the Southern Gulf Islands.

READ A FIRST TIME THIS	14 <sup>th</sup>	day of	July	2010
READ A SECOND TIME THIS	14 <sup>th</sup>	day of	July	2010
READ A THIRD TIME THIS	14 <sup>th</sup>	day of	July	2010
APPROVED BY THE INSPECTOR OF MUNICIPALITIES	27 <sup>th</sup>	day of	October	2010
ADOPTED THIS	10 <sup>th</sup>	day of	November	2010

Original signed by Geoff Young  
CHAIR

Original signed by Sheila Norton  
CORPORATE OFFICER

FILED WITH THE INSPECTOR OF MUNICIPALITIES THIS 17<sup>th</sup> day of November 2010

**REPORT TO HOSPITALS AND HOUSING COMMITTEE  
MEETING OF WEDNESDAY, MARCH 01, 2023**

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**SUBJECT**     **Capital Regional District Land Banking and Housing Land Acquisition Financing**

**ISSUE SUMMARY**

To report on options to fund land acquisitions for affordable housing.

**BACKGROUND**

On September 21, 2022, the Capital Regional District (CRD) Board passed a motion directing staff *to report back on options for increasing funding for land acquisition for housing*.

On July 13, 2022, the Board directed staff to proceed on priorities identified in the *Future Housing Priorities and Partnerships* report, which included land acquisition for affordable housing.

Land values in the capital region continue to appreciate annually, increasing economic barriers to develop affordable housing. Front loading land acquisition can mitigate downstream costs by leveraging the time value of land, enabling greater flexibility to deliver more affordable housing.

Since receiving Board direction, staff have begun exploring the possibility of establishing an acquisition fund with the intention of working collaboratively with other levels of government to preserve existing Naturally Occurring Affordable Housing (NOAH). Staff are also seeking to acquire land that provide “shovel ready” development opportunities or could be held for future residential development.

Through the remainder of 2023, staff will continue to advance a range of activities including the exploration of funding alternatives, business cases, eligibility criteria, roles and responsibilities of potential funding partners and plans for monitoring and reporting as well as other related activities. Once complete, staff will report back to the Hospital and Housing Committee for direction.

This information report focuses on options to fund land acquisition for housing purposes and is intended to support continued exploration of a potential acquisition fund that is still under development.

**IMPLICATIONS**

*Analysis*

**Authority**

Under Bylaw No. 3712, the Land Banking and Housing (LBH) Service (Service No. 1.310) has authority to acquire and assemble land for the purpose of housing. The existing service establishment bylaw currently has a maximum requisition limit (based on property assessment values) and has an existing loan authorization bylaw. The borrowing limit currently authorized is \$35 million and is entirely committed to the existing program approved in the service and financial

plans. Incremental commitments would require service establishment amendments and a new loan authorization bylaw. Regional cost apportionment for this service is based on property assessments.

Under Bylaw No. 3266, the Regional Housing and Trust (RHTF) Service (Service No. 1.311) has authority to raise up to \$1 million and contribute those funds to projects that include funds from other partners. The existing cost apportionment is 50% property assessments and 50% population. Additionally, there is an option for a participant to voluntarily increase their contribution. The service currently has sub-regional participation consisting of 11 municipalities and two electoral areas. The available capacity within this service is limited to the maximum requisition of \$1 million, has no borrowing authority and is not authorized to directly acquire or hold property. Its purpose is to act in the limited capacity as a contributor, assisting with the acquisition and pursuit of affordable housing projects.

The Capital Regional Housing Corporation (CRHC) is a wholly owned not-for-profit organization of the CRD providing affordable housing in the region. The CRHC is also able to finance land purchases for the purpose of developing and operating affordable housing, however, the CRHC has limited borrowing and revenue capacity based on the inherent operating model.

### **Economic Indicators**

While interest rates and the cost of borrowing are increasing and subsequently translating to higher costs, there has been an offsetting impact on real estate valuation in the region. Additionally, domestic interest rate forecasts are signaling stabilization in the coming year. With local demand continuing to show year-over-year increases in real estate values, analysis supports asset value growth net of financing costs.

### **Capacity**

The LBH service can increase requisition regionally to increase funding for land acquisition. Requisition funding can be used to pay cash or to service debt borrowed for acquisitions. Borrowing can increase the amount of purchases through leverage and is advantageous when appreciation exceeds the cost of debt.

Two alternatives (listed below) simulate scenarios to increase funding for acquisition where each is incremental to existing program commitments.

Alternative 1 considers requisition to fund acquisitions directly. Paying cash provides immediate funding for acquisitions or to be set aside in an acquisition fund. Table 1 below provides estimated impact of increasing requisition by \$0.5 million, \$1 million and \$5 million:

**Table 1: Revenue Implications – Cash for Acquisitions**

Description	2023 Financial Plan	Scenario					
		A		B		C	
LBH \$ Requisition	\$1.4 million	+\$0.5 million		+\$1.0 million		+\$5.0 million	
LBH Change per Avg HH	\$7	+\$3	+34%	+\$5	+68%	+\$26	+338%
Total CRD Cost/Avg HH	\$509	\$512	+0.6%	\$514	+1%	\$535	+5%

Alternative 2 considers requisition to fund acquisitions by repaying debt over time. Table 2 shows total principal available with the same increased requisition funding as considered in Table 1.

**Table 2: Revenue Implications – Borrowing for Acquisitions**

Description	2023 Financial Plan	Scenario					
		A		B		C	
LBH Borrowing		\$8.5 million		\$20 million		\$85 million	
LBH \$ Requisition	\$1.4 million	+\$0.5 million		+\$1.0 million		+\$5.0 million	
LBH Change per Avg HH	\$7	+\$3	+34%	+\$5	+68%	+\$26	+338%
Total CRD Cost/Avg HH	\$509	\$512	+0.6%	\$514	+1%	\$535	+5%

Revenue implications in Table 1 and Table 2 indicate a general impact on revenue and borrowing capacity only, they do not represent acquisition cost estimates and do not reflect size and scale of an acquisition program. These estimates can be used by Committee in considering appropriate affordable housing strategies. A report addressing program development will be brought back to a future Committee meeting.

## **CONCLUSION**

On September 21, 2022, the CRD Board passed a motion directing staff to report back on options for increasing funding for land acquisition for affordable housing. On July 13, 2022, the Board directed staff to proceed on priorities as identified in the *Future Housing Priorities and Partnerships* report, which included land acquisition for affordable housing. This information report focuses on options to fund land acquisition for housing purposes and is intended to support the acquisition fund currently under development. An increase to funding for land acquisition, beyond

the existing revenue and authorized capacity already committed, would require a service establishment bylaw amendment and potentially the approval of a new loan authorization.

**RECOMMENDATION**

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

Submitted by:	Rianna Lachance, BCom, CPA, CA, Senior Manager, Financial Services
Concurrence:	Nelson Chan, MBA, FCPA, FCMA, Chief Financial Officer
Concurrence:	Kevin Lorette, P. Eng., MBA, General Manager, Planning & Protective Services
Concurrence:	Ted Robbins, B. Sc., C. Tech., Chief Administrative Officer

## CAPITAL REGIONAL DISTRICT

## BYLAW NO. 4551

\*\*\*\*\*  
**A BYLAW TO AMEND THE LAND ASSEMBLY, HOUSING AND LAND BANKING  
 SERVICE ESTABLISHMENT BYLAW NO. 1, 2010**  
 \*\*\*\*\*

## WHEREAS:

- A. By Supplementary Letters Patent, Division XII dated July 25, 1974, as amended by further Supplementary Letters Patent, the Capital Regional District was granted the function of Land Assembly, Housing and Land Banking which included the power to undertake land assembly for the purpose of housing, either public or private and, public housing pursuant to the provisions of the *National Housing Act*, the *Municipal Act*, the *Housing Act*, and other legislation pertaining to land assembly and public housing, as if the regional district were a municipality;
- B. Under Bylaw No. 3712, Land Assembly, Housing and Land Banking Service Establishment Bylaw No. 1, 2010, the Capital Regional District converted this to a service under the *Local Government Act* in all member municipalities and electoral areas (the "Service");
- C. The Board desires to increase the maximum requisition, in order to implement housing initiatives in the Capital Regional District, and Bylaw No. 4552, "Land Assembly, Housing and Land Banking Loan Authorization Bylaw No. 3, 2023", details anticipated borrowing to be supported by the increased requisition;
- D. Under Sections 345 and 346 of the *Local Government Act*, participating area approval in the municipalities shall be obtained by consent on behalf and in the electoral areas by Alternative Approval Process; and
- E. The approval of the Inspector of Municipalities is required under Section 403 of the *Local Government Act*.

NOW THEREFORE the Board of the Capital Regional District in open meeting assembled enacts as follows:

- 1. Bylaw No. 3712, "Land Assembly, Housing and Land Banking Service Establishment Bylaw No. 1, 2010" is hereby amended by replacing Section 6, Maximum Requisition, in its entirety as follows:

In accordance with Section 339(1)(e) of the *Local Government Act*, the maximum amount that may be requisitioned for the cost of the Service is the greater of:

- a) Eleven million five hundred thousand dollars (\$11,500,000); or
- b) A property value tax rate of \$0.062 per one thousand (\$1,000) dollars that, when applied to the net taxable value of land and improvements in



the Service Area, will yield the maximum amount that may be requisitioned for the Service.

2. This Bylaw may be cited as the "Land Assembly, Housing and Land Banking Service Establishment Bylaw No. 1, 2010, Amendment Bylaw No. 2, 2023".

READ A FIRST TIME THIS	___ <sup>th</sup>	day of	_____	2023
READ A SECOND TIME THIS	___ <sup>th</sup>	day of	_____	2023
READ A THIRD TIME THIS	___ <sup>th</sup>	day of	_____	2023
ADOPTED BY THE INSPECTOR OF MUNICIPALITIES THIS	___ <sup>th</sup>	day of	_____	2023
RECEIVED THE ASSENT OF THE ELECTORS THIS	___ <sup>th</sup>	day of	_____	2023
ADOPTED THIS	___ <sup>th</sup>	day of	_____	2023

\_\_\_\_\_  
CHAIR

\_\_\_\_\_  
CORPORATE OFFICER

## CAPITAL REGIONAL DISTRICT

## BYLAW NO. 4552

\*\*\*\*\*

**A BYLAW TO AUTHORIZE THE BORROWING OF EIGHTY-FIVE MILLION DOLLARS  
(\$85,000,000) FOR FUTURE HOUSING PARTNERSHIPS**

\*\*\*\*\*

## WHEREAS:

- A. By Supplementary Letters Patent, Division XII dated July 25, 1974, as amended by further Supplementary Letters Patent, the Capital Regional District was granted the function of Land Assembly, Housing and Land Banking which included the power to undertake land assembly for the purpose of housing, either public or private and, public housing pursuant to the provisions of the *National Housing Act*, the *Municipal Act*, the *Housing Act*, and other legislation pertaining to land assembly and public housing, as if the regional district were a municipality;
- B. Under Bylaw No. 3712, Land Assembly, Housing and Land Banking Service Establishment Bylaw No. 1, 2010, the Capital Regional District converted this to a service under the *Local Government Act* in all member municipalities and electoral areas (the "Service");
- C. It is deemed desirable to borrow additional funds in the amount of Eighty-Five Million Dollars (\$85,000,000) for the Service, which is the amount of debt intended to be authorized under this Bylaw, for use to support future housing partnership opportunities and advance the CRD Board priority of increasing supply of affordable, inclusive and adequate housing in the region;
- D. It is proposed that the financing is to be undertaken by the Municipal Finance Authority of British Columbia pursuant to proposed agreements between it and the CRD;
- E. Pursuant to Section 407 of the *Local Government Act*, participating area approval is required and shall be obtained in the municipalities by consent on behalf and in the electoral areas by Alternative Approval Process under Sections 345 and 346 of the *Local Government Act*; and,
- F. The approval of the Inspector of Municipalities is required under Section 403 of the *Local Government Act*.

NOW THEREFORE the Board of the Capital Regional District in open meeting assembled enacts as follows:

- 1. The Board is hereby empowered and authorized to borrow upon the credit of the Capital Regional District a sum not exceeding Eighty-Five Million Dollars (\$85,000,000) for the purposes of Land Assembly, Housing and Land Banking, including to support future housing partnership opportunities and to increase supply of affordable, inclusive and adequate housing in the region, and do all things necessary in connection therewith and without limiting the generality of the forgoing, to acquire all such real property, easements,

rights-of-way, licenses, rights or authorities as may be requisite or desirable for or in connection with the Land Assembly, Housing and Land Banking Service.

2. This Bylaw may be cited as the "Land Assembly, Housing and Land Banking Loan Authorization Bylaw No. 3, 2023".

READ A FIRST TIME THIS                      \_\_\_<sup>th</sup>                      day of                      \_\_\_\_\_                      2023

READ A SECOND TIME THIS                      \_\_\_<sup>th</sup>                      day of                      \_\_\_\_\_                      2023

READ A THIRD TIME THIS                      \_\_\_<sup>th</sup>                      day of                      \_\_\_\_\_                      2023

ADOPTED BY THE INSPECTOR OF  
MUNICIPALITIES THIS                      \_\_\_<sup>th</sup>                      day of                      \_\_\_\_\_                      2023

RECEIVED THE ASSENT OF THE  
ELECTORS THIS                      \_\_\_<sup>th</sup>                      day of                      \_\_\_\_\_                      2023

ADOPTED THIS                      \_\_\_<sup>th</sup>                      day of                      \_\_\_\_\_                      2023

\_\_\_\_\_  
CHAIR

\_\_\_\_\_  
CORPORATE OFFICER

## Summary Homes for People

HOMES FOR PEOPLE: An action plan to meet the challenges of today and deliver more homes for people, faster

*“A fast-growing population combined with the effects of the pandemic on the housing market means we have to do more – a lot more – to ensure every person and family in B.C. has a home that they can afford and meets their needs.”*

- Home for People (p. 4)

Homes for People is built on four priorities that provide a range of potential partnership opportunities that relate directly to the CRD’s approved 2023-2026 Corporate Plan.

PILLAR	NOTES
Unlocking more homes faster	<ul style="list-style-type: none"> <li>• More small scale, multi-unit housing (townhomes, duplexes, and triplexes)</li> <li>• Make it easier and more affordable for people to rent out secondary/basement suites – CRD: Part of work related to SGI Housing Strategy &amp; Rural/Remote – Could be expanded to support broader regional efforts. Starting in early 2024, homeowners can access a 5-year forgivable loan up to 50% of the cost of renovations to a max of \$40K. CRD may be able to administer these through the Housing Agreement Program.</li> <li>• Work with municipalities to make sure more homes are built in communities, faster</li> <li>• Speed up permitting and approvals to get homes built faster</li> <li>• Become a North American leader in digital permitting</li> <li>• Deliver more homes and services near transit – CRD/CRHC: Part of work related to acquisition stream of Housing Priorities &amp; Partnership. Province is targeting 10,000 units at or near transit over 10-15 years.</li> <li>• Launch BC Builds – A new program dedicated to delivering homes for middle-income people – CRD/CHRC: Could apply and/or look to increase stock depending on program design/eligibility parameters.</li> <li>• Expand B.C.’s construction workforce and spur innovation</li> <li>• Explore new ways to get more rentals built – CRD/CRHC: Partnership opportunities under the Housing Priorities &amp; Partnerships.</li> <li>• Build more homes with mass timber</li> </ul>
Delivering better, more affordable homes	<ul style="list-style-type: none"> <li>• Thousands more social housing units – CRD/CRHC: Can increase activity subject to available funds &amp; capacity. Province working to create 6,000 more subsidized rental home through expanded CHF. Province entered MOU with Metro Vancouver Housing Corp.</li> <li>• Deliver 4,000 additional on-campus rooms for post-secondary students</li> <li>• End discriminatory age and rental restrictions in stratas</li> </ul>

	<ul style="list-style-type: none"> <li>• Protect affordable rental units through \$500 million fund – CRD/CRHC: Look to partner under the acquisition stream of the Housing Priorities &amp; Partnerships work.</li> <li>• Create more housing through partnerships with Indigenous communities – CRD/CRHC: Areas of opportunity include RHI though CRD and housing operation support though CRHC.</li> <li>• Revitalize co-op housing</li> </ul>
Supporting those with the greatest housing need	<ul style="list-style-type: none"> <li>• New income tested renter's tax credit</li> <li>• More homes to support people experiencing homelessness – CRD: Continued support though RHI in partnership with Gov of Canada. CRHD: Efforts to work in support of Complex Care. Province is targeting 240 additional Complex Care beds in 12 locations across BC.</li> <li>• New actions to close encampments</li> <li>• Partner to redevelop and replace single room occupancy units in DTES</li> <li>• Revitalize and expand aging BC Housing properties</li> <li>• More Rent Bank support to help tenants in crisis keep their homes – CRD: Continued support though Reaching Home Program.</li> </ul>
Creating a housing market for people, not speculators	<ul style="list-style-type: none"> <li>• Implement a "Flipping Tax"</li> <li>• Stricter enforcement on short-term rentals</li> <li>• Solve renter/landlord disputes faster and get tougher on bad-faith evictions</li> <li>• Turn more empty units into homes by expanding the Speculation and Vacancy Tax to additional areas</li> <li>• Crack down on criminal activity in real estate</li> <li>• Offer more protections for renters displaced by redevelopment – CRHC: Already included within the CRHC policy.</li> </ul>

**REPORT TO CAPITAL REGIONAL DISTRICT BOARD  
MEETING OF WEDNESDAY, JUNE 14, 2023**

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**SUBJECT**     **Bylaw No. 4552: Land Assembly, Housing and Land Banking Loan Authorization - Revision**

**ISSUE SUMMARY**

To revise Bylaw No. 4552, “Land Assembly, Housing and Land Banking Loan Authorization Bylaw No. 3, 2023” to include a maximum term provision.

**BACKGROUND**

On May 10, 2023, Bylaw No. 4552, “Land Assembly, Housing and Land Banking Loan Authorization Bylaw No. 3, 2023”, was read three times. This Bylaw authorized an increased maximum requisition of \$85 million for supporting future housing partnership opportunities and to further the CRD Board priority of increasing the supply of affordable, inclusive, and adequate housing in the region.

As part of the legislative process, it was submitted to the Inspector of Municipalities for review. The Province indicated the maximum borrowing term was missing from the Bylaw. A loan authorization bylaw must contain the maximum term for which the debentures may be issued, and requested Bylaw No. 4552 be amended to include the maximum term.

**ALTERNATIVES**

*Alternative 1*

1. That third reading of Bylaw No. 4552, “Land Assembly, Housing and Land Banking Loan Authorization Bylaw No. 3, 2023”, be rescinded;
2. That Bylaw No. 4552 be amended as follows:
  - a. By renumbering section 2 to 3;
  - b. By inserting the following section in numerical order:

“2.     The maximum term for which debentures may be issued to secure the debt intended to be created by this bylaw is 30 years.”
3. That Bylaw No. 4552 be read a third time as amended; and
4. That Bylaw No. 4552 as amended be referred to the Inspector of Municipalities.

*Alternative 2*

That this matter be referred to staff for further information.

**IMPLICATIONS**

The borrowing term is a legislative requirement for loan authorization bylaws. Without amending the bylaw to include the maximum borrowing term, the Inspector of Municipalities will not be able to approve the bylaw. A minor oversight in selecting the correct bylaw template caused the issue which can be easily fixed with the amendment noted above. This will not affect participant

approval timelines in any way.

**CONCLUSION**

Bylaw No. 4552 must be amended to include the maximum term of the loan provision as required by legislation.

**RECOMMENDATION**

1. That third reading of Bylaw No. 4552, “Land Assembly, Housing and Land Banking Loan Authorization Bylaw No. 3, 2023”, be rescinded;
2. That Bylaw No. 4552 be amended as follows:
  - a. By renumbering section 2 to 3;
  - b. By inserting the following section in numerical order:

“2. The maximum term for which debentures may be issued to secure the debt intended to be created by this bylaw is 30 years.”
3. That Bylaw No. 4552 be read a third time as amended; and
4. That Bylaw No. 4552 as amended by referred to the Inspector of Municipalities.

Submitted by:	Steven N. Carey, B.Sc, J.D., Senior Manager, Legal Services & Risk Management
Concurrence:	Kristen Morley, J.D., General Manager, Corporate Services & Corporate Officer
Concurrence:	Nelson Chan, MBA, FCPA, FCMA, Chief Financial Officer
Concurrence:	Ted Robbins, B. Sc., C. Tech., Chief Administrative Officer

**ATTACHMENT(S)**

Appendix A: Bylaw No. 4552, “Land Assembly, Housing and Land Banking Loan Authorization Bylaw No. 3, 2023” (as amended)

Appendix B: Bylaw No. 4552 (Redlined)

## CAPITAL REGIONAL DISTRICT

## BYLAW NO. 4552

\*\*\*\*\*

**A BYLAW TO AUTHORIZE THE BORROWING OF EIGHTY-FIVE MILLION DOLLARS  
(\$85,000,000) FOR FUTURE HOUSING PARTNERSHIPS**

\*\*\*\*\*

## WHEREAS:

- A. By Supplementary Letters Patent, Division XII dated July 25, 1974, as amended by further Supplementary Letters Patent, the Capital Regional District was granted the function of Land Assembly, Housing and Land Banking which included the power to undertake land assembly for the purpose of housing, either public or private and, public housing pursuant to the provisions of the *National Housing Act*, the *Municipal Act*, the *Housing Act*, and other legislation pertaining to land assembly and public housing, as if the regional district were a municipality;
- B. Under Bylaw No. 3712, Land Assembly, Housing and Land Banking Service Establishment Bylaw No. 1, 2010, the Capital Regional District converted this to a service under the *Local Government Act* in all member municipalities and electoral areas (the "Service");
- C. It is deemed desirable to borrow additional funds in the amount of Eighty-Five Million Dollars (\$85,000,000) for the Service, which is the amount of debt intended to be authorized under this Bylaw, for use to support future housing partnership opportunities and advance the CRD Board priority of increasing supply of affordable, inclusive and adequate housing in the region;
- D. It is proposed that the financing is to be undertaken by the Municipal Finance Authority of British Columbia pursuant to proposed agreements between it and the CRD;
- E. Pursuant to Section 407 of the *Local Government Act*, participating area approval is required and shall be obtained in the municipalities by consent on behalf and in the electoral areas by Alternative Approval Process under Sections 345 and 346 of the *Local Government Act*; and,
- F. The approval of the Inspector of Municipalities is required under Section 403 of the *Local Government Act*.

NOW THEREFORE the Board of the Capital Regional District in open meeting assembled enacts as follows:

- 1. The Board is hereby empowered and authorized to borrow upon the credit of the Capital Regional District a sum not exceeding Eighty-Five Million Dollars (\$85,000,000) for the purposes of Land Assembly, Housing and Land Banking, including to support future housing partnership opportunities and to increase supply of affordable, inclusive and adequate housing in the region, and do all things necessary in connection therewith and without limiting the generality of the foregoing, to acquire all such real property, easements,



rights-of-way, licenses, rights or authorities as may be requisite or desirable for or in connection with the Land Assembly, Housing and Land Banking Service.

2. The maximum term for which debentures may be issued to secure the debt intended to be created by this bylaw is 30 years.
3. This Bylaw may be cited as the "Land Assembly, Housing and Land Banking Loan Authorization Bylaw No. 3, 2023".

READ A FIRST TIME THIS                      \_\_\_<sup>th</sup>                      day of                      \_\_\_\_\_                      2023

READ A SECOND TIME THIS                      \_\_\_<sup>th</sup>                      day of                      \_\_\_\_\_                      2023

READ A THIRD TIME THIS                      \_\_\_<sup>th</sup>                      day of                      \_\_\_\_\_                      2023

ADOPTED BY THE INSPECTOR OF  
MUNICIPALITIES THIS                      \_\_\_<sup>th</sup>                      day of                      \_\_\_\_\_                      2023

RECEIVED THE ASSENT OF THE  
ELECTORS THIS                      \_\_\_<sup>th</sup>                      day of                      \_\_\_\_\_                      2023

ADOPTED THIS                      \_\_\_<sup>th</sup>                      day of                      \_\_\_\_\_                      2023

\_\_\_\_\_  
CHAIR

\_\_\_\_\_  
CORPORATE OFFICER

APPENDIX B

CAPITAL REGIONAL DISTRICT

BYLAW NO. 4552

\*\*\*\*\*  
**A BYLAW TO AUTHORIZE THE BORROWING OF EIGHTY-FIVE MILLION DOLLARS  
(\$85,000,000) FOR FUTURE HOUSING PARTNERSHIPS**  
\*\*\*\*\*

WHEREAS:

- A. By Supplementary Letters Patent, Division XII dated July 25, 1974, as amended by further Supplementary Letters Patent, the Capital Regional District was granted the function of Land Assembly, Housing and Land Banking which included the power to undertake land assembly for the purpose of housing, either public or private and, public housing pursuant to the provisions of the *National Housing Act*, the *Municipal Act*, the *Housing Act*, and other legislation pertaining to land assembly and public housing, as if the regional district were a municipality;
- B. Under Bylaw No. 3712, Land Assembly, Housing and Land Banking Service Establishment Bylaw No. 1, 2010, the Capital Regional District converted this to a service under the *Local Government Act* in all member municipalities and electoral areas (the "Service");
- C. It is deemed desirable to borrow additional funds in the amount of Eighty-Five Million Dollars (\$85,000,000) for the Service, which is the amount of debt intended to be authorized under this Bylaw, for use to support future housing partnership opportunities and advance the CRD Board priority of increasing supply of affordable, inclusive and adequate housing in the region;
- D. It is proposed that the financing is to be undertaken by the Municipal Finance Authority of British Columbia pursuant to proposed agreements between it and the CRD;
- E. Pursuant to Section 407 of the *Local Government Act*, participating area approval is required and shall be obtained in the municipalities by consent on behalf and in the electoral areas by Alternative Approval Process under Sections 345 and 346 of the *Local Government Act*; and,
- F. The approval of the Inspector of Municipalities is required under Section 403 of the *Local Government Act*.

NOW THEREFORE the Board of the Capital Regional District in open meeting assembled enacts as follows:

- 1. The Board is hereby empowered and authorized to borrow upon the credit of the Capital Regional District a sum not exceeding Eighty-Five Million Dollars (\$85,000,000) for the purposes of Land Assembly, Housing and Land Banking, including to support future housing partnership opportunities and to increase supply of affordable, inclusive and adequate housing in the region, and do all things necessary in connection therewith and without limiting the generality of the foregoing, to acquire all such real property, easements,

rights-of-way, licenses, rights or authorities as may be requisite or desirable for or in connection with the Land Assembly, Housing and Land Banking Service.

2. The maximum term for which debentures may be issued to secure the debt intended to be created by this bylaw is 30 years.

Formatted: Justified

~~2.3.~~ This Bylaw may be cited as the “Land Assembly, Housing and Land Banking Loan Authorization Bylaw No. 3, 2023”.

READ A FIRST TIME THIS	__ <sup>th</sup>	day of	_____	2023
READ A SECOND TIME THIS	__ <sup>th</sup>	day of	_____	2023
READ A THIRD TIME THIS	__ <sup>th</sup>	day of	_____	2023
ADOPTED BY THE INSPECTOR OF MUNICIPALITIES THIS	__ <sup>th</sup>	day of	_____	2023
RECEIVED THE ASSENT OF THE ELECTORS THIS	__ <sup>th</sup>	day of	_____	2023
ADOPTED THIS	__ <sup>th</sup>	day of	_____	2023

\_\_\_\_\_  
CHAIR

\_\_\_\_\_  
CORPORATE OFFICER

**REPORT TO THE CAPITAL REGIONAL DISTRICT BOARD  
MEETING OF WEDNESDAY, SEPTEMBER 13, 2023**

**SUBJECT** Bylaw No. 4570: 2023 to 2027 Financial Plan Bylaw, 2023, Amendment No. 2, 2023

**ISSUE SUMMARY**

The 2023 to 2027 Financial Plan was adopted on March 29, 2023. Amendments to the plan are required to authorize revised operating and capital expenditures.

**BACKGROUND**

The Capital Regional District (CRD) Board approved Bylaw No. 4537, "2023 to 2027 Financial Plan Bylaw, 2023," on March 29, 2023, and subsequently approved Bylaw No. 4558, "2023 to 2027 Financial Plan Bylaw, Amendment Bylaw No. 1, 2023" on July 12, 2023. Amendments are required in accordance with Section 374(2) of the *Local Government Act* (LGA), which states that the financial plan may be amended at any time by bylaw to incorporate changes in budget for certainty. As new information becomes available and pursuant with Section 374 of the LGA, the CRD Board may further revise the financial plan.

The following table highlights the 2023 impact of the required amendments to the five-year 2023-2027 Financial Plan since the last amendment.

SERVICE	DESCRIPTION	BUDGET	FUNDING	NET IMPACT	COMMITTEE / COMMISSION APPROVAL
Environmental Resource Management	Hartland North Scale Software and Hardware Installation	Capital	Capital Funds on Hand	\$400,000	CRD Board 12-Jul-2023
	Hartland Beneficial Use Processing Area Project	Capital	Capital Funds on Hand	\$300,000	
	Hartland Biosolids Mixing Area Project	Capital	Capital Funds on Hand	\$200,000	
Regional Parks	Potential Land Acquisition	Capital	Capital Reserve / Debt	\$5,000,000	CRD Board 07-Jun-2023
	Mayne Island Regional Trail	Capital	Capital Reserve Fund / Grant	\$900,000	Regional Parks Committee 24-May-2023

SERVICE	DESCRIPTION	BUDGET	FUNDING	NET IMPACT	COMMITTEE / COMMISSION APPROVAL
Regional Parks	Lochside Trail Paving	Capital	Capital Funds on Hand / Donation	\$232,000	Regional Parks Committee 24-May-2023
	Elk Lake Oxygenation Project	Capital	Capital Reserve Fund	\$150,000	Staff Recommended
Salt Spring Island Transportation	Merchant Mews Pathway design Project	Capital	Capital Reserve Fund	\$16,400	CRD Board 09-Aug-2023
Debt-Core Area Wastewater Capital	Early Payout as per Financing Strategy	Operating	Debt Reserve Fund	\$4,341,430	CRD Board 09-January-2019

The proposed Financial Plan amendment Bylaw No. 4570 incorporates these changes, and is attached as Appendix A, inclusive of an updated Schedule A and Schedule B.

## **ALTERNATIVES**

### *Alternative 1*

1. That Bylaw No. 4570, “2023 to 2027 Financial Plan Bylaw, 2023, Amendment Bylaw No. 2, 2023”, be introduced and read a first, second, and third time; and
2. That Bylaw No. 4570 be adopted.

### *Alternative 2*

That Bylaw No. 4570 be deferred pending further analysis by Capital Regional District staff.

## **IMPLICATIONS**

### *Financial Implications*

### Environmental Resource Management

On July 12, 2023, the CRD Board approved three changes to the Environmental Resource Management (ERM) service and capital plan.

To accommodate the implementation of the updated Hartland Landfill tipping fee bylaw, \$300,000 is required to establish a Diversion Centre to accept and process mandatory recyclable materials and maximize solid waste diversion. There is currently no area available for accepting and processing mandatory recyclable materials. The Diversion Centre will be established at Phase 1 of the landfill, which will require the relocation of soil, aggregates and various gas wells/pipes. This project is funded from capital funds on hand.

A new capital project is required to provide a Biosolids Mixing Area at a cost of \$200,000, to support the CRD's short-term contingency plan for managing biosolids. This short-term management of biosolids requires mixing of the biosolids with one or more elements, such as sand and wood chips, to meet the design specifications. This will be funded from capital funds on hand.

An increase in budget is required from \$200,000 to \$600,000 for the ERM New Scale Software. The original estimate for the project was prepared in 2020 and was based on assumptions that hardware requirements would be minimal. Inflationary pressures as well as the development of the detailed design have resulted in additional costs of up to \$400,000. This work will ensure the Hartland North Scale will be fully operational. This project is funded from the capital funds on hand.

### Regional Parks

On June 7, 2023, the CRD Board approved increasing funding for potential land acquisitions. Parkland acquisition is highly dependent on ability to secure desirable parcels as identified in Land Acquisition Strategy. The annual capital budget was set at \$5,000,000 per year as a base level, allowing the Board to pursue land acquisition opportunities as they arise. With this amendment, the CRD Board is now able to pursue new parkland acquisitions up to a total of \$10,000,000 in 2023. These acquisitions would be funded by utilizing existing reserve money for land acquisition and securing debenture debt.

On May 24, 2023, the Regional Parks Committee endorsed additional funding for the Mayne Island Regional Trail, and Lochside Trail Paving projects. The CRD received a BC Active Transportation grant of \$500,000 in February 2023 for the continued work on the Mayne Island Regional trail. This funding along with an additional \$400,000 capital reserve funding is required to complete the unforeseen increased excavation of materials, to achieve the safe grading of the trail and the installation of retaining walls in certain areas.

On June 2, 2023, the CRD received a donation from The Emerald Foundation through the Victoria Foundation of \$150,000 to be used to continue the paving of the Lochside Trail from Mills Road to Beacon Avenue in Sidney. This phase is part of a long-term project to improve the surfacing and safety of the Lochside Trail.

Staff have identified an additional \$150,000 is required to fund cost overruns on the Elk Lake Oxygenation Project. These increased costs relate to labour market delays and inflationary pressures for the Oxygenator System. Completion of the overall project is still planned for 2023. This increase will be funded from the capital reserve.

### Salt Spring Island Transportation

On August 9, 2023, the CRD board approved a \$16,400 increase, from \$20,000 to \$36,400, for the design and project management costs of Merchant Mews Pathway project. This will be funded by the capital reserve fund.

This project was initiated in 2022, and a local not-for-profit organization, Island Pathways Society (IPS) was contracted to investigate, design and construct the pathway. The additional funding is required to provide ongoing CRD project management support to IPS in completion of the design

and allow re-submission of the application to the Ministry of Transportation and Infrastructure (MOTI) for a Permit to Construct and License of Occupation.

#### Debt-Core Area Wastewater

Outstanding debt borrowed under Bylaw No. 3887 on March 27, 2013, for works related to the Core Area Wastewater Treatment Plant (CAWTP) is due for repayment as specified in the CAWTP Financing Strategy approved by the CRD Board on January 9, 2019. The first debt issue of \$6.1 million, was issued in September 2013 with a 25-year repayment term. This issue is now eligible for early payout, 10 years after the date of issue. As planned, the Core Area Wastewater Treatment Service Debt Repayment Reserve Fund will be used to fund this debt retirement.

This strategy minimized annual debt servicing and interest costs during the initial 10-year term and mitigates the risk of interest rate fluctuations upon refinancing. Staff now recommend an amendment to the financial plan for 2023. This amendment is to transfer the remaining outstanding balance of \$4.3M from reserve, to be paid to Municipal Finance Authority in September 2023.

#### **CONCLUSION**

In compliance with the *Local Government Act*, the proposed amending Bylaw No. 4570 authorizes the changes required to Bylaw No. 4537, “2023 to 2027 Financial Plan Bylaw, 2023,” which the CRD Board approved on March 29, 2023 and subsequently amended on July 12, 2023.

#### **RECOMMENDATION**

1. That Bylaw No 4570, “2023 to 2027 Financial Plan Bylaw, 2023, Amendment Bylaw No. 2, 2023”, be introduced and read a first, second, and third time; and
2. That Bylaw No. 4570 be adopted.

Submitted by:	Rianna Lachance, BCom, CPA, CA, Senior Manager, Financial Services
Concurrence:	Nelson Chan, MBA, FCPA, FCMA, Chief Financial Officer
Concurrence:	Steven Carey, B.Sc., J.D., Acting General Manager, Corporate Services
Concurrence:	Ted Robbins, B. Sc., C. Tech., Chief Administrative Officer

#### **ATTACHMENT**

Appendix A: Bylaw No. 4570, “2023 to 2027 Financial Plan Bylaw, 2023, Amendment Bylaw No. 2, 2023” with Schedule A and Schedule B

CAPITAL REGIONAL DISTRICT

BYLAW NO. 4570

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**A BYLAW TO AMEND THE FIVE-YEAR FINANCIAL PLAN  
FOR THE YEARS 2023 – 2027**  
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The Board of the Capital Regional District in open meeting assembled enacts as follows:

- 1. Bylaw No. 4537, "2023 to 2027 Financial Plan Bylaw, 2023", is hereby amended by replacing Schedule A and Schedule B with the attached schedules hereto.
- 2. This Bylaw may be cited as “2023 to 2027 Financial Plan Bylaw, 2023, Amendment Bylaw No. 2, 2023”.

READ A FIRST TIME THIS	day of	20__
READ A SECOND TIME THIS	day of	20__
READ A THIRD TIME THIS	day of	20__
ADOPTED THIS	day of	20__

\_\_\_\_\_  
CHAIR

\_\_\_\_\_  
CORPORATE OFFICER

Attachments:   Schedule A and Schedule B



CAPITAL REGIONAL DISTRICT 2023 FINANCIAL PLAN																Schedule A			
		Expenditures					Revenue												
		Total 2023	Operations	Interest & Principal	Deficit	Capital	Transfers to Reserves	Total 2023	Surplus 2022	Recovery from other services	Transfers from Reserves	Other revenue	Fee & Charges	Parcel Tax	Property Value Tax	Requisition 2023			
1.010	Legislative & General Government	36,520,973	34,134,565			473,320	1,913,088	36,520,973	1,271,842	18,860,321	3,491,010	1,437,187	86,230		11,374,383	11,374,383			
1.10X	Facilities and Risk	4,231,807	3,945,807			50,000	236,000	4,231,807	50,000	3,948,870	26,770	41,491			164,676	164,676			
1.101	G.I.S.	638,822	570,632			18,190	50,000	638,822				5,827			128,685	128,685			
1.103	Elections	65,760	380				65,380	65,760				270			65,490	65,490			
1.104	U.B.C.M.	12,958	12,958					12,958	792			92			12,074	12,074			
1.109	Electoral Area Admin Exp - JDF	66,492	66,492					66,492	3,218			151			63,123	63,123			
1.110	Electoral Area Admin Exp - SGI	479,701	478,601				1,100	479,701			61,113	18,502			400,086	400,086			
1.111	Electoral Area Admin Exp - SSI	1,161,470	1,137,352			23,000	1,118	1,161,470	64,245	469,500		5,714			622,011	622,011			
1.112	Regional Grant in Aid	1,532,621	1,517,621		15,000			1,532,621	1,497,621			20,000			15,000	15,000			
1.114	Grant-in-Aid - Juan de Fuca	33,865	33,865					33,865	33,575			290				-			
1.116	Grant-in-Aid - Salt Spring Island	60,772	60,772					60,772	33,964			5,250			21,558	21,558			
1.117	Grant-in-Aid - Southern Gulf Islands	106,261	106,224		37			106,261				1,257			105,004	105,004			
1.119	Vancouver Island Regional Library	341,748	341,748					341,748				585			341,091	341,091			
1.121	Sooke Regional Museum	222,348	222,348					222,348	47			481			221,810	221,810			
1.123	Prov. Court of B.C. (Family Court)	149,360					149,360	149,360				149,360				-			
1.124	SSI Economic Development Commission	96,581	96,581					96,581				623			95,958	95,958			
1.125	SGI Economic Development Commission	157,768	157,768					157,768	34,970			1,372			121,426	121,426			
1.126	Victoria Family Court Committee	55,625	55,625					55,625	39,828			797			15,000	15,000			
1.128	Greater Victoria Police Victim Services	304,857	304,857					304,857	482			14,634			289,741	289,741			
1.129	Vancouver Island Regional Library - Debt	339,466	1,200	338,266				339,466				339,466			-	-			
1.133	Langford E.A. - Greater Victoria Public Library	32,542	32,542					32,542	16			91			32,435	32,435			
1.137	Galiano Island Community Use Building	68,064	37,647	27,417			3,000	68,064	3,042			252			64,770	64,770			
1.138	Southern Gulf Islands Regional Library	239,681	239,681					239,681	1,258			2,477			235,946	235,946			
1.141	Salt Spring Island Public Library	677,239	508,377	145,607			23,255	677,239				1,556			675,683	675,683			
1.15X	Municipalities' Own Debt - M.F.A.	17,312,444	52,200	17,260,244				17,312,444				52,200			17,260,244	17,260,244			
1.170	Gossip Island Electric Power Supply	63,695	481	62,621	593			63,695				240		63,455		63,455			
1.224	Community Health - Homeless Sec.	814,860	814,860					814,860				190,484			624,376	624,376			
1.226	Community Health (CHR) Facilities	1,720,718	1,117,893				602,825	1,720,718				1,720,718			-	-			
1.227	Saturna Island Medical Clinic	25,327	25,327					25,327		110		2,046			23,171	23,171			
1.228	Galiano Health Service	139,886	139,886					139,886		89		111			139,686	139,686			
1.229	Pender Islands Health Care Centre	234,921	234,420		501			234,921				2,059			232,862	232,862			
1.230	Traffic Safety Commission	137,118	137,118					137,118	61,160			3,446			72,512	72,512			
1.232	Port Renfrew Street Lighting	9,143	9,143					9,143	1,455			339	3,760	3,589	3,589	3,589			
1.234	S.S.I. Street Lighting	27,882	26,960		922			27,882				40			27,842	27,842			
1.235	S. G. I. Small Craft Harbour Facilities	461,887	245,094	87,493			129,300	461,887				7,304	145,050	309,533	309,533	309,533			
1.236	Salt Spring Island Fernwood Dock	16,055	16,055					16,055				167		15,888		15,888			
1.238A	Community Transit (S.S.I.)	599,884	564,884				35,000	599,884			120,000	218,622			261,262	261,262			
1.238B	Community Transportation (S.S.I.)	148,993	80,993				68,000	148,993				1,167			147,826	147,826			
1.280	Regional Parks	17,528,008	13,583,012	569,207		153,686	3,222,103	17,528,008	184,736	78,559	20,000	829,993	462,355		15,952,365	15,952,365			
1.280A	Regional Parks - Land Acquisition	-	-					-				-			-	-			
1.290	Royal Theatre	580,000	100,000			101,000	379,000	580,000							580,000	580,000			
1.295	McPherson Theatre	785,822	349,589			88,000	348,233	785,822				35,822			750,000	750,000			
1.297	Arts Grants	3,132,037	3,132,037					3,132,037		13,893		178,754			2,864,931	2,864,931			
1.299	Salt Spring Island Arts	123,180	122,604		576			123,180				90			123,090	123,090			
1.309	Climate Action and Adaptation	2,288,185	1,743,769			363,518	180,898	2,288,185				467,152			1,716,387	1,716,387			
1.310	Land Banking & Housing	3,152,716	2,139,253	1,009,463			4,000	3,152,716	66,157	829,319	130,000	589,022	35,130		1,503,088	1,503,088			
1.311	Regional Housing Trust Fund	3,676,394	3,676,394					3,676,394	2,520,057			156,337			1,000,000	1,000,000			
1.312	Regional Goose Management	237,522	237,522					237,522							237,522	237,522			
1.313	Animal Care Services	1,663,324	1,613,518				49,806	1,663,324			18,922	1,164,920	19,060		460,422	460,422			
1.314	SGI House Numbering	9,764	9,764					9,764	42			110			9,612	9,612			
1.316	SSI Building Numbering	9,891	9,869		22			9,891				20			9,871	9,871			
1.317	JDF Building Numbering	13,475	13,475					13,475	153			40			13,282	13,282			
1.318	Building Inspection	2,026,725	1,970,425			13,000	43,300	2,026,725		30,980	121,144	4,581	1,378,640		491,380	491,380			
1.319	Soil Deposit Removal	5,899	5,899					5,899				40			5,859	5,859			
1.320	Noise Control	41,228	41,228					41,228				318			40,910	40,910			
1.322	Nuisances & Unsightly Premises	54,986	54,986					54,986				325			54,661	54,661			
1.323	By-Law Enforcement	571,466	527,466				44,000	571,466		542,726		28,740				-			
1.324	Regional Planning Services	1,554,118	1,551,618				2,500	1,554,118		86,650		177,951	61,673		1,227,844	1,227,844			
1.325	Electoral Area Services - Planning	858,038	782,268					858,038		32,060		59,681	45,000		718,640	718,640			
1.330	Regional Growth Strategy	424,846	414,846				10,000	424,846				104,146	16,224		304,476	304,476			
1.335	Geo-Spatial Referencing System	177,779	115,929				61,850	177,779				7,829	8,370		161,580	161,580			
1.340	JDF Livestock Injury Compensation	3,158	3,158					3,158	3,053						105	105			
1.341	SGI Livestock Injury Compensation	3,158	3,158					3,158	3,053						71	71			
1.342	SSI Livestock Injury Compensation	3,158	3,158					3,158	3,053			34			105	105			
1.350	Willis Point Fire Protect & Recreation	174,824	109,282			6,300	59,242	174,824				34,020			140,804	140,804			
1.352	South Galiano Fire Protection	584,473	349,209	141,027		5,980	88,257	584,473				1,120		141,027	442,326	583,353			
1.353	Otter Point Fire Protection	542,138	376,468			5,670	160,000	542,138				330			541,808	541,808			
1.354	Malahat Fire Protection	66,940	66,940					66,940	588						66,352	66,352			
1.355	Durrance Road Fire Protection	3,016	2,716				300	3,016						3,016		3,016			
1.356	Pender Fire Protection	1,243,987	964,227	111,596			168,164	1,243,987			111,596	11,549			1,120,842	1,120,842			
1.357																			

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		Total 2023	Operations	Interest & Principal	Deficit	Capital	Transfers to Reserves	Total 2023	Surplus 2022	Recovery from other services	Transfers from Reserves	Other revenue	Fee & Charges	Parcel Tax	Property Value Tax	Requisition 2023			
1.378	S.S.I. Search and Rescue	25,804	25,042		762			25,804				100			25,704	25,704			
1.40X	SEAPARC	4,571,131	4,017,165	103,966			450,000	4,571,131	54,750			396,511	907,182		3,212,688	3,212,688			
1.405	JDF EA - Community Parks	202,006	183,756					202,006				883			201,123	201,123			
1.408	JDF EA - Community Recreation	93,862	93,862					93,862				21,230			72,632	72,632			
1.44X	Panorama Rec. Center.	10,136,965	8,703,995	721,184			711,786	10,136,965				2,024,049	2,852,518		5,260,398	5,260,398			
1.455	Salt Spring Island - Community Parks	1,097,686	1,006,929		75,757		15,000	1,097,686		390,890		122,149			584,647	584,647			
1.458	Salt Spring Is.- Community Rec	313,379	285,642		27,737			313,379				10,040	225,699		77,640	77,640			
1.459	Salt Spring Is- Pool, Parks, Land, Art & Rec. Prog	2,154,490	2,013,035	41,831			99,624	2,154,490		85,438	22,160	147,096	285,310		1,614,486	1,614,486			
1.465	Saturna Island Comm. Parks	27,245	22,245				5,000	27,245				1,565			25,680	25,680			
1.468	Saturna Island - Community Rec.	18,976	18,976					18,976	4,638			662			13,676	13,676			
1.475	Mayne Is. Com. Parks & Rec	95,875	78,175				17,700	95,875				2,863			93,012	93,012			
1.476	Mayne Is. Comm. Parks (reserve)	26,883	26,883					26,883	18,783			7,300	800		-	-			
1.478	Mayne Is. Community Rec.	52,931	52,931					52,931	17,133			58			35,740	35,740			
1.485	North & South Pender Com. Parks	169,351	140,069				29,282	169,351				1,997			167,354	167,354			
1.488	North & South Pender Com. Rec	71,371	71,371					71,371	3,288			843			67,240	67,240			
1.495	Galiano Parks	127,681	116,971				10,710	127,681			20,000	119			107,562	107,562			
1.498	Galiano Community Recreation	38,375	38,375					38,375	31			27			38,317	38,317			
1.521	SWMP - Solid Waste Disposal (Refuse Disposal)	29,690,987	29,050,852			80,000	560,135	29,690,987			1,000,000	7,124,423	21,566,564		-	-			
1.523	Port Renfrew Refuse Disposal	93,420	89,420				4,000	93,420		17,860		40,704			34,856	34,856			
1.525	Solid Waste Disposal - Debt	314,054	87,490	226,564				314,054				490	313,564		-	-			
1.531	Stormwater Quality Management - Sooke	39,432	23,996				15,436	39,432				86			39,346	39,346			
1.533	Stormwater Quality Management - S.G.I.	40,221	40,221					40,221				413			39,808	39,808			
1.535	Stormwater Quality Management - S.S.I.	57,276	57,276					57,276			33,467	31			23,778	23,778			
1.536	LWMP-Stormwater Quality Management-Core	744,030	744,030					744,030				87,762			656,268	656,268			
1.537	Stormwater Quality Management - Peninsula	121,932	121,932					121,932				4,454			117,478	117,478			
1.538	Source - Stormwater Quality - Peninsula	58,657	58,657					58,657			1,058	1,763			55,836	55,836			
1.57X	Environmental Services	26,020,224	25,114,520			485,000	420,704	26,020,224	60,000	25,117,518	750,306	92,400			-	-			
1.911	911 Systems	2,495,079	1,482,130	1,011,949			1,000	2,495,079			23,637	2,160,821	129,111		181,510	181,510			
1.912B	911 Call Answer - Municipalities	25,947			25,947			25,947		696,074		(41,448)			(628,679)	(628,679)			
1.913	913 Fire Dispatch	366,986	366,986					366,986			59,240	9,453			298,293	298,293			
1.921	Regional CREST Contribution	1,790,531	1,790,531					1,790,531	2,976			95,901			1,691,654	1,691,654			
1.923	Emergency Comm - CREST - S.G.I.	182,388	182,388					182,388	682			1,997			179,709	179,709			
1.924	Emergency Comm - CREST - J.D.F.	144,211	143,728		483			144,211				240			143,971	143,971			
1.925	Emergency Comm - CREST - S.S.I.	145,123	145,123					145,123	292			156			144,675	144,675			
2.610	Saanich Peninsula Water Supply	7,407,397	6,557,397				850,000	7,407,397				500	7,406,897		-	-			
2.620	SSI Highland Water System	32,004	133	31,871				32,004	119			90		31,795	31,795				
2.621	Highland / Fernwood Water - SSI	546,435	349,244	34,191			163,000	546,435			20,000	750	450,685	75,000	75,000				
2.622	Cedars of Tuam	52,678	42,120	1,058			9,500	52,678			10,000	50	42,628		-	-			
2.624	Beddis Water	297,178	191,111	38,237			67,830	297,178			14,000	170	202,690	80,318	80,318				
2.626	Fulford Water	216,639	150,607	15,432			50,600	216,639				670	165,757	50,212	50,212				
2.628	Cedar Lane Water (S.S.I.)	83,180	55,191	8,859			19,130	83,180				180	66,800	16,200	16,200				
2.630	Magic Lakes Estate Water System	1,000,318	709,882	198,021			92,415	1,000,318			10,000	10,907	399,411	580,000	580,000				
2.640	Saturna Island Water System (Lyall Harbour)	278,852	198,166	30,686			50,000	278,852			25,000	958	119,864	133,030	133,030				
2.642	Skana Water (Mayne)	89,870	58,407	863			30,600	89,870			5,000	100	59,090	25,680	25,680				
2.650	Port Renfrew Water	133,609	113,609				20,000	133,609				1,119	66,247	66,243	66,243				
2.660	Fernwood Water	14,744	66	14,678				14,744	46			40		14,658	14,658				
2.665	Sticks Allison Water (Galiano)	75,539	56,504				19,035	75,539			5,000	100	65,339	5,100	5,100				
2.667	Surfside Park Estates (Mayne)	123,835	106,835				17,000	123,835			1,500	100	98,445	23,790	23,790				
2.670	Regional Water Supply	39,915,804	19,529,062	7,690,985		12,302,104	393,653	39,915,804				1,808,264	38,107,540		-	-			
2.680	Juan de Fuca Water Distribution	23,970,506	14,776,555	1,863,294		6,741,200	589,457	23,970,506				301,486	23,669,020		-	-			
2.681	Florence Lake Water System Debt	15,549	2,040	9,231	4,278			15,549				37		15,512	15,512				
2.682	Seagirt Water System Debt	97,650		97,650				97,650						97,650	97,650				
2.691	Wilderness Mountain Water Service	158,838	133,174	25,664				158,838			5,600	111	91,227	61,900	61,900				
3.700	Septage Disposal - Municipal	157,910	157,910					157,910				157,910			-	-			
3.700	Septage Disposal - JDF Service Area	-						-							-	-			
3.701	Millstream Remediation Service	537,888	530	537,358				537,888			475,786	6,634			55,468	55,468			
3.705	S.S.I. Liquid Waste Disposal	1,028,430	857,857	160,573			10,000	1,028,430				9,000	641,250	376,975	376,975				
3.707	On Site System Management Program - LWMP	177,649	177,649					177,649				40,014	7,485		130,150	130,150			
3.71X	Trk Swrs & Swge Disp - oper	38,920,532	37,253,942			30,000	1,636,590	38,920,532		750,401	4,283,727	27,522,448			6,363,956	6,363,956			
3.7XX	Trk Swrs - debt	27,269,184	207,978	13,372,817		5,529,745	8,158,644	27,269,184	65,090		4,341,430	16,816,711			6,045,953	6,045,953			
3.720	LWMP (Peninsula) - Implementation	56,247	56,247				19,985	56,247				2,320			53,927	53,927			
3.750	LWMP	372,322	323,013				49,309	372,322				154,795			217,527	217,527			
3.752	Harbours Program	354,238	354,238					354,238				21,658			332,580	332,580			
3.755	Regional Source Control	1,641,038	1,641,038					1,641,038		55,000	43,249	92,803	60,000		1,389,986	1,389,986			
3.756	Harbours Environmental Action	70,752	70,752					70,752				2,165			68,587	68,587			
3.810	Ganges Sewer	1,187,404	819,866	245,813			121,725	1,187,404			80,000	2,061	1,045,452	59,891	59,891				
3.820	Maliview Estates Sewer System	218,911	154,496	11,765			52,650	218,911				25,150	188,861	4,900	4,900				
3.830	Magic Lake Estates Sewer System	868,799	625,701	174,103			68,995	868,799		11,200		4,490	267,099	586,010	586,010				
3.830D	Magic Lake Estates Sewer Debt	235,784	570	230,685	4,529			235,784				1,678		234,106	234,106				
3.850	Port Renfrew Sewer	131,021	109,021				22,000	131,021				1,537	64,734	64,750	64,750				
21.ALL	Feasibility Study Reserve Fund - All	137,412	137,412					137,412	137,412						-	-			
21.E.A.	Feasibility Study Reserve Fund - E.A.	10,000	10,000					10,000	10,000						-	-			

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1.010	Legislative & General Government	34,297,467	32,993,287			982,780	321,400	34,297,467	450,000	19,272,722	1,682,565	1,386,636	87,150		11,418,394	11,418,394
1.10X	Facilities and Risk	4,424,212	4,031,212				393,000	4,424,212		4,213,644		42,339			168,229	168,229
1.101	G.I.S.	651,365	582,815			18,550	50,000	651,365		514,396		5,940			131,029	131,029
1.103	Elections	65,600	400				65,200	65,600				90			65,510	65,510
1.104	U.B.C.M.	13,260	13,260					13,260				80			13,180	13,180
1.109	Electoral Area Admin Exp - JDF	67,826	67,826					67,826				150			67,676	67,676
1.110	Electoral Area Admin Exp - SGI	461,380	460,280				1,100	461,380			22,977	18,384			420,019	420,019
1.111	Electoral Area Admin Exp - SSI	1,213,641	1,192,641				21,000	1,213,641		479,520		5,730			728,391	728,391
1.112	Regional Grant in Aid	-	-					-							-	-
1.114	Grant-in-Aid - Juan de Fuca	22,776	22,776					22,776				290			22,486	22,486
1.116	Grant-in-Aid - Salt Spring Island	57,435	57,435					57,435				250			57,185	57,185
1.117	Grant-in-Aid - Southern Gulf Islands	106,333	106,333					106,333				1,240			105,093	105,093
1.119	Vancouver Island Regional Library	348,555	348,555					348,555				600			347,955	347,955
1.121	Sooke Regional Museum	226,794	226,794					226,794				490			226,304	226,304
1.123	Prov. Court of B.C. (Family Court)	149,360					149,360	149,360				149,360			-	-
1.124	SSI Economic Development Commission	98,510	97,032				1,478	98,510				620			97,890	97,890
1.125	SGI Economic Development Commission	128,231	128,231					128,231				1,400			126,831	126,831
1.126	Victoria Family Court Committee	15,878	15,878					15,878				878			15,000	15,000
1.128	Greater Victoria Police Victim Services	311,186	311,186					311,186				15,358			295,828	295,828
1.129	Vancouver Island Regional Library - Debt	339,466	1,200	338,266				339,466				339,466			-	-
1.133	Langford E.A. - Greater Victoria Public Library	33,195	33,195					33,195				90			33,105	33,105
1.137	Galiano Island Community Use Building	68,855	38,438	27,417			3,000	68,855				255			68,600	68,600
1.138	Southern Gulf Islands Regional Library	244,494	244,494					244,494				2,520			241,974	241,974
1.141	Salt Spring Island Public Library	700,982	518,675	145,607			36,700	700,982				1,580			699,402	699,402
1.15X	Municipalities' Own Debt - M.F.A.	16,696,697	52,200	16,644,497				16,696,697				52,200			16,644,497	16,644,497
1.170	Gossip Island Electric Power Supply	63,104	483	62,621				63,104				240		62,864	62,864	62,864
1.224	Community Health - Homeless Sec.	668,552	668,552					668,552				190,484			478,068	478,068
1.226	Community Health (CHR) Facilities	1,745,122	1,411,314				603,808	1,745,122				1,745,122				
1.227	Saturna Island Medical Clinic	30,665	30,665					30,665				2,260			28,405	28,405
1.228	Galiano Health Service	142,681	142,681					142,681				110			142,571	142,571
1.229	Pender Islands Health Care Centre	240,510	240,510					240,510				2,100			238,410	238,410
1.230	Traffic Safety Commission	77,682	77,682					77,682				3,720			73,962	73,962
1.232	Port Renfrew Street Lighting	9,288	9,288					9,288				350	3,840	5,098	5,098	5,098
1.234	S.S.I. Street Lighting	27,496	27,496					27,496				40			27,456	27,456
1.235	S. G. I. Small Craft Harbour Facilities	465,214	243,821	87,493			133,900	465,214				7,280	140,660	317,274	317,274	317,274
1.236	Salt Spring Island Fernwood Dock	26,468	16,468				10,000	26,468				170		26,298	26,298	26,298
1.238A	Community Transit (S.S.I.)	626,761	591,761				35,000	626,761			65,000	211,311			350,450	350,450
1.238B	Community Transportation (S.S.I.)	167,665	82,665				85,000	167,665				1,170			166,495	166,495
1.280	Regional Parks	17,753,619	13,769,992	569,207		123,120	3,291,300	17,753,619		79,216		865,526	462,455		16,346,422	16,346,422
1.280A	Regional Parks - Land Acquisition	106,250	50,000	56,250				106,250							106,250	106,250
1.290	Royal Theatre	580,000	100,000			105,000	375,000	580,000							580,000	580,000
1.295	McPherson Theatre	786,233	350,000			90,000	346,233	786,233				36,233			750,000	750,000
1.297	Arts Grants	3,196,939	3,196,939					3,196,939				185,956			2,957,790	2,957,790
1.299	Salt Spring Island Arts	125,052	125,052					125,052				90			124,962	124,962
1.309	Climate Action and Adaptation	2,538,800	1,745,839			792,961		2,538,800			213,929	733,506			1,591,365	1,591,365
1.310	Land Banking & Housing	3,373,530	1,800,230	1,569,300			4,000	3,373,530				324,951	2,000		2,465,637	2,465,637
1.311	Regional Housing Trust Fund	330,000	330,000					330,000		580,942					330,000	330,000
1.312	Regional Goose Management	242,278	242,278					242,278							242,278	242,278
1.313	Animal Care Services	1,703,626	1,646,626				57,000	1,703,626			16,197	1,193,759	19,440		474,230	474,230
1.314	SGI House Numbering	9,954	9,954					9,954				110			9,844	9,844
1.316	SSI Building Numbering	10,069	10,069					10,069				20			10,049	10,049
1.317	JDF Building Numbering	13,748	13,748					13,748				40			13,708	13,708
1.318	Building Inspection	2,072,310	2,015,750			13,260	43,300	2,072,310		31,600	114,090	4,460	1,406,210		515,950	515,950
1.319	Soil Deposit Removal	6,014	6,014					6,014				40			5,974	5,974
1.320	Noise Control	42,051	42,051					42,051				310			41,741	41,741
1.322	Nuisances & Unsightly Premises	56,062	56,062					56,062				320			55,742	55,742
1.323	By-Law Enforcement	582,819	538,319				44,500	582,819		553,569		29,250			-	-
1.324	Regional Planning Services	1,594,900	1,592,400				2,500	1,594,900		88,320	189,750	62,900			1,253,930	1,253,930
1.325	Electoral Area Services - Planning	861,623	785,853				75,770	861,623		32,700	48,183	2,730	45,000		733,010	733,010
1.330	Regional Growth Strategy	331,317	321,317				10,000	331,317			4,231	16,520			310,566	310,566
1.335	Geo-Spatial Referencing System	181,347	118,257				63,090	181,347				7,990	8,540		164,817	164,817
1.340	JDF Livestock Injury Compensation	3,161	3,161					3,161							3,161	3,161
1.341	SGI Livestock Injury Compensation	3,161	3,161					3,161							3,161	3,161
1.342	SSI Livestock Injury Compensation	3,161	3,161					3,161							3,161	3,161
1.350	Willis Point Fire Protect & Recreation	181,960	113,338			6,400	62,222	181,960				34,120			147,840	147,840
1.352	South Galiano Fire Protection	606,589	355,577	141,027		6,100	103,885	606,589				1,120		141,027	464,442	605,469
1.353	Otter Point Fire Protection	554,908	384,128			5,780	165,000	554,908				330			554,578	554,578
1.354	Malahat Fire Protection	68,276	68,276					68,276							68,276	68,276
1.355	Durrance Road Fire Protection	3,019	2,719				300	3,019						3,019	3,019	3,019
1.356	Pender Fire Protection	1,318,380	1,027,490	111,596			179,294	1,318,380			111,596	11,520			1,195,264	1,195,264
1.357	East Sooke Fire Protection	563,423	299,914	155,109			108,400	563,423				28,000	57,480		477,943	477,943
1.358	Port Renfrew Fire Protection	165,233	137,335	2,898			25,000	165,233				1,230	65,601		98,402	98,402
1.359	N. Galiano Fire Protection	231,975	170,103	48,872			5,000	231,975				910		24,440	2062	

CAPITAL REGIONAL DISTRICT 2023 FINANCIAL PLAN																Schedule A					
		Expenditures						Revenue													
		Total 2024	Operations	Interest & Principal	Deficit	Capital	Transfers to Reserves	Total 2024	Surplus 2023	Recovery from other services	Transfers from Reserves	Other revenue	Fee & Charges	Parcel Tax	Property Value Tax	Requisition 2024					
1.378	S.S.I. Search and Rescue	26,318	26,318					26,318				100			26,218	26,218					
1.40X	SEAPARC	4,677,654	4,103,688	103,966		470,000	4,677,654	4,677,654				403,692	917,586		3,356,376	3,356,376					
1.405	JDF EA - Community Parks	207,562	187,562			20,000	207,562					880			206,682	206,682					
1.408	JDF EA - Community Recreation	95,736	95,736				95,736					21,650			74,086	74,086					
1.44X	Panorama Rec. Center.	10,654,186	9,059,531	449,807		1,144,849	10,654,186	10,654,186				2,211,087	2,972,272		5,470,827	5,470,827					
1.455	Salt Spring Island - Community Parks	1,026,591	1,001,091			25,500	1,026,591		398,700			36,340			591,551	591,551					
1.458	Salt Spring Is. - Community Rec	291,525	291,525				291,525					40	240,832		50,653	50,653					
1.459	Salt Spring Is- Pool, Parks, Land, Art & Rec. Prog	2,442,471	2,071,471			371,000	2,442,471		87,160			150,140	291,020		1,914,151	1,914,151					
1.465	Saturna Island Comm. Parks	27,788	22,694			5,094	27,788					1,650			26,138	26,138					
1.468	Saturna Island - Community Rec.	14,880	14,880				14,880					930			13,950	13,950					
1.475	Mayne Is. Com. Parks & Rec	97,977	79,787			18,190	97,977					2,910			95,067	95,067					
1.476	Mayne Is. Comm. Parks (reserve)	8,260	8,260				8,260					7,440	820		-	-					
1.478	Mayne Is. Community Rec.	37,480	37,480				37,480					60			37,420	37,420					
1.485	North & South Pender Com. Parks	171,756	142,906			28,850	171,756					2,000			169,756	169,756					
1.488	North & South Pender Com. Rec	69,440	69,440				69,440					860			68,580	68,580					
1.495	Galiano Parks	134,376	119,376			15,000	134,376				20,390	120			113,866	113,866					
1.498	Galiano Community Recreation	39,105	39,105				39,105					30			39,075	39,075					
1.521	SWMP - Solid Waste Disposal (Refuse Disposal)	29,339,385	28,276,916			1,062,469	29,339,385	29,339,385				10,219,793	19,119,592		-	-					
1.523	Port Renfrew Refuse Disposal	95,198	91,198			4,000	95,198		18,220			41,410			35,568	35,568					
1.525	Solid Waste Disposal - Debt	1,508,477	192,620	1,315,857			1,508,478					490	1,507,988		-	-					
1.531	Stormwater Quality Management - Sooke	90,219	90,219				90,219				50,000	86			40,133	40,133					
1.532	Stormwater Quality Management - S.G.I.	41,021	41,021				41,021					420			40,601	40,601					
1.535	Stormwater Quality Management - S.S.I.	37,538	37,538				37,538				8,158	30			29,350	29,350					
1.536	LWMP-Stormwater Quality Management-Core	847,156	847,156				847,156				90,000	87,763			669,393	669,393					
1.537	Stormwater Quality Management - Peninsula	124,283	124,283				124,283					4,455			119,828	119,828					
1.538	Source - Stormwater Quality - Peninsula	59,373	59,373				59,373				657	1,763			56,953	56,953					
1.57X	Environmental Services	25,972,642	25,141,187			831,455	25,972,642	25,972,642	25,748,457		131,785	92,400			-	-					
1.911	911 Systems	2,510,321	1,497,372	1,011,949		1,000	2,510,321					2,161,620	129,111		190,590	190,590					
1.912B	911 Call Answer - Municipalities	-	-				-					(52,260)			(643,814)	(643,814)					
1.913	913 Fire Dispatch	355,213	355,213				355,213				17,473	9,620			328,120	328,120					
1.921	Regional CREST Contribution	1,826,221	1,826,221				1,826,221					107,810			1,718,411	1,718,411					
1.923	Emergency Comm - CREST - S.G.I.	186,016	186,016				186,016					2,080			183,936	183,936					
1.924	Emergency Comm - CREST - J.D.F.	146,590	146,590				146,590					240			146,350	146,350					
1.925	Emergency Comm - CREST - S.S.I.	148,015	148,015				148,015					150			147,865	147,865					
2.610	Saanich Peninsula Water Supply	7,922,773	6,996,273	76,500		850,000	7,922,773					26,000	7,896,773		-	-					
2.620	SSI Highland Water System	32,004	133	31,871			32,004					90		31,914	31,914	31,914					
2.621	Highland / Fernwood Water - SSI	558,080	360,553	39,887		157,640	558,080				20,000	760	459,820	77,500	77,500	77,500					
2.622	Cedars of Tuam	59,192	37,544	13,148		8,500	59,192					50	59,142		-	-					
2.624	Beddis Water	349,310	178,411			170,899	349,310					100	240,830	108,380	108,380	108,380					
2.626	Fulford Water	224,338	153,666	15,432		55,240	224,338					680	172,480	51,178	51,178	51,178					
2.628	Cedar Lane Water (S.S.I.)	91,390	54,492	14,598		22,500	91,390					180	73,710	17,500	17,500	17,500					
2.630	Magic Lakes Estate Water System	1,009,016	726,930	198,021		84,065	1,009,016					10,470	406,946	591,600	591,600	591,600					
2.640	Saturna Island Water System (Lyalil Harbour)	288,295	203,323	39,572		45,400	288,295				20,000	1,000	127,615	139,680	139,680	139,680					
2.642	Skana Water (Mayne)	86,562	56,222	7,879		22,461	86,562					100	60,272	26,190	26,190	26,190					
2.650	Port Renfrew Water	140,883	115,883			25,000	140,883					1,120	69,882	69,881	69,881	69,881					
2.660	Fernwood Water	14,745	67	14,678			14,745					40		14,705	14,705	14,705					
2.665	Sticks Allison Water (Galiano)	76,930	58,695			18,235	76,930				5,000	100	66,630	5,200	5,200	5,200					
2.667	Surfside Park Estates (Mayne)	134,561	108,521			26,040	134,561					100	108,291	26,170	26,170	26,170					
2.670	Regional Water Supply	41,476,228	19,727,802	3,800,836		17,450,000	497,590	41,476,228				748,690	40,727,538		-	-					
2.680	Juan de Fuca Water Distribution	26,218,165	15,413,057	2,839,345		7,346,169	619,594	26,218,165				226,380	25,991,785		-	-					
2.681	Florence Lake Water System Debt	19,944		19,944			19,944							19,944	19,944	19,944					
2.682	Seagirt Water System Debt	130,288	21,000	109,288			130,288							130,288	130,288	130,288					
2.691	Wilderness Mountain Water Service	167,960	134,766	25,664		7,530	167,960				4,000	112	97,615	66,233	66,233	66,233					
3.700	Septage Disposal - Municipal	161,020	161,020				161,020					161,020			-	-					
3.700	Septage Disposal - JDF Service Area	-	-				-								-	-					
3.701	Millstream Remediation Service	19,696	534	19,162			19,696				3,749	12,197		3,750	3,750	3,750					
3.705	S.S.I. Liquid Waste Disposal	1,057,080	870,956	157,423		28,701	1,057,080					1,150	654,080	401,850	401,850	401,850					
3.707	On Site System Management Program - LWMP	168,309	168,309				168,309					28,071	7,485		132,753	132,753					
3.71X	Trk Swrs & Swge Disp - oper	37,797,110	36,079,930	47,850		1,669,330	37,797,110		1,665,401		1,182,789	28,364,343		6,584,577	6,584,577	6,584,577					
3.7XX	Trk Swrs - debt	23,275,928	220,848	13,799,286		5,529,745	3,726,049	23,275,928				16,582,391		6,693,537	6,693,537	6,693,537					
3.720	LWMP (Peninsula) - Implementation	57,326	36,992			20,334	57,326					2,320		55,006	55,006	55,006					
3.750	LWMP	380,288	329,978			50,310	380,288					157,854		222,434	222,434	222,434					
3.752	Harbours Program	361,373	361,373				361,373					21,658		339,715	339,715	339,715					
3.755	Regional Source Control	1,674,723	1,674,723				1,674,723				55,000	93,303	61,200		1,417,786	1,417,786					
3.756	Harbours Environmental Action	72,170	72,170				72,170					2,165		70,005	70,005	70,005					
3.810	Ganges Sewer	1,170,430	796,597	245,813		128,020	1,170,430				30,000	1,920	1,076,820	61,690	61,690	61,690					
3.820	Maliview Estates Sewer System	265,481	195,607	25,669		44,205	265,481				40,000	25,150	195,281	5,050	5,050	5,050					
3.830	Magic Lake Estates Sewer System	873,540	646,377	174,103		53,060	873,540		11,420			3,670	272,440	586,010	586,010	586,010					
3.830D	Magic Lake Estates Sewer Debt	231,255	570	230,685			231,255					1,010		230,245	230,245	230,245					
3.850	Port Renfrew Sewer	135,181	111,181			24,000	135,181					1,540	66,820	66,821	66,821	66,821					
21.ALL	Feasibility Study Reserve Fund - All														-	-					
21.E.A.	Feasibility Study Reserve Fund - E.A.														-	-					

CAPITAL REGIONAL DISTRICT 2023 FINANCIAL PLAN							Schedule A									
		Expenditures					Revenue									
		Total 2025	Operations	Interest & Principal	Deficit	Capital	Transfers to Reserves	Total 2025	Surplus 2024	Recovery from other services	Transfers from Reserves	Other revenue	Fee & Charges	Parcel Tax	Property Value Tax	Requisition 2025
1.010	Legislative & General Government	34,329,545	32,760,374			1,242,440	326,731	34,329,545	450,000	19,566,972	1,133,648	1,393,746	88,090		11,697,089	11,697,089
1.10X	Facilities and Risk	4,581,516	4,116,506				465,010	4,581,516		4,367,025		42,634			171,857	171,857
1.101	G.I.S.	664,169	595,249			18,920	50,000	664,169		524,684		6,060			133,425	133,425
1.103	Elections	65,620	420				65,200	65,620				90			65,530	65,530
1.104	U.B.C.M.	13,523	13,523					13,523				80			13,443	13,443
1.109	Electoral Area Admin Exp - JDF	69,191	69,191					69,191				150			69,041	69,041
1.110	Electoral Area Admin Exp - SGI	471,043	469,943				1,100	471,043			11,392	18,680			440,971	440,971
1.111	Electoral Area Admin Exp - SSI	1,262,951	1,226,951				36,000	1,262,951		489,780		5,750			767,421	767,421
1.112	Regional Grant in Aid	-						-							-	-
1.114	Grant-in-Aid - Juan de Fuca	22,831	22,831					22,831				290			22,541	22,541
1.116	Grant-in-Aid - Salt Spring Island	57,584	57,584					57,584				250			57,334	57,334
1.117	Grant-in-Aid - Southern Gulf Islands	106,444	106,444					106,444				1,260			105,184	105,184
1.119	Vancouver Island Regional Library	355,497	355,497					355,497				610			354,887	354,887
1.121	Sooke Regional Museum	231,332	231,332					231,332				500			230,832	230,832
1.123	Prov. Court of B.C. (Family Court)	149,360					149,360	149,360				149,360			-	-
1.124	SSI Economic Development Commission	100,480	97,475				3,005	100,480				630			99,850	99,850
1.125	SGI Economic Development Commission	130,367	130,367					130,367				1,430			128,937	128,937
1.126	Victoria Family Court Committee	15,878	15,878					15,878				878			15,000	15,000
1.128	Greater Victoria Police Victim Services	317,394	317,394					317,394				15,358			302,036	302,036
1.129	Vancouver Island Regional Library - Debt	339,466	1,200	338,266				339,466				339,466			-	-
1.133	Langford E.A. - Greater Victoria Public Library	33,858	33,858					33,858				90			33,768	33,768
1.137	Galiano Island Community Use Building	69,662	39,245	27,417			3,000	69,662				260			69,402	69,402
1.138	Southern Gulf Islands Regional Library	249,394	249,394					249,394				2,570			246,824	246,824
1.141	Salt Spring Island Public Library	714,985	529,188	145,607			40,190	714,985				1,600			713,385	713,385
1.15X	Municipalities' Own Debt - M.F.A.	15,489,943	52,200	15,437,743				15,489,943				52,200			15,437,743	15,437,743
1.170	Gossip Island Electric Power Supply	63,106	485	62,621				63,106				240		62,866	-	-
1.224	Community Health - Homeless Sec.	672,189	672,189					672,189				190,484			481,705	481,705
1.226	Community Health (CHR) Facilities	1,770,063	1,165,252				604,811	1,770,063				1,770,063			-	-
1.227	Saturna Island Medical Clinic	31,220	31,220					31,220				2,310			28,910	28,910
1.228	Galiano Health Service	145,536	145,536					145,536				110			145,426	145,426
1.229	Pender Islands Health Care Centre	247,602	247,602					247,602				2,140			245,462	245,462
1.230	Traffic Safety Commission	79,211	79,211					79,211				3,770			75,441	75,441
1.232	Port Renfrew Street Lighting	9,447	9,447					9,447				360	3,920	5,167	5,167	5,167
1.234	S.S.I. Street Lighting	28,043	28,043					28,043				40			28,003	28,003
1.235	S. G. I. Small Craft Harbour Facilities	476,031	249,838	87,493			138,700	476,031				7,420	143,340	325,271	325,271	325,271
1.236	Salt Spring Island Fernwood Dock	26,884	16,884				10,000	26,884				170		26,714	26,714	26,714
1.238A	Community Transit (S.S.I.)	644,763	609,763				35,000	644,763				221,858			422,905	422,905
1.238B	Community Transportation (S.S.I.)	170,893	84,393				86,500	170,893				1,170			169,723	169,723
1.280	Regional Parks	18,115,880	14,066,295	569,207		125,583	3,354,795	18,115,880		79,885	8,000	866,319	462,557		16,699,119	16,699,119
1.280A	Regional Parks - Land Acquisition	610,082	50,000	560,082				610,082							610,082	610,082
1.290	Royal Theatre	580,000	100,000			105,000	375,000	580,000							580,000	580,000
1.295	McPherson Theatre	786,233	350,000			90,000	346,233	786,233				36,233			750,000	750,000
1.297	Arts Grants	3,261,897	3,261,897					3,261,897		14,498	39,000	185,956			3,022,443	3,022,443
1.299	Salt Spring Island Arts	127,551	127,551					127,551				90			127,461	127,461
1.309	Climate Action and Adaptation	2,262,755	1,469,794			792,961		2,262,755			138,637	607,506			1,516,612	1,516,612
1.310	Land Banking & Housing	5,358,706	1,853,179	3,501,527			4,000	5,358,706		589,004		312,983	2,000		4,454,719	4,454,719
1.311	Regional Housing Trust Fund	-						-							-	-
1.312	Regional Goose Management	247,132	247,132					247,132							247,132	247,132
1.313	Animal Care Services	1,742,669	1,680,669				62,000	1,742,669			11,801	1,222,578	19,830		488,460	488,460
1.314	SGI House Numbering	10,153	10,153					10,153				110			10,043	10,043
1.316	SSI Building Numbering	10,269	10,269					10,269				20			10,249	10,249
1.317	JDF Building Numbering	14,021	14,021					14,021				40			13,981	13,981
1.318	Building Inspection	2,118,032	2,061,212			13,520	43,300	2,118,032		32,230	105,162	4,550	1,434,340		541,750	541,750
1.319	Soil Deposit Removal	6,135	6,135					6,135				40			6,095	6,095
1.320	Noise Control	42,882	42,882					42,882				310			42,572	42,572
1.322	Nuisances & Unsightly Premises	57,167	57,167					57,167				320			56,847	56,847
1.323	By-Law Enforcement	594,430	549,930				44,500	594,430		564,660		29,770			-	-
1.324	Regional Planning Services	1,631,455	1,628,955				2,500	1,631,455		90,050	190,843	70,860			1,279,702	1,279,702
1.325	Electoral Area Services - Planning	892,160	816,390					892,160				2,760	45,000		747,670	747,670
1.330	Regional Growth Strategy	637,928	627,928				10,000	637,928				63,380			316,773	316,773
1.335	Geo-Spatial Referencing System	184,984	120,634				64,350	184,984				8,150	8,710		168,124	168,124
1.340	JDF Livestock Injury Compensation	3,164	3,164					3,164							3,164	3,164
1.341	SGI Livestock Injury Compensation	3,164	3,164					3,164							3,164	3,164
1.342	SSI Livestock Injury Compensation	3,164	3,164					3,164							3,164	3,164
1.350	Willis Point Fire Protect & Recreation	189,460	115,697			6,510	67,253	189,460				34,230			155,230	155,230
1.352	South Galiano Fire Protection	629,811	362,083	141,027		6,220	120,481	629,811				1,120		141,027	487,664	628,691
1.353	Otter Point Fire Protection	567,850	391,950			5,900	170,000	567,850				330			567,520	567,520
1.354	Malahat Fire Protection	69,643	69,643					69,643							69,643	69,643
1.355	Durrance Road Fire Protection	3,021	2,721				300	3,021						3,021	3,021	3,021
1.356	Pender Fire Protection	1,371,132	1,072,360	111,596			187,176	1,371,132			111,596	11,730			1,247,806	1,247,806
1.357	East Sooke Fire Protection	574,887	306,278	155,109			113,500	574,887				28,774	58,630		487,483	487,483
1.358	Port Renfrew Fire Protection	168,164	140,164				28,000	168,164				1,250	66,766		100,148	100,148
1.359	N. Galiano Fire Protection	235,438	173,566	48,872			8,000	235,438				920		24,440	210,078	234,518
1.360	Shirley Fire Protection	200,229	125,229			10,000	65,000	200,229				210				

CAPITAL REGIONAL DISTRICT 2023 FINANCIAL PLAN							Schedule A									
		Expenditures					Revenue									
		Total 2025	Operations	Interest & Principal	Deficit	Capital	Transfers to Reserves	Total 2025	Surplus 2024	Recovery from other services	Transfers from Reserves	Other revenue	Fee & Charges	Parcel Tax	Property Value Tax	Requisition 2025
1.378	S.S.I. Search and Rescue	26,842	26,842					26,842				100			26,742	26,742
1.40X	SEAPARC	4,773,487	4,189,521	53,966			530,000	4,773,487				411,572	937,299		3,424,616	3,424,616
1.405	JDF EA - Community Parks	211,434	191,434				20,000	211,434				900			210,534	210,534
1.408	JDF EA - Community Recreation	97,649	97,649					97,649				22,080			75,569	75,569
1.44X	Panorama Rec. Center.	10,898,392	9,298,220	360,308			1,239,864	10,898,392				2,236,420	3,034,207		5,627,765	5,627,765
1.455	Salt Spring Island - Community Parks	1,047,689	1,022,189				25,500	1,047,689		406,650		36,970			604,069	604,069
1.458	Salt Spring Is. - Community Rec	298,263	298,263					298,263				40	246,556		51,667	51,667
1.459	Salt Spring Is- Pool, Parks, Land, Art & Rec. Prog	2,488,578	2,126,078				362,500	2,488,578		88,906		153,129	296,830		1,949,713	1,949,713
1.465	Saturna Island Comm. Parks	28,341	23,143				5,198	28,341				1,680			26,661	26,661
1.468	Saturna Island - Community Rec.	15,179	15,179					15,179				950			14,229	14,229
1.475	Mayne Is. Com. Parks & Rec	99,644	81,464				18,180	99,644				2,960			96,684	96,684
1.476	Mayne Is. Comm. Parks (reserve)	8,430	8,430					8,430				7,590	840		-	-
1.478	Mayne Is. Community Rec.	38,220	38,220					38,220				60			38,160	38,160
1.485	North & South Pender Com. Parks	174,261	145,811				28,450	174,261				2,040			172,221	172,221
1.488	North & South Pender Com. Rec	70,820	70,820					70,820				870			69,950	69,950
1.495	Galiano Parks	138,822	121,822				17,000	138,822			20,790	120			117,912	117,912
1.498	Galiano Community Recreation	39,884	39,884					39,884				30			39,854	39,854
1.521	SWMP - Solid Waste Disposal (Refuse Disposal)	30,950,628	28,223,669				2,726,959	30,950,628				13,519,647	17,430,981		-	-
1.523	Port Renfrew Refuse Disposal	97,014	93,014				4,000	97,014		18,580		42,140			36,294	36,294
1.525	Solid Waste Disposal - Debt	2,988,867	26,990	2,961,877				2,988,867				490	2,988,377		-	-
1.531	Stormwater Quality Management - Sooke	41,022	24,968				16,054	41,022				86			40,936	40,936
1.533	Stormwater Quality Management - S.G.I.	41,829	41,829					41,829				430			41,399	41,399
1.535	Stormwater Quality Management - S.S.I.	37,806	37,806					37,806			6,836	30			30,940	30,940
1.536	LWMP-Stormwater Quality Management-Core	770,544	770,544					770,544				87,763			682,781	682,781
1.537	Stormwater Quality Management - Peninsula	126,679	126,679					126,679				4,455			122,224	122,224
1.538	Source - Stormwater Quality - Peninsula	60,528	60,528					60,528			673	1,763			58,092	58,092
1.57X	Environmental Services	26,510,045	25,686,571				823,474	26,510,045		26,283,026	134,619	92,400			-	-
1.911	911 Systems	2,526,101	1,513,152	1,011,949			1,000	2,526,101			14,034	2,182,836	129,111		200,120	200,120
1.912B	911 Call Answer - Municipalities	-	-					-		696,074		(53,310)			(642,764)	(642,764)
1.913	913 Fire Dispatch	382,090	382,090					382,090			11,360	9,800			360,930	360,930
1.921	Regional CREST Contribution	1,862,626	1,862,626					1,862,626				109,920			1,752,706	1,752,706
1.923	Emergency Comm - CREST - S.G.I.	189,720	189,720					189,720				2,120			187,600	187,600
1.924	Emergency Comm - CREST - J.D.F.	149,501	149,501					149,501				240			149,261	149,261
1.925	Emergency Comm - CREST - S.S.I.	150,964	150,964					150,964				150			150,814	150,814
2.610	Saanich Peninsula Water Supply	8,576,190	7,502,736	423,454			650,000	8,576,190				56,000	8,520,190		-	-
2.620	SSI Highland Water System	13,895	134	13,761				13,895				90		13,805		13,805
2.621	Highland / Fernwood Water - SSI	548,640	342,703	70,589			135,348	548,640				770	467,820	80,050	80,050	80,050
2.622	Cedars of Tuam	84,771	33,081	46,690			5,000	84,771				50	84,721		-	-
2.624	Beddis Water	404,830	203,900	26,705			174,225	404,830				170	274,600	130,060	130,060	130,060
2.626	Fulford Water	232,353	156,811	15,432			60,110	232,353				690	179,500	52,163	52,163	52,163
2.628	Cedar Lane Water (S.S.I.)	100,500	56,256	7,608			36,636	100,500				180	81,420	18,900	18,900	18,900
2.630	Magic Lakes Estate Water System	1,028,610	741,675	193,394			93,541	1,028,610				10,500	414,680	603,430	603,430	603,430
2.640	Saturna Island Water System (Lyall Harbour)	283,574	187,190	54,684			41,700	283,574				1,020	135,894	146,660	146,660	146,660
2.642	Skana Water (Mayne)	88,287	55,475	19,913			12,899	88,287				100	61,477	26,710	26,710	26,710
2.650	Port Renfrew Water	148,267	128,124	12,143			8,000	148,267				1,130	73,569	73,568	73,568	73,568
2.660	Fernwood Water	7,181	67	7,114				7,181				40		7,141		7,141
2.665	Sticks Allison Water (Galiano)	73,352	54,752				18,600	73,352				100	67,952	5,300	5,300	5,300
2.667	Surfside Park Estates (Mayne)	148,011	115,731	6,125			26,155	148,011				100	119,121	28,790	28,790	28,790
2.670	Regional Water Supply	44,623,907	20,149,016	4,811,482		19,100,000	563,409	44,623,907				819,690	43,804,217		-	-
2.680	Juan de Fuca Water Distribution	28,420,071	16,113,138	3,189,948		8,420,118	696,867	28,420,071				185,380	28,234,691		-	-
2.681	Florence Lake Water System Debt	19,944						19,944						19,944		19,944
2.682	Seagirt Water System Debt	164,380		164,380				164,380						164,380		164,380
2.691	Wilderness Mountain Water Service	182,155	143,436	25,664			13,055	182,155			10,000	112	102,498	69,545	69,545	69,545
3.700	Septage Disposal - Municipal	164,192	164,192					164,192				164,192			-	-
3.700	Septage Disposal - JDF Service Area	-						-							-	-
3.701	Millstream Remediation Service	19,699	537	19,162				19,699			3,751	12,197			3,751	3,751
3.705	S.S.I. Liquid Waste Disposal	1,080,209	888,300	107,153			84,756	1,080,209				1,160	667,160	411,889		411,889
3.707	On Site System Management Program - LWMP	170,964	170,964					170,964			28,071	7,485			135,408	135,408
3.71X	Trk Swrs & Swge Disp - oper	38,768,676	36,952,040	141,256			1,675,380	38,768,676		1,680,703	1,046,785	29,228,949			6,812,239	6,812,239
3.7XX	Trk Swrs - debt	25,122,081	205,348	11,247,709		5,529,745	8,139,279	25,122,081				17,874,771			7,247,310	7,247,310
3.720	LWMP (Peninsula) - Implementation	58,426	37,730				20,696	58,426				2,320			56,106	56,106
3.750	LWMP	387,926	336,596				51,330	387,926				160,787			227,139	227,139
3.752	Harbours Program	368,640	368,640					368,640				21,658			346,982	346,982
3.755	Regional Source Control	1,665,422	1,665,422					1,665,422		55,000	8,554	93,303	62,424		1,446,141	1,446,141
3.756	Harbours Environmental Action	73,606	73,606					73,606				2,165			71,441	71,441
3.810	Ganges Sewer	1,185,351	795,440	261,441			128,470	1,185,351				1,920	1,119,891	63,540	63,540	63,540
3.820	Maliview Estates Sewer System	232,272	158,743	25,669			47,860	232,272				25,150	201,922	5,200	5,200	5,200
3.830	Magic Lake Estates Sewer System	879,230	659,467	174,103			45,660	879,230		11,650		3,680	277,890	586,010	586,010	586,010
3.830D	Magic Lake Estates Sewer Debt	231,255	570	230,685				231,255				1,020		230,235	230,235	230,235
3.850	Port Renfrew Sewer	139,752	114,914	1,838			23,000	139,752				1,570	69,091	69,091	69,091	69,091
21.ALL	Feasibility Study Reserve Fund - All	-						-							-	-
21.E.A.	Feasibility Study Reserve Fund - E.A.	-						-							-	-

CAPITAL REGIONAL DISTRICT 2023 FINANCIAL PLAN							Schedule A									
		Expenditures					Revenue									
		Total 2026	Operations	Interest & Principal	Deficit	Capital	Transfers to Reserves	Total 2026	Surplus 2025	Recovery from other services	Transfers from Reserves	Other revenue	Fee & Charges	Parcel Tax	Property Value Tax	Requisition 2026
1.010	Legislative & General Government	35,006,410	33,471,376			1,202,870	332,164	35,006,410	450,000	19,973,922	988,678	1,401,006	89,050		12,103,754	12,103,754
1.10X	Facilities and Risk	4,745,186	4,204,476				540,710	4,745,186		4,526,703		42,919			175,564	175,564
1.101	G.I.S.	677,094	607,794			19,300	50,000	677,094		535,178		6,180			135,736	135,736
1.103	Elections	272,528	272,528					272,528			125,038	81,960			65,530	65,530
1.104	U.B.C.M.	13,797	13,797					13,797				80			13,717	13,717
1.109	Electoral Area Admin Exp - JDF	70,587	70,587					70,587				150			70,437	70,437
1.110	Electoral Area Admin Exp - SGI	491,040	479,740				11,300	491,040			9,089	18,980			462,971	462,971
1.111	Electoral Area Admin Exp - SSI	1,279,495	1,243,495				36,000	1,279,495		500,120		5,770			773,605	773,605
1.112	Regional Grant in Aid	-	-					-							-	-
1.114	Grant-in-Aid - Juan de Fuca	22,888	22,888					22,888				290			22,598	22,598
1.116	Grant-in-Aid - Salt Spring Island	57,745	57,745					57,745				250			57,495	57,495
1.117	Grant-in-Aid - Southern Gulf Islands	106,556	106,556					106,556				1,280			105,276	105,276
1.119	Vancouver Island Regional Library	362,582	362,582					362,582				620			361,962	361,962
1.121	Sooke Regional Museum	235,962	235,962					235,962				510			235,452	235,452
1.123	Prov. Court of B.C. (Family Court)	149,360					149,360	149,360				149,360			-	-
1.124	SSI Economic Development Commission	102,490	97,940				4,550	102,490				640			101,850	101,850
1.125	SGI Economic Development Commission	132,495	132,495					132,495				1,460			131,035	131,035
1.126	Victoria Family Court Committee	15,878	15,878					15,878				878			15,000	15,000
1.128	Greater Victoria Police Victim Services	323,727	323,727					323,727				15,358			308,369	308,369
1.129	Vancouver Island Regional Library - Debt	339,466	1,200	338,266				339,466				339,466			-	-
1.133	Langford E.A. - Greater Victoria Public Library	34,531	34,531					34,531				90			34,441	34,441
1.137	Galiano Island Community Use Building	70,478	40,061	27,417			3,000	70,478				260			70,218	70,218
1.138	Southern Gulf Islands Regional Library	254,391	254,391					254,391				2,620			251,771	251,771
1.141	Salt Spring Island Public Library	729,272	539,920	145,607			43,745	729,272				1,620			727,652	727,652
1.15X	Municipalities' Own Debt - M.F.A.	14,633,126	52,200	14,580,926				14,633,126				52,200			14,580,926	14,580,926
1.170	Gossip Island Electric Power Supply	63,109	488	62,621				63,109				240		62,869	62,869	62,869
1.224	Community Health - Homeless Sec.	675,871	675,871					675,871				190,484			485,387	485,387
1.226	Community Health (CHR) Facilities	1,795,553	1,189,719				605,834	1,795,553				1,795,553				
1.227	Saturna Island Medical Clinic	31,487	31,487					31,487				2,360			29,127	29,127
1.228	Galiano Health Service	148,442	148,442					148,442				110			148,332	148,332
1.229	Pender Islands Health Care Centre	255,696	255,696					255,696				2,180			253,516	253,516
1.230	Traffic Safety Commission	80,774	80,774					80,774				3,824			76,950	76,950
1.232	Port Renfrew Street Lighting	9,607	9,607					9,607				370	4,000	5,237	5,237	5,237
1.234	S.S.I. Street Lighting	28,600	28,600					28,600				40			28,560	28,560
1.235	S. G. I. Small Craft Harbour Facilities	487,002	255,909	87,493			143,600	487,002				7,560	146,060	333,382	333,382	333,382
1.236	Salt Spring Island Fernwood Dock	27,321	17,321				10,000	27,321				170		27,151	27,151	27,151
1.238A	Community Transit (S.S.I.)	683,022	621,986				61,036	683,022				226,282			456,740	456,740
1.238B	Community Transportation (S.S.I.)	174,144	86,144				88,000	174,144				1,170			172,974	172,974
1.280	Regional Parks	18,484,710	14,365,793	569,207		128,094	3,421,616	18,484,710		80,566	8,000	867,129	462,661		17,066,354	17,066,354
1.280A	Regional Parks - Land Acquisition	1,113,915	50,000	1,063,915				1,113,915							1,113,915	1,113,915
1.290	Royal Theatre	580,000	100,000			105,000	375,000	580,000							580,000	580,000
1.295	McPherson Theatre	786,233	350,000			90,000	346,233	786,233				36,233			750,000	750,000
1.297	Arts Grants	3,328,073	3,328,073					3,328,073		14,811	39,000	185,956			3,088,306	3,088,306
1.299	Salt Spring Island Arts	130,101	130,101					130,101				90			130,011	130,011
1.309	Climate Action and Adaptation	2,225,988	1,433,027			792,961		2,225,988			301,340	607,506			1,317,142	1,317,142
1.310	Land Banking & Housing	4,113,627	1,514,020	2,595,607			4,000	4,113,627		441,557		211,153	2,000		3,458,917	3,458,917
1.312	Regional Goose Management	252,090	252,090					252,090							252,090	252,090
1.313	Animal Care Services	1,782,617	1,715,617				67,000	1,782,617			7,175	1,252,102	20,230		503,110	503,110
1.314	SGI House Numbering	10,353	10,353					10,353				110			10,243	10,243
1.316	SSI Building Numbering	10,469	10,469					10,469				20			10,449	10,449
1.317	JDF Building Numbering	14,305	14,305					14,305				40			14,265	14,265
1.318	Building Inspection	2,164,103	2,107,023			13,780	43,300	2,164,103		32,870	94,713	4,650	1,463,030		568,840	568,840
1.319	Soil Deposit Removal	6,247	6,247					6,247				40			6,207	6,207
1.320	Noise Control	43,744	43,744					43,744				310			43,434	43,434
1.322	Nuisances & Unsightly Premises	58,302	58,302					58,302				320			57,982	57,982
1.323	By-Law Enforcement	606,254	561,754				44,500	606,254		575,954		30,300			-	-
1.324	Regional Planning Services	1,643,574	1,641,074				2,500	1,643,574		91,870	174,129	72,280			1,305,295	1,305,295
1.325	Electoral Area Services - Planning	894,923	819,153				75,770	894,923		34,020	50,493	2,790	45,000		762,620	762,620
1.330	Regional Growth Strategy	344,677	334,677				10,000	344,677			4,423	17,140			323,114	323,114
1.335	Geo-Spatial Referencing System	188,711	123,071				65,640	188,711				8,320	8,880		171,511	171,511
1.340	JDF Livestock Injury Compensation	3,167	3,167					3,167							3,167	3,167
1.341	SGI Livestock Injury Compensation	3,167	3,167					3,167							3,167	3,167
1.342	SSI Livestock Injury Compensation	3,167	3,167					3,167							3,167	3,167
1.350	Willis Point Fire Protect & Recreation	192,670	118,079			6,670	67,921	192,670				34,340			158,330	158,330
1.352	South Galiano Fire Protection	654,194	369,346	141,027		8,640	135,181	654,194				1,120		141,027	512,047	653,074
1.353	Otter Point Fire Protection	579,949	399,929			6,020	174,000	579,949				330			579,619	579,619
1.354	Malahat Fire Protection	71,031	71,031					71,031							71,031	71,031
1.355	Durrance Road Fire Protection	3,024	2,724				300	3,024						3,024	3,024	3,024
1.356	Pender Fire Protection	1,353,303	1,097,266	64,503			191,534	1,353,303			64,503	11,940			1,276,860	1,276,860
1.357	East Sooke Fire Protection	586,620	312,761	155,109			118,750	586,620				29,572	59,800		497,248	497,248
1.358	Port Renfrew Fire Protection	171,036	143,036				28,000	171,036				1,270	67,906		101,860	101,860
1.359	N. Galiano Fire Protection	238,995	177,123	48,872			5,000	238,995				930		24,440	213,625	238,065
1.360	Shirley Fire Protection	202,760	127,760			5,000	65,000	202,760								

CAPITAL REGIONAL DISTRICT 2023 FINANCIAL PLAN							Schedule A									
		Expenditures					Revenue									
		Total 2026	Operations	Interest & Principal	Deficit	Capital	Transfers to Reserves	Total 2026	Surplus 2025	Recovery from other services	Transfers from Reserves	Other revenue	Fee & Charges	Parcel Tax	Property Value Tax	Requisition 2026
1.378	S.S.I. Search and Rescue	27,377	27,377					27,377				100			27,277	27,277
1.40X	SEAPARC	4,887,860	4,278,894	53,966			555,000	4,887,860				419,609	957,324		3,510,927	3,510,927
1.405	JDF EA - Community Parks	215,363	195,363				20,000	215,363				920			214,443	214,443
1.408	JDF EA - Community Recreation	99,601	99,601					99,601				22,520			77,081	77,081
1.44X	Panorama Rec. Center.	11,415,906	9,447,565	638,308			1,330,033	11,415,906			51,000	2,262,258	3,097,408		6,005,240	6,005,240
1.455	Salt Spring Island - Community Parks	1,302,854	1,093,604	183,750			25,500	1,302,854		414,770		37,620			850,464	850,464
1.458	Salt Spring Is. - Community Rec	304,354	304,354					304,354				40	251,611		52,703	52,703
1.459	Salt Spring Is- Pool, Parks, Land, Art & Rec. Prog	2,715,635	2,250,135	98,000			367,500	2,715,635		90,684		153,541	302,650		2,168,760	2,168,760
1.465	Saturna Island Comm. Parks	28,904	23,603				5,301	28,904				1,710			27,194	27,194
1.468	Saturna Island - Community Rec.	15,484	15,484					15,484				970			14,514	14,514
1.475	Mayne Is. Com. Parks & Rec	101,342	83,162				18,180	101,342				3,010			98,332	98,332
1.476	Mayne Is. Comm. Parks (reserve)	8,600	8,600					8,600				7,740	860		-	-
1.478	Mayne Is. Community Rec.	38,980	38,980					38,980				60			38,920	38,920
1.485	North & South Pender Com. Parks	176,809	148,759				28,050	176,809				2,080			174,729	174,729
1.488	North & South Pender Com. Rec	72,230	72,230					72,230				880			71,350	71,350
1.495	Galiano Parks	141,321	124,321				17,000	141,321			21,200	120			120,001	120,001
1.498	Galiano Community Recreation	40,673	40,673					40,673				30			40,643	40,643
1.521	SWMP - Solid Waste Disposal (Refuse Disposal)	29,202,438	28,434,847				767,591	29,202,438				13,601,610	15,600,828		-	-
1.523	Port Renfrew Refuse Disposal	98,850	94,850				4,000	98,850		18,950		42,880			37,020	37,020
1.525	Solid Waste Disposal - Debt	3,194,197	3,490	3,190,707				3,194,197				490	3,193,707		-	-
1.531	Stormwater Quality Management - Sooke	41,840	25,468				16,372	41,840				86			41,754	41,754
1.533	Stormwater Quality Management - S.G.I.	42,658	42,658					42,658				440			42,218	42,218
1.535	Stormwater Quality Management - S.S.I.	38,079	38,079					38,079			6,509	30			31,540	31,540
1.536	LWMP-Stormwater Quality Management-Core	784,198	784,198					784,198				87,762			696,436	696,436
1.537	Stormwater Quality Management - Peninsula	129,124	129,124					129,124				4,455			124,669	124,669
1.538	Source - Stormwater Quality - Peninsula	61,699	61,699					61,699			682	1,763			59,254	59,254
1.57X	Environmental Services	27,060,402	26,242,709				817,693	27,060,402		26,830,487	137,515	92,400			-	-
1.911	911 Systems	2,542,280	1,529,331	1,011,949			1,000	2,542,280			17,543	2,183,896	129,111		211,730	211,730
1.912B	911 Call Answer - Municipalities	-	-	-				-		696,074		(54,370)			(641,704)	(641,704)
1.913	913 Fire Dispatch	409,182	409,182					409,182			2,182	9,980			397,020	397,020
1.921	Regional CREST Contribution	1,899,758	1,899,758					1,899,758				112,070			1,787,688	1,787,688
1.923	Emergency Comm - CREST - S.G.I.	193,495	193,495					193,495				2,160			191,335	191,335
1.924	Emergency Comm - CREST - J.D.F.	152,482	152,482					152,482				240			152,242	152,242
1.925	Emergency Comm - CREST - S.S.I.	153,973	153,973					153,973				150			153,823	153,823
2.610	Saanich Peninsula Water Supply	9,446,284	8,045,076	951,208			450,000	9,446,284				45,500	9,400,784		-	-
2.620	SSI Highland Water System	13,896	135	13,761				13,896				90		13,806		13,806
2.621	Highland / Fernwood Water - SSI	559,460	371,786	97,723			89,951	559,460				780	475,980	82,700		82,700
2.622	Cedars of Tuam	102,135	37,861	51,774			12,500	102,135				50	102,085		-	-
2.624	Beddis Water	471,360	205,788	195,142			70,430	471,360				170	315,120	156,070		156,070
2.626	Fulford Water	240,716	174,501	33,195			33,020	240,716				700	186,839	53,177		53,177
2.628	Cedar Lane Water (S.S.I.)	130,680	79,592	15,651			35,437	130,680			20,000	180	90,090	20,410		20,410
2.630	Magic Lakes Estate Water System	1,088,560	796,742	148,118			143,700	1,088,560			40,000	10,530	422,530	615,500		615,500
2.640	Saturna Island Water System (Lyall Harbour)	299,758	187,419	75,199			37,140	299,758				1,040	144,728	153,990		153,990
2.642	Skana Water (Mayne)	95,047	61,675	19,913			13,459	95,047			5,000	100	62,707	27,240		27,240
2.650	Port Renfrew Water	210,189	120,594	77,595			12,000	210,189				1,140	104,525	104,524		104,524
2.660	Fernwood Water	4,178	68	4,110				4,178				40		4,138		4,138
2.665	Sticks Allison Water (Galiano)	74,812	55,822				18,990	74,812				100	69,302	5,410		5,410
2.667	Surfside Park Estates (Mayne)	194,480	132,967	57,513			4,000	194,480			5,000	100	151,950	37,430		37,430
2.670	Regional Water Supply	48,287,973	20,595,462	6,690,276		20,400,000	602,235	48,287,973				881,590	47,406,383		-	-
2.680	Juan de Fuca Water Distribution	30,443,656	16,999,822	3,232,408		9,522,047	689,379	30,443,656				179,380	30,264,276		-	-
2.681	Florence Lake Water System Debt	19,944		19,944				19,944						19,944		19,944
2.682	Seagirt Water System Debt	164,380		164,380				164,380						164,380		164,380
2.691	Wilderness Mountain Water Service	179,598	140,144	25,664			13,790	179,598			4,000	112	104,550	70,936		70,936
3.700	Septage Disposal - Municipal	167,427	167,427					167,427				167,427			-	-
3.700	Septage Disposal - JDF Service Area	-	-	-				-							-	-
3.701	Millstream Remediation Service	-	-	-				-							-	-
3.705	S.S.I. Liquid Waste Disposal	1,103,869	906,002	68,100			129,767	1,103,869				1,170	680,500	422,199		422,199
3.707	On Site System Management Program - LWMP	173,673	173,673					173,673			28,071	7,485			138,117	138,117
3.71X	Trk Swrs & Swge Disp - oper	39,399,911	37,362,736	272,005			1,765,170	39,399,911		1,696,318	734,781	30,039,504			6,929,308	6,929,308
3.7XX	Trk Swrs - debt	25,964,885	89,060	12,135,001		5,529,745	8,211,079	25,964,885				18,862,698			7,102,187	7,102,187
3.720	LWMP (Peninsula) - Implementation	59,548	38,481				21,067	59,548				2,320			57,228	57,228
3.750	LWMP	395,552	343,184				52,368	395,552				163,715			231,837	231,837
3.752	Harbours Program	376,071	376,071					376,071				21,658			354,413	354,413
3.755	Regional Source Control	1,739,758	1,739,758					1,739,758		55,000	52,719	93,303	63,672		1,475,064	1,475,064
3.756	Harbours Environmental Action	75,071	75,071					75,071				2,165			72,906	72,906
3.810	Ganges Sewer	1,232,062	797,989	360,388			73,685	1,232,062				1,920	1,164,692	65,450		65,450
3.820	Maliview Estates Sewer System	239,301	161,947	25,669			51,685	239,301				25,150	208,791	5,360		5,360
3.830	Magic Lake Estates Sewer System	925,030	712,777	174,103			38,150	925,030		11,880	40,000	3,690	283,450	586,010		586,010
3.830D	Magic Lake Estates Sewer Debt	231,255	570	230,685				231,255				1,030		230,225		230,225
3.850	Port Renfrew Sewer	163,469	129,191	28,278			6,000	163,469				1,600	80,934	80,935		80,935
21.ALL	Feasibility Study Reserve Fund - All	-	-	-				-							-	-
21.E.A.	Feasibility Study Reserve Fund - E.A.	-	-	-				-							-	-



CAPITAL REGIONAL DISTRICT 2023 FINANCIAL PLAN								Schedule A								
		Expenditures					Revenue									
		Total 2027	Operations	Interest & Principal	Deficit	Capital	Transfers to Reserves	Total 2027	Surplus 2026	Recovery from other services	Transfers from Reserves	Other revenue	Fee & Charges	Parcel Tax	Property Value Tax	Requisition 2027
1.010	Legislative & General Government	34,211,838	33,360,817			513,310	337,711	34,211,838	450,000	20,363,145	180,000	1,408,416	90,030		11,720,247	11,720,247
1.10X	Facilities and Risk	4,919,158	4,297,733				621,425	4,919,158		4,696,605		43,202			179,351	179,351
1.101	G.I.S.	690,307	620,617			19,690	50,000	690,307		545,882		6,300			138,125	138,125
1.103	Elections	65,660	460				65,200	65,660				90			65,570	65,570
1.104	U.B.C.M.	14,071	14,071					14,071				80			13,991	13,991
1.109	Electoral Area Admin Exp - JDF	72,005	72,005					72,005				150			71,855	71,855
1.110	Electoral Area Admin Exp - SGI	514,869	489,769				25,100	514,869			9,278	19,285			486,306	486,306
1.111	Electoral Area Admin Exp - SSI	1,365,599	1,329,599				36,000	1,365,599		510,650	60,000	5,790			789,159	789,159
1.112	Regional Grant in Aid	-	-					-							-	-
1.114	Grant-in-Aid - Juan de Fuca	22,946	22,946					22,946				290			22,656	22,656
1.116	Grant-in-Aid - Salt Spring Island	57,899	57,899					57,899				250			57,649	57,649
1.117	Grant-in-Aid - Southern Gulf Islands	106,672	106,672					106,672				1,300			105,372	105,372
1.119	Vancouver Island Regional Library	369,809	369,809					369,809				630			369,179	369,179
1.121	Sooke Regional Museum	240,684	240,684					240,684				520			240,164	240,164
1.123	Prov. Court of B.C. (Family Court)	149,360					149,360					149,360			-	-
1.124	SSI Economic Development Commission	104,542	98,397				6,145	104,542				650			103,892	103,892
1.125	SGI Economic Development Commission	134,655	134,655					134,655				1,490			133,165	133,165
1.126	Victoria Family Court Committee	15,878	15,878					15,878				878			15,000	15,000
1.128	Greater Victoria Police Victim Services	330,186	330,186					330,186				15,358			314,828	314,828
1.129	Vancouver Island Regional Library - Debt	339,466	1,200	338,266				339,466				339,466			-	-
1.133	Langford E.A. - Greater Victoria Public Library	35,225	35,225					35,225				90			35,135	35,135
1.137	Galiano Island Community Use Building	71,302	40,885	27,417			3,000	71,302				260			71,042	71,042
1.138	Southern Gulf Islands Regional Library	259,490	259,490					259,490				2,670			256,820	256,820
1.141	Salt Spring Island Public Library	743,848	550,884	8,844			184,120	743,848				1,640			742,208	742,208
1.15X	Municipalities' Own Debt - M.F.A.	13,098,167	52,200	13,045,967				13,098,167				52,200			13,045,967	13,045,967
1.170	Gossip Island Electric Power Supply	63,111	490	62,621				63,111				240		62,871		62,871
1.224	Community Health - Homeless Sec.	679,631	679,631					679,631				190,484			489,147	489,147
1.226	Community Health (CHR) Facilities	1,821,601	1,214,724				606,877	1,821,601				1,821,601				
1.227	Saturna Island Medical Clinic	32,614	32,614					32,614				2,410			30,204	30,204
1.228	Galiano Health Service	151,410	151,410					151,410				110			151,300	151,300
1.229	Pender Islands Health Care Centre	270,792	270,792					270,792				2,220			268,572	268,572
1.230	Traffic Safety Commission	82,360	82,360					82,360				3,871			78,489	78,489
1.232	Port Renfrew Street Lighting	9,776	9,776					9,776				380	4,080	5,316		5,316
1.234	S.S.I. Street Lighting	29,168	29,168					29,168				40			29,128	29,128
1.235	S. G. I. Small Craft Harbour Facilities	498,272	262,179	87,493			148,600	498,272				7,700	148,840	341,732		341,732
1.236	Salt Spring Island Fernwood Dock	27,758	17,758				10,000	27,758				170		27,588		27,588
1.238A	Community Transit (S.S.I.)	698,954	634,451				64,503	698,954				230,794			468,160	468,160
1.238B	Community Transportation (S.S.I.)	177,398	87,898				89,500	177,398				1,170			176,228	176,228
1.280	Regional Parks	18,841,187	14,651,535	569,207		130,656	3,489,789	18,841,187		81,260		867,955	462,767		17,429,205	17,429,205
1.280A	Regional Parks - Land Acquisition	1,617,747	50,000	1,567,747				1,617,747							1,617,747	1,617,747
1.290	Royal Theatre	580,000	100,000			109,000	371,000	580,000							580,000	580,000
1.295	McPherson Theatre	786,233	350,000			94,000	342,233	786,233				36,233			750,000	750,000
1.297	Arts Grants	3,395,604	3,395,604					3,395,604		15,131	39,000	185,956			3,155,517	3,155,517
1.299	Salt Spring Island Arts	132,702	132,702					132,702				90			132,612	132,612
1.309	Climate Action and Adaptation	1,556,854	1,392,831			164,023		1,556,854			93,406	146,306			1,317,142	1,317,142
1.310	Land Banking & Housing	4,031,244	1,431,637	2,595,607			4,000	4,031,244		336,788		211,153	2,000		3,481,303	3,481,303
1.311	Regional Housing Trust Fund	-	-					-							-	-
1.312	Regional Goose Management	-	-					-							-	-
1.313	Animal Care Services	1,823,545	1,753,545				70,000	1,823,545			2,313	1,282,392	20,640		518,200	518,200
1.314	SGI House Numbering	10,563	10,563					10,563				110			10,453	10,453
1.316	SSI Building Numbering	10,679	10,679					10,679				20			10,659	10,659
1.317	JDF Building Numbering	14,589	14,589					14,589				40			14,549	14,549
1.318	Building Inspection	2,211,257	2,153,907			14,050	43,300	2,211,257		33,530	83,377	4,780	1,492,290		597,280	597,280
1.319	Soil Deposit Removal	6,369	6,369					6,369				40			6,329	6,329
1.320	Noise Control	44,606	44,606					44,606				310			44,296	44,296
1.322	Nuisances & Unsightly Premises	59,459	59,459					59,459				320			59,139	59,139
1.323	By-Law Enforcement	618,298	573,798				44,500	618,298		587,448		30,850			-	-
1.324	Regional Planning Services	1,609,750	1,602,250				7,500	1,609,750		93,710	110,902	73,740			1,331,398	1,331,398
1.325	Electoral Area Services - Planning	925,841	850,071				75,770	925,841				2,820	45,000		777,870	777,870
1.330	Regional Growth Strategy	351,555	341,555				10,000	351,555				65,451			329,575	329,575
1.335	Geo-Spatial Referencing System	192,507	125,557				66,950	192,507				8,490	9,060		174,957	174,957
1.340	JDF Livestock Injury Compensation	3,170	3,170					3,170							3,170	3,170
1.341	SGI Livestock Injury Compensation	3,170	3,170					3,170							3,170	3,170
1.342	SSI Livestock Injury Compensation	3,170	3,170					3,170							3,170	3,170
1.350	Willis Point Fire Protect & Recreation	195,950	120,503			6,820	68,627	195,950				34,450			161,500	161,500
1.352	South Galiano Fire Protection	664,435	376,776	141,027		8,810	137,822	664,435				1,120		141,027	522,288	663,315
1.353	Otter Point Fire Protection	592,195	408,055			6,140	178,000	592,195				330			591,865	591,865
1.354	Malahat Fire Protection	72,450	72,450					72,450							72,450	72,450
1.355	Durrance Road Fire Protection	3,027	2,727				300	3,027						3,027		3,027
1.356	Pender Fire Protection	1,316,893	1,121,179				195,714	1,316,893				12,160			1,304,733	1,304,733
1.357	East Sooke Fire Protection	598,584	319,375	155,109			124,100	598,584				30,394	61,000		507,190	507,190
1.358	Port Renfrew Fire Protection	173,980	145,980				28,000	173,980				1,290	69,076		103,614	103,614
1.359	N. Galiano Fire Protection	242,605	180,733	48,872			8,000	242,605				940		24,440	217,225	241,665
1.360	Shirley Fire Protection	205,333	130,333			10,000	65,000	205,333				210			205,123	205,123
1.363	Saturna Island Fire	323,233	323,233					323,233								

CAPITAL REGIONAL DISTRICT 2023 FINANCIAL PLAN							Schedule A									
		Expenditures					Revenue									
		Total 2027	Operations	Interest & Principal	Deficit	Capital	Transfers to Reserves	Total 2027	Surplus 2026	Recovery from other services	Transfers from Reserves	Other revenue	Fee & Charges	Parcel Tax	Property Value Tax	Requisition 2027
1.378	S.S.I. Search and Rescue	27,923	27,923					27,923				100			27,823	27,823
1.40X	SEAPARC	4,987,204	4,367,138	53,966			566,100	4,987,204				428,359	977,669		3,581,176	3,581,176
1.405	JDF EA - Community Parks	219,380	199,380				20,000	219,380				940			218,440	218,440
1.408	JDF EA - Community Recreation	101,594	101,594					101,594				22,970			78,624	78,624
1.44X	Panorama Rec. Center.	11,601,700	9,633,186	638,308			1,330,206	11,601,700				2,288,613	3,159,375		6,153,712	6,153,712
1.455	Salt Spring Island - Community Parks	1,449,836	1,065,448	358,888			25,500	1,449,836				38,270			988,506	988,506
1.458	Salt Spring Is. - Community Rec	310,574	310,574					310,574		423,060		40	256,057		54,477	54,477
1.459	Salt Spring Is- Pool, Parks, Land, Art & Rec. Prog	3,156,812	2,215,091	574,221			367,500	3,156,812		92,500		156,585	308,700		2,599,027	2,599,027
1.465	Saturna Island Comm. Parks	29,478	24,083				5,395	29,478				1,740			27,738	27,738
1.468	Saturna Island - Community Rec.	15,794	15,794					15,794				990			14,804	14,804
1.475	Mayne Is. Com. Parks & Rec	103,071	84,911				18,160	103,071				3,060			100,011	100,011
1.476	Mayne Is. Comm. Parks (reserve)	8,770	8,770					8,770				7,890	880		-	-
1.478	Mayne Is. Community Rec.	39,750	39,750					39,750				60			39,690	39,690
1.485	North & South Pender Com. Parks	179,418	151,768				27,650	179,418				2,120			177,298	177,298
1.488	North & South Pender Com. Rec	73,670	73,670					73,670				890			72,780	72,780
1.495	Galiano Parks	143,901	126,901				17,000	143,901			21,630	120			122,151	122,151
1.498	Galiano Community Recreation	41,484	41,484					41,484				30			41,454	41,454
1.521	SWMP - Solid Waste Disposal (Refuse Disposal)	29,284,784	28,679,590				605,194	29,284,784			402,191	13,695,638	15,186,955		-	-
1.523	Port Renfrew Refuse Disposal	100,739	100,739				4,000	100,739				43,640			37,769	37,769
1.525	Solid Waste Disposal - Debt	3,083,855		3,083,855				3,083,855		19,330			3,083,855		-	-
1.531	Stormwater Quality Management - Sooke	42,675	25,973				16,702	42,675				86			42,589	42,589
1.533	Stormwater Quality Management - S.G.I.	43,502	43,502					43,502				450			43,052	43,052
1.535	Stormwater Quality Management - S.S.I.	38,367	38,367					38,367			6,187	30			32,150	32,150
1.536	LWMP-Stormwater Quality Management-Core	798,128	798,128					798,128				87,763			710,365	710,365
1.537	Stormwater Quality Management - Peninsula	131,617	131,617					131,617				4,455			127,162	127,162
1.538	Source - Stormwater Quality - Peninsula	62,918	62,918					62,918			716	1,763			60,439	60,439
1.57X	Environmental Services	27,539,067	26,728,881				810,186	27,539,067		27,306,196	140,471	92,400			-	-
1.911	911 Systems	2,557,850	1,544,901	1,011,949			1,000	2,557,850				2,184,996	129,111		224,010	224,010
1.912B	911 Call Answer - Municipalities	-						-		696,074		(55,460)			(640,614)	(640,614)
1.913	913 Fire Dispatch	446,880	439,325				7,555	446,880				10,160			436,720	436,720
1.921	Regional CREST Contribution	1,937,634	1,937,634					1,937,634				114,260			1,823,374	1,823,374
1.923	Emergency Comm - CREST - S.G.I.	197,352	197,352					197,352				2,200			195,152	195,152
1.924	Emergency Comm - CREST - J.D.F.	155,515	155,515					155,515				240			155,275	155,275
1.925	Emergency Comm - CREST - S.S.I.	157,044	157,044					157,044				150			156,894	156,894
2.610	Saanich Peninsula Water Supply	10,595,889	8,867,232	1,278,657			450,000	10,595,889				3,500	10,592,389		-	-
2.620	SSI Highland Water System	11,343	11,343					11,343				90		11,253	11,253	
2.621	Highland / Fernwood Water - SSI	625,744	378,831	236,913			10,000	625,744				790	489,330	135,624	135,624	
2.622	Cedars of Tuam	123,618	34,360	84,258			5,000	123,618				50	123,568		-	-
2.624	Beddis Water	591,120	213,765	356,863			20,492	591,120				170	388,060	202,890	202,890	
2.626	Fulford Water	354,995	197,758	144,237			13,000	354,995				710	272,060	62,225	62,225	
2.628	Cedar Lane Water (S.S.I.)	122,065	60,731	38,351			22,983	122,065			20,000	190	99,840	22,045	22,045	
2.630	Magic Lakes Estate Water System	1,068,920	772,133	132,859			163,928	1,068,920				10,570	430,540	627,810	627,810	
2.640	Saturna Island Water System (Lyall Harbour)	307,199	191,230	75,199			40,770	307,199				1,060	149,069	157,070	157,070	
2.642	Skana Water (Mayne)	91,841	57,808	19,913			14,120	91,841				100	63,961	27,780	27,780	
2.650	Port Renfrew Water	263,056	138,011	80,045			45,000	263,056			13,000	1,150	124,453	124,453	124,453	
2.660	Fernwood Water	3,416	69	3,347				3,416				40		3,376	3,376	
2.665	Sticks Allison Water (Galiano)	76,302	56,922				19,380	76,302				100	70,682	5,520	5,520	
2.667	Surfside Park Estates (Mayne)	275,802	115,250	156,552			4,000	275,802				100	227,042	48,660	48,660	
2.670	Regional Water Supply	54,015,205	20,816,268	8,760,522		23,800,000	638,415	54,015,205				707,690	53,307,515		-	-
2.680	Juan de Fuca Water Distribution	32,210,982	18,382,859	3,189,908		9,933,712	704,503	32,210,982				179,380	32,031,602		-	-
2.681	Florence Lake Water System Debt	19,944		19,944				19,944						19,944	19,944	
2.682	Seagirt Water System Debt	164,380		164,380				164,380						164,380	164,380	
2.691	Wilderness Mountain Water Service	189,107	148,911	20,901			19,295	189,107			10,000	111	106,641	72,355	72,355	
3.700	Septage Disposal - Municipal	170,727	170,727					170,727				170,727			-	-
3.700	Septage Disposal - JDF Service Area	-						-							-	-
3.701	Millstream Remediation Service	-						-							-	-
3.705	S.S.I. Liquid Waste Disposal	1,128,039	924,071	68,100			135,868	1,128,039				1,180	694,110	432,749	432,749	
3.707	On Site System Management Program - LWMP	161,435	161,435					161,435				7,485			140,879	140,879
3.71X	Trk Swrs & Swge Disp - oper	39,841,656	37,578,156	304,040			1,959,460	39,841,656		1,712,234	320,000	30,602,256			7,207,166	7,207,166
3.7XX	Trk Swrs - debt	26,576,913	41,110	12,723,179		5,529,745	8,282,879	26,576,913				18,862,698			7,714,215	7,714,215
3.720	LWMP (Peninsula) - Implementation	60,692	39,246					60,692				2,320			58,372	58,372
3.750	LWMP	403,493	350,062				53,431	403,493				166,765			236,728	236,728
3.752	Harbours Program	383,639	383,639					383,639				21,658			361,981	361,981
3.755	Regional Source Control	1,730,343	1,730,343					1,730,343		55,000	12,528	93,303	64,946		1,504,566	1,504,566
3.756	Harbours Environmental Action	76,557	76,557					76,557				2,165			74,392	74,392
3.810	Ganges Sewer	1,293,964	839,181	360,388			94,395	1,293,964			25,000	1,920	1,199,634	67,410	67,410	
3.820	Maliview Estates Sewer System	246,562	165,207	25,669			55,686	246,562				25,150	215,892	5,520	5,520	
3.830	Magic Lake Estates Sewer System	875,950	701,389	93,471			81,090	875,950		12,120	15,000	3,700	289,120	556,010	556,010	
3.830D	Magic Lake Estates Sewer Debt	231,255	570	230,685				231,255				1,040		230,215	230,215	
3.850	Port Renfrew Sewer	250,316	122,006	122,310			6,000	250,316				1,630	124,343	124,343	124,343	
21.ALL	Feasibility Study Reserve Fund - All	-						-							-	-
21.E.A.	Feasibility Study Reserve Fund - E.A.	-						-							-	-

**SCHEDULE B**

**CAPITAL REGIONAL DISTRICT  
CAPITAL EXPENDITURE PLAN SUMMARY - 2023 to 2027**

<b>EXPENDITURE / FUNDING SUMMARY (ALL SERVICES)</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>TOTAL</b>
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**EXPENDITURE**

B	Buildings	35,126,021	18,992,500	20,901,000	10,166,000	3,248,000	88,433,521
E	Equipment	30,222,727	10,051,481	8,818,390	8,931,767	3,295,900	61,320,265
L	Land	13,983,000	6,465,000	6,075,000	5,340,000	5,220,000	37,083,000
S	Engineered Structures	138,267,429	129,092,631	91,294,652	93,155,794	61,985,000	513,795,506
V	Vehicles	9,184,688	3,412,000	3,076,000	2,744,000	3,064,100	21,480,788
		<b>226,783,865</b>	<b>168,013,612</b>	<b>130,165,042</b>	<b>120,337,561</b>	<b>76,813,000</b>	<b>722,113,080</b>

**SOURCE OF FUNDS**

C	Capital Funds on Hand	54,623,155	35,597,175	27,442,483	29,315,483	26,683,745	173,662,041
D	Debenture Debt (New Debt Only)	53,864,000	83,113,262	74,969,306	66,660,000	26,142,000	304,748,568
E	ERF	12,941,067	7,871,400	5,362,429	5,139,806	4,740,977	36,055,679
G	Grants (Federal, Provincial)	20,892,960	15,936,960	8,254,500	10,777,368	11,810,278	67,672,066
R	Reserve Fund	66,116,774	23,236,619	11,421,324	8,244,904	7,436,000	116,455,621
O	Other	18,345,909	2,258,196	2,715,000	200,000	-	23,519,105
		<b>226,783,865</b>	<b>168,013,612</b>	<b>130,165,042</b>	<b>120,337,561</b>	<b>76,813,000</b>	<b>722,113,080</b>

CAPITAL REGIONAL DISTRICT - CAPITAL EXPENDITURE PLAN														Schedule B
2023														
Service #      Service Name		CAPITAL EXPENDITURE						Capital Funds on Hand	Debenture Debt	Equipment Repl Fund	Grants	Capital Reserves	Other	
		Equipment	Vehicles	Buildings	Engineered Structures	Land	TOTAL							
1.011	Board Expenditures	282,500					282,500			282,500				282,500
1.014	Chief Administrative Officer	22,352					22,352			22,352				22,352
1.015	Real Estate	-					-			-				-
1.016	Human Resources	1,143,833					1,143,833	1,116,000		27,833				1,143,833
1.017	Finance	282,110					282,110	200,000		82,110				282,110
1.018	Health & Capital Planning Strategies	2,180					2,180			2,180				2,180
1.022	Information Technology	2,504,542	100,000				2,604,542	2,450,500		154,042				2,604,542
1.024	GM - Planning & Protective Services	2,701					2,701			2,701				2,701
1.025	Corporate Emergency	6,000					6,000			6,000				6,000
1.027	Aboriginal Initiatives	9,541					9,541			3,791		5,750		9,541
1.105	Facilities Management	25,000	300,000				325,000	50,000		275,000				325,000
1.106	Facilities and Risk		90,000		125,000		1,932,000	602,000		90,000		1,240,000		1,932,000
1.107	Corporate Satellite Facilities			25,000			25,000					25,000		25,000
1.109	JDF Admin. Expenditures	-					-			-				-
1.110	SGI Admin. Expenditures	4,000					4,000			4,000				4,000
1.111	SSI Admin. Expenditures	17,900	-	8,000			25,900			25,900				25,900
1.118	Corporate Communications	179,881					179,881			4,881				179,881
1.123	Family Court Building			1,266,800			1,266,800	46,800			700,000	520,000		1,266,800
1.137	Galiano Island Community Use Building			10,000			10,000					10,000		10,000
1.141	SSI Public Library			10,000			10,000					10,000		10,000
1.226	Health Facilities - VIHA	440,000		2,910,000	-		3,350,000	665,000				2,485,000	200,000	3,350,000
1.235	SGI Small Craft Harbour Facilities				821,000		821,000	506,000			60,000	225,000	30,000	821,000
1.236	SSI Small Craft Harbour (Fernwood Dock)				53,000		53,000				-	53,000		53,000
1.238A	Community Transit (SSI)				50,000		50,000				-	50,000		50,000
1.238B	Community Transportation (SSI)	45,000			346,400		391,400				200,000	191,400		391,400
1.280	Regional Parks	2,214,300	1,155,000	136,000	11,078,460	10,000,000	24,583,760	1,725,400	3,575,000	659,300	5,107,682	13,290,378	226,000	24,583,760
1.290	Royal Theatre	218,000		1,599,000			1,817,000	95,000			-	927,000	795,000	1,817,000
1.295	McPherson Theatre	187,000		2,697,500			2,884,500	157,500				2,727,000		2,884,500
1.297	Arts Grants and Development	-					-			-				-
1.309	Climate Action and Adaptation	284,023					284,023	103,745			180,278			284,023
1.310	Land Banking and Housing	4,000		17,104,721			17,108,721		-	4,000	4,200,000		12,904,721	17,108,721
1.313	Animal Care Services	80,000	100,188	200,000	65,000		445,188			30,000			415,188	445,188
1.318	Building Inspection	90,300	95,000				185,300			185,300				185,300
1.323	ByLaw Services	1,010	150,000				151,010			151,010				151,010
1.324	Regional Planning Services	43,000					43,000			43,000				43,000
1.325	Community Planning	37,700			200,000		237,700			37,700	200,000			237,700
1.335	Geo-Spatial Referencing	210,000					210,000			210,000				210,000
1.350	Willis Point Fire	8,970	580,000	-			588,970			586,000		2,970		588,970
1.352	South Galiano Fire	15,000	185,000	40,000			240,000	40,000		200,000		-		240,000
1.353	Otter Point Fire	28,300		40,000			68,300			28,300		40,000		68,300
1.356	Pender Island Fire	15,000	215,000	15,000			245,000			230,000		15,000		245,000
1.357	East Sooke Fire	33,295	300,000	10,000			343,295			316,295		27,000		343,295
1.358	Port Renfrew Fire	35,000					35,000			15,000		20,000		35,000
1.359	North Galiano Fire	-					-			-				-
1.360	Shirley Fire Department	10,000					10,000			10,000				10,000
1.371	SSI Emergency Program	19,317					19,317			7,000		12,317		19,317
1.372	Emergency Planning Coordination	-	-				-			-				-
1.373	SGI Emergency Program	60,000					60,000					60,000		60,000
1.375	Hazardous Material Incident Response	88,000	-				88,000			88,000				88,000
1.377	JDF Search and Rescue	92,000					92,000			92,000				92,000
1.405	JDF EA Community Parks & Recreation				575,000	50,000	625,000				615,000	10,000		625,000
1.40X	SEAPARC	349,000	20,000	184,000	240,000	-	793,000	67,000	-	133,000	-	593,000		793,000
1.44x	Panorama Recreation	919,872	92,000	1,624,000	565,000		3,200,872	715,000	953,000	616,872	15,000	901,000		3,200,872
1.455	SSI Community Parks	30,000	75,000		340,000		445,000		-	30,000	305,000	110,000		445,000
1.458	SSI Community Recreation	10,000			30,000		40,000			5,000	-	35,000	-	40,000
1.459	SSI Park Land & Rec Programs	422,500	40,000	146,000	350,000	45,000	1,003,500		-	62,500	675,000	266,000		1,003,500

CAPITAL REGIONAL DIST ICT - CAPITAL EXPENDITURE PLAN													Schedule B		
2023															
Service #	Service Name	CAPITAL EXPENDITURE						TOTAL	Capital Funds on Hand	Debenture Debt	Equipment Repl Fund	Grants	Capital Reserves	Other	TOTAL
		Equipment	Vehicles	Buildings	Engineered Structures	Land									
1.465	Saturna Island Community Parks				50,000		50,000						50,000		50,000
1.475	Mayne Island Community Parks	-		53,000	24,000		77,000				30,000	47,000			77,000
1.485	Pender Island Community Parks				179,810		179,810					179,810			179,810
1.495	Galiano Community Parks	5,000			35,000		40,000				5,000	35,000			40,000
1.521	Environmental Resource Management	849,000		-	35,298,149		36,147,149	1,250,000	8,700,000	1,149,000		25,048,149			36,147,149
1.523	Port Renfrew Refuse Disposal				12,000		12,000					12,000			12,000
1.575	Environmental Administration Services	18,500					18,500				18,500				18,500
1.576	Environmental Engineering Services	40,000	195,000				235,000	55,000			180,000				235,000
1.577	IW - Environmental Operations	200,000	1,902,500				2,102,500				2,082,500	20,000			2,102,500
1.578	Environmental Protection	932,500	655,000				1,587,500	380,000			1,207,500				1,587,500
1.911	911 Call Answer	-					-				-				-
2.610	Saanich Peninsula Water Supply	590,000			4,746,000		5,336,000		-		220,000		5,116,000		5,336,000
2.620	Highland Water (SSI)				70,000		70,000	70,000							70,000
2.621	Highland & Fernwood Water (SSI)	40,000			663,235		703,235	165,235	-			463,000	75,000		703,235
2.622	Cedars of Tuam Water (SSI)	-			270,000		270,000		92,000			178,000	-		270,000
2.624	Beddis Water (SSI)	242,600			115,000		357,600	126,600	-			178,000	53,000		357,600
2.626	Fulford Water (SSI)	74,000			270,000		344,000	70,000	-			260,000	14,000		344,000
2.628	Cedar Lane Water (SSI)	22,000		-	165,000		187,000		90,000			95,000	2,000		187,000
2.630	Magic Lake Estates Water (Pender)	295,000			25,000		320,000	185,000				15,000	120,000		320,000
2.640	Lyall Harbour Boot Cove Water (Saturna)	66,000			350,000		416,000		58,000			335,000	23,000		416,000
2.642	Skana Water (Mayne)	75,000			80,000		155,000	65,000	75,000			-	15,000		155,000
2.650	Port Renfrew Water	10,000			30,000		40,000		-			-	40,000		40,000
2.665	Sticks Allison Water (Galiano)				5,000		5,000						5,000		5,000
2.667	Surfside Park Estates (Mayne)	25,000			-		25,000		-				25,000		25,000
2.670	Regional Water Supply	14,650,000	1,315,000	5,290,000	17,714,875	3,478,000	42,447,875	28,447,875	9,600,000	995,000		40,000		3,365,000	42,447,875
2.680	JDF Water Distribution	1,105,000	1,280,000	40,000	25,565,000		27,990,000	11,130,000	9,200,000	1,080,000			6,170,000	410,000	27,990,000
2.682	Seagirt Water System				2,350,000		2,350,000	150,000	2,100,000			100,000			2,350,000
2.691	Wilderness Mountain Water Service				5,000		5,000	5,000							5,000
3.701	Millstream Site Remediation					410,000	410,000	250,000				160,000			410,000
3.705	SSI Septage / Composting				35,000		35,000					-	35,000	-	35,000
3.718	Saanich Peninsula Wastewater	210,000			2,850,000		3,060,000		-		480,000		2,580,000		3,060,000
3.798C	Debt - Core Area Wastewater Treatment Program	300,000	263,000		23,568,000		24,131,000	1,896,000	19,080,000	800,000		-	2,355,000		24,131,000
3.810	Ganges Sewer Utility (SSI)		77,000		292,500		369,500	107,500	-			182,000	80,000		369,500
3.820	Malview Sewer Utility (SSI)				2,330,000		2,330,000		341,000			1,989,000	-		2,330,000
3.830	Magic Lake Sewer Utility (Pender)	-			6,230,000		6,230,000	1,730,000				4,500,000	-		6,230,000
3.850	Port Renfrew Sewer				100,000		100,000		-			90,000	10,000		100,000
TOTAL		30,222,727	9,184,688	35,126,021	138,267,429	13,983,000	226,783,865	54,623,155	53,864,000	12,941,067	20,892,960	66,116,774	18,345,909		226,783,865

CAPITAL REGIONAL DISTRICT - CAPITAL EXPENDITURE PLAN														
2024														
Schedule B														
Service #      Service Name		CAPITAL EXPENDITURE					SOURCE OF FUNDING							
		Equipment	Vehicles	Buildings	Engineered Structures	Land	TOTAL	Capital Funds on Hand	Debenture Debt	Equipment Repl Fund	Grants	Capital Reserves	Other	TOTAL
1.011	Board Expenditures	37,000					37,000			37,000				37,000
1.014	Chief Administrative Officer	5,923					5,923			5,923				5,923
1.015	Real Estate	2,180					2,180			2,180				2,180
1.016	Human Resources	8,055					8,055	-		8,055				8,055
1.017	Finance	231,445					231,445	200,000		31,445				231,445
1.018	Health & Capital Planning Strategies	1,611					1,611			1,611				1,611
1.022	Information Technology	1,457,600	-				1,457,600	1,411,000		46,600				1,457,600
1.024	GM - Planning & Protective Services	-					-	-		-				-
1.025	Corporate Emergency	8,000					8,000			8,000				8,000
1.027	Aboriginal Initiatives	1,611					1,611			1,611	-			1,611
1.105	Facilities Management	10,000	50,000				60,000	-		60,000				60,000
1.106	Facilities and Risk		-	100,000	125,000		225,000	-		-		225,000		225,000
1.107	Corporate Satellite Facilities			-			-	-		-		-		-
1.109	JDF Admin. Expenditures	-					-	-		-		-		-
1.110	SGI Admin. Expenditures	5,000					5,000			5,000				5,000
1.111	SSI Admin. Expenditures	7,400	-	-			7,400			7,400				7,400
1.118	Corporate Communications	228,222					228,222			3,222		225,000		228,222
1.123	Family Court Building			85,000			85,000	-		-	-	85,000		85,000
1.137	Galiano Island Community Use Building			-			-			-		-		-
1.141	SSI Public Library			-			-	-		-		-		-
1.226	Health Facilities - VIHA	-		925,000	-		925,000	-				550,000	375,000	925,000
1.235	SGI Small Craft Harbour Facilities				229,000		229,000	179,000		-		50,000	-	229,000
1.236	SSI Small Craft Harbour (Fernwood Dock)				150,000		150,000				50,000	100,000		150,000
1.238A	Community Transit (SSI)				40,000		40,000				5,000	35,000		40,000
1.238B	Community Transportation (SSI)	-			302,500		302,500				275,000	27,500		302,500
1.280	Regional Parks	63,800	575,000	95,000	3,848,436	5,000,000	9,582,236	56,063	5,000,000	638,800	1,145,254	2,742,119	-	9,582,236
1.290	Royal Theatre	-		700,000			700,000	-		-		350,000	350,000	700,000
1.295	McPherson Theatre	-		300,000			300,000	-		-		300,000		300,000
1.297	Arts Grants and Development	-					-			-				-
1.309	Climate Action and Adaptation	792,961					792,961	211,483			581,478			792,961
1.310	Land Banking and Housing	10,000		11,000,000			11,010,000		11,000,000	10,000	-	-	-	11,010,000
1.313	Animal Care Services	5,000	25,000	-	-		30,000			30,000			-	30,000
1.318	Building Inspection	5,500	-				5,500			5,500				5,500
1.323	ByLaw Services	1,030	-				1,030			1,030				1,030
1.324	Regional Planning Services	4,000					4,000			4,000				4,000
1.325	Community Planning	4,800			-		4,800			4,800	-			4,800
1.335	Geo-Spatial Referencing	-					-			-		-		-
1.350	Willis Point Fire	6,000	-	-			6,000			6,000		-		6,000
1.352	South Galiano Fire	10,000	400,000	-			410,000	-		410,000		-		410,000
1.353	Otter Point Fire	15,000		40,000			55,000			15,000		40,000		55,000
1.356	Pender Island Fire	28,000	-	-			28,000			28,000		-		28,000
1.357	East Sooke Fire	16,551	160,000	-			176,551			176,551		-		176,551
1.358	Port Renfrew Fire	-					-			-		-		-
1.359	North Galiano Fire	-					-			-		-		-
1.360	Shirley Fire Department	-					-			-		-		-
1.371	SSI Emergency Program	-					-			-		-		-
1.372	Emergency Planning Coordination	2,500	-				2,500			2,500				2,500
1.373	SGI Emergency Program	-					-			-		-		-
1.375	Hazardous Material Incident Response	10,000	-				10,000			10,000				10,000
1.377	JDF Search and Rescue	-					-			-		-		-
1.405	JDF EA Community Parks & Recreation				-	50,000	50,000				50,000	-		50,000
1.40X	SEAPARC	152,500	-	329,500	1,085,000	-	1,567,000	-	-	147,500	750,000	669,500		1,567,000
1.44x	Panorama Recreation	409,672	-	2,136,000	4,482,908		7,028,580	-	4,400,000	379,672	2,012,908	236,000		7,028,580
1.455	SSI Community Parks	20,000	-		105,000		125,000		-	20,000	75,000	30,000		125,000
1.458	SSI Community Recreation	5,000			800,000		805,000			5,000	200,000	100,000	500,000	805,000
1.459	SSI Park Land & Rec Programs	35,000	-	150,000	25,000	585,000	795,000	-		35,000	25,000	735,000		795,000

CAPITAL REGIONAL DISTRICT - CAPITAL EXPENDITURE PLAN														
2024														
Schedule B														
		CAPITAL EXPENDITURE						SOURCE OF FUNDING						
Service #	Service Name	Equipment	Vehicles	Buildings	Engineered Structures	Land	TOTAL	Capital Funds on Hand	Debt	Equipment Repl Fund	Grants	Capital Reserves	Other	TOTAL
1.465	Saturna Island Community Parks				6,000		6,000					6,000		6,000
1.475	Mayne Island Community Parks	-		2,000	10,000		12,000				-	12,000		12,000
1.485	Pender Island Community Parks				75,000		75,000					75,000		75,000
1.495	Galiano Community Parks	1,000			11,000		12,000			1,000		11,000		12,000
1.521	Environmental Resource Management	353,000		350,000	33,831,000		34,534,000	600,000	19,213,000	853,000		13,868,000		34,534,000
1.523	Port Renfrew Refuse Disposal				-		-					-		-
1.575	Environmental Administration Services	6,000					6,000			6,000				6,000
1.576	Environmental Engineering Services	40,000	80,000				120,000	-		120,000				120,000
1.577	IW - Environmental Operations	125,000	369,000				494,000			494,000	-			494,000
1.578	Environmental Protection	127,000	55,000				182,000	-		182,000				182,000
1.911	911 Call Answer	1,000,000					1,000,000			1,000,000				1,000,000
2.610	Saanich Peninsula Water Supply	350,000			2,870,000		3,220,000		2,550,000	80,000		590,000		3,220,000
2.620	Highland Water (SSI)				-		-	-						-
2.621	Highland & Fernwood Water (SSI)	-			792,000		792,000	-	465,000		307,000	20,000		792,000
2.622	Cedars of Tuam Water (SSI)	10,000			1,494,000		1,504,000		508,000		996,000	-		1,504,000
2.624	Beddis Water (SSI)	231,000			53,000		284,000	-	-		210,000	74,000		284,000
2.626	Fulford Water (SSI)	113,000			-		113,000	-	-		102,000	11,000		113,000
2.628	Cedar Lane Water (SSI)	-		-	107,000		107,000		-		92,000	15,000		107,000
2.630	Magic Lake Estates Water (Pender)	-			140,000		140,000	-			-	140,000		140,000
2.640	Lyall Harbour Boot Cove Water (Saturna)	-			340,000		340,000		340,000		-	-		340,000
2.642	Skana Water (Mayne)	694,120			35,000		729,120	-	182,262		546,858	-		729,120
2.650	Port Renfrew Water	10,000			100,000		110,000		-		100,000	10,000		110,000
2.665	Sticks Allison Water (Galiano)				-		-					-		-
2.667	Surfside Park Estates (Mayne)	20,000			15,000		35,000		-			35,000		35,000
2.670	Regional Water Supply	1,925,000	843,000	2,740,000	28,450,000	830,000	34,788,000	11,645,000	14,100,000	843,000	7,200,000		1,000,000	34,788,000
2.680	JDF Water Distribution	265,000	855,000	40,000	11,510,000		12,670,000	7,095,000	4,700,000	855,000		20,000	-	12,670,000
2.682	Seagirt Water System				-		-	-	-		-			-
2.691	Wilderness Mountain Water Service				-		-	-	-		-			-
3.701	Millstream Site Remediation				-	-	-	-	-		-			-
3.705	SSI Septage / Composting				344,158		344,158				303,462	7,500	33,196	344,158
3.718	Saanich Peninsula Wastewater	1,120,000			1,225,000		2,345,000		1,450,000	170,000		725,000		2,345,000
3.798C	Debt - Core Area Wastewater Treatment Program	-	-		33,902,000		33,902,000	12,577,000	19,205,000	1,120,000	-	1,000,000		33,902,000
3.810	Ganges Sewer Utility (SSI)		-		58,000		58,000	-	-		25,000	33,000		58,000
3.820	Maliview Sewer Utility (SSI)				41,000		41,000		-		32,000	9,000		41,000
3.830	Magic Lake Sewer Utility (Pender)	60,000			2,475,629		2,535,629	1,622,629			853,000	60,000		2,535,629
3.850	Port Renfrew Sewer				15,000		15,000		-		-	15,000		15,000
TOTAL		10,051,481	3,412,000	18,992,500	129,092,631	6,465,000	168,013,612	35,597,175	83,113,262	7,871,400	15,936,960	23,236,619	2,258,196	168,013,612

CAPITAL REGIONAL DISTRICT - CAPITAL EXPENDITURE PLAN														
2025														
Schedule B														
		CAPITAL EXPENDITURE					SOURCE OF FUNDING							
Service #	Service Name	Equipment	Vehicles	Buildings	Engineered Structures	Land	TOTAL	Capital Funds on Hand	Debenture Debt	Equipment Repl Fund	Grants	Capital Reserves	Other	TOTAL
1.011	Board Expenditures	96,500					96,500			96,500				96,500
1.014	Chief Administrative Officer	3,791					3,791			3,791				3,791
1.015	Real Estate	-					-			-				-
1.016	Human Resources	3,222					3,222	-		3,222				3,222
1.017	Finance	133,991					133,991	100,000		33,991				133,991
1.018	Health & Capital Planning Strategies	-					-			-				-
1.022	Information Technology	1,991,000	70,000				2,061,000	1,939,000		122,000				2,061,000
1.024	GM - Planning & Protective Services	-					-	-		-				-
1.025	Corporate Emergency	-					-			-				-
1.027	Aboriginal Initiatives	-					-			-		-		-
1.105	Facilities Management	10,000	50,000				60,000	-		60,000				60,000
1.106	Facilities and Risk		-	200,000	125,000		325,000	-		-		325,000		325,000
1.107	Corporate Satellite Facilities			-			-			-		-		-
1.109	JDF Admin. Expenditures	-					-			-				-
1.110	SGI Admin. Expenditures	-					-			-				-
1.111	SSI Admin. Expenditures	4,000	50,000	-			54,000			54,000				54,000
1.118	Corporate Communications	5,401					5,401			5,401				5,401
1.123	Family Court Building			10,000			10,000	-		-	-	10,000		10,000
1.137	Galiano Island Community Use Building			-			-			-		-		-
1.141	SSI Public Library			-			-			-		-		-
1.226	Health Facilities - VIHA	-		955,000	75,000		1,030,000	-				370,000	660,000	1,030,000
1.235	SGI Small Craft Harbour Facilities				125,000		125,000	-		-		125,000	-	125,000
1.236	SSI Small Craft Harbour (Fernwood Dock)				-		-			-		-		-
1.238A	Community Transit (SSI)				40,000		40,000				5,000	35,000		40,000
1.238B	Community Transportation (SSI)	-			30,000		30,000			-		30,000		30,000
1.280	Regional Parks	60,900	270,000	480,000	4,751,734	5,000,000	10,562,634	-	5,000,000	330,900	2,645,410	2,586,324	-	10,562,634
1.290	Royal Theatre	450,000		2,187,000			2,637,000	112,000			680,000	790,000	1,055,000	2,637,000
1.295	McPherson Theatre	-		300,000			300,000	-				300,000		300,000
1.297	Arts Grants and Development	-					-			-				-
1.309	Climate Action and Adaptation	792,961					792,961	211,483			581,478			792,961
1.310	Land Banking and Housing	4,000		14,500,000			14,504,000		14,500,000	4,000	-		-	14,504,000
1.313	Animal Care Services	5,000	25,000	-	-		30,000			30,000			-	30,000
1.318	Building Inspection	4,500	-				4,500			4,500				4,500
1.323	ByLaw Services	-	-				-			-				-
1.324	Regional Planning Services	4,000					4,000			4,000				4,000
1.325	Community Planning	3,250			-		3,250			3,250	-			3,250
1.335	Geo-Spatial Referencing	30,000					30,000			30,000				30,000
1.350	Willis Point Fire	6,000	-	-			6,000			6,000		-		6,000
1.352	South Galiano Fire	10,200	85,000	-			95,200	-		10,200		85,000		95,200
1.353	Otter Point Fire	15,000		40,000			55,000			15,000		40,000		55,000
1.356	Pender Island Fire	105,000	-	-			105,000			105,000		-		105,000
1.357	East Sooke Fire	19,512	-	-			19,512			19,512		-		19,512
1.358	Port Renfrew Fire	-					-			-		-		-
1.359	North Galiano Fire	150,000					150,000			150,000				150,000
1.360	Shirley Fire Department	-					-			-				-
1.371	SSI Emergency Program	-					-			-		-		-
1.372	Emergency Planning Coordination	-	-				-			-				-
1.373	SGI Emergency Program	-					-			-		-		-
1.375	Hazardous Material Incident Response	10,000	-				10,000			10,000				10,000
1.377	JDF Search and Rescue	-					-			-				-
1.405	JDF EA Community Parks & Recreation				-	-	-			-		-		-
1.40X	SEAPARC	155,500	-	409,000	200,000	500,000	1,264,500	-	500,000	125,500	-	639,000		1,264,500
1.44x	Panorama Recreation	541,662	-	250,000	-		791,662	-	-	406,662	-	385,000		791,662
1.455	SSI Community Parks	20,000	130,000		70,000		220,000	-		60,000	105,000	55,000		220,000
1.458	SSI Community Recreation	10,000			-		10,000			5,000	-	5,000	-	10,000
1.459	SSI Park Land & Rec Programs	50,000	-	140,000	-	50,000	240,000	-		30,000	35,000	175,000		240,000



## 2025

## Schedule B

		CAPITAL EXPENDITURE					SOURCE OF FUNDING							
Service #	Service Name	Equipment	Vehicles	Buildings	Engineered Structures	Land	TOTAL	Capital Funds on Hand	Debenture Debt	Equipment Repl Fund	Grants	Capital Reserves	Other	TOTAL
1.465	Saturna Island Community Parks				6,000		6,000					6,000		6,000
1.475	Mayne Island Community Parks	-		-	20,000		20,000				-	20,000		20,000
1.485	Pender Island Community Parks				85,000		85,000					85,000		85,000
1.495	Galiano Community Parks	1,000			4,000		5,000			1,000		4,000		5,000
1.521	Environmental Resource Management	355,000		-	5,475,000		5,830,000	225,000	2,650,000	355,000		2,600,000		5,830,000
1.523	Port Renfrew Refuse Disposal				-		-					-		-
1.575	Environmental Administration Services	6,000					6,000			6,000				6,000
1.576	Environmental Engineering Services	40,000					85,000	-		85,000				85,000
1.577	I/W - Environmental Operations	125,000	676,000				801,000			801,000	-			801,000
1.578	Environmental Protection	81,000	140,000				221,000	-		221,000				221,000
1.911	911 Call Answer	-					-			-				-
2.610	Saanich Peninsula Water Supply	300,000			6,474,000		6,774,000		5,550,000	80,000		1,144,000		6,774,000
2.620	Highland Water (SSI)				-		-	-						-
2.621	Highland & Fernwood Water (SSI)	-			372,000		372,000	-	-		300,000	72,000		372,000
2.622	Cedars of Tuam Water (SSI)	-			25,000		25,000		-		20,000	5,000		25,000
2.624	Beddis Water (SSI)	-			2,443,000		2,443,000	-	2,180,000		150,000	113,000		2,443,000
2.626	Fulford Water (SSI)	165,000			25,000		190,000	-	-		150,000	40,000		190,000
2.628	Cedar Lane Water (SSI)	-		-	128,000		128,000		68,000		60,000	-		128,000
2.630	Magic Lake Estates Water (Pender)	-			22,000		22,000	-			-	22,000		22,000
2.640	Lyall Harbour Boot Cove Water (Saturna)	-			350,000		350,000		350,000		-	-		350,000
2.642	Skana Water (Mayne)	-			-		-	-			-	-		-
2.650	Port Renfrew Water	260,000			1,838,918		2,098,918		991,306		1,082,612	25,000		2,098,918
2.665	Sticks Allison Water (Galiano)				-		-					-		-
2.667	Surfside Park Estates (Mayne)	-			500,000		500,000		500,000		-	-		500,000
2.670	Regional Water Supply	1,525,000	630,000	1,390,000	37,975,000	525,000	42,045,000	16,915,000	21,200,000	630,000	2,300,000		1,000,000	42,045,000
2.680	JDF Water Distribution	165,000	905,000	40,000	8,355,000		9,465,000	7,940,000	600,000	905,000		20,000	-	9,465,000
2.682	Seagirt Water System				-		-	-	-		-			-
2.691	Wilderness Mountain Water Service				-		-	-						-
3.701	Millstream Site Remediation			-			-	-			-			-
3.705	SSI Septage / Composting				-		-				-	-	-	-
3.718	Saanich Peninsula Wastewater	1,100,000			900,000		2,000,000		1,750,000	150,000		100,000		2,000,000
3.798C	Debt - Core Area Wastewater Treatment Program	-	-		19,050,000		19,050,000	-	17,650,000	400,000	-	1,000,000		19,050,000
3.810	Ganges Sewer Utility (SSI)		-		1,680,000		1,680,000	-	1,330,000		140,000	210,000		1,680,000
3.820	Malview Sewer Utility (SSI)				-		-		-		-	-		-
3.830	Magic Lake Sewer Utility (Pender)	-			-		-	-			-	-		-
3.850	Port Renfrew Sewer				150,000		150,000		150,000		-			150,000
TOTAL		8,818,390	3,076,000	20,901,000	91,294,652	6,075,000	130,165,042	27,442,483	74,969,306	5,362,429	8,254,500	11,421,324	2,715,000	130,165,042

CAPITAL REGIONAL DISTRICT - CAPITAL EXPENDITURE PLAN														
2026													Schedule B	
Service #      Service Name		CAPITAL EXPENDITURE					SOURCE OF FUNDING							
		Equipment	Vehicles	Buildings	Engineered Structures	Land	TOTAL	Capital Funds on Hand	Debenture Debt	Equipment Repl Fund	Grants	Capital Reserves	Other	TOTAL
1.011	Board Expenditures	215,000					215,000			215,000				215,000
1.014	Chief Administrative Officer	5,402					5,402			5,402				5,402
1.015	Real Estate	1,090					1,090			1,090				1,090
1.016	Human Resources	3,222					3,222	-		3,222				3,222
1.017	Finance	131,312					131,312	100,000		31,312				131,312
1.018	Health & Capital Planning Strategies	3,222					3,222			3,222				3,222
1.022	Information Technology	2,120,650	-				2,120,650	2,059,000		61,650				2,120,650
1.024	GM - Planning & Protective Services	2,088					2,088			2,088				2,088
1.025	Corporate Emergency	-					-			-				-
1.027	Aboriginal Initiatives	1,611					1,611			1,611	-			1,611
1.105	Facilities Management	10,000	-				10,000	-		10,000				10,000
1.106	Facilities and Risk		-	135,000	-		135,000	-		-		135,000		135,000
1.107	Corporate Satellite Facilities			-			-			-		-		-
1.109	JDF Admin. Expenditures	2,000					2,000			2,000				2,000
1.110	SGI Admin. Expenditures	4,000					4,000			4,000				4,000
1.111	SSI Admin. Expenditures	9,400	-	-			9,400			9,400				9,400
1.118	Corporate Communications	2,701					2,701			2,701	-			2,701
1.123	Family Court Building			-			-	-		-	-	-		-
1.137	Galiano Island Community Use Building			-			-			-		-		-
1.141	SSI Public Library			-			-			-		-		-
1.226	Health Facilities - VIHA	-		937,500	-		937,500	-				737,500	200,000	937,500
1.235	SGI Small Craft Harbour Facilities				50,000		50,000	-		-		50,000	-	50,000
1.236	SSI Small Craft Harbour (Fernwood Dock)				-		-	-		-		-		-
1.238A	Community Transit (SSI)				40,000		40,000				5,000	35,000		40,000
1.238B	Community Transportation (SSI)	-			96,000		96,000				60,000	36,000		96,000
1.280	Regional Parks	71,600	305,000	-	7,801,894	5,000,000	13,178,494	260,000	5,000,000	376,600	5,165,890	2,376,004	-	13,178,494
1.290	Royal Theatre	-		93,000			93,000	-		-		93,000	-	93,000
1.295	McPherson Theatre	-		238,000			238,000	-				238,000		238,000
1.297	Arts Grants and Development	-					-			-				-
1.309	Climate Action and Adaptation	792,961					792,961	211,483			581,478			792,961
1.310	Land Banking and Housing	4,000		-			4,000		-	4,000	-		-	4,000
1.313	Animal Care Services	5,000	25,000	-	-		30,000			30,000			-	30,000
1.318	Building Inspection	6,000	50,000				56,000			56,000				56,000
1.323	ByLaw Services	-	-				-			-				-
1.324	Regional Planning Services	8,000					8,000			8,000				8,000
1.325	Community Planning	-			-		-			-	-			-
1.335	Geo-Spatial Referencing	-					-			-				-
1.350	Willis Point Fire	6,000	-	-			6,000			6,000		-		6,000
1.352	South Galiano Fire	10,800	85,000	-			95,800	-		95,800		-		95,800
1.353	Otter Point Fire	20,000		40,000			60,000			20,000		40,000		60,000
1.356	Pender Island Fire	18,000	-	-			18,000			18,000		-		18,000
1.357	East Sooke Fire	41,578	-	-			41,578			41,578		-		41,578
1.358	Port Renfrew Fire	-					-			-		-		-
1.359	North Galiano Fire	-					-			-		-		-
1.360	Shirley Fire Department	-					-			-		-		-
1.371	SSI Emergency Program	-					-			-		-		-
1.372	Emergency Planning Coordination	-	-				-			-				-
1.373	SGI Emergency Program	-					-			-		-		-
1.375	Hazardous Material Incident Response	-	-				-			-				-
1.377	JDF Search and Rescue	-					-			-				-
1.405	JDF EA Community Parks & Recreation				-	-	-				-	-		-
1.40X	SEAPARC	1,597,500	-	227,500	28,000	-	1,853,000	-		92,500	1,250,000	510,500		1,853,000
1.44x	Panorama Recreation	436,630		310,000			746,630	-	-	436,630	-	310,000		746,630
1.455	SSI Community Parks	15,000	-		5,095,000		5,110,000		5,000,000	15,000	50,000	45,000		5,110,000
1.458	SSI Community Recreation	5,000			5,000		10,000			5,000		5,000	-	10,000
1.459	SSI Park Land & Rec Programs	40,000	-	8,070,000	-	50,000	8,160,000		8,000,000	40,000	25,000	95,000		8,160,000

## 2026

## Schedule B

		CAPITAL EXPENDITURE					SOURCE OF FUNDING							
Service #	Service Name	Equipment	Vehicles	Buildings	Engineered Structures	Land	TOTAL	Capital Funds on Hand	Debenture Debt	Equipment Repl Fund	Grants	Capital Reserves	Other	TOTAL
1.465	Saturna Island Community Parks				-		-					-		-
1.475	Mayne Island Community Parks	4,000		-	-		4,000				-	4,000		4,000
1.485	Pender Island Community Parks				80,000		80,000					80,000		80,000
1.495	Galiano Community Parks	-			4,900		4,900			-		4,900		4,900
1.521	Environmental Resource Management	385,000		-	1,950,000		2,335,000	200,000	300,000	385,000		1,450,000		2,335,000
1.523	Port Renfrew Refuse Disposal				-		-					-		-
1.575	Environmental Administration Services	6,000					6,000			6,000				6,000
1.576	Environmental Engineering Services	40,000	45,000				85,000	-		85,000				85,000
1.577	IW - Environmental Operations	125,000	630,000				755,000			755,000	-			755,000
1.578	Environmental Protection	77,000	55,000				132,000	-		132,000				132,000
1.911	911 Call Answer	-					-			-				-
2.610	Saanich Peninsula Water Supply	300,000			4,810,000		5,110,000		4,500,000	80,000		530,000		5,110,000
2.620	Highland Water (SSI)				-		-	-						-
2.621	Highland & Fernwood Water (SSI)	-			2,215,000		2,215,000	-	2,215,000		-	-		2,215,000
2.622	Cedars of Tuam Water (SSI)	-			435,000		435,000		415,000		-	20,000		435,000
2.624	Beddis Water (SSI)	-			2,090,000		2,090,000	-	2,000,000		-	90,000		2,090,000
2.626	Fulford Water (SSI)	-			1,450,000		1,450,000	-	1,450,000		-	-		1,450,000
2.628	Cedar Lane Water (SSI)	-		35,000	330,000		365,000		290,000		-	75,000		365,000
2.630	Magic Lake Estates Water (Pender)	-			145,000		145,000	-			-	145,000		145,000
2.640	Lyall Harbour Boot Cove Water (Saturna)	-			-		-		-		-	-		-
2.642	Skana Water (Mayne)	-			-		-	-			-	-		-
2.650	Port Renfrew Water	10,000			-		10,000		-		-	10,000		10,000
2.665	Sticks Allison Water (Galiano)	-			-		-				-	-		-
2.667	Surfside Park Estates (Mayne)	-			1,500,000		1,500,000		1,500,000		-	-		1,500,000
2.670	Regional Water Supply	1,880,000	775,000	40,000	47,375,000	290,000	50,360,000	18,595,000	27,390,000	775,000	3,600,000	-	-	50,360,000
2.680	JDF Water Distribution	165,000	774,000	40,000	7,705,000		8,684,000	7,890,000	-	774,000		20,000	-	8,684,000
2.682	Seagirt Water System				-		-	-	-		-	-		-
2.691	Wilderness Mountain Water Service				-		-	-				-		-
3.701	Millstream Site Remediation			-	-		-	-			-	-		-
3.705	SSI Septage / Composting				50,000		50,000				40,000	10,000	-	50,000
3.718	Saanich Peninsula Wastewater	350,000			150,000		500,000		250,000	150,000		100,000		500,000
3.798C	Debt - Core Area Wastewater Treatment Program	-	-		8,400,000		8,400,000	-	7,000,000	400,000	-	1,000,000		8,400,000
3.810	Ganges Sewer Utility (SSI)		-		-		-	-	-		-	-		-
3.820	Maliview Sewer Utility (SSI)				-		-		-		-	-		-
3.830	Magic Lake Sewer Utility (Pender)	-			-		-	-			-	-		-
3.850	Port Renfrew Sewer				1,350,000		1,350,000		1,350,000		-	-		1,350,000
TOTAL		8,931,767	2,744,000	10,166,000	93,155,794	5,340,000	120,337,561	29,315,483	66,660,000	5,139,806	10,777,368	8,244,904	200,000	120,337,561

CAPITAL REGIONAL DISTRICT - CAPITAL EXPENDITURE PLAN												
2027												
Schedule B												
Service #	Service Name	CAPITAL EXPENDITURE					SOURCE OF FUNDING					
		Equipment	Vehicles	Buildings	Engineered Structures	Land	TOTAL	Capital Funds on Hand	Debt	Equipment Repl Fund	Grants	Capital Reserves
												Other
												TOTAL
1.011	Board Expenditures	-					-			-		-
1.014	Chief Administrative Officer	10,852					10,852			10,852		10,852
1.015	Real Estate	-					-			-		-
1.016	Human Resources	4,833					4,833	-		4,833		4,833
1.017	Finance	57,110					57,110	25,000		32,110		57,110
1.018	Health & Capital Planning Strategies	2,180					2,180			2,180		2,180
1.022	Information Technology	295,000	-				295,000	245,000		50,000		295,000
1.024	GM - Planning & Protective Services	1,090					1,090			1,090		1,090
1.025	Corporate Emergency	-					-			-		-
1.027	Aboriginal Initiatives	4,881					4,881			4,881	-	4,881
1.105	Facilities Management	10,000	-				10,000	-		10,000		10,000
1.106	Facilities and Risk		-	100,000	-		100,000	-		-	100,000	100,000
1.107	Corporate Satellite Facilities			-			-			-		-
1.109	JDF Admin. Expenditures	-					-			-		-
1.110	SGI Admin. Expenditures	2,000					2,000			2,000		2,000
1.111	SSI Admin. Expenditures	-	-	-			-			-		-
1.118	Corporate Communications	4,881					4,881			4,881	-	4,881
1.123	Family Court Building			-			-	-		-	-	-
1.137	Galiano Island Community Use Building			-			-			-	-	-
1.141	SSI Public Library			-			-			-	-	-
1.226	Health Facilities - VIH A	-		-	-		-	-		-	-	-
1.235	SGI Small Craft Harbour Facilities				-		-	-		-	-	-
1.236	SSI Small Craft Harbour (Fernwood Dock)				-		-			-	-	-
1.238A	Community Transit (SSI)				40,000		40,000				5,000	35,000
1.238B	Community Transportation (SSI)	-			106,000		106,000				60,000	46,000
1.280	Regional Parks	54,300	120,000	45,000	6,095,000	5,000,000	11,314,300	-	5,000,000	174,300	3,070,000	3,070,000
1.290	Royal Theatre	-		-			-	-		-	-	-
1.295	McPherson Theatre	-		-			-	-		-	-	-
1.297	Arts Grants and Development	-					-			-	-	-
1.309	Climate Action and Adaptation	164,023					164,023	43,745			120,278	
1.310	Land Banking and Housing	4,000		-			4,000		-	4,000	-	4,000
1.313	Animal Care Services	5,000	25,000	-	-		30,000			30,000	-	30,000
1.318	Building Inspection	6,000	-				6,000			6,000		6,000
1.323	ByLaw Services	-	-				-			-		-
1.324	Regional Planning Services	3,000					3,000			3,000		3,000
1.325	Community Planning	2,700			-		2,700			2,700	-	2,700
1.335	Geo-Spatial Referencing	-					-			-		-
1.350	Willis Point Fire	12,000	-	16,500			28,500			12,000		16,500
1.352	South Galiano Fire	9,700	-	-			9,700	-		9,700	-	9,700
1.353	Otter Point Fire	20,000		40,000			60,000			20,000		40,000
1.356	Pender Island Fire	23,000	-	-			23,000			23,000	-	23,000
1.357	East Sooke Fire	18,850	-	-			18,850			18,850	-	18,850
1.358	Port Renfrew Fire	-					-			-	-	-
1.359	North Galiano Fire	-					-			-	-	-
1.360	Shirley Fire Department	-					-			-	-	-
1.371	SSI Emergency Program	-					-			-	-	-
1.372	Emergency Planning Coordination	-	70,000				70,000			70,000		70,000
1.373	SGI Emergency Program	-					-			-	-	-
1.375	Hazardous Material Incident Response	20,000	300,000				320,000			320,000		320,000
1.377	JDF Search and Rescue	-					-			-		-
1.405	JDF EA Community Parks & Recreation				-	-	-			-	-	-
1.40X	SEAPARC	58,500	-	336,500	-	-	395,000	-	-	58,500	-	336,500
1.44x	Panorama Recreation	-	349,100	-	335,000	-	684,100	-	-	349,100	-	335,000
1.455	SSI Community Parks	15,000	20,000		40,000		75,000	-		15,000	30,000	30,000
1.458	SSI Community Recreation	10,000			-		10,000			5,000	-	5,000
1.459	SSI Park Land & Rec Programs	40,000	-	2,630,000	-	-	2,670,000	-		40,000	2,525,000	105,000

CAPITAL REGIONAL DIST ICT - CAPITAL EXPENDITURE PLAN													
2027													
Schedule B													
		CAPITAL EXPENDITURE					SOURCE OF FUNDING						
Service #	Service Name	Equipment	Vehicles	Buildings	Engineered Structures	Land	TOTAL	Capital Funds on Hand	Debt	Equipment Repl Fund	Grants	Capital Reserves	Other
1.465	Saturna Island Community Parks				-		-				-		-
1.475	Mayne Island Community Parks	-		-	-		-				-		-
1.485	Pender Island Community Parks				50,000		50,000					50,000	50,000
1.495	Galiano Community Parks	-			32,000		32,000					32,000	32,000
1.521	Environmental Resource Management	385,000		-	1,500,000		1,885,000	-	-	385,000		1,500,000	1,885,000
1.523	Port Renfrew Refuse Disposal				-		-					-	-
1.575	Environmental Administration Services	-			-		-			-			-
1.576	Environmental Engineering Services	40,000	-				40,000	-		40,000			40,000
1.577	IW - Environmental Operations	125,000	615,000				740,000			740,000	-		740,000
1.578	Environmental Protection	97,000	-				97,000	-		97,000			97,000
1.911	911 Call Answer	-					-			-			-
2.610	Saanich Peninsula Water Supply	100,000			610,000		710,000		300,000	80,000		330,000	710,000
2.620	Highland Water (SSI)				-		-	-					-
2.621	Highland & Fernwood Water (SSI)	-			2,215,000		2,215,000	-	2,215,000		-	-	2,215,000
2.622	Cedars of Tuam Water (SSI)	-			415,000		415,000		415,000		-	-	415,000
2.624	Beddis Water (SSI)	-			2,422,000		2,422,000	-	2,422,000		-	-	2,422,000
2.626	Fulford Water (SSI)	-			1,450,000		1,450,000	-	1,450,000		-	-	1,450,000
2.628	Cedar Lane Water (SSI)	-		-	290,000		290,000		290,000		-	-	290,000
2.630	Magic Lake Estates Water (Pender)	-			75,000		75,000	-			-	75,000	75,000
2.640	Lyall Harbour Boot Cove Water (Saturna)	-			-		-		-		-	-	-
2.642	Skana Water (Mayne)	-			-		-	-			-	-	-
2.650	Port Renfrew Water	10,000			200,000		210,000		200,000		-	10,000	210,000
2.665	Sticks Allison Water (Galliano)				-		-						-
2.667	Surfside Park Estates (Mayne)	-			-		-		-			-	-
2.670	Regional Water Supply	1,260,000	855,000	40,000	34,305,000	220,000	36,680,000	19,825,000	10,000,000	855,000	6,000,000		36,680,000
2.680	JDF Water Distribution	170,000	710,000	40,000	6,355,000		7,275,000	6,545,000		710,000		20,000	7,275,000
2.682	Seagirt Water System				-		-	-	-		-		-
2.691	Wilderness Mountain Water Service				-		-						-
3.701	Millstream Site Remediation					-	-				-		-
3.705	SSI Septage / Composting				-		-				-	-	-
3.718	Saanich Peninsula Wastewater	250,000			1,450,000		1,700,000		1,250,000	150,000		300,000	1,700,000
3.798C	Debt - Core Area Wastewater Treatment Program	-	-		3,600,000		3,600,000	-	2,200,000	400,000	-	1,000,000	3,600,000
3.810	Ganges Sewer Utility (SSI)		-		-		-	-	-		-	-	-
3.820	Malview Sewer Utility (SSI)				-		-		-		-	-	-
3.830	Magic Lake Sewer Utility (Pender)	-			-		-	-			-	-	-
3.850	Port Renfrew Sewer				400,000		400,000		400,000		-	-	400,000
TOTAL		3,295,900	3,064,100	3,248,000	61,985,000	5,220,000	76,813,000	26,683,745	26,142,000	4,740,977	11,810,278	7,436,000	76,813,000

**REPORT TO CAPITAL REGIONAL DISTRICT BOARD  
MEETING OF WEDNESDAY, SEPTEMBER 13, 2023**

**SUBJECT**     **Bylaw No. 4569 and 4568: Temporary Borrowing Saanich Peninsula Recreation Services**

**ISSUE SUMMARY**

Approval of temporary borrowing bylaws authorizing short-term funds for projects included in the approved five-year capital plan for the Saanich Peninsula Recreation Services.

**BACKGROUND**

On August 9, 2023, the Capital Regional District (CRD) Board adopted Loan Authorization Bylaws No. 4546 intended to fund the construction of the Centennial Park Multi-Sport Box and No. 4547 intended to fund the construction of the Panorama Heat Recovery System within the Saanich Peninsula Recreation Services. Temporary borrowing bylaws are necessary when there is a requirement for short-term financing of capital expenditures prior to the issuance of long-term debt.

Temporary borrowing bylaws authorize interim financing through the Municipal Finance Authority (MFA). The conversion of temporary borrowings to long-term debt is an additional and subsequent approval by the Board. The proposed temporary borrowing bylaws No. 4569 authorizes temporary borrowing against Bylaw No. 4546 Saanich Peninsula Recreation Services (Centennial Park Multi-Sport Box) Loan Authorization Bylaw No. 1, 2023, and No. 4568 authorizes temporary borrowing against Bylaw No. 4547 Saanich Peninsula Recreation Services (Panorama Heat Recovery System) Loan Authorization Bylaw No. 1, 2023. When ready for a long-term issue, a Security Issuing Bylaw will be brought forward by staff and will require approval by the Board in advance of the regular Municipal Finance Authority (MFA) spring or fall long-term debt issues.

The following temporary borrowing bylaws are proposed:

<b>Service Area</b>	<b>Action</b>	<b>Purpose</b>	<b>Bylaw</b>
1.44X	Temporary Borrowing Bylaw No. 4569	Short-term funding Centennial Park Multi-Sport Box arising from the approved capital plan	4569 Temporary Borrowing (Saanich Peninsula Recreation Services Centennial Park Multi-Sport Box) Bylaw No. 1, 2023
1.44X	Temporary Borrowing Bylaw No. 4568	Short-term funding Panorama Heat Recovery System arising from the approved capital plan	4568 Temporary Borrowing (Saanich Peninsula Recreation Services Heat Recovery) Bylaw No. 1, 2023

## **ALTERNATIVES**

### *Alternative 1*

1. That Bylaw No. 4569, “Temporary Borrowing (Saanich Peninsula Recreation Services Centennial Park Multi-Sport Box) Bylaw No. 1, 2023”, be introduced and read a first, second and third time; and
2. That Bylaw No. 4569 be adopted.
3. That Bylaw No. 4568, “Temporary Borrowing (Saanich Peninsula Recreation Services Panorama Heat Recovery System) Bylaw No. 1, 2023”, be introduced and read a first, second and third time; and
4. That Bylaw No. 4568 be adopted.

### *Alternative 2*

That Bylaws No. 4569 and No. 4568 be referred back to staff for additional information.

## **IMPLICATIONS**

### *Financial Implications*

The proposed temporary borrowing bylaws will give the CRD access to interim financing according to the terms specified in Loan Authorization Bylaw No. 4546 and Loan Authorization Bylaw No. 4547. Borrowing will not exceed the difference between the total \$2,900,000 authorized by the loan authorization bylaw No.4546 and the amount previously borrowed under this authority and the total \$2,453,000 authorized by the loan authorization bylaw No. 4547 and the amount previously borrowed under this authority. The use of the temporary borrowing will be based on the timing of approved capital expenditures. The associated financing costs will be monthly variable interest-only payments.

Currently, MFA’s short-term borrowing rate is 5.48% (variable rate as of August 9, 2023). The cash flows required to service short-term debt are in the approved financial plan.

## **CONCLUSION**

Temporary borrowing authority, through the approval of the Temporary Borrowing (Saanich Peninsula Recreation Services Centennial Park Multi-Sport Box) Bylaw No. 4569 and Temporary Borrowing (Saanich Peninsula Recreation Services Panorama Heat Recovery System) Bylaw No. 4568 are required to access interim financing to fund the construction of the Panorama Heat Recovery System and the Centennial Park Multi-Sport Box. Timely access to borrowed funds is critical to meeting the approved five-year capital program. All temporary borrowings will be either repaid within five years or converted to long-term debt up to the maximums stated in the approved Loan Authorization Bylaw No. 4546, and No. 4547.

**RECOMMENDATION**

1. That Bylaw No. 4569, “Temporary Borrowing (Saanich Peninsula Recreation Services Centennial Park Multi-Sport Box) Bylaw No. 1, 2023”, be introduced and read a first, second and third time; and
2. That Bylaw No. 4569 be adopted.
3. That Bylaw No. 4568, “Temporary Borrowing (Saanich Peninsula Recreation Services Panorama Heat Recovery System) Bylaw No. 1, 2023”, be introduced and read a first, second and third time; and
4. That Bylaw No. 4568 be adopted.

Submitted by:	Rianna Lachance, BCom, CPA, CA, Senior Manager, Financial Services
Concurrence:	Nelson Chan, MBA, FCPA, FCMA, Chief Financial Officer
Concurrence:	Larisa Hutcheson, P. Eng., General Manager, Parks & Environmental Services
Concurrence:	Kristen Morley, J.D., General Manager, Corporate Services & Corporate Officer
Concurrence:	Ted Robbins, B. Sc., C. Tech., Chief Administrative Officer

**ATTACHMENT**

Appendix A: Bylaw No. 4569, Temporary Borrowing (Saanich Peninsula Recreation Services Centennial Park Multi-Sport Box) Bylaw No. 1, 2023

Appendix B: Bylaw No. 4568, Temporary Borrowing (Saanich Peninsula Recreation Services Panorama Heat Recovery System) Bylaw No. 1, 2023



**CAPITAL REGIONAL DISTRICT  
BYLAW NO. 4569**

\*\*\*\*\*

**A BYLAW TO AUTHORIZE TEMPORARY BORROWINGS  
FOR THE SAANICH PENINSULA RECREATION SERVICES  
(CENTENNIAL PARK MULTI-SPORT BOX)**

WHEREAS:

- A. It is provided by Section 409 of the *Local Government Act* that the Board may where it has adopted a loan authorization bylaw, without further assents or approvals, borrow temporarily from any person under the conditions therein set out;
- B. The Board has adopted Bylaw No. 4546, "Saanich Peninsula Recreation Services (Centennial Park Multi-Sport Box) Loan Authorization Bylaw No. 1, 2023", in the amount of Two Million, Nine Hundred Thousand Dollars (\$2,900,000).
- C. The issuance of the said Security Issuing bylaw has been temporarily deferred.

NOW THEREFORE the Board of the Capital Regional District in open meeting assembled, enacts as follows:

- 1. The Board is hereby authorized and empowered to borrow an amount or amounts not exceeding the sum of Two Million, Nine Hundred Thousand Dollars (\$2,900,000) as the same may be required, at the prevailing interest rate.
- 2. The money so borrowed shall be used solely for the purpose set out in the said Bylaw No. 4546.
- 3. The proceeds from the Security Issuing bylaw, or so much thereof as may be necessary, shall be used to repay the money so borrowed.
- 4. This Bylaw may be cited as the "Temporary Borrowing (Saanich Peninsula Recreation Services Centennial Park Multi-Sport Box) Bylaw No. 1, 2023".

READ A FIRST TIME THIS	day of	, 2023
READ A SECOND TIME THIS	day of	, 2023
READ A THIRD TIME THIS	day of	, 2023
ADOPTED THIS	day of	, 2023

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CHAIR

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CORPORATE OFFICER

**CAPITAL REGIONAL DISTRICT  
BYLAW NO. 4568**

\*\*\*\*\*

**A BYLAW TO AUTHORIZE TEMPORARY BORROWINGS  
FOR THE SAANICH PENINSULA RECREATION SERVICES  
(PANORAMA HEAT RECOVERY SYSTEM)**

\*\*\*\*\*

**WHEREAS:**

- A. It is provided by Section 409 of the *Local Government Act* that the Board may where it has adopted a loan authorization bylaw, without further assents or approvals, borrow temporarily from any person under the conditions therein set out;
- B. The Board has adopted Bylaw No. 4547, "Saanich Peninsula Recreation Services (Panorama Heat Recovery System) Loan Authorization Bylaw No. 1, 2023", in the amount of Two Million, Four Hundred Fifty-Three Thousand Dollars (\$2,453,000);
- C. The issuance of the said Security Issuing bylaw has been temporarily deferred.

NOW THEREFORE the Board of the Capital Regional District in open meeting assembled, enacts as follows:

- 1. The Board is hereby authorized and empowered to borrow an amount or amounts not exceeding the sum of Two Million, Four Hundred Fifty-Three Thousand Dollars (\$2,453,000) as the same may be required, at the prevailing interest rate.
- 2. The money so borrowed shall be used solely for the purpose set out in the said Bylaw No. 4547.
- 3. The proceeds from the Security Issuing bylaw, or so much thereof as may be necessary, shall be used to repay the money so borrowed.
- 4. This Bylaw may be cited as the "Temporary Borrowing (Saanich Peninsula Recreation Services Panorama Heat Recovery System) Bylaw No. 1, 2023".

READ A FIRST TIME THIS	day of	, 2023
READ A SECOND TIME THIS	day of	, 2023
READ A THIRD TIME THIS	day of	, 2023
ADOPTED THIS	day of	, 2023

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CHAIR

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CORPORATE OFFICER

**REPORT TO CAPITAL REGIONAL DISTRICT BOARD  
MEETING OF WEDNESDAY, SEPTEMBER 13, 2023**

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**SUBJECT     Growing Communities Fund Allocation and Project Approvals**

**ISSUE SUMMARY**

This report provides options to the Capital Regional District (CRD) Board on allocating the Growing Communities Fund (GCF) grant to regional infrastructure projects.

**BACKGROUND**

In March 2023, the CRD received \$11.56 million in funding under the province's GCF program. This funding is part of the province's \$1 billion commitment to help local governments prioritize infrastructure projects and amenities that will enable service expansion and accommodate community growth. For Regional Districts, the funding must be allocated to services by December 31, 2023 and fully expended within five years of receipt (March 2028). The funding is conditional, and reporting is required until funds are fully spent or expired.

At the April 12, 2023 meeting of the CRD Board (Appendix A), the following two motions were passed:

1. That staff plan to use the total \$11.56 million CRD GCF in alignment with the provincial program guidelines to address regional infrastructure priorities.
2. That staff bring back recommendations on prioritized regional infrastructure projects in alignment with program eligibility *and equitable treatment of projects within electoral areas* (Amended).

Following the April Board meeting, staff developed funding guidelines, intake application forms, evaluation tools and business processes to administer an internal program. Projects across all CRD services were considered provided projects aligned with grant eligibility and requirements. Consistent with other existing grant programs, services were required to cost share; regional/sub-regional services were required to commit 50%, and services within the Electoral Areas were set at 25%. The cost-share approach allows more projects to receive support.

Applications were received for projects in the categories of affordable housing, parks and recreation, first nations, water and wastewater infrastructure, solid waste, studies and plans. Staff evaluated applications using five equally weighted quantitative indicators: strategic, financial, environmental, social and risk, and considered any additional benefits the project provided including alignment with provincial priorities. The Executive Leadership Team (ELT) included a sixth qualitative criteria to provide an equality lens to services within the Electoral Areas. A summary of the multi-decision criteria model is included in Appendix B.

Staff received 17 applications for funding (projects summarized in Appendix C) totaling \$36.7 million. Table 1 summarizes applications received from regional, sub-regional and Electoral Areas services.

**Table 1: Summary of GCF Requests**

<b>Funding</b>	<b>Amount (\$)</b>	<b># of Applications</b>
<b>GCF Funding Requests Total</b>	<b>36,762,505</b>	<b>17</b>
Total Regional/Sub-regional Services Requests	23,265,000	5
Total Local Area Services Requests	13,497,505	12
Juan de Fuca	2,260,500	5
Salt Spring Island	6,683,255	2
Southern Gulf Islands	4,553,750	5
<b>Available Funding</b>	<b>11,559,000</b>	
Request Exceeds Available Funding	+25,203,505	
Rate of Oversubscription	3x	

## **ALTERNATIVES**

### *Alternative 1*

That the recommendations provided to the CRD Board in Appendix D Option 1 be endorsed.

### *Alternative 2*

That the recommendations provided to the CRD Board in Appendix D Option 2 be endorsed.

### *Alternative 3*

That the recommendations provided to the CRD Board in Appendix D Option 3 be endorsed.

### *Alternative 4*

That the CRD Board provide specific directions on amendments to the proposed options.

## **IMPLICATIONS**

### *Financial Implications*

To align with the April 2023 Board motion, staff assessed applications using a multi-criteria decision-making tool and ELT applied an executive review lens. Staff prepared three options (Appendix D) for the Board to consider, and ELT is recommending Option 1 for endorsement.

The oversubscription rate to the program highlights the ongoing need for critical infrastructure funding. Appendix E highlights alignment of GCF Requests against grant program criteria and CRD's 2023-2026 Corporate Plan, including Board Priorities and Community Needs. Many of the projects have identified borrowing as their cost-share. By providing GCF to these projects, this reduces the amount of debt and interest costs lowering the overall cost burden on taxpayers.

### Alternative 1

Alternative 1 would provide funding to eight projects. Recommended regional projects include initial start-up funds to the Regional Trails Widening and Lighting project and the Village on the Green housing initiative. Funding Village on the Green closes the equity gap required for the project to proceed to construction.

Recommended electoral area projects include \$2.75 million to the Southern Gulf Island's (SGI) acquisition of Galiano Green. It is notable the Galiano Green project has been in the concept stage for approximately 15 years. Staff also recommend requiring the balance for the Galiano Green project (\$8.2 million) must be secured by the end of 2025 to ensure GCF funds are expended in alignment with the program requirements. If the balance is not secured, staff will work with the province with the goal of rescinding the \$2.75 million contribution and re-allocating to another eligible project.

Additional electoral area projects include funding up to Phase 4 and partial funding of Phase 5 of Salt Spring Island's (SSI) Ganges Sewer System Infrastructure Upgrades and fully funding the SSI Parks Maintenance Facility project. In the Juan de Fuca (JDF), Alternative 1 advances three projects in public safety, solid waste and a master plan project for water and sewer.

Alternative 1 allocates nearly 50% of the GCF to Electoral Areas compared to the Provincial formula that was used to calculate the grant which was approximately 25% of the total transfer to the CRD.

#### Alternative 2

Alternative 2 provides funding to nine projects. Recommended regional projects include; Village on the Green and partial funding to Campus View. Both affordable housing projects are on hold until funding is secured to proceed to construction. Partial funding is recommended for the Regional Trails Widening and Lighting project with similar rationale as noted in Alternative 1.

For the Electoral Areas, staff recommend funding six projects that help accelerate housing and community amenities associated with growth. In SGI, the recommendation includes funding the land purchase of Galiano Green (\$750 thousand). Similar to Alternative 1, staff also recommend requiring the balance of this project be funded by the end of 2025. On SSI, staff recommend funding up to Phase 4 for the Ganges Sewer System Infrastructure Upgrades and fully funding the SSI Parks Maintenance Facility project. This alternative would not impact the initial recommendation to JDF for funding three projects.

This alternative aligns to the Provincial GCF grant award developed by the province for Regional and Electoral Areas.

#### Alternative 3

Alternative 3 provides funding to five projects focusing only on initiatives directly related to housing and housing amenities (water and wastewater services), which is the core intent of the GCF program. Under this option, Regional Trails would not receive funding, the equity gap for Village on the Green would be fully funded, and Campus View would receive partial funding. For the Electoral Areas, the JDF Master Plan that references future growth-related planning for Port Renfrew Water and Wastewater would be funded. On SSI, the Ganges Sewer System Infrastructure Upgrades would be funded (up to Phase 5). This option would include funding the land acquisition SGI's Galiano Green project.

**CONCLUSION**

GCF is a conditional grant with set criteria and reporting standards. Regional Districts are required to allocate funds by the end of 2023. Staff developed and administered an internal grant program to allocate the funds using a multi-criteria decision-making framework. Based on the assessment, staff are recommending funding eight projects as detailed in the appendices.

**RECOMMENDATION**

That the recommendations provided to the Capital Regional District Board in Appendix D Option 1 be endorsed.

Submitted by:	Nelson Chan, MBA, FCPA, FCMA, Chief Financial Officer
Concurrence:	Ted Robbins, B. Sc., C. Tech., Chief Administrative Officer

**ATTACHMENTS**

Appendix A: April 12, 2023 CRD Board Report and Appendices – Growing Communities Fund  
Appendix B: Growing Communities Fund Internal Program Scorecard  
Appendix C: Growing Communities Fund Application Summary  
Appendix D: Options for Allocation of Growing Communities Fund Funding  
Appendix E: Growing Communities Fund Grant Requests Alignment with Grant Program and  
CRD 2023-2026 Corporate Plan

**REPORT TO CAPITAL REGIONAL DISTRICT BOARD  
MEETING OF WEDNESDAY, APRIL 12, 2023**

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**SUBJECT     Growing Communities Fund**

**ISSUE SUMMARY**

This report summarizes the Growing Communities Fund (GCF) and provides recommendations on the allocation of the GCF grant received by the Capital Regional District (CRD).

**BACKGROUND**

On February 10, 2023, the province announced the \$1 billion GCF, a one-time direct transfer grant to all Regional Districts and Municipalities. Eighty-five percent of the \$1 billion fund was allocated to Municipalities and the remaining fifteen percent was allocated to Regional Districts. Appendix A includes two letters received from the Ministry of Municipal Affairs detailing the GCF program, funding allocation, eligible expenses and reporting requirements. As documented in the program description, the purpose of the GCF is for *local governments to prioritize infrastructure projects and amenities that will enable service expansion and accommodate community growth*.

This staff report details CRD's funding allocation and lists GCF grants received by local governments across the province (Appendix B). The CRD's conditional funding of \$11.56 million was received on March 23, 2023.

**Eligible Expenses**

Eligible expenses are detailed in Appendix C. In summary, they include capital costs for infrastructure to assist with growth and development of communities. Eligible projects may include recreational facilities, water treatment plants, parks, affordable housing and others. The funding is not intended to support ongoing or operational activities but to support incremental expenses for current planned capital projects, early-design and development works.

**Program Requirements**

All GCF funding must be allocated to regional district services by December 31, 2023 and fully expended within five years of receipt. The funds cannot be applied to projects completed prior to March 31, 2023. The program does not allow GCF funding to be used as an applicant contribution for approved external grant projects where cost-sharing is required.

As a condition of the funding, the CRD will be required to report annually on fund status until fully expended through a schedule within the annual audited financial statements. In addition to annual reporting, the CRD is required to recognize projects in collaboration with the province including temporary and permanent signage. The program encourages highlighting projects that align with provincial priorities.



## Provincial Funding Allocation Formulae for Local Governments

The Ministry of Municipal Affairs calculated the grant to each local government using data sourced from BC Population estimates (as of January 27, 2023).

Different granting formulas were used for Municipalities and Regional Districts. The grant formula for Municipalities is centered on an adjusted population method with three variables where Regional Districts were based on four variables, as summarized below:

Regional Districts	Municipalities
<ul style="list-style-type: none"> <li>Flat funding amount of \$500,000.</li> </ul>	<ul style="list-style-type: none"> <li>Flat funding amount of \$500,000.</li> </ul>
<ul style="list-style-type: none"> <li>Total population amount of \$17 per capita rate for the entire CRD population.</li> </ul>	<ul style="list-style-type: none"> <li>Sliding adjusted population amount of \$365 per capita rate.</li> </ul>
<ul style="list-style-type: none"> <li>Rural population amount of \$30 per capita rate for CRD's rural population.</li> </ul>	
<ul style="list-style-type: none"> <li>Rural population growth amount of \$1,000 per capita rate for population growth in rural areas between 2016 and 2021.</li> </ul>	<ul style="list-style-type: none"> <li>Population growth amount of \$1,000 per capita rate for total population growth between 2016 and 2021.</li> </ul>

Table 1 summarizes the CRD's grant funding allocation using the variables summarized above.

**Table 1: CRD Grant Funding Calculation per Provincial Formulae**

Basis of Formula	Population (2021) <sup>1</sup>	Per Capita Rate	Funding Formula	2016-2021 UA Pop. Increase*1000	Grant
Flat Rate					500,000
Regional District <sup>2</sup>	432,062	17	7,345,270		7,345,270
Unincorporated Areas <sup>3</sup>	29,191	30	875,730	2,838,000	3,713,730
<b>Total</b>					<b>11,559,000</b>

<sup>1</sup> At the publishing deadline for this report, 2021 source population data has not been verified with the available BC Population estimates.

<sup>2</sup> Regional District population includes both regional and rural populations.

<sup>3</sup> Unincorporated areas include JDF, SSI, SGI and First Nations Reserves.

## **ALTERNATIVES**

### *Alternative 1*

1. That staff plan to use the total \$11.56 million CRD GCF in alignment with the Provincial program guidelines to address regional infrastructure priorities.
2. That staff bring back recommendations on prioritized regional infrastructure projects in alignment with program eligibility.

*Alternative 2*

That the GCF report be referred back to staff with specific amendments.

**IMPLICATIONS**

*Financial Implications*

The GCF grant is conditional based on recipients adhering to program requirements including reporting, eligible expenses and time constraints. The ministry may reclaim funds that do not align with the terms and conditions of the GCF program.

As noted in the Frequently Asked Questions (Appendix D) under Allocation of Funds, the GCF grant is *not to be reallocated to Electoral Areas*, rather, *is intended to assist the board in addressing regional priorities for actual infrastructure and other eligible costs*.

The Board is required to approve a financial plan amendment before the end of 2023 where GCF monies will be allocated to regional services and eligible projects.

*Service Delivery Implications*

The assessment and prioritization of project funding requests is historically administered by external grantor program staff. By transferring funds directly to the CRD, program administration including evaluation of project applications becomes the responsibility of CRD staff, impacting resource allocation and capacity.

Immediately, staff will need to develop and design an internal intake process with guidelines, assessment and prioritization tools to support decision making for GCF grant allocation to services and projects. As 2023 service plans have been developed and approved this would impact workplans in grant administration and other divisions.

**CONCLUSION**

The GCF will provide funding to local governments to accommodate growth and service expansion. Grants were provided to the CRD using the Regional District formula developed by the Province. As a recipient, the CRD is required to meet program requirements including reporting, communication protocols and allocate the funds to services by December 31, 2023, fully spending the GCF within five years.

**RECOMMENDATION**

1. That staff plan to use the total \$11.56 million CRD GCF in alignment with the Provincial program guidelines to address regional infrastructure priorities.
2. That staff bring back recommendations on prioritized regional infrastructure projects in alignment with program eligibility.

Submitted by:	Lia Xu, MSc., CPA, CGA, Finance Manager, Local Services
Concurrence:	Nelson Chan, MBA, FCPA, FCMA, Chief Financial Officer
Concurrence:	Ted Robbins, B. Sc., C. Tech., Chief Administrative Officer

**ATTACHMENTS**

- Appendix A: Ministry of Municipal Affairs – Growing Communities Fund 2023 Letters
- Appendix B: Allocation Summary of Growing Communities Fund Grants to Local Governments
- Appendix C: Summary of Eligibility Criteria
- Appendix D: Frequently Asked Questions – Regional Districts



March 16, 2023

Ref: 271994

Colin Plant, Chair  
Capital Regional District  
PO Box 1000  
Victoria BC V8W 2S6

Dear Chair Plant:

The population of B.C. has increased consistently over the past decade and is projected to keep growing in the next 10 years. The provincial government understands the need to facilitate greater housing supply for our growing population. The province will support local governments in addressing the multiple funding and financing constraints to aid in the construction of infrastructure and amenities for all B.C. communities. Local governments' investment in core community infrastructure and amenities increases the amount of land that is ready to be developed to a higher density.

The Government of B.C. has invested considerable resources in infrastructure and amenities in the past 10 years and has strategically leveraged federal funding to that effect. More than \$1.6 billion in federal and provincial funding have been invested in our communities since 2018 through the Investing in Canada Infrastructure Program. However, as there is still more to be done for infrastructure and amenities, the provincial government is pleased to provide the Growing Communities Fund (GCF) for local governments province-wide.

As a one-time grant, the GCF will provide up to \$1 billion through direct grants to local governments to support all B.C. communities, with a focus on those communities that need to increase the pace and scale of housing supply. The principal objective of the GCF is to increase the local housing supply with investments in community infrastructure and amenities. Regional Districts are encouraged to work closely with adjacent local First Nations, in recognition of the *Declaration on the Rights of Indigenous Peoples Act*, as this collaboration strengthens our communities and regions.

The funding provided through the GCF should be limited to one-off costs needed to build required infrastructure and amenities rather than funding ongoing or operational activities. These funds are to be incremental to currently planned investments and should accelerate the delivery of capital projects.

Eligible costs are as follows:

- Public drinking water supply, treatment facilities and water distribution;
- Local portion of affordable/attainable housing developments;

.../2

- Childcare facilities;
- Municipal or regional capital projects that service, directly or indirectly, neighbouring First Nation communities;
- Wastewater conveyance and treatment facilities;
- Stormwater management;
- Solid waste management infrastructure;
- Public safety/emergency management equipment and facilities not funded by senior level government;
- Local road improvements and upgrades;
- Sidewalks, curbing and lighting;
- Active transportation amenities not funded by existing provincial programs;
- Improvements that facilitate transit service;
- Natural hazard mitigation;
- Park additions/maintenance/upgrades including washrooms/meeting space and other amenities; and
- Recreation-related amenities.

Further to the above note capital costs, one-off costs can include:

- Costs of feasibility studies (including infrastructure capacity assessment); other early-stage development work; costs of designing, tendering and acquiring land (where it is wholly required for eligible infrastructure projects); constructing eligible infrastructure projects; and, in limited situations, non-capital administrative costs where these are necessary, for example adding staff capacity related to development or to establish complementary financing for local government owned infrastructure or amenities.

I am pleased to advise you that Capital Regional District is the recipient of a \$11,559,000 grant under the Growing Communities Fund. This amount will be directly transferred to your local government by March 31, 2023.

Under part 7 of the Local Government Grants Regulations, the amount of the grant to each local government is set by the Minister of Municipal Affairs. The determination of this amount was based on a formula that applies to all regional districts.

This formula is based on four components: a flat funding amount, a “total population” amount, a “rural population” amount and a “rural population growth” amount. The flat amount is \$500,000. The “total population” amount is \$17 per capita in the entire regional district. The “rural population” amount is \$30 per capita in the rural areas of the regional district.

This approach recognizes that servicing rural residents (unincorporated areas) is generally more expensive on a per capita basis than residents from urban (incorporated areas) due to economies of scale. The “rural population growth” amount is \$1,000 per capita population growth in the rural areas between 2016 and 2021.

As a condition of this funding, the grant must be allocated to an appropriate regional district service by the end of this calendar year. To ensure full transparency regarding the use of funds, your local government will be required to annually report on how it spends this grant. This will be part of the annual financial reporting required under section 377 (1)(a) of the *Local Government Act*. Your local government will provide a schedule to the audited financial statements respecting the amount of funding received, the use of those funds and the year-end balance of unused funds. Your local government must continue to annually report on the use of grant money until the funds are fully drawn down.

Further to the financial reporting, an annual report that identifies work-related Housing Needs Reports and pre-zoning requirements, as applicable, is required. The province also encourages highlighting projects that align with provincial priorities such as CleanBC and childcare; as well as those that align with the province’s Environmental, Social and Governance framework for capital projects.

Finally, requirements will include parameters for public recognition of the funding related to projects. The province must be consulted prior to any proactive media events or news releases related to the project. Funded projects must also acknowledge the province’s contribution through temporary and permanent on-site signage. The provincial government anticipates that the funds will be expended within approximately five years of receipt.

If you have any questions or comments regarding this letter, please feel free to contact the Local Government Infrastructure and Finance Branch by email at: [LGIF@gov.bc.ca](mailto:LGIF@gov.bc.ca). Further information on the program will be available on the following webpage:  
<https://www2.gov.bc.ca/gov/content/governments/local-governments/grants-transfers/grants/bc-s-growing-communities-fund>.

The province welcomes this opportunity to support the growth of the supply of housing throughout British Columbia. We believe that that this funding will contribute to the capacity of B.C. local governments to provide critical services as our province and economy grows.

Sincerely,



Anne Kang  
Minister

pc: Ted Robbins, Chief Administrative Officer, Capital Regional District  
Nelson Chan, Chief Financial Officer, Capital Regional District

**Attachment with Example Calculation for a Regional District with 65,000 People, 30,000 in Rural Areas**

If the Regional District rural population (unincorporated areas) grew by 2,000 people between 2016-2021, the total grant amount is calculated as follows:

Component	Calculation	Result
Flat Funding	500,000	\$500,000
Total Population	= 65,000 x 17	\$1,105,000
Rural Population	= 30,000 x 30	\$900,000
Rural Population Growth	= 2,000 x 1,000	\$2,000,000
Total Grant		\$4,505,000



February 10, 2023

Ref: 272022

Dear Mayors and Regional Chairs:

I am pleased to let you know of the significant investment our government has made to support all our municipalities and regional districts around the province. This is in direct response to my mandate letter to support growing municipalities and regional districts with funding for infrastructure and community amenities.

Today Premier David Eby and I announced the [B.C. building stronger communities with \\$1-billion Growing Communities Fund | BC Gov News](#). The fund will provide a one-time total of \$1 billion in direct grants to all 188 of B.C.'s municipalities and regional districts. Your local government can use it to address your community's unique infrastructure and amenities demands, such as recreation facilities, parks and water treatment plants, as well as other community infrastructure. It will help communities prepare for future growth and build the amenities needed to support new home construction, especially with the *Housing Supply Act* where targets are set.

These grants will complement existing infrastructure funding programs for projects such as sewer, water and recreation facilities. The province will distribute them to B.C.'s 188 municipalities and regional districts by the end of March 2023. The Growing Communities Fund arises from the surplus shown in the Second Quarter Financial Report. The province is putting this year's surplus to work for people to support them now and for the long term.

The province has heard from local governments about the need for infrastructure and amenities to support their growth. Infrastructure funding programs are routinely significantly oversubscribed. For example, there were six times more requests for funding through the "Investing in Canada Infrastructure Program Community Culture and Recreation" stream than what was available. This one-time fund also supports priorities identified by the Union of British Columbia Municipalities (UBCM).

The Ministry will issue a direction letter to each local government in March 2023 including further details on this one-time direct grant. This will include information on the formula used to allocate the funds, the amount your local government will be receiving and the province's expectations for the use and reporting of the funds.

As this is a direct grant from the province to each municipality and regional district in B.C., your local government will not have to apply for the funds. Your council or board will be required to make decisions on the use of the funds in compliance with this second letter coming in March 2023. Projects that support neighboring First Nations communities are strongly encouraged.

.../2



I trust you will join me in acknowledging the importance and value that this fund will have to focus on building a secure, low emission, sustainable economy and a province where everyone can find a good home – whether you live in a rural area, a city, or in an Indigenous community. Together we can make life better for people in B.C., improve the services we all rely on, and ensure a sustainable province for future generations.

I look forward to connecting with you again soon in person or virtually as I continue to tour and meet with local elected officials. In the interim, any questions can be directed to myself at: [Minister.MUNI@gov.bc.ca](mailto:Minister.MUNI@gov.bc.ca). Staff are available at: [LGIF.Infra@gov.bc.ca](mailto:LGIF.Infra@gov.bc.ca).

Sincerely,

A handwritten signature in black ink, appearing to read 'Anne Kang', with a stylized, cursive script.

Anne Kang  
Minister  
Ministry of Municipal Affairs

pc:       The Honourable David Eby, Premier  
          The Honourable Katrine Conroy, Minister of Finance  
          Chief Administrative Officers  
          Okenge Yuma Morisho, Deputy Minister, Municipal Affairs  
          Jen Ford, President UBCM  
          Gary MacIsaac, Executive Director, UBCM



### Growing Communities Fund grants to local government

The Growing Communities Fund helps local governments prioritize local infrastructure and amenities projects, including supporting affordable housing, upgrading water management facilities and building recreation centres. Local governments are responsible for determining how the grants will be allocated based on the unique needs of their communities.

Municipalities	Grant (\$)
Abbotsford	27,420,000
Alert Bay	658,000
Anmore	1,730,000
Armstrong	2,450,000
Ashcroft	1,076,000
Barriere	1,316,000
Belcarra	759,000
Bowen Island	2,287,000
Burnaby	28,784,000
Burns Lake	1,208,000
Cache Creek	958,000
Campbell River	8,587,000
Canal Flats	817,000
Castlegar	3,094,000
Central Saanich	5,501,000
Chase	1,547,000
Chetwynd	1,464,000
Chilliwack	16,392,000
Clearwater	1,521,000
Clinton	718,000
Coldstream	4,148,000
Colwood	6,642,000
Comox	4,693,000
Coquitlam	18,635,000
Courtenay	7,655,000
Cranbrook	5,571,000
Creston	2,350,000
Cumberland	2,777,000
Daajing Giids	863,000
Dawson Creek	3,942,000
Delta	16,060,000
Duncan	2,135,000
Elkford	1,581,000
Enderby	1,707,000
Esquimalt	4,710,000
Fernie	2,626,000
Fort St. James	1,476,000

<b>Municipalities</b>	<b>Grant (\$)</b>
Fort St. John	5,724,000
Fraser Lake	850,000
Fruitvale	1,278,000
Gibsons	2,314,000
Gold River	969,000
Golden	2,159,000
Grand Forks	1,981,000
Granisle	616,000
Greenwood	767,000
Harrison Hot Springs	1,256,000
Hazelton	634,000
Highlands	1,661,000
Hope	2,874,000
Houston	1,759,000
Hudson's Hope	905,000
Invermere	2,032,000
Kamloops	15,692,000
Kaslo	919,000
Kelowna	26,228,000
Kent	2,742,000
Keremeos	1,446,000
Kimberley	3,414,000
Kitimat	2,968,000
Ladysmith	3,406,000
Lake Country	6,778,000
Lake Cowichan	1,936,000
Langford	16,464,000
Langley, City	7,186,000
Langley, District	24,306,000
Lantzville	1,910,000
Lillooet	1,282,000
Lions Bay	988,000
Logan Lake	1,538,000
Lumby	1,378,000
Lytton	619,000
Mackenzie	1,723,000
Maple Ridge	16,586,000
Masset	764,000
McBride	780,000
Merritt	2,891,000
Metchosin	2,438,000
Midway	763,000
Mission	8,839,000

Municipalities	Grant (\$)
Montrose	903,000
Nakusp	1,161,000
Nanaimo	16,088,000
Nelson	4,151,000
New Denver	704,000
New Hazelton	748,000
New Westminster	15,850,000
North Cowichan	7,686,000
North Saanich	4,459,000
North Vancouver, City	10,986,000
North Vancouver, District	10,254,000
Northern Rockies - REGM	1,920,000
Oak Bay	4,773,000
Oliver	2,769,000
One Hundred Mile House	1,265,000
Osoyoos	2,556,000
Parksville	4,789,000
Peachland	2,766,000
Pemberton	2,002,000
Penticton	7,177,000
Pitt Meadows	5,370,000
Port Alberni	5,269,000
Port Alice	783,000
Port Clements	600,000
Port Coquitlam	9,462,000
Port Edward	669,000
Port Hardy	1,971,000
Port McNeill	1,370,000
Port Moody	6,734,000
Pouce Coupe	819,000
Powell River	4,218,000
Prince George	12,498,000
Prince Rupert	4,068,000
Princeton	1,936,000
Qualicum Beach	3,346,000
Quesnel	3,217,000
Radium Hot Springs	900,000
Revelstoke	3,331,000
Richmond	20,354,000
Rossland	2,154,000

Municipalities	Grant (\$)
Saanich	14,634,000
Salmo	1,130,000
Salmon Arm	6,089,000
Sayward	622,000
Sechelt	3,759,000
Sechelt Indian Government	783,000
Sicamous	1,731,000
Sidney	3,820,000
Silverton	585,000
Slocan	624,000
Smithers	2,320,000
Sooke	5,939,000
Spallumcheen	2,398,000
Sparwood	2,025,000
Squamish	6,285,000
Stewart	673,000
Summerland	4,533,000
Sun Peaks	1,151,000
Surrey	89,928,000
Tahsis	650,000
Taylor	1,095,000
Telkwa	1,159,000
Terrace	4,633,000
Tofino	1,946,000
Trail	2,979,000
Tumbler Ridge	1,530,000
Ucluelet	1,489,000
Valemount	954,000
Vancouver	49,119,000
Vanderhoof	2,083,000
Vernon	9,575,000
Victoria	12,852,000
View Royal	4,665,000
Warfield	1,193,000
Wells	588,000
West Kelowna	10,212,000
West Vancouver	8,000,000
Whistler	4,962,000
White Rock	5,711,000
Williams Lake	3,728,000
Zeballos	553,000

Regional Districts	Grant (\$)
Alberni-Clayoquot	1,833,000
Bulkley-Nechako	1,764,000
Capital	11,559,000
Cariboo	3,947,000
Central Coast	830,000
Central Kootenay	4,025,000
Central Okanagan	6,950,000
Columbia Shuswap	3,796,000
Comox Valley	4,497,000
Cowichan Valley	5,649,000
East Kootenay	3,667,000
Fraser Valley	8,801,000
Fraser-Fort George	3,531,000
Kitimat-Stikine	2,064,000
Kootenay Boundary	1,774,000
Metro Vancouver	50,780,000
Mount Waddington	1,029,000
Nanaimo	7,929,000
North Coast	1,162,000
North Okanagan	3,953,000
Okanagan-Similkameen	4,483,000
Peace River	2,383,000
Qathet	1,367,000
Squamish-Lillooet	1,525,000
Strathcona	2,638,000
Sunshine Coast	2,221,000
Thompson-Nicola	5,441,000

**(Appendix C Summary of Eligibility Criteria<sup>1</sup> )**

Infrastructure Capital Costs	Design/Study/Land Costs	Non-Capital Costs
<p><b><u>Eligible Capital Costs:</u></b></p> <ul style="list-style-type: none"> <li>• Funding to support regional district capital projects, including funding for multiyear projects already in progress that address infrastructure needs in the community to support future growth. Projects cannot be completed prior to March 31, 2023.</li> <li>• Funding for regional district capital projects that service, directly or indirectly, neighbouring First Nation communities.</li> <li>• Costs for constructing eligible infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>• Feasibility studies (including infrastructure capacity assessment).</li> <li>• Other early-stage development work.</li> <li>• Costs of designing, tendering, and acquiring land (where wholly required for infrastructure projects).</li> </ul>	<p>Non-capital administrative costs are eligible in limited situations but could include:</p> <ul style="list-style-type: none"> <li>• Adding staff capacity related to development.</li> <li>• Establishment of complementary financing for local government owned infrastructure or amenities.</li> </ul> <p>Non-capital ongoing and operational costs are ineligible.</p>
<p><b><u>Affordable Housing</u></b></p> <ul style="list-style-type: none"> <li>• Local portion of affordable/attainable housing developments.</li> <li>• Amenities needed to support new home construction.</li> <li>• Development finance portions of infrastructure costs that support affordable/attainable housing. These may include DCCs or subdivision servicing charges payable or similar costs.</li> </ul>		
<p><b><u>Parks and Recreation</u></b></p> <ul style="list-style-type: none"> <li>• Park additions, maintenance, and upgrades including washrooms, meeting space and other amenities.</li> <li>• Recreation-related amenities.</li> <li>• Childcare facilities.</li> </ul>		
<p><b><u>Transportation</u></b></p> <ul style="list-style-type: none"> <li>• Local road improvements and upgrades.</li> <li>• Sidewalks, curbing and lighting.</li> <li>• Active transportation amenities NOT funded by senior level government.</li> <li>• Improvements that facilitate transit service.</li> </ul>		
<p><b><u>Water and Waste</u></b></p> <ul style="list-style-type: none"> <li>• Public drinking water supply, treatment facilities and water distribution.</li> <li>• Wastewater conveyance and treatment facilities.</li> <li>• Storm water management.</li> <li>• Solid waste management.</li> </ul>		
<p><b><u>Other</u></b></p> <ul style="list-style-type: none"> <li>• Expenditures on natural assets provided the natural asset is part of providing one of the eligible services.</li> <li>• Natural hazard mitigation.</li> <li>• Public safety/emergency management equipment and facilities NOT funded by senior level government.</li> </ul>		

<sup>1</sup>This is a summary of eligibility from the Growing Communities Fund Ministry letters and Frequently Asked Questions. Projects will be subject to an assessment process, including further confirmation from the province as needed for eligibility.



<b>GROWING COMMUNITY FUND (GCF)</b> <b>Frequently Asked Questions (FAQ's) - Regional Districts</b>	
Program Description	
Question	Answer
What is the purpose of the Growing Community Fund for local governments?	The GCF will provide a one-time grant to all 188 of B.C.'s municipalities and regional districts, which they can use to address their community's unique infrastructure and amenity demands.
What is the formula-based model used to allocate funding?	<p>For all regional districts, allocations are the sum of:</p> <ul style="list-style-type: none"> <li>• A flat funding amount of \$500,000;</li> <li>• A funding amount based on the regional districts <u>overall</u> population;</li> <li>• A funding amount based on the regional district's <u>rural</u> population; and</li> <li>• A funding amount based on the growth of the regional district's <u>rural</u> population between 2016-2021.</li> </ul> <p>See more detail in the Appendix.</p>
Why is there additional funding for residents in rural (unincorporated) areas?	<p>The additional funding recognizes that rural regions face a particular challenge in the form of relatively high costs of service delivery due to a number of factors:</p> <ul style="list-style-type: none"> <li>• Lower density population</li> <li>• Larger distances that have to be travel by service users and providers</li> <li>• Small number of people in any location that preclude economies of scale.</li> </ul>
Why is growth of residents in the unincorporated areas used as one of the measures?	The growth within municipalities is already captured within the municipal grant allocations. The growth of the population in rural (unincorporated areas) is required to capture all areas of population growth within the province.
What is the source of the population data?	<p>The source of the population data is from the BC population estimates (as of January 27, 2023).</p> <p>BC Stats population estimates are based on the Census, they also incorporate other information including provincial health records and tax records from CRA, and accordingly they have historically, on average, been higher than the Census baseline. Be cause of these reasons the</p>





	federal and provincial governments have viewed population estimates as the more accurate of the two (e.g., population estimates are used to determine provincial health transfers from the federal government).
Use of Funds	
Question	Answer
What are the eligible use of funds?	<p>Eligible infrastructure projects are as follows:</p> <ul style="list-style-type: none"> <li>• Public drinking water supply, treatment facilities and water distribution;</li> <li>• Development finance portions of infrastructure costs that support affordable/attainable housing. These may include DCCs or subdivision servicing charges payable or similar costs.</li> <li>• Childcare facilities;</li> <li>• Municipal or regional capital projects that service, directly or indirectly, neighbouring First Nation communities,</li> <li>• Wastewater conveyance and treatment facilities;</li> <li>• Storm water management;</li> <li>• Solid waste management infrastructure;</li> <li>• Public safety/emergency management equipment and facilities not funded by senior level government;</li> <li>• Local road improvements and upgrades;</li> <li>• Sidewalks, curbing and lighting;</li> <li>• Active transportation amenities not funded by senior level government;</li> <li>• Improvements that facilitate transit service</li> <li>• Natural hazard mitigation;</li> <li>• Park additions/maintenance/upgrades including washrooms/meeting space and other amenities; and</li> <li>• Recreation related amenities.</li> </ul>
Can the funds only be used for costs other than capital?	Yes. Other eligible one-off costs include: costs of feasibility studies (including infrastructure capacity assessment); other early-stage development work; costs of designing, tendering, and acquiring land (where it is wholly required



	for eligible infrastructure projects); constructing eligible infrastructure projects; and in limited situations, non-capital administrative costs where these are necessary, for example adding staff capacity related to development or to establish complementary financing for local government owned infrastructure or amenities
Are expenditures on natural assets eligible?	Yes, provided the natural asset is providing, or part of providing, one of the services described in the eligible categories above.
Will receipt of the GCF affect our eligibility for other infrastructure grant programs?	No. The GCF will not affect decisions on eligibility for infrastructure grant funding. For local governments with approved projects the GCF funding cannot be used as their match as an incremental spend is required. The GCF could be used to offset cost overruns that exceed the grant amount and the local share
Can local governments provide contributions to third parties from GCF?	No, with the exceptions of: <ul style="list-style-type: none"> <li>• municipal contributions to housing projects and infrastructure owned by a regional district when the municipality is a participant in that service.</li> <li>• First Nations infrastructure when it is a shared service or there is a service relationship.</li> </ul>
Can we claim staff time on projects?	Permitted in limited situations. Specifically for non-capital administrative costs where these are necessary, for example adding staff capacity related to development or to establish complementary financing for local government owned infrastructure or amenities
Can a local government use GCF funding for multi-year project that has already started?	Yes. The GCF can be used for any capital project that has not yet been completed. Projects completed prior to March 1st, 2023 are not eligible for GCF funding. GCF is designed to enable an incremental additional expenditures for local governments and not to replace existing capital commitments.
Can GCF be used for related planning projects?	Yes. Feasibility studies (including infrastructure capacity assessment); other early-stage development work are eligible costs.



What happens if funds are ineligibly allocated, if reporting requirements are not met or if funds remain unspent after five years?	The ministry may reclaim any grant funds that are not used for the intended purposes or meet the accountability requirements of the Growing Community Fund. However, the ministry will work with the local government to determine methods of expending it within eligible categories.
Can the funds be invested while being held in reserve?	The funds may be invested in any of the instruments permissible for local governments under section 183 of the <i>Community Charter</i> .
<b>Allocation of Funds</b>	
<b>Question</b>	<b>Answer</b>
Can the GCF funding be allocated to electoral areas based on the Provincial formula used to determine the grant amounts for each Regional District?	No. The grant calculation for each Regional District took into consideration a base amount and several other key variables. The GCF was intended to assist the board in addressing regional priorities for actual infrastructure and other eligible costs. It is not meant to be reallocated back to electoral areas based on the Ministry allocation formula
Will the Province specify to Regional Boards how to allocate the GCF funding?	No. It is the Regional Boards responsibility to determine the regional priorities and ensure that all the GCF funding is allocated to eligible regional services prior to the end of the 2023 calendar year. However, if requested, the ministry staff can assist regional staff on possible methods of allocation. That said, the final decision will rest with the Board.
How will these grants impact DCCs and other development finance charges?	The intent of the Growing Community Fund grant is to support the delivery of projects that are incremental to currently planned infrastructure. As such, the projects may not be part of the current DCC program. However, if the DCC program contains a project to which GCF funds will be allocated, the DCC bylaw must be amended so that the charges take the grant into account. Similar treatment should be used to adjust other development finance charges.



<b>Timing</b>	
<b>Question</b>	<b>Answer</b>
When will the grants be disbursed?	This GCF will be directly transferred to local governments by March 31, 2023.
What is the timeline over which these grant funds must be expended?	The Provincial Government requests that the funds be expended within five years of receipt.
<b>Reporting</b>	
<b>Question</b>	<b>Answer</b>
What are the reporting requirements?	<p>The RD must provide an initial separate report (schedule) outlining how the funds were allocated to eligible costs for various services. This report would be a schedule to the 2023 annual audited financial statements. (as required under S.377(1)(a) of the <i>Local Government Act</i>). Further to the financial reporting, an annual report that identifies work related to Housing Needs Reports and pre-zoning requirements as applicable, is required.</p> <p>The province also encourages highlighting projects that align with provincial priorities such as CleanBC and childcare; as well as those that align with the province's Environmental, Social and Governance framework for capital projects.</p> <p>Templates for reporting will be posted on line at a later date</p>
Are Regional Districts required to annually report on GCF?	Yes. To ensure full transparency regarding the use of funds, your local government will be required to annually report on how it spends this grant. This will be part of the annual financial reporting required under section 377 (1)(a) of the <i>Local Government Act</i> . Your local government will provide a schedule to the audited financial statements respecting the amount of funding received, the use of those funds, and the year-end balance of unused funds. Your local government must continue to annually report on the use of grant money until the funds are fully drawn down.



Will the schedule to the annual audited financial statements be left to the discretion of the Regional District? Does the Ministry have authority to request additional information?	Yes, and yes. The form of the schedule to the annual audited financial statements will be left to the discretion of the Regional District. The Ministry retains the right to request additional information from Regional Districts as required.
Is a separate auditors' report required for this schedule?	No. The Province does not require a separate auditor's report.
Am I required to acknowledge the provincial financial contribution towards funded projects?	Yes. Fund requirements will include parameters for public recognition of the funding related to capital projects.
<b>Reserve Funds</b>	
<b>Questions</b>	<b>Answers</b>
Do Regional Districts need to segregate GCF funding from other funding sources?	No. GCF funds need only be transferred to existing (or new) capital reserve funds that have been established for each of the services that will be allocated GCF funding.
Does interest earned on the GCF need to be tracked and added to the GCF amounts once the funds are allocated to reserve?	Yes. Interest earned in the GCF fund must be tracked and allocated back to the fund and may only be used for eligible purposes related to the GCF program. This is in accordance with S. 189(1) of the <i>Community Charter</i> .

#### Appendix: Detailed Calculation of Grants

##### **Example Calculation for a Regional District with 65,000 People, 30,000 in Rural Areas**

If the Regional District rural population (unincorporated areas) grew by 2,000 people between 2016-2021, the total grant amount is calculated as follows:

Component	Calculation	Result
Flat Funding	500,000	\$500,000
Total Population	= 65,000 x 17	\$1,105,000
Rural Population	= 30,000 x 30	\$900,000
Rural Population Growth	= 2,000 x 1,000	\$2,000,000

#### Growing Community Fund Questions and Answers for Regional Districts



Total Grant		\$4,505,000
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Appendix B Growing Communities Fund Internal Program Scorecard\*

Five Quantitative Indicators

Indicator Type	Indicators	Description	Scale				
			Not Applicable	0	1	2	3
Financial	Ability to generate revenue	Services are funded by taxation, fees and charges, revenues raised through agreement, donations and grants.	N/A		The service is primarily funded by variable revenue through sales of services by fees and charges.	The service is funded by the combination of taxation and variable sales of services by fees and charges.	The service is primarily funded by taxation (higher burden to tax payers).
Strategic	Alignment with GCF Grant Program and CRD Corporate Plan (2023-2026)	Project aligns with grant program outcomes and CRD Corporate Plan. Does the project addresses unique community infrastructure and amenity demands?	N/A	Project does not align with intent of grant program or CRD Corporate Plan.	The project has limited alignment with the grant program/CRD Corporate Plan (meets 1 or 2 of the requirements).	The project has moderate alignment with the grant program/CRD Corporate Plan (meets 3 or 4 of the requirements).	The project has extensive alignment with the grant program/CRD Corporate Plan (meets more than 5 of the requirements).
Social	First Nations Reconciliation	Project involves building relationships with local First Nations communities or community stakeholders to meet social needs. Does the project directly or indirectly benefit First Nation communities?	N/A	Project does not involve First Nations communities or stakeholders.	The project has limited involvement of First Nations communities or stakeholders.	The project drives moderate involvement with First Nations communities or stakeholders.	Project builds extensive relationships with First Nations communities or stakeholders.
Environmental	Climate Action	Project supports the CRD's regional and corporate Greenhouse Gas (GHG) emissions reduction targets.	N/A	The project does not support climate action or GHG Reduction targets.	The project has limited impact on climate action including GHG Reduction.	The project has moderate impact on climate action including GHG Reduction.	The project has an extensive impact on climate action including GHG Reduction.
Risk	Risk Reduction	Project mitigates risk for accomodating growth, meeting regulatory requirements or allowing to maintain service levels (i.e., through service criticality or asset condition).	N/A	The project does not mitigate risk for any potential project drivers.	Limited accomodation of growth / minor enhancement of level of service.	Moderate accomodation of accomodating growth. Could be driven by regulatory requirement.	Mitigates risk of disruption of service (risk of not meeting current / future demand) / provides significant improvements to the asset (allows for continuation of level of service).

\* The five quantitative indicators and scales in the GCF scorecard are based on a triple bottom line decision-making framework. The scorecard has been informed by a life-cycle assessment tool that was developed for the CRD in 2022 and is being piloted by the Asset Management Division.

One Qualitative Criteria

Executive Review	CRD Board Motion	That staff bring back recommendations on prioritized regional infrastructure projects in alignment with program eligibility and equitable treatment of projects within electoral areas (Amended).
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## **Appendix C Growing Communities Fund Application Summary**

### **Regional and Sub-regional Projects (5)**

#### **1. Regional Trails Widening and Lighting Project**

The project is to widen and lighten sections of the Galloping Goose and Lochside Regional Trails. The project includes infrastructure repair and enhancement of the Selkirk Trestle, Brett Avenue Trestle, and Swan Lake Trestle. The trails are nearing the end of their life and are experiencing increased population and employment growth adjacent to them. The project has some cost-share secured; the rest would be through CRF and debt.

#### **2. Village on the Green Affordable Housing Redevelopment**

Located in the Fernwood neighbourhood (City of Victoria), the Village on the Green Affordable Housing Project will redevelop the existing CRHC owned and operated property into two, 6-storey multi-unit residential buildings, increasing the number of units onsite from 38 units to approximately 140 units of affordable housing. This is a 62M project, and while some grant funding is secured, not all funds for the total project costs are secured. The project is in-line to receive interim construction financing followed by a takeout mortgage through BC Housing; however, the project will not be eligible to receive financing through BC Housing until the equity gap is eliminated and the minimum debt servicing ratio is achieved.

#### **3. Campus View Affordable Housing Redevelopment**

Located in the District of Saanich, the Campus View Affordable Housing Project will redevelop the existing CRHC owned and operated property into two, 6-storey multi-unit residential buildings, increasing the number of units onsite from 12 units to approximately 119 units of affordable housing. This is a 53M project, and while some grant funding has been secured, and other grant funding is being pursued, not all total project costs are secured at this time. The project is in-line to receive interim construction financing followed by a takeout mortgage through BC Housing; however, the project will not be eligible to receive financing through BC Housing until the equity gap is eliminated and the minimum debt servicing ratio is achieved.

#### **4. CRHC Redevelopment Plan – Study and Design Work**

This project will allow the CRHC to study the potential for redevelopment of approximately 22 properties leading to the creation of an updated CRHC Redevelopment Plan that will guide the redevelopment of much of its existing portfolio. Cost share is unsecured and would be through budgeted requisition and other grants.

#### **5. SEAPARC Splash Park**

The project is a new construction of a splash park at the SEAPARC Leisure Complex. The splash park would consist of rubberized surfacing, splash pad components and playground structures. This would help provide affordable recreational opportunities in the District of Sooke, JDF Electoral Area, and T'Souke Nation. The cost-share has some funds secured, and the rest would be through CRF and other grants.



## Electoral Area Projects

### Juan De Fuca (5)

#### 6. JDF Port Renfrew Garbage and Recycling Depot Upgrade

The project is to design an upgrade to the Port Renfrew Garbage and Recycling Depot in JDF, which is reaching capacity with the volume of garbage and recyclables in the growing community. This would lead to improvements for site capacity for collection and transport of refuse. The cost-share is partially secured through CRF, but not all is secured.

#### 7. JDF Port Renfrew Sewer and Water Master Plan Study

The project is a Master Plan Study for the Port Renfrew Service Area in JDF. This plan would include future water and sewer servicing requirements for both existing and future users. The project could involve future partnerships/joint servicing with the Pacheedaht First Nation. The cost-share is unsecured and would be contingent upon Electoral Area Director support.

#### 8. JDF Willis Point Water Supply for Fire Fighting

The project is a new construction for up to two certified dry hydrants to be used for fire suppression. This will improve the ability of the fire department, as currently they rely on a tender shuttle travelling to Durrance Lake to fill-up. The cost-share is partially secured through CRF, existing capital, and the sale of an old fire truck.

#### 9. JDF Otter Point Community Hall

The project is for design and construction of a new community hall at Elrose Park in Otter Point in JDF. The project would be located on the proposed vacant community park and in the centre of the most densely populated area of the community. A new specified local service in Otter Point community may be required to be established first through the public approval process in order to finance any borrowing and to provide operational revenue through requisition. The cost-share is unsecured and would be through CWF, debt, or requisition, pending the new service authority is successfully established.

#### 10. JDF Wilderness Mountain Sampling Study for Raw Water Quality

The project is a study for the Wilderness Mountain Water Intake to help determine if relocating the intake to a deeper part of the reservoir will improve the source water quality. The cost-share is secured through CRF.

### Salt Spring Island (2)

#### 11. SSI Ganges Sewer System Infrastructure Upgrades

This is a 10-phase project for the Ganges Sewer Utility on SSI to provide study, design, new construction, renovation, replacement, rehabilitation, and expansion to the Sewer System to assist with planning for future growth and to provide upgrades required to improve the treatment plant, and allow for future new connections. The cost-share is unsecured and would be through CRF, CWF, or debt.

#### 12. SSI Parks Maintenance Facility

The project is to replace an existing modular maintenance facility with a new prefabricated building on SSI. This project will support future park amenities and service levels. The site will be expanded to include site security, storage, utility connections, and EV charging stations. The current building does not have running water, proper ventilation, or adequate

space. New and expanded maintenance facilities will allow SSI Parks to meet current and future service levels to expand and maximize service delivery. The cost-share is partially secured and would be provided through CRF and other grants.

### **Southern Gulf Island (5)**

#### **13. SGI Acquisition of Galiano Green – SGI Affordable Housing Project**

The project is an acquisition of a 20-unit affordable housing project on Galiano Island. This is a 10.9M project. The property's acquisition for land is 675K. The project is shovel ready with zoning and sufficient water. The project does not have funds for all total project costs secured and will be seeking other external grant funding and debt to provide for the cost-share. The project requires equity to proceed. This project will help provide housing to support services such as daycare, health centre, school, and emergency, which are lacking staff due to the housing shortage.

#### **14. SGI Lyall Harbour/Boot Cove New Groundwater Well Source Assessment and Dam Safety Improvements**

The project is to undertake a well assessment to determine whether additional water capacity is available and provide rehabilitation and improvements to Money Lake Dam on Saturna Island. The cost-share is partially secured with some funds through CWF.

#### **15. SGI Skana Water System Storage Tank Replacement**

The project is to replace two deteriorated water tanks and support foundation, and design and construct a new tank and foundation for the Skana Water System on Mayne Island. The cost-share is unsecured and would be through the AAP process, debt, or other grants.

#### **16. SGI Magic Lake Estates Capstan Pump Station**

The project is to replace the Capstan Pump Station on Pender Island. The pump station was originally constructed in 1970 and is reaching the end of its design life. The project is needed to ensure the pump station can continue to serve residents. The cost-share is unsecured and would be through CWF or CRF, which has some funds available.

#### **17. SGI Wood Dale Drive Water Main Replacement**

The project replaces the watermain on Wood Dale Drive on Mayne Island, which is leaking and out of operation. The cost-share is unsecured and would be through the AAP process, debt, or other grants.

Appendix D

Table 1: Options for Allocation of Growing Communities Fund

						Option 1		Option 2		Option 3	
Score	Service	Project	Total Project Cost	GCF Grant Request	Cost Share	Recommendation	%	Recommendation	%	Recommendation	%
	<b>Regional/Sub-Regional</b>										
11	1.280 Regional Parks	Regional Trails Widening and Lighting Project	53,460,000	11,560,000	41,900,000	1,932,485		2,932,485			
11	1.310 Land Banking and Housing/CRHC	Village on the Green Affordable Housing Redevelopment	62,490,988	4,200,000	58,290,988	4,200,000		4,200,000		4,200,000	
11	1.310 Land Banking and Housing/CRHC	Campus View Affordable Housing Redevelopment	53,097,301	6,800,000	46,297,301			1,300,000		2,790,485	
9	1.310 Land Banking and Housing/CRHC	CRHC Redevelopment Plan - Study and Design Work	350,000	175,000	175,000						
8	1.40X SEAPARC	SEAPARC Splash Park	1,060,000	530,000	530,000						
	<b>Subtotal Regional/Sub-Regional</b>		<b>170,458,289</b>	<b>23,265,000</b>	<b>147,193,289</b>	<b>6,132,485</b>	<b>53.1%</b>	<b>8,432,485</b>	<b>73.0%</b>	<b>6,990,485</b>	<b>60.5%</b>
	<b>JDF</b>										
11	1.523 Port Renfrew Refuse Disposal	Port Renfrew Garbage and Recycling Depot Upgrade	350,000	262,500		262,500		262,500			
11	2.650 Port Renfrew Water	Port Renfrew Sewer and Water Master Plan Study	350,000	262,500	87,500	262,500		262,500		262,500	
11	3.850 Port Renfrew Sewer										
11	1.350 Willis Point Fire Protection	Willis Point Water Supply for Fire Fighting	144,000	108,000	36,000	108,000		108,000			
7	1.405 JDF Community Parks/ <b>New Service Est</b>	Otter Point Community Hall	2,000,000	1,500,000	500,000						
5	2.691 Wilderness Mountain Water Service	Sampling Study for Raw Water Quality	170,000	127,500	42,500						
	<b>SSI</b>		<b>3,014,000</b>	<b>2,260,500</b>	<b>666,000</b>	<b>633,000</b>	<b>5.5%</b>	<b>633,000</b>	<b>5.5%</b>	<b>262,500</b>	<b>2.3%</b>
11	3.810 Ganges Sewer Utility	Ganges Sewer System Infrastructure Upgrades	8,261,007	6,195,755	2,065,252	1,556,015		1,256,015		1,556,015	
11	1.459 Pool & Parkland Combined Service	SSI Parks Maintenance Facility	650,000	487,500	162,500	487,500		487,500			
	<b>Sgi</b>		<b>8,911,007</b>	<b>6,683,255</b>	<b>2,227,752</b>	<b>2,043,515</b>	<b>17.7%</b>	<b>1,743,515</b>	<b>15.1%</b>	<b>1,556,015</b>	<b>13.5%</b>
11	1.310 Land Banking and Housing/CRHC	Acquisition of Galiano Green - SGI Affordable Housing Project	10,922,447	2,750,000	8,172,447	2,750,000		750,000		2,750,000	
7	2.640 Lyall Harbour Boot Cove Water Service (Saturna)	New Groundwater Well Source Assessment and Dam Safety Improvements	750,000	562,500	187,500						
7	2.642 Skana Water Service	Skana Water System Storage Tank Replacement	825,000	618,750	206,250						
7	3.830 Magic Lake Sewer Utility	Magic Lake Estates Capstan Pump Station	450,000	337,500	112,500						
6	2.667 Surfside Park Estates (Mayne)	Wood Dale Drive Water Main Replacement	380,000	285,000	95,000						
			<b>13,327,447</b>	<b>4,553,750</b>	<b>8,773,697</b>	<b>2,750,000</b>	<b>23.8%</b>	<b>750,000</b>	<b>6.5%</b>	<b>2,750,000</b>	<b>23.8%</b>
	<b>Subtotal Electoral Areas</b>		<b>25,252,454</b>	<b>13,497,505</b>	<b>11,667,449</b>	<b>5,426,515</b>	<b>46.9%</b>	<b>3,126,515</b>	<b>27.0%</b>	<b>4,568,515</b>	<b>39.5%</b>
<b>Total</b>			<b>195,710,743</b>	<b>36,762,505</b>	<b>158,860,738</b>	<b>11,559,000</b>	<b>100%</b>	<b>11,559,000</b>	<b>100%</b>	<b>11,559,000</b>	<b>100%</b>

Legend

Indicates where recommendations have changed

Table 2: Growing Communities Fund Provincial Grant Formulae to CRD

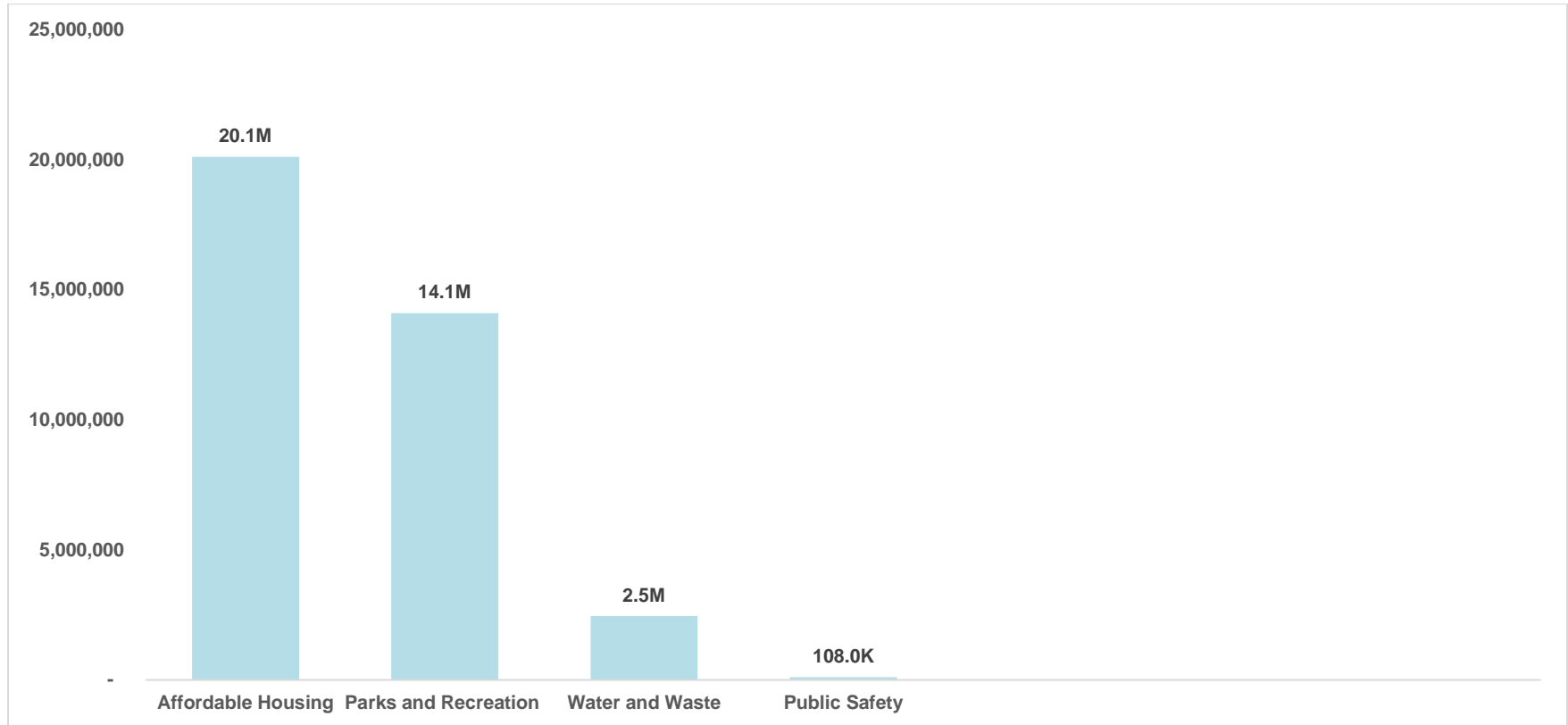
Basis of Formular	Population Estimate (2021)*	Per Capita Rate	Per Capita Funding Formula \$	Population Estimate (2016)*	2016-2021 UA Pop.Growth*1000 \$	Grant \$	%
Flat Rate						500,000	
Regional District	432,062	17	7,345,270	-	-	7,345,270	
Subtotal Regional	432,062		7,345,270	-	-	7,845,270	67.9%
Juan De Fuca	5,756	30	172,680	5,066	690,000	862,680	7.5%
Salt Spring Island	12,276	30	368,280	10,883	1,393,000	1,761,280	15.2%
Southern Gulf Island	5,261	30	157,830	4,836	425,000	582,830	5.0%
First Nation Reserves	5,898	30	176,940	5,568	330,000	506,940	4.4%
Subtotal Unincorporated Areas	29,191		875,730	26,353	2,838,000	3,713,730	32.1%
			-		-		
Total			8,221,000		2,838,000	11,559,000	100.0%

\*Source: Statistics Canada, Table 17-10-0142-01 and 17-10-0139-01.  
At the time of funding allocation by the Province, 2021 preliminary postcensal estimate and 2016 final postcensal estimate were used.

## Appendix E GCF Grant Requests Alignment with Grant Program and CRD 2023-2026 Corporate Plan

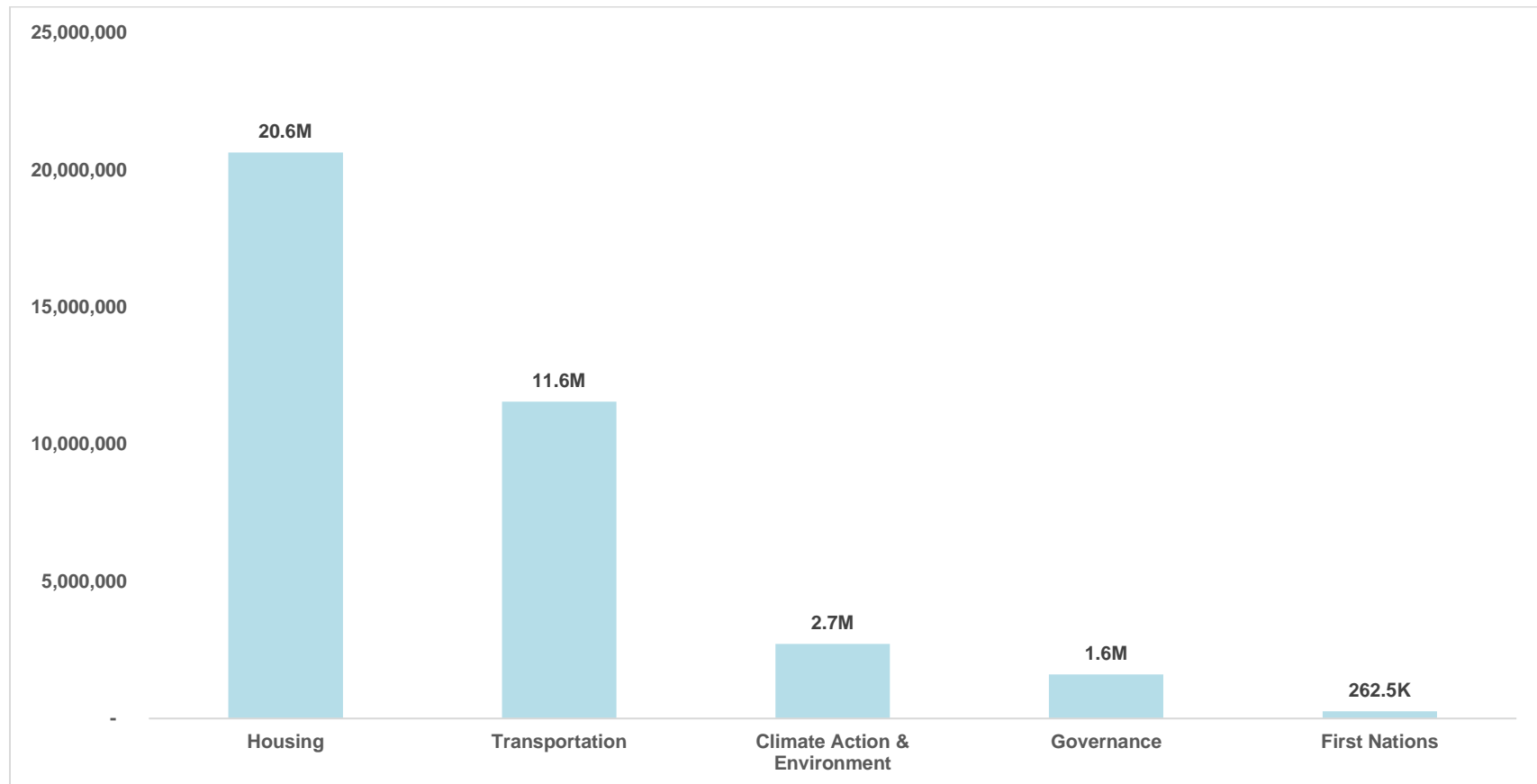
The following three graphs highlight alignment of GCF Requests against the grant program criteria and CRD 2023-2026 Corporate Plan, including Board Priorities and Community Needs.

### Alignment with GCF Grant Program\*

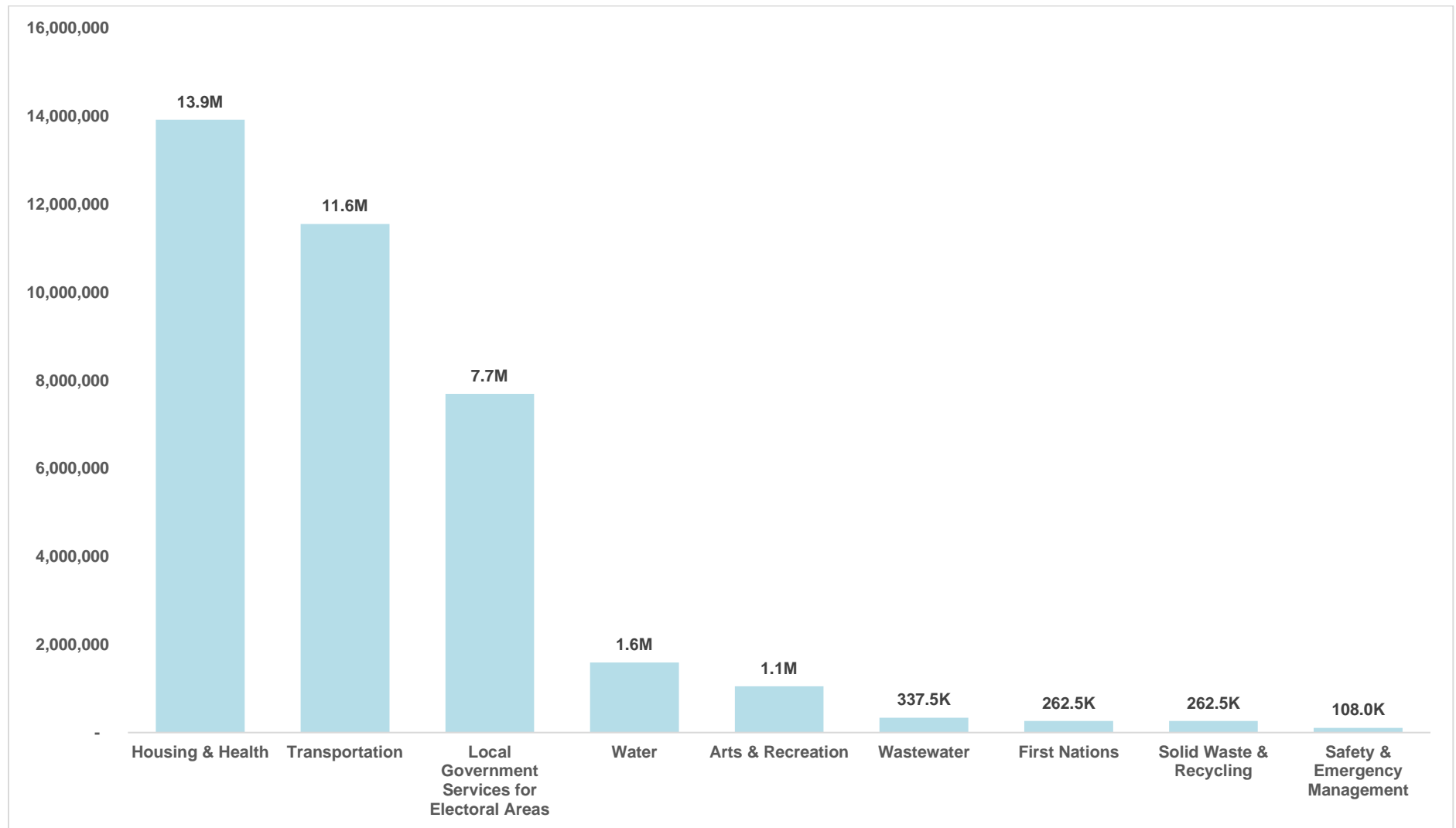


\*The eligible project categories have been summarized. For a detailed list of eligible costs, refer to Appendix C of the April 12, CRD Board Report on Growing Communities Fund.

## Alignment with CRD Board Priorities



## Alignment with CRD Community Needs



**REPORT TO FINANCE COMMITTEE  
MEETING OF WEDNESDAY, JULY 05, 2023**

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**SUBJECT** Capital Region Emergency Service Telecommunications Inc. (CREST) Service Agreement

**ISSUE SUMMARY**

The service funding agreement between the Capital Regional District (CRD) and CREST expired on December 31, 2021. Additional funding exceeding call answer levy (CAL) revenue requires a new service funding agreement.

**BACKGROUND**

*Service Authority Bylaws and Agreements*

The CRD has the authority within **Bylaw No. 2891**, “Capital Regional District Service of Emergency Communications Service Establishment Bylaw No. 1, 2001”, to provide an emergency communication service or to make a financial contribution towards the cost of an emergency communication service operated by another person or organization.

The CRD under **Bylaw No. 2893**, “CREST Members’ Agreement Bylaw No. 1, 2001”, entered into a membership agreement with CREST, together with the other partners. Each member, including 13 municipalities, the Provincial Government and other public agencies hold a single share except the CRD, where the regional district holds three, representing three Electoral Areas within the capital region. Each member appoints a representative to the CRD Board of Directors equal to the number of shares held. For the CRD, the appointees represent each Electoral Area and are not required to be the Electoral Area Director(s).

Within the Member Agreement, the CRD financial contribution (“CRD Charge”) is capped at the net fees collected from consumers with active land phone lines each month in the region under **Bylaw No. 2911**, “Emergency Communications Charge Bylaw No. 1, 2001”. Currently the rate is set at 66 cents per line per month, commonly referred to as the Call Answer Levy (CAL). CREST revenue requirements over and above the CRD Charge are recovered from members by way of cost sharing. CAL revenues vary by year and have been trending down since 2013. The decline in phone line revenue creates a difference in CREST’s revenue requirements.

A discretionary subsidy contribution over and above the CAL was granted by the CRD Board from 2017 through 2021; the terms and conditions of the subsidy contribution have been set out in the “Emergency Communications Service Agreement” (Service Agreement), an agreement between the CRD and CREST.

Since the expiration of the Service Agreement, the CRD contribution to CREST has been in accordance with the existing aforementioned bylaws in place, as there has been no authority for the CRD to provide a contribution above the CAL.

*Agreement Renewal*

At the December 8, 2021 CRD Board meeting, the Board approved a recommendation from the Planning and Protective Services Committee:

That the Chief Administrative Officer be authorized to enter into a new regional service agreement with CREST to provide general emergency radio communications services, with annual contributions limited to inflationary adjustments.

In the process of negotiating and preparing a new Service Agreement, an agreement was drafted that incorporated financial constraints including annual Consumer Price Index adjustments to a base fee, an upper limit on annual operational expense increases at 3%, and revised financial reporting and disclosure requirements.

As a result of subsequent discussions between the CRD and CREST staff, in March 2022 the CRD Board approved a recommendation from the Finance Committee:

That the Chief Administrative Officer be authorized to enter into a service agreement as attached (Revised 2022 Service Agreement) to provide general emergency radio communications services.

The revised agreement, attached as Appendix B, included an upper limit on inflation of 3% reflecting financial constraints set by the CRD Board at the time through the annual financial planning process. Additionally, upon request, CREST would be required to provide financial information in alignment with the Financial Information Act. Finally, that CREST be required to present annually to the CRD Board.

CREST did not agree to the terms of the (revised) Service Agreement as approved by the CRD Board. Negotiations and discussions have continued between Chairs of both organizations (through the spring/summer 2022) and more recently between staff where a further revised Service Agreement has been drafted and agreed to in principle between CRD and CREST staff. The following changes to the March 2022 draft agreement are being proposed:



Table 1: Service Agreement Concordance of Changes

Section	July 2023																					
2. Term	Extend term of the agreement from five (5) years to six (6) years																					
3. Services	Revise sub-section 3.2 and 3.3, 3.1 and 3.4 remain unchanged																					
3.2	Each year, <del>at least once annually</del> on a date <del>determined by mutually agreeable to both CREST and</del> the CRD, CREST will present to the CRD Board on CREST's annual operational and financial plans, including <del>on</del> performance against strategic plan <del>and</del> project plans, <del>and other organizational and financial matters requested by CRD.</del>																					
3.3	Upon request from the CRD, <del>and as per the 'Financial Statements' requirements of the Members' Agreement</del> , CREST will provide financial information <del>in the form of annual audited financial statements, annual budget and five-year financial plan. in alignment with the provisions of the Financial Information Act as if the Act applied to CREST as a regional district service (e.g. schedules of remuneration for board directors and staff &gt;\$75,000) in relation to the regional district service.</del>																					
4. Payment Matters	Revise sub-section 4.1(i), remove sub-sections 4.1(ii), (iii), and (iv)																					
<ul style="list-style-type: none"><li>4.1(i) add that the service payment will be increased annually over the base year (2021) by a percentage increase equal to the following schedule:</li></ul>																						
<table><tr><th>Year</th><th>Rate Per Agreement</th><th>Amount Per Agreement</th></tr><tr><td>2022</td><td>2.0%</td><td>\$1,749,540</td></tr><tr><td>2023</td><td>3.8%</td><td>\$1,816,023</td></tr><tr><td>2024</td><td>4.9%</td><td>\$1,905,008</td></tr><tr><td>2025</td><td>4.9%</td><td>\$1,998,353</td></tr><tr><td>2026</td><td>4.9%</td><td>\$2,096,272</td></tr><tr><td>2027</td><td>2.9%</td><td>\$2,157,064</td></tr></table>		Year	Rate Per Agreement	Amount Per Agreement	2022	2.0%	\$1,749,540	2023	3.8%	\$1,816,023	2024	4.9%	\$1,905,008	2025	4.9%	\$1,998,353	2026	4.9%	\$2,096,272	2027	2.9%	\$2,157,064
Year	Rate Per Agreement	Amount Per Agreement																				
2022	2.0%	\$1,749,540																				
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2026	4.9%	\$2,096,272																				
2027	2.9%	\$2,157,064																				
<ul style="list-style-type: none"><li>4.1(ii), (iii) and (iv) are removed as the terms related to CPI are no longer relevant</li></ul>																						

The CRD Board resolution approved on March 9, 2022 will need to be rescinded and Board approval of the 2022 to 2027 Emergency Communications Service Agreement included in Appendix C is being recommended.

## **ALTERNATIVES**

### *Alternative 1*

The Finance Committee recommends to the Capital Regional District Board:

1. That the March 9, 2022 Board resolution pertaining to the approved Service Agreement be rescinded;
2. That the Chief Administrative Officer be authorized to enter into a further revised Service Agreement to provide emergency communications services, as attached at Appendix C; and,
3. That Staff be directed to amend the Financial Plan to reflect the increased service agreement payments for 2022 to 2027.

### *Alternative 2*

The Finance Committee recommends to the Capital Regional District Board:

1. That the Chief Administrative Officer be directed to enter into the Service Agreement as approved March 9, 2022 to provide emergency communications services.

### *Alternative 3*

The Finance Committee recommends to the Capital Regional District Board:

That this report be referred back to staff for additional information.

## **IMPLICATIONS**

### *Service Delivery Implications*

The CRD has the authority within Bylaw No. 2891, “Capital Regional District Service of Emergency Communications Service Establishment Bylaw No. 1, 2001” to make a financial contribution towards the cost of an emergency communication service operated by another person or organization. Additionally, the CRD under Bylaw No. 2893, “CREST Members’ Agreement Bylaw No. 1, 2001”, entered into a membership agreement on behalf of the three electoral areas with CREST to receive emergency communication services. Other members are the 13 regional municipalities, the Provincial Government, and other public agencies such as BC Transit.

Under alternative 1, the Service Agreement as included in Appendix C, will result in continuance of CRD contributions to CREST and in turn, the required operations of an emergency communications service on behalf of the CRD. Service levels and operational oversight are provided by and approved by the CREST Board annually through their planning approval processes.

The more recent Service Agreement negotiations were based on:

- The CRD’s need to ensure the annual contribution percentage increases for the CRD were the same as the other member agency contribution annual percentage increases; this is now the case for proposed 2024-2027 increases.
- An acknowledgment that CREST is facing increasing annual operational and capital costs.
- Forecast decline in CAL revenue and forecast Service Agreement (subsidy) revenue to balance CREST five year financial plan.
- The CRD’s need for improved financial and service delivery reporting.

Alternative 2, results in service payment escalation tied to inflation with a 3% cap reducing the payments through 2023-2026 of the 2022-2027 six-year term. This would most likely result in an equivalent increase in memberships fees to maintain required operations of CREST and potentially, if not covered by membership fees, result in a CREST service level adjustment.

#### *Financial Implications*

Service payments, as contained within the agreement in Alternative 1, are set to escalate each year based on specified percentage rates. Based on this schedule of payments, the service payments will continue to be higher than the originally intended cap which was previously equal to the CAL revenue and higher than the agreement under Alternative 2. The voluntary subsidy contribution over and above the CAL was granted from 2017 through 2021 by way of the service agreement. Currently, the rate per line per month is set at 66 cents. The CRD contribution amount over and above the CAL revenue collected is optional and within full discretion of the CRD Board.

With the CAL revenue expected to continue to decline, the voluntary subsidy will grow as a share of the total service payment. Table 2 shows the subsidy \$ and % under the previous service agreement and under Alternative 1 for 2022 and 2023.

**Table 2: Alternative 1 – Service Agreement Payments vs. Projected CAL Revenue**

	2017	2018	2019	2020	2021	2022	2023
\$ Service Payment (\$M)	1.58	1.62	1.65	1.68	1.72	1.75	1.82
\$ Call Answer Levy (\$M)	1.33	1.31	1.29	1.26	1.11	1.09	1.09
\$ Subsidy (\$M)	0.25	0.30	0.36	0.42	0.60	0.66	0.73
% Subsidy	16%	19%	22%	25%	35%	38%	40%

For comparison, under Alternative 2, the subsidy in 2023 would be reduced to \$0.71M and 39%.

Additionally, under Alternative 1, a difference from the approved financial plan by year would be as shown in table 3 below:

**Table 3: 2022-2027 Financial Plan Amendment by Year**

Year	\$ Amount per Plan	\$ Amount per Agreement	\$ Financial Plan Amendment
2022	\$1,749,540	\$1,749,540	-
2023	\$1,784,531	\$1,816,023	\$31,492
2024	\$1,820,221	\$1,905,008	\$84,787
2025	\$1,856,626	\$1,998,353	\$141,727
2026	\$1,893,758	\$2,096,272	\$202,514
2027	\$1,931,634	\$2,157,064	\$225,430
Total	\$11,036,310	\$11,722,260	\$685,950

Upon completion of the service agreement, the 2023 to 2027 CRD Financial Plan will require amendment to reflect the agreement. The net difference for 2023 can no longer be an amendment to revenue, so will result in a deficit within the service. As required by legislation a deficit within a service will be included in the immediate next year plan for revenue purposes. The anticipated deficit is \$31,492.

Additionally, upon completion of the agreement, amounts withheld since 2022 will be released. Without a service agreement in place, payments to CREST were aligned and capped to the CAL based on applicable bylaw and member agreement. For 2022, CRD remitted \$1,166,360 versus the approved 2022 budget of \$1,749,540, withholding the voluntary subsidy of \$583,180 or 33%.

### **CONCLUSION**

The service agreement between the CRD and CREST was set to expire on Dec 31, 2021, and requires renewal. The CRD has the authority within Bylaw No. 2891, "Capital Regional District Service of Emergency Communications Service Establishment Bylaw No. 1, 2001", to provide an emergency communication service or to make a financial contribution towards the cost of an emergency communication service operated by another person or organization. CREST, under agreement with the CRD, is delivering this service to users within the regional district. Renewal of the service agreement will result in continuance of CRD contributions to CREST, and in turn, the required operations of an emergency communications service on behalf of the CRD.

### **RECOMMENDATION**

The Finance Committee recommends to the Capital Regional District Board:

1. That the March 9, 2022 Board resolution pertaining to the approved Service Agreement be rescinded;
2. That the Chief Administrative Officer be authorized to enter into a further revised Service Agreement to provide emergency communications services, as attached at Appendix C; and
3. That Staff be directed to amend the Financial Plan to reflect the increased service agreement payments for 2022 to 2027.

Submitted by:	Rianna Lachance, BCom, CPA, CA, Acting Chief Financial Officer
Concurrence:	Kristen Morley, J.D., General Manager, Corporate Services & Corporate Officer
Concurrence:	Ted Robbins, B. Sc., C. Tech., Chief Administrative Officer

### **ATTACHMENTS**

- Appendix A: Staff Report: December 8, 2021 CRD Board CREST  
Appendix B: Staff Report: March 9, 2022 CRD Board CREST  
Appendix C: Service Agreement 2022-2027 (with tracked changes)



## REPORT TO PLANNING AND PROTECTIVE SERVICES COMMITTEE MEETING OF WEDNESDAY, NOVEMBER 17, 2021

**SUBJECT** Capital Region Emergency Service Telecommunications Inc. (CREST) Service Agreement Renewal

### **ISSUE SUMMARY**

The service agreement between the Capital Regional District (CRD) and Capital Region Emergency Service Telecommunications Inc. (CREST) is set to expire on Dec 31, 2021, and requires renewal.

### **BACKGROUND**

The CRD has the authority within Bylaw No. 2891, “Capital Regional District Service of Emergency Communications Service Establishment Bylaw No. 1, 2001”, to provide an emergency communication service or to make a financial contribution towards the cost of an emergency communication service operated by another person or organization. CREST, under agreement with the CRD, is delivering this service to users within the regional district.

The CRD under Bylaw No. 2893, “CREST Members’ Agreement Bylaw No. 1, 2001”, entered into a membership agreement with CREST, together with the other partners. Each member, including municipalities, the Provincial Government, and other public agencies hold a single share except the CRD, where the regional district holds three, one for each Electoral Area (EA). The list of members is included in Appendix D.

Each member appoints a representative to the CREST Board of Directors equal to the number of shares held. For the CRD, the appointees represent each EA and are not required to be the elected official. The CREST Board approves the annual operating and capital budgets, appoints the CREST General Manager and approves all other permanent positions.

Within the Member agreement, the “CRD Charge” is capped at the net fees collected under Bylaw No. 2911, Emergency Communications Charge Bylaw No. 1, 2001”. The bylaw establishes a fee charged to consumers with active phone lines each month in the region. Currently the rate is set at 66 cents per land phone line per month, commonly referred to as the Call Answer Levy (CAL). Revenue requirements over and above the “CRD Charge” are recovered from members by way of cost sharing. A graphical summary of agreements and the cost sharing methodology is included in Appendix A.

The CRD is billed for the member share of costs for the Electoral Areas and recovers the costs by raising requisition directly from each EA under Bylaw No. 2891.

CAL Revenues vary by year and have been trending down since 2013. The decline in land phone line revenue creates a difference in CREST’s revenue requirements. To balance, the CRD has been requisitioning costs over and above the CAL. Historical contributions are included in Appendix B.

Up until 2014, the CRD contribution to CREST equaled net fees collected from the CAL. In 2015 the contribution to CREST exceeded net fees collected and has since been funded regionally, cost apportioned by population.

The expected value of a 5 year renewal agreement exceeds the delegated authority limit to the Chief Administrative Officer.

## **ALTERNATIVES**

### *Alternative 1*

The Planning and Protective Services Committee recommends to the Capital Regional District Board:

That the Chief Administrative Officer be authorized to enter into a new regional service agreement with CREST to provide general emergency radio communications services, with annual contributions limited to inflationary adjustments.

### *Alternative 2*

The Planning and Protective Services Committee recommends to the Capital Regional District Board:

That this report be referred back to staff for additional information.

## **IMPLICATIONS**

### *Service Delivery Implications*

Renewal of the service agreement (Appendix C) will result in continuance of CRD contributions to CREST and in turn, the required operations of an emergency communications service on behalf of the CRD. Service levels and operational oversight are provided by and approved by the CREST Board annually through their planning approval processes.

### *Legislative Implications*

The review by staff identified the fees and charges collected under Bylaw No. 2911 have been lower than the revenue requested by CREST for a number of years and is now trending significantly lower. A review of the service establishment bylaw, fees and charges bylaw and accompanying membership agreement is recommended and will be included in service planning in future years.

### *Financial Implications*

In 2020, CRD contributions equalled 21.6% or \$1,681,602 of total CREST revenue, compared to \$1,262,187 of CAL revenue collected from telephone land lines, resulting in a regional contribution of \$419,415. The 2021 planned contributions under the expiring agreement are \$1,715,234 (a growth of 2% from prior year). With renewal of the service agreement, beginning in 2022, the annual contribution will be adjusted to actual CPI measured within the calendar year by BC Stats.

As included in the 2022 Provisional Plan, CAL revenues are anticipated to be \$1,191,596. Based on renewal of the current agreement with inflation adjustments, the CREST contribution would be

\$1,749,539. The resulting difference is \$557,943. While the annual CRD contribution grows by CPI, the funding difference between CAL and the total CREST contribution grows at a higher rate due to reductions in telephone land line levies. The resulting difference grew by 19.8% in 2021 and 11.0% in 2022.

### **CONCLUSION**

The service agreement between the Capital Regional District (CRD) and Capital Region Emergency Service Telecommunications Inc. (CREST) is set to expire on Dec 31, 2021, and requires renewal. The CRD has the authority within Bylaw No. 2891, "Capital Regional District Service of Emergency Communications Service Establishment Bylaw No. 1, 2001", to provide an emergency communication service or to make a financial contribution towards the cost of an emergency communication service operated by another person or organization. CREST, under agreement with the CRD, is delivering this service to users within the regional district. Renewal of the service agreement will result in continuance of CRD contributions to CREST and in turn, the required operations of an emergency communications service on behalf of the CRD.

### **RECOMMENDATION**

The Planning and Protective Services Committee recommends to the Capital Regional District Board:

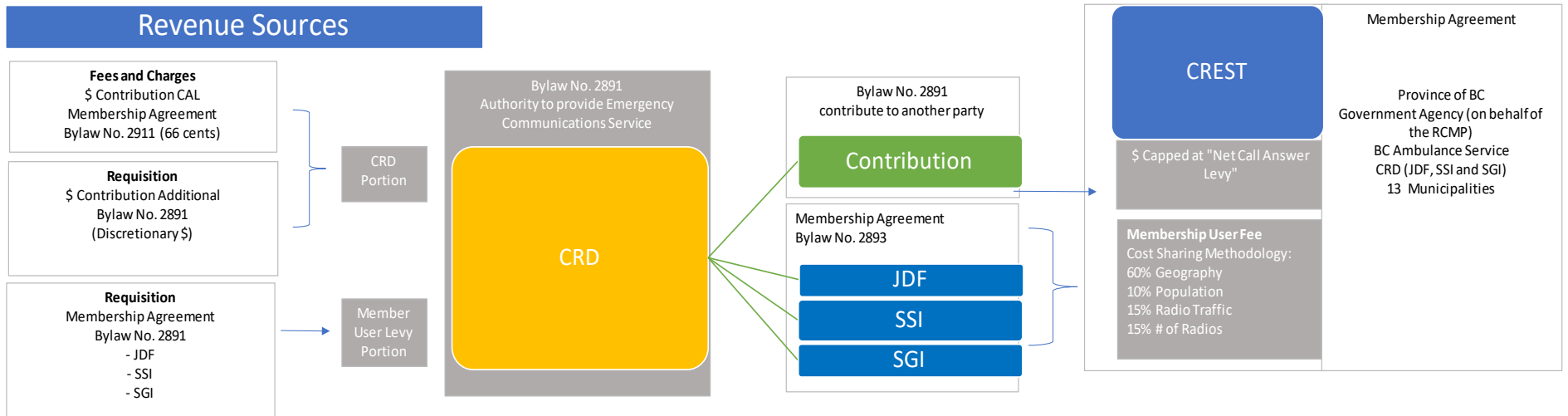
That the Chief Administrative Officer be authorized to enter into a new regional service agreement with CREST to provide general emergency radio communications services, with annual contributions limited to inflationary adjustments.

Submitted by:	Rianna Lachance, BCom, CPA, CA, Senior Manager, Financial Services
Concurrence:	Nelson Chan, MBA, FCPA, FCMA, Chief Financial Officer
Concurrence:	Kristen Morley, J.D., General Manager, Corporate Services & Corporate Officer
Concurrence:	Robert Lapham, MCIP, RPP, Chief Administrative Officer

### **ATTACHMENT(S)**

Appendix A: CREST Relationship Diagram  
Appendix B: Historical Payments to CREST  
Appendix C: Service Agreement between CRD and CREST  
Appendix D: Membership Agreement

## CREST Relationship Diagram





## Historical Payments to CREST

Year	Member User Levy			CRD Portion		
	JDF	SGI	SSI	CRD Fees and Charges (net Call Answer)	Additional Contribution	Total CRD Payment
2021	110,982	175,447	139,694	1,113,625	601,609	1,715,234
2020	97,172	157,497	86,785	1,262,187	419,415	1,681,602
2019	95,534	154,659	82,983	1,290,424	358,206	1,648,630
2018	93,388	151,186	81,119	1,313,265	303,035	1,616,300
2017	94,117	148,690	83,204	1,334,624	250,266	1,584,890
2016	92,374	145,374	80,428	1,403,593	16,851	1,420,444
2015	88,552	141,971	78,185	1,372,21	22,529	1,394,746
2014	84,817	138,521	75,819	1,330,917	-	1,330,917
2013	83,790	135,422	72,941	1,386,937	-	1,386,937
2012	83,209	133,387	68,281	1,541,858	-	1,541,858
2011	83,264	132,445	60,902	1,409,460	-	1,409,460

**EMERGENCY COMMUNICATIONS SERVICE AGREEMENT**

(the "Agreement")

**THIS AGREEMENT** dated for reference the \_\_\_\_ day of \_\_\_\_ 20\_\_

BETWEEN:

**CAPITAL REGIONAL EMERGENCY SERVICE TELECOMMUNICATIONS INC.****110 2944 W Shore Pkwy****Victoria, BC****V9B 0B2****("CREST")**

OF THE FIRST PART

AND:

**CAPITAL REGIONAL DISTRICT****625 Fisgard Street,****Victoria, BC****V8W 2S6****("CRD")**

OF THE SECOND PART

**WHEREAS** the CRD Board has adopted Bylaw No. 2891, the Capital Regional District Emergency Communications Service Establishment Bylaw No. 01, 2001 to establish a service of emergency communications in the service area, including contributing to the cost of an emergency communications service operated by a third party;

**AND WHEREAS** CREST is a non-profit corporation established under the *Emergency Communications Corporations Act*, to provide a unified system of inter-municipal radio and electronic communication services;

**AND WHEREAS** the CRD Board has also adopted Bylaw No. 2893, the CREST Members' Agreement Bylaw No. 1, 2001 authorizing the CRD to hold three shares in CREST and appoint three Directors annually to the CREST Board;

**NOW THIS AGREEMENT WITNESSES** that in consideration of the mutual covenants and agreements set forth in this Agreement, and for other good and valuable consideration (the receipt and sufficiency of which are hereby acknowledged) the CRD has requested CREST provide the Services defined herein and the CREST has agreed to provide those Services in accordance with the Agreement, as follows:

**1. INTERPRETATION**

In this Agreement, the following terms have the following meanings:

- (a) **"Service Payment"** means the net monies raised and collected as user fees by the CRD pursuant to Emergency Communications Charge Bylaw No. 01, 2001 (as

amended, re-enacted or replaced) available for disbursement to CREST, and additional payments as determined by the CRD Board.

- (b) **“Service Area”** means the Service Area established under Bylaw No. 2891 “Capital Regional District Emergency Communications Service Establishment Bylaw No. 01, 2001”.

## 2. TERM

- 2.1 The Term of this Agreement will be for a period of five (5) years commencing on January 1, 2022, and continuing until December 31, 2026, unless sooner terminated pursuant to section 5.

## 3. SERVICES

- 3.1 In consideration of the CRD making the payments required under this Agreement and performing its other obligations under this Agreement, CREST will provide and maintain a radio communications system to provide emergency communications and related services for municipalities and the CRD as members of CREST (the **“Services”**).

### 3.2 Inability to Provide Service

Despite any other provision of the Agreement, the CRD acknowledges that CREST is not obliged to provide these Services where its systems are not operational by reason of acts of God, strike, lockout, or other labour dispute, acts of war, terrorism, sabotage or any other causes beyond the reasonable control and not the result of the fault or neglect of CREST.

## 4. PAYMENT MATTERS

### 4.1 Payment Amounts

- (i) The CRD will make an annual contribution to CREST (the “Annual Contribution”) in monthly installments. In 2022 the annual contribution amount will be \$1,715,234 based on the 2021 Board approved contribution (One million, seven hundred and fifteen thousand, two hundred and thirty-four dollars) (the “Base Year Fee”) representing the service payment and an additional contribution.
- (ii) Commencing in 2022, and for each year of the Term thereafter, the Annual Contribution will be adjusted in accordance with the percentage change in the All Items Consumer Price Index for Victoria, British Columbia, published by Statistics Canada (the “CPI”) as calculated in accordance with this section. The Base Year Fee will be multiplied by the yearly percentage change in the CPI since 2021 (the “CPI Adjustment”) and will be added to the Base Year Fee to determine the Annual Contribution for that year.

- (iii) If the CPI Adjustment is a negative change for any year in the Term, the Annual Contribution for that year will be the Base Year Fee.
- (iv) Any monthly contribution due in the calendar year prior to the annual release of the CPI will be made in the amount of the previous year's monthly installment, and will be reconciled in the monthly payments due for the remainder of that year.

#### 4.2 Taxes

Any sales, use or goods and services taxes arising with respect to the Services will be paid by the CRD.

#### 4.3 Services as Exempt Supply

The parties have determined, acting in good faith, that the Services are an exempt supply under the Excise Tax Act (Canada).

### 5. **TERMINATION**

#### 5.1 Termination Rights

- (i) This Agreement will terminate at the end of the term set out in section 2.1
- (ii) CREST will have the right to terminate this Agreement for cause if:
  - a. The CRD fails to pay any amount under the Agreement when due, or
  - b. The CRD commits any material breach of its obligations under this Agreement (other than pursuant to subsection 5.1(ii)(a) above) that is not cured to the satisfaction of CREST, acting reasonably, within 120 (one hundred twenty) days after written notice to the CRD describing the material breach in reasonable detail.
- (iii) The CRD will have the right to terminate this Agreement immediately for cause if CREST commits any material breach of its obligations under this Agreement that is not cured to the satisfaction of the CRD, acting reasonably, within 120 (one hundred twenty) days after written notice to CREST describing the breach in reasonable detail.

#### 5.2 Obligation Upon Termination

Unless the parties enter into a new Agreement, the parties will cooperate fully with each other to provide for an orderly transition of the Services to a successor service

provider. CREST will continue to provide Services and to be paid for such Services during the period of transition to a successor provider to a maximum of 120 (one hundred twenty) days after the effective date of termination.

## **6. PROTECTION OF PRIVACY**

- 6.1 Each party will abide by applicable laws relating to the collection, use and disclosure of personal information or information to which the *Freedom of Information and Protection of Privacy Act* (British Columbia) applies.

## **7. DISPUTE RESOLUTION**

### **7.1 Process**

If there is any dispute arising out of or relating to this Agreement, then the parties will use reasonable good faith efforts to resolve such dispute, first by direct negotiation and then, if that is not successful, by mediation with a neutral third party mediator acceptable to both parties. Each party will bear its own costs and expenses in connection with any mediation and all costs and expenses of the mediator will be shared equally by the parties. Any dispute arising out of or relating to this Agreement that is not settled by agreement between the parties within a reasonable time will, on agreement of both parties, be settled by binding arbitration by a single arbitrator. The location of any arbitration proceeding will be in Victoria, British Columbia. The arbitration will be governed by the *Arbitration Act* (British Columbia). The arbitrator will be selected and the arbitration conducted in accordance with the British Columbia Domestic Arbitration Rules ("Rules"), except that the provisions of this Agreement will prevail over the Rules. The parties will share equally in the fees and expenses of the arbitrator and the cost of the facilities used for the arbitration hearing, but will otherwise each bear their respective costs incurred in connection with the arbitration including each parties own legal fees. The parties will use their best efforts to ensure that an arbitrator is selected promptly and that the arbitration hearing is conducted no later than two (2) months after the arbitrator is selected.

### **7.2 Award Final**

The award of the arbitrator will be final and binding on each party. Judgment upon the award may be entered in any court of competent jurisdiction.

## **8. GENERAL PROVISIONS**

### **8.1 No Third Party Beneficiaries**

Nothing contained in this Agreement will create a duty or liability on the part of CREST, the CRD or their respective directors, officers, members, public officials, employees or agents to any member of the public. There are no third party beneficiaries to this Agreement.

## 8.2 Notices

Any notice required under the terms of this Agreement must be in writing. Any such notice will be deemed delivered:

- (a) on the day of delivery in person;
- (b) ten (10) days after date of deposit by prepaid registered mail, or upon confirmation receipt;
- (c) on confirmation of delivery by courier;
- (d) on the date sent by electronic mail if receipt is confirmed in writing by other party to whom it is directed, set forth below:

Capital Regional District  
625 Fisgard Street  
Victoria, BC V8W 2S6  
Email: \_\_\_\_\_

-And-

CREST  
110 2944 W Shore Parkway  
Victoria, BC V9B 0B2  
Email: \_\_\_\_\_

-Or- to such other address or contact person as that party may notify the other in accordance with this section.

## 8.3 Assignment

The CRD will not have the right to assign, transfer (whether directly or indirectly) or otherwise dispose of any of its interest in all or any part of this Agreement, whether gratuitously or for consideration, without the prior written consent of CREST and any attempt to do so will be void. CREST will have the right at any time to assign, transfer or otherwise dispose of the whole of this Agreement to any subsidiary or affiliate company, provided that the CRD approves the assignment in writing, not to be unreasonably withheld, and the subsidiary or affiliate company assumes all of the obligations of CREST under this Agreement.

## 8.4 Benefit

This Agreement will enure to the benefit of and be binding upon the parties and their respective successors and assigns.

8.5 Entire Agreement

This Agreement constitutes the entire agreement of the parties relating to the Services and supersedes any previous agreement with respect to the Services whether written or verbal.

8.6 Severability

If any provision of this Agreement is held to be unenforceable then such provision will be severed from this Agreement and the remaining provisions will remain in full force and effect. The parties will in good faith negotiate a mutually acceptable and enforceable substitute for the unenforceable provision, which substitute will be as consistent as possible with the original intent of the parties.

8.7 Waiver

The failure of either party to require the performance of any obligation hereunder, or the waiver of any obligation in a specific instance, will not be interpreted as a general waiver of any of the obligations hereunder, which will remain in full force and effect.

8.8 Relationship of Parties

This Agreement will not create nor will it be interpreted as creating any association, partnership or any agency relationship between the parties.

8.9 Governing Law

This Agreement is governed by, and if interpreted and construed in accordance with the laws applicable in British Columbia.

8.10 Counterpart

This Agreement may be executed in any number of counterparts. Each executed counterpart shall be deemed to be an original. All executed counterparts taken together shall constitute one agreement.

**IN WITNESS WHEREOF** the parties hereto have duly executed this Agreement as of the date first written above.

**CAPITAL REGIONAL DISTRICT** by its )  
authorized signatories: )  
 )  
 )  
\_\_\_\_\_)  
Name )  
 )  
 )  
\_\_\_\_\_)  
Name )

)  
)  
**CAPITAL      REGION      EMERGENCY** )  
**SERVICE TELECOMMUNICATIONS INC.** )  
by its authorized signatories: )  
)  
)  
)  
)  
\_\_\_\_\_)  
Name )  
)  
)  
)  
\_\_\_\_\_)  
Name )



**MEMBERS' AGREEMENT  
(First Amendment and Restatement)**

**CAPITAL REGION EMERGENCY SERVICES TELECOMMUNICATIONS  
(CREST)  
INCORPORATED**

**MEMBERS' AGREEMENT**  
**(First Amendment and Restatement)**

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Schedule C – Cost Sharing Formula for Company Services

Schedule D – List of Shareholders

Schedule E – List of Members

**MEMBERS' AGREEMENT**  
**(First Amendment and Restatement)**

This amended and restated Members' Agreement is made effective \_\_\_\_\_,  
200\_\_.

**AMONG:**

All Members of the Company from time to time

**AND:**

*Capital Region Emergency Service Telecommunications*  
*(CREST) Incorporated*, a company duly incorporated under the  
laws of the Province of British Columbia

(the "**Company**")

**WHEREAS:**

- A. The Company was incorporated under the *Company Act* (British Columbia) for the Purpose (as hereinafter defined);
- B. The Shareholders entered into a Members' Agreement dated April 1, 2001, as amended, (the "**Original Agreement**") to govern their relationship as Members and Shareholders and their respective rights and obligations in their capacity as Members and Shareholders with respect to the operating activities and business dealings of the Company;
- C. As a result of the recognition of the Company under the *Business Corporations Act* and to reflect the current status of the Shareholders, the parties wish to make certain amendments to the Original Agreement; and
- D. The parties wish to enter into this Agreement to amend and restate the terms of the Original Agreement:

NOW THEREFORE in consideration of the mutual covenants herein contained and for other good and valuable consideration (the receipt and sufficiency of which is hereby acknowledged by each of the parties hereto), the parties to this Agreement covenant and agree, each with the other, as follows:

**1. INTERPRETATION**

**1.1 DEFINITIONS**

Where used in this Agreement, the following words and terms shall have the meanings indicated below:

- 1.1.1 “**Additional Purpose**” has the meaning set forth in Section 2.1.1.2 hereof;
- 1.1.2 “**Agreement**” means this agreement and all Schedules attached hereto;
- 1.1.3 “**Articles**” means the articles of the Company as deposited in the Company’s records office under the *Business Corporations Act*, as amended from time to time;
- 1.1.4 “**Authorized Board Expenditure Amount**” means expenditures that total, in the aggregate for a fiscal year of the Company, less than (i) \$400,000 or (ii) such higher amount approved by the Members pursuant to Section 2.4.6 hereof;
- 1.1.5 “**Authorized Capital Budget**” means, at any time, the annual capital budget of the Company for such time that has received all necessary approvals under Section 6.4.2 hereof;
- 1.1.6 “**Authorized Operating Budget**” means, at any time, the annual operating budget of the Company for such time that has received all necessary approvals under Section 6.3.2 hereof;
- 1.1.7 “**BCAS**” means the Emergency Health Services Commission responsible for operating the British Columbia Ambulance Service under the *Health Emergency Act* (British Columbia);
- 1.1.8 “**Board**” means the board of directors of the Company as constituted from time to time;
- 1.1.9 “**Business Corporations Act**” means the *Business Corporations Act* (British Columbia) as from time to time enacted and all amendments thereto and includes the regulations made pursuant thereto;
- 1.1.10 “**Company Services**” means the holding, management and allocation of radio spectra; the provision of radio communications; the management and maintenance of radio systems and related infrastructure and equipment; the provision of emergency disaster communications; the provision of emergency response communications; the provision of emergency management information systems; and the maintenance of management information systems and other technology related to the delivery of emergency services, and any other services permitted by the ECC Act from time to time;
- 1.1.11 “**Confidential Information**” means information having a strategic, economic, or operational value that is not generally known regarding the business, affairs, and operations of the Company or any of the Members whether determined by the ECC Act or otherwise to be property of a Member, and any information whether oral, written or otherwise which is considered of a strategic or confidential nature or which may be withheld from disclosure under applicable privacy laws;

- 1.1.12 “**Contracted User**” means a Person that is not a Member or Potential Member and that enters into a Services Agreement with the Company, for so long as that agreement remains in effect;
- 1.1.13 “**Cost Sharing Formula**” means the cost sharing formula for Company Services set out in Schedule C attached hereto, as amended or replaced from time to time in the manner permitted by this Agreement;
- 1.1.14 “**CRD**” means the Capital Regional District;
- 1.1.15 “**CREST System**” means the wide area radio system operated by the Company, including all rights, properties, infrastructure and equipment related thereto;
- 1.1.16 “**ECC Act**” means the *Emergency Communications Corporations Act* (British Columbia) as from time to time enacted and all amendments thereto and includes the regulations made pursuant thereto;
- 1.1.17 “**Emergency Services Agency**” has the same meaning as set out in the ECC Act;
- 1.1.18 “**Federal Government**” means Her Majesty the Queen in Right of Canada;
- 1.1.19 “**Fund Balance**” means the balance of surplus accumulated from operations by the Company at any particular time that is unrestricted as to its future use;
- 1.1.20 “**General Manager**” means the general manager appointed for the Company from time to time;
- 1.1.21 “**Government Agency**” means an agent of, or a corporation that is wholly owned by, the Provincial Government, the Federal Government, a Municipality or a Regional District;
- 1.1.22 “**Inflation Rate**” means the increase in the Consumer Price Index - All Items for the City of Victoria, British Columbia during the preceding 12-month period ending on September 30 of the applicable year;
- 1.1.23 “**Local Government Act**” means the *Local Government Act* (British Columbia) as from time to time enacted and all amendments thereto and includes the regulations made pursuant thereto;
- 1.1.24 “**Members**” means, collectively, the Shareholders, the RCMP and any Potential Member that becomes a Member in accordance with Section 3.3, for as long as such Shareholder, the RCMP or Potential Member that becomes a Member holds Shares in the Company or as long as its Special User Agreement remains in effect, as applicable, with the current Members on the date of this Agreement as set out in Schedule E hereto;
- 1.1.25 “**Municipality**” means a municipality established pursuant to the *Local Government Act* within the Territory;

- 1.1.26 “**Notice of Articles**” means the notice of articles of the Company as filed with the Registrar of Companies under the *Business Corporations Act*, as amended from time to time;
- 1.1.27 “**Person**” includes a corporation, partnership, party, Municipality, Regional District, Emergency Services Agency, Government Agency, Provincial Government and Federal Government;
- 1.1.28 “**Policing Agreements**” means the agreements between the Federal Government and the Provincial Government pursuant to which the services of the RCMP are provided to Municipalities and areas of provincial jurisdiction;
- 1.1.29 “**Potential Members**” means any Municipality, Regional District or Emergency Services Agency within the Territory, the Provincial Government, the Federal Government and any Government Agency;
- 1.1.30 “**Primary Purpose**” has the meaning set forth in Section 2.1.1.1 hereof;
- 1.1.31 “**Provincial Government**” means Her Majesty the Queen in Right of the Province of British Columbia as represented by the Minister responsible for the *Police Act* (British Columbia);
- 1.1.32 “**Purpose**” means the Additional Purpose and the Primary Purpose as set forth in Section 2.1 hereof;
- 1.1.33 “**Rates**” means the rates assessed by the Company against the Members and payable by them under this Agreement for operating expenses and capital expenditures relating to the Company and the Company Services, as determined pursuant to the Cost Sharing Formula then in effect;
- 1.1.34 “**RCMP**” means Royal Canadian Mounted Police;
- 1.1.35 “**Regional District**” means a regional district under the *Local Government Act*;
- 1.1.36 “**Reserve Fund**” means the amount accumulated and designated for transfer to operations to fund expenditures not provided for in an Authorized Operating Budget or Authorized Capital Budget;
- 1.1.37 “**Services Agreement**” means an agreement between the Company and one or more Contracted Users by which the Company agrees to provide some or all of the Company Services, as such agreement is amended or replaced from time to time;
- 1.1.38 “**Shareholder**” means those Persons who hold Shares of the Company from time to time, as recorded in the Company’s minute book, with the current Shareholders on the date of this Agreement as set out in Schedule D hereto;

1.1.39 “**Special User Agreement**” means an agreement between a federal Government Agency, including the RCMP, and the Company, as amended from time to time; and

1.1.40 “**Territory**” means the geographic area within which a Company Service is or is capable of being provided by the CREST System to a Member or to any Person contracting with the Company at a particular point in time.

## **1.2 QUANTITY AND GENDER**

In this Agreement, the singular number shall include the plural number and vice versa, and any gender herein used shall be deemed to include the feminine, masculine, or neuter gender.

## **1.3 HEADINGS AND CAPTIONS**

The headings and captions of articles, sections, and paragraphs in this Agreement have been inserted for convenience of reference only and such headings and captions are not a part hereof and shall not be deemed in any manner to modify, explain, enlarge, or restrict any of the provisions hereof.

## **1.4 SEVERABILITY**

If any provision of this Agreement shall be held invalid, illegal, or unenforceable in any jurisdiction, such provision shall be severed from this Agreement in such jurisdiction and the validity, legality, and enforceability of the remaining provisions hereof shall not be affected or impaired thereby.

## **1.5 ACCOUNTING TERMINOLOGY AND PRINCIPLES**

All accounting terms not specifically defined herein shall be construed in accordance with the Handbooks of the Canadian Institute of Chartered Accountants and its Public Sector Accounting Board (PSAB) as appropriate, and financial reporting shall be in accordance with Canadian generally accepted accounting principles (GAAP).

## **1.6 RECITALS AND SCHEDULES**

The recitals set forth in this Agreement are true and correct and are deemed to be a part of this Agreement and the Schedules identified below (and any other supplementary schedules, appendices, or exhibits referred to in such Schedules) are hereby incorporated by reference and made a part of this Agreement as fully as if they were set forth in full. The Schedules are identified as follows:

- Schedule A – Articles of the Company
- Schedule B – Agreement to be Bound
- Schedule C – Cost Sharing Formula for Company Services
- Schedule D – List of Shareholders
- Schedule E – List of Members



## **2. THE COMPANY**

### **2.1 PURPOSE OF THE COMPANY**

2.1.1 The Company has been incorporated for, and will be operated for the following:

2.1.1.1 the provision of emergency communications and related services to its Members (the “**Primary Purpose**”); and

2.1.1.2

(a) the provision of communication and related services, for public safety and public service, to Municipalities, Regional Districts, Emergency Services Agencies, the Provincial Government, the Federal Government, Governmental Agencies, BCAS and the RCMP, whether or not they are Members; and

(b) any other purpose prescribed by regulation under the ECC Act for the Company from time to time;

(collectively, the “**Additional Purpose**”), all in the interests of civic improvement and for the benefit of the public residing within the Territory.

2.1.2 Pursuant to the Purpose, the Company shall provide Company Services to its Members; provide related administrative and technical services; own, hold or lease and manage any property and equipment forming part of the CREST System; and provide technical and other related services and expertise of the Company to other persons.

### **2.2 ARTICLES OF THE COMPANY**

The Articles of the Company are in the form appended as Schedule A hereto.

### **2.3 SHARE STRUCTURE**

The share capital of the Company consists of 500 common shares without par value.

### **2.4 VOTES BY MEMBERS ON EXTRAORDINARY ITEMS**

In addition to any approvals required by the Shareholders pursuant to the *Business Corporations Act* or the Articles, the Company shall not undertake any of the following without the prior approval of at least two-thirds of the Members:

2.4.1 the winding up or dissolution of the Company under Article 9 hereof;

2.4.2 the admission of Members and the allotment of Shares to such Members;

- 2.4.3 any amendment to Section 4.2 hereof relating to the nomination or election of directors;
- 2.4.4 any amendment to the Purpose;
- 2.4.5 the approval of:
  - 2.4.5.1 any annual operating budget for the Company under Section 6.3.2 hereof or any annual capital budget for the Company under Section 6.4.2 hereof; or
  - 2.4.5.2 any amendment to an Authorized Operating Budget under Section 6.3.3 hereof or any amendment to an Authorized Capital Budget under Section 6.4.3 hereof,that will increase the total Rates charged to Members by more than two times the Inflation Rate from those charged in the previous year's Authorized Operating Budget or Authorized Capital Budget, as applicable;
- 2.4.6 any increase in the Authorized Board Expenditure Amount;
- 2.4.7 any expenditure that is not provided for in an Authorized Operating Budget or an Authorized Capital Budget and that exceeds the Authorized Board Expenditure Amount;
- 2.4.8 the approval of all contracts for services to be provided to the Company that require payments thereunder for any fiscal year of the Company that exceed the Authorized Board Expenditure Amount;
- 2.4.9 any transfer to operations from Fund Balance or the Reserve Fund that exceeds the Authorized Board Expenditure Amount;
- 2.4.10 any borrowings of the Company that exceed the Authorized Board Expenditure Amount; and
- 2.4.11 any amendment to the Cost Sharing Formula, provided that such two-thirds approval must include the affirmative vote of those Members who would be obligated to pay not less than 50% of the costs of Company Services in accordance with the amended Cost Sharing Formula.

## **2.5 ACQUISITION OF AND HOLDING OF SPECTRA**

- 2.5.1 Subject to the applicable federal legislation, a Member hereby assigns or transfers to the Company or consents to the assignment or transfer to the Company of all licences and authorities for radio spectra held by the Member that are related to the Company Services which the Company provides to the Member, such assignment or transfer to be effective at such time as required by the Company.

2.5.2 The Company hereby declares that it holds or will hold all radio spectra acquired by it, whether as acquired as contemplated in Section 2.5.1 hereof or otherwise, to be used for the benefit of Members and other Persons as contemplated herein.

2.5.3 If the Company is to be dissolved for any reason, the Company will use its best efforts at its own expense to restore to each Member, licences and authorities for radio spectra comparable to those assigned to or transferred to the Company by each Member, subject to applicable federal legislation.

## **2.6 USE OF RADIO SPECTRA**

The Board may establish rules and regulations for the use of the radio spectra held by the Company.

## **2.7 OWNERSHIP OF EQUIPMENT**

The Members acknowledge that all equipment forming part of the CREST System shall be owned by the Company including all equipment assigned for the exclusive use by a particular Member, and that the Board may establish rules for the use and holding of such equipment.

## **2.8 AGREEMENT NOT TO USE PROPERTY**

Each Member that is a Municipality or a Regional District hereby agrees that in the event of an emergency, disaster or other similar occurrence within its jurisdiction, it will not use any powers or authorities which it may have, by statute or otherwise, to acquire and use, in any manner other than as specifically set forth in this Agreement, any of the property and assets of the Company.

## **3. SHAREHOLDERS, MEMBERS, ADDITIONAL MEMBERS AND CONTRACTED USERS**

### **3.1 CURRENT SHAREHOLDERS**

The Shareholders as at the date of this Agreement are listed in Schedule D hereto.

### **3.2 CURRENT MEMBERS**

The Members as at the date of this Agreement are listed in Schedule E hereto.

### **3.3 ADDITIONAL MEMBERS**

3.3.1 The Board may issue one or more shares of the Company (each, a “**Share**”) to a Potential Member, if the Board determines that the Potential Member has a role in fulfilling the Purpose and that the provision of the Company Services to that Potential Member would be for the benefit of the public, provided that:

3.3.1.1 the CREST System and the Company have sufficient capacity to provide the Company Services to the Potential Member without any significant impairment to the Company Services then being provided to the Members;

3.3.1.2 the Potential Member enters into and agrees to be bound by the terms of this Agreement by execution of an agreement substantially in the form of Schedule B hereto; and

3.3.1.3 the Potential Member pays the applicable subscription price for such Share,

and upon the issue of Share hereunder, that Potential Member shall become a Member and a Shareholder.

3.3.2 The Board may admit a Potential Member that is a federal Government Agency as a Member if that Potential Member is prohibited by law from holding a Share and if the Board determines that the Potential Member has a role in fulfilling the Purpose and that the provision of the Company Services to that Potential Member would be for the benefit of the public, provided that:

3.3.2.1 the CREST System and the Company have sufficient capacity to provide the Company Services to the Potential Member without any significant impairment to the Company Services then being provided to the Members; and

3.3.2.2 the Potential Member enters into and agrees to be bound by the terms of this Agreement by execution of a Special User Agreement in a form acceptable to the Company,

and upon the execution of the Special User Agreement by both the Potential Member and the Company, that Potential Member shall become a Member.

3.3.3 All Shares shall be issued at a price of \$10.00 each.

3.3.4 If a Member that executed a Special User Agreement subsequently becomes a Shareholder under Section 3.3.1, then that Special User Agreement shall terminate effective upon the date that the Member becomes a Shareholder, and that Member hereby agrees to execute and deliver all documents necessary or desirable in the opinion of the Company in order to give effect to such termination.

### **3.4 EFFECT OF BEING A MEMBER**

Upon a Member acquiring a Share or executing a Special User Agreement, that Member shall have agreed to use the Company for the Company Services and to fulfill its financial obligations with respect to those Company Services, when those Company Services can be provided by the Company.

### **3.5 CONTRACTED USERS**

Subject to Sections 4.10.9 and 4.11.3 hereof, the Company may enter into a Services Agreement with one or more Contracted Users if:

- 3.5.1 the Contracted User(s) has a role in fulfilling the Purpose;
- 3.5.2 the provision of the Company Service or Services to that Contracted User(s) would be for the benefit of the public; and
- 3.5.3 the Board determines that the Company has sufficient capacity to provide the Company Service(s) being requested by the Contracted User(s) without any significant impairment to the Company Services then being provided to Members, and anticipated to be provided to Members during the term of the Services Agreement.

At a minimum, the Services Agreement should provide for full recovery of any incremental costs incurred by the Company in providing the Contracted Service(s).

## **4. BOARD OF DIRECTORS**

### **4.1 COMPOSITION OF BOARD**

The Company shall have a Board comprised of not less than three nor more than twenty-five directors, with the actual number of directors as determined by the Shareholders as hereinafter provided.

### **4.2 NOMINATION AND ELECTION OF DIRECTORS**

- 4.2.1 Each Member on the date of this Agreement shall be entitled to nominate as a director one individual for each share in the Company held by it, provided that:

- 4.2.1.1 the CRD must nominate one individual to represent each of:

- (a) Southern Gulf Islands Electoral Area,
    - (b) Salt Spring Island Electoral Area, and
    - (c) Juan de Fuca Electoral Area;

- 4.2.1.2 the individual nominated as a director by BC Transit from time to time must be approved by the Provincial Government; and

- 4.2.1.3 the individual nominated as a director by the RCMP or by the Government Agency on behalf of the RCMP, as applicable, from time to time must be approved by the Police Service Branch of the Provincial Government.

4.2.2 No Potential Member that becomes a Member after the date of this Agreement shall have the right under this Agreement to nominate an individual for election as a director, except as otherwise authorized by the Board.

4.2.3 The Shareholders agree to vote their Shares to elect as directors the individuals nominated pursuant to Sections 4.2.1 and 4.2.2.

#### **4.3 VACANCIES ON BOARD**

Any vacancies on the Board created by an individual nominated under Section 4.2.1 shall be filled by an individual nominated by the Member that nominated the individual who is no longer a director.

#### **4.4 NO RESTRICTIONS ON AFFILIATION TO MEMBERS**

Directors may be appointed or elected officials from a Member or may be individuals with no affiliation to a Member.

#### **4.5 REMUNERATION FOR DIRECTORS**

Directors shall be entitled to fees for acting as a director of the Company, as determined in an Authorized Operating Budget. All directors may be paid reasonable expenses thereof incurred when acting as directors.

#### **4.6 QUORUM AT DIRECTORS' MEETINGS**

The quorum for all meetings of the Board shall consist of a majority of the directors. Meetings of the Board shall be held in accordance with the Articles of the Company and as herein provided.

#### **4.7 EXECUTIVE MEMBER OF THE BOARD**

The General Manager of the Company shall be an executive member of the Board and as such shall be entitled to be present at all meetings of the Board and to take part in all discussions at meetings of the Board but shall not have any right to vote at any such meeting. The Secretary of the Company shall send notice of all meetings of the Board to such executive member, including all materials provided to the directors, at the same time and in the same manner as notice is provided to such directors.

#### **4.8 REMOVAL OF DIRECTOR**

The Members shall not otherwise vote to remove a director unless the Member that nominated such director agrees to such director's removal.

#### **4.9 MEETINGS OF THE BOARD**

4.9.1 At least four meetings of the Board shall be held in each calendar year, such meetings to be held on a quarterly basis. Meetings of the Board may also be

called by the Chair of the Board, by the Chair's initiative or if requested by the General Manager. If the General Manager shall request in writing to the Chair of the Board that a meeting of the Board be called, the Chair shall convene a meeting of the Board to be called and held within one month or such other period as is reasonably practicable, of such request; provided however that if such meeting is of a material or emergency nature, the Chair shall convene the meeting of the Board within two weeks of such request.

- 4.9.2 The Chair of the Board shall have a second or casting vote at any meetings of the Board or of the Members.
- 4.9.3 The Secretary of the Company shall give each director and the General Manager, at least 7 days notice of each meeting of the Board and a reasonable description of the matters to be discussed at such meeting, except that failure to receive notice or adequate notice shall not invalidate the proceedings of any meeting if each director gives to the Company, before or after the meeting, a signed waiver of such notice. Notwithstanding the foregoing, notice of any meeting may be waived by consent in writing of all directors.
- 4.9.4 Except as provided in this Section or otherwise by applicable law, all meetings of the Board shall be open to the public. Matters of a confidential nature will be considered by the Board in a separate, closed, or *in camera*, meeting. Any director, including the Chair, will have the right to bring a motion for the Board to consider a matter at an *in camera* meeting.

#### **4.10 BOARD DUTIES**

The Board will, subject to the terms of this Agreement, supervise the general management of the business and affairs of the Company to ensure compliance with the Purpose and otherwise, with the authority to overview the general management of the Company, and supervise and give direction to the General Manager in accordance with the Articles, the *Business Corporations Act*, the ECC Act and this Agreement. Notwithstanding the generality of the foregoing, the Board shall be responsible for the following:

- 4.10.1 the appointment of the General Manager and the approval of the contract of employment for the General Manager, including terms and conditions of employment, provided that any contract shall provide for earlier termination by the Board and shall be renewable at the discretion of the Board;
- 4.10.2 the establishment of the duties and authority of the General Manager;
- 4.10.3 subject to Section 2.4.5 hereof, as applicable, the approval of the Authorized Operating Budget, as provided in Section 6.3;
- 4.10.4 subject to Section 2.4.5 hereof, as applicable, the approval of the Authorized Capital Budget, as provided in Section 6.4;

- 4.10.5 subject to Section 2.4 hereof, as applicable, the approval of any transfer to operations from the Fund Balance or the Reserve Fund;
- 4.10.6 the approval of the establishment of a base number of permanent positions within the Company and any increase to that base number of permanent positions thereafter;
- 4.10.7 subject to Section 2.4.5 hereof, as applicable, the establishment of Rates substantially in accordance with the Cost Sharing Formula;
- 4.10.8 the determination and approval of all long term operating and capital plans and related borrowings of the Company;
- 4.10.9 the approval of all Services Agreements and in this regard the Board shall consider the Purpose and shall comply with the requirements of Sections 3.5 and 4.11.3 hereof; and
- 4.10.10 the approval of the unaudited quarterly financial statements received pursuant to Section 6.2.1 hereof and the audited annual financial statements received pursuant to Section 6.2.2 hereof.

#### **4.11 APPROVALS BY THE BOARD**

All decisions taken by the Board shall be deemed to have been approved only if passed by the affirmative vote of a majority of the directors present at the meeting of the Board, except for the following matters which shall be deemed to have been approved only if passed by the affirmative vote of not less than two-thirds of the directors present at the meeting:

- 4.11.1 the issuance of any Shares;
- 4.11.2 the entering into, amendment or termination of any Special User Agreement; and
- 4.11.3 the entering into, amendment or termination of any Services Agreement.

#### **4.12 REFERRAL TO MEMBERS**

- 4.12.1 Notwithstanding the terms of Section 4.11 hereof but subject to Section 4.12.4 hereof, if a majority of the directors present at a meeting determine that a matter should be presented to the Members for their approval and determination, such directors may, if they give notice in writing (the “**Notice**”) to the General Manager within two business days after the meeting of directors in which that matter was discussed and voted upon, require that the matter to be presented to the Members at a general meeting called for that purpose.
- 4.12.2 The General Manager shall upon receipt of the Notice advise the Chair of the Board and all directors of the receipt of the Notice and shall forthwith, within two



business days, call a meeting of the Members, such meeting to be held not more than one month after the giving of notice thereof.

4.12.3 If any matter referred to Members pursuant to Section 4.12.1 hereof is not approved by the Members at that meeting, that matter may not again be referred to Members pursuant to the provisions of this Section 4.12 hereof.

4.12.4 No matter that has been submitted to the Members for approval pursuant to Section 2.4 hereof shall be referred to the Members under Section 4.12.1 hereof during the same fiscal year of the Company without the approval of at least two-thirds of the directors present at the meeting at which the referral of that matter is considered.

#### **4.13 REPORTING BY DIRECTORS**

A director who is elected pursuant to Section 4.2.1 hereof shall not be subject to any restriction imposed by the Company with respect to any reporting on matters conducted at meetings of the Board to the Member that nominated that director.

### **5. MANAGEMENT OF THE COMPANY**

#### **5.1 OFFICERS**

The Company may have such officers as determined by the Board and will have at least four officers including a Chair of the Board, a Vice-Chair of the Board, the General Manager and a Secretary.

#### **5.2 SPECIFIC DUTIES OF OFFICERS**

5.2.1 The Chair of the Board, if present, shall chair meetings of the Board and of the Members. The Chair of the Board shall be a member of the Board and shall be elected by the Directors.

5.2.2 The Vice-Chair of Board shall be vested with all the powers and shall perform all the duties of the Chair of the Board in the absence or inability or refusal to act of the Chair. The Vice-Chair shall have such other powers and shall perform such other duties as may from time to time be assigned by the Board. The Vice-Chair of the Board shall be a member of the Board and shall be elected by the Directors.

5.2.3 The General Manager shall be the general manager of the Company. Subject to the general supervision and direction of the Board, the General Manager shall be responsible for the general supervision, management and control of the operations of the Company on a day-to-day basis. The General Manager shall, in fulfilling such duties, operate within the Purpose to provide the Company Services.

5.2.4 Within the constraints of the Authorized Budget and the Authorized Capital Budget, and subject to any determination of the Board or the Members, the

General Manager shall implement the decisions as so determined. Notwithstanding the generality of the foregoing, the General Manager will:

5.2.4.1 manage the operations of the Company to meet the requirements of the users within the Purpose;

5.2.4.2 be responsible for the hiring and termination of staff for the Company;

5.2.4.3 prepare and submit an annual operating budget and a capital budget for the approval by the Board or Members, as the case may be;

5.2.4.4 prepare and deliver following approval of the Board, an annual report to the Members and to the Minister under the ECC Act within the time as required thereunder;

5.2.4.5 request proposals for delivery of services to the Company, analyze such proposals and submit recommendations on such proposals to the Board for approval, if such approval is required;

5.2.4.6 ensure proper record keeping of books and records for the Company as required by law or by the Board; and

5.2.4.7 monitor compliance with the Articles, the *Business Corporations Act*, the ECC Act and the Agreement by the Members, the Board and the officers.

The General Manager shall report to the Board, and will be an executive member of the Board as set forth in Section 4.7 hereof.

5.2.5 The Secretary shall prepare the agenda for all meetings of the Members and the Board and shall draw up minutes of such meetings and shall be responsible for the safekeeping of the books and records of the Company.

### **5.3 VACANCY OF OFFICE**

Any vacancy of office caused by the resignation, removal, death or incapacity of an officer shall be filled by appointment of the Board.

### **5.4 SIGNING AUTHORITY**

The authorized signing officers of the Company in respect of legal documents or any bank or other financial institution or the opening of any corporate bank accounts shall be as determined by the Board.

### **5.5 AUDITORS**

The Members shall appoint the auditors of the Company from time to time.

## **5.6 FINANCIAL YEAR END**

Until changed by an ordinary resolution of the Shareholders, the financial year-end of the Company shall be December 31.

## **6. FINANCIAL MATTERS AND RECORDS**

### **6.1 BOOKS AND RECORDS**

The Company shall keep books of account and records in accordance with Canadian generally accepted accounting principles and furnish to each Member copies of such accounting reports and financial statements as herein provided.

### **6.2 FINANCIAL STATEMENTS**

The General Manager shall cause to be delivered to each member of the Board and to the Members the following financial statements, prepared in accordance with Canadian generally accepted accounting principles:

- 6.2.1 as soon as available and in any event, within 30 days after the end of each quarter of each fiscal year, an unaudited balance sheet of the Company as of the end of such quarter, the statements of financial activities and fund balances for the quarter then ended and, if applicable, the six-month period or nine-month period of such fiscal year then ended, with projections to year-end compared to the Authorized Operating Budget and Authorized Capital Budget; and
- 6.2.2 as soon as available and in any event, within 120 days after the end of each fiscal year, the audited balance sheet of the Company as of the end of such fiscal year and the statements of financial activities and fund balances and changes in financial position for the fiscal year then ended, all accompanied by an opinion of the Company's auditors.

### **6.3 AUTHORIZED OPERATING BUDGET**

- 6.3.1 Prior to the beginning of each fiscal year and in sufficient time to permit the implementation thereof, the General Manager shall submit to the Board for its review and approval, a proposed annual operating budget for such fiscal year which will show the revenues and expenses for the day to day operations of the Company and the Rates to be charged to Members for the year.
- 6.3.2 The proposed annual operating budget for a fiscal year shall be approved by the Board following the steps in Section 6.3.1 hereof, prior to the commencement of that fiscal year, in any case with such amendments or variations thereto as the Board shall deem appropriate and approve, provided that:
  - 6.3.1.1 the Board shall recognize the Purpose; and

6.3.1.2 no annual operating budget that requires approval by the Members under Section 2.4.5 hereof will be an Authorized Operating Budget until such approval has been obtained.

6.3.3 Subject to Section 2.4.5, the Board may amend an Authorized Operating Budget from time to time.

## **6.4 AUTHORIZED CAPITAL BUDGET**

6.4.1 Prior to the beginning of each fiscal year and in sufficient time to permit the implementation thereof, the General Manager shall submit to the Board for its review and approval, a proposed annual capital budget for such fiscal year which will provide for all capital expenditures to be made for the Company for that year and any long term capital plans or proposed capital expenditures and borrowings for any subsequent years.

6.4.2 The proposed annual capital budget for a fiscal year shall be approved by the Board following the steps in Section 6.4.1 hereof, prior to the commencement of that fiscal year, in any case with such amendments or variations thereto as the Board shall deem appropriate and approve, provided that:

6.4.1.1 the Board shall recognize the Purpose; and

6.4.1.2 no annual capital budget that requires approval by the Members under Section 2.4.5 hereof will be an Authorized Capital Budget until such approval has been obtained.

6.4.2 Subject to Section 2.4.5, the Board may amend an Authorized Capital Budget from time to time.

## **7. FUNDING BY MEMBERS**

### **7.1 RATES FOR COMPANY SERVICES**

The Members hereby agree that the Rates to be assessed by the Company for Company Services against the Members and payable by the Members for Company Services shall be established by the Board substantially in accordance with the Cost Sharing Formula and that no amendment will be made to the Cost Sharing Formula except in the manner provided in Section 2.4.11 hereof.

### **7.2 OBLIGATION TO PAY**

7.2.1 Each Member hereby agrees to pay all Rates assessed and charged to it by the Company. Rates shall be payable quarterly in advance upon invoicing by the Company.

- 7.2.2 Notwithstanding the foregoing, it is understood that the Provincial Government will not pay any amounts except as billed directly by the RCMP for Company Services for all services provided under the Policing Agreements.
- 7.2.3 If a Municipality that is a Member receives its policing services through the RCMP pursuant to a Policing Agreement, then such Member hereby acknowledges that the RCMP may be assessed Rates by the Company to cover Company Services as part of the policing services provided to that Municipality, and that Member agrees to pay to the RCMP all amounts charged by the RCMP in respect of that Municipality.

### **7.3 APPROPRIATION FOR PROVINCIAL GOVERNMENT**

Any obligation of the Provincial Government to pay money under this Agreement is subject to an appropriation being available in the fiscal year of the Provincial Government during which the payment becomes due.

## **8. RESTRICTIONS ON MEMBERS' TRANSFERS**

### **8.1 RESTRICTIONS ON TRANSFER OF SHARES**

- 8.1.1 Each of the Members agrees that it will not sell, transfer, assign, mortgage, pledge, charge, hypothecate, encumber, alienate or otherwise dispose of, create a security interest in, grant an option on, or cease to be the holder of any Shares of the Company, or any right or interest therein at any time now or hereinafter held or owned by or for them (any one of such actions being herein called a "transfer"), except that if a Municipality is amalgamating with another Municipality, then the Shares of the amalgamating Municipalities will be cancelled and one new Share will be issued in the name of the new amalgamated Municipality, upon that new Municipality executing an agreement substantially in the form of Schedule B hereto, or except as otherwise approved by the Board.
- 8.1.2 Any actual, attempted or purported transfer by any Member of all or any part of its Share that does not comply with the provisions of this Agreement shall be void and of no effect.

## **9. WINDING UP OR DISSOLUTION**

### **9.1 WINDING UP OR DISSOLUTION**

If alternate sources are available for all of the services equivalent to the Company Services then being provided to the Members, and if adequate provision is made for the payment of all outstanding debts and liabilities of the Company and the consent of any major lenders to such winding up or dissolution is obtained, if such consent is required under the terms of any lending agreement with the Company, then the Shareholders may resolve under Section 2.4.1 hereof to wind up or dissolve the Company and to dispose of the property, equipment and assets of the Company as provided in this Agreement.

## 9.2 DISPOSITION OF PROPERTY

In the event of a winding up or dissolution of the Company pursuant to Section 9.1 hereof, the property, equipment and assets owned and leased by the Company shall be disposed of in the following manner and the Members shall vote to dispose of the property, equipment and assets in the following manner.

- 9.2.1 all property, equipment or assets owned or leased by the Company and assigned for the exclusive use of any one Member (the “**Purchasing Party**”) may be purchased from the Company by the Purchasing Party at the fair market value thereof. The General Manager, with the assistance of consultants or otherwise, shall establish a fair market value to such property, equipment or assets and shall advise the Purchasing Party, by written notice, of the fair market value as established. The Purchasing Party may within ten days of receipt of that notice from the General Manager, dispute the fair market value by notice in writing to the General Manager, in which event within five days of that written notice the General Manager and the Purchasing Party shall agree to appoint a valuator, knowledgeable in the valuation of the property, assets or equipment being purchased, to establish the fair market value. The determination of the valuator, which shall be made within 20 days of the appointment of the valuator, will be final and binding on the Company and the Purchasing Party. The costs of any valuation will be borne by the Purchasing Party and the Company, jointly. Any payment made by a Member hereunder shall be applied by the Company to reduce the debt incurred to purchase that equipment;
- 9.2.2 all property, assets and equipment owned or leased by the Company and not purchased under Section 9.2.1 hereof shall be offered by the General Manager, in blocks as determined by the General Manager, to all Shareholders and to all other Members that have executed a Special User Agreement, pursuant to an auction. The General Manager shall have full authority to establish the rules for and operate any such auction;
- 9.2.3 any property, equipment and assets owned or leased by the Company and not disposed for pursuant to Section 9.2.1 or 9.2.2 hereof may be sold or disposed of by the General Manager or such other person as determined by the General Manager; and
- 9.2.4 with regard to the licences and authorities for radio spectra assigned to or transferred to the Company by the Members, Section 2.5.3 hereof shall apply.

## 9.3 DISTRIBUTION OF MONIES

All monies realized by the Company on the disposition pursuant to Section 9.2 hereof shall:

- 9.3.1 firstly, be used to satisfy all debts and liabilities of the Company; and

9.3.2 secondly, be used to satisfy the requirement under Section 2.5.3 hereof to employ best efforts with regard to restoration of licences and authorities for radio spectra; and

9.3.3 thirdly, be distributed in the manner provided in Article 24.3 of the Articles.

## **10. WITHDRAWAL BY ANY MEMBER**

### **10.1 WITHDRAWAL BY ANY ONE MEMBER**

Any Member may cease to be a Member of the Company by giving prior written notice (the “**Notice**”) of its desire to cease to be a Member, in which event:

10.1.1 the date (the “**Withdrawal Date**”) on which such Member ceases to be a Member (the “**Withdrawing Member**”) shall be the end of the year next following the year in which the Notice is received by the Company;

10.1.2 the Withdrawing Member shall be obligated to pay to the Withdrawal Date, as a Rate, as requested by the Company, the Withdrawing Member’s proportionate share of any long-term capital obligations, including any lease obligations, or repayments thereof committed to by the Company up to the Withdrawal Date;

10.1.3 upon receipt by the Company of the payment required in Section 10.1.2 hereof, the Company will transfer to the Withdrawing Member all user equipment used by that Member that has been paid for by that Member; and

10.1.4 upon receipt by the Company of the payment required in Section 10.1.2 hereof, the Withdrawing Member shall surrender the Share held by it for cancellation and that Member shall cease to be a Member as at the effective date of cancellation.

### **10.2 SPECTRA ON WITHDRAWAL**

Any radio spectra held by the Company at the time of withdrawal shall not be available for use by a Withdrawing Member. However, the Company will use its best efforts at its own expense to restore to a withdrawing Member licences and authorities for radio spectra comparable to those assigned to or transferred to the Company by that withdrawing Member, subject to applicable federal legislation.

## **11. TERMINATION**

### **11.1 TERMINATION**

This Agreement shall terminate upon:

11.1.1 the completion of the winding-up or dissolution of the Company; or

11.1.2 the agreement of all Members, provided that the Members shall not be permitted to agree to terminate the Agreement unless all debts and liabilities of the Company have been provided for and unless permitted under the ECC Act.

## **12. CONFIDENTIALITY**

### **12.1 NON-DISCLOSURE OF CONFIDENTIAL INFORMATION**

The Members acknowledge the provisions of Section 9 of the ECC Act and in particular Subsection 9(4) of the *ECC Act*. The obligations of the Members and the Company under this Article 12 are subject to the applicable provisions of the ECC Act and the *Freedom of Information and Protection of Privacy Act* (British Columbia). The Members shall, and shall ensure that all of their respective officials and employees shall, hold all Confidential Information of any kind or nature acquired in their course of dealing with the Company and with each other in their capacity as Members in confidence and shall use such Confidential Information solely for purposes related to their capacity as Members and in connection with the Purpose. The Members shall not, and shall ensure that their respective employees shall not, disclose any such Confidential Information at any time or otherwise make use of such Confidential Information for any purpose other than as Members.

## **13. GENERAL**

### **13.1 APPLICABILITY**

Except as otherwise expressly provided in this Agreement, this Agreement applies to each Member only so long as the Member is a Shareholder or has a Special User Agreement, as applicable.

### **13.2 PRECEDENCE**

The Members shall be governed by the provisions of the ECC Act, the Notice of Articles, the Articles, the *Business Corporations Act* and this Agreement. In the event of any inconsistency among the provisions of any such documents, to the extent permitted by law and subject to the ECC Act, the provisions of this Agreement will take precedence and bind the parties and in particular the Members agree that the specific provisions of this Agreement shall override those general provisions in the Articles.

### **13.3 AMENDMENTS**

Subject to the provisions of the ECC Act, this Agreement may be amended by approval of Members holding 50% or more of the Shares, except that any amendment to Section 2.4 hereof shall require the approval of at least two-thirds of the Members.

### **13.4 ASSIGNMENT**

This Agreement may not be assigned by any Member except as provided for specifically herein.



### **13.5 COUNTERPARTS; FACSIMILE**

This Agreement may be executed in any number of counterparts with the same effect as if all parties had all signed the same document. All counterparts will be construed together and will constitute one and the same agreement. This Agreement may be executed by the parties and transmitted by facsimile transmission and if so executed and transmitted this Agreement will be for all purposes as effective as if the parties had delivered an executed original Agreement.

### **13.6 ENTIRE AGREEMENT**

This Agreement, including the Schedules hereto and the agreements referred to herein, constitutes the entire agreement between the parties hereto related to their membership in the Company, it being understood that additional agreements may be entered into relating to equipment and use thereof, use and access to information which may be restricted and other matters as required. There are not and shall not be any verbal statements, representations, warranties, undertakings or agreements between the parties and this Agreement may not be amended or modified in any respect except as provided in Section 13.3 hereof.

### **13.7 ENUREMENT**

This Agreement shall enure to the benefit of and be binding on the respective successors, executors, administrators and permitted assigns of each of the Members and of the Company.

### **13.8 FURTHER ASSURANCES**

The Members shall execute such further assurances and other documents and instruments and do such further and other things as may be necessary to implement and carry out the intent of this Agreement. Each Member that is a Shareholder agrees that it will vote and act at all times as a shareholder of the Company and all Members shall in all other respects use their best efforts and take all steps as may be reasonable within their powers so as to cause the Company to act in the manner contemplated by the provisions of this Agreement and so as to implement to their full extent the provisions of this Agreement (including the entering into of agreements by the Company with one or more of the parties hereto or other Persons).

### **13.9 NO PARTNERSHIP**

Nothing in this Agreement shall be deemed in any way or for any purpose to constitute any party a partner of any party hereto in the conduct of any business or otherwise or a member of a joint venture or a joint enterprise with any other party hereto.

### **13.10 NOTICE**

Any notice or other communication permitted or required under this Agreement must be in writing. Any such notice will be deemed delivered: (i) on the day of delivery in

person; (ii) one day after deposit with an overnight courier, fully prepaid; or (iii) if sent by facsimile transmission during regular business hours on a business day, on the date delivered or sent (or, if delivered or sent after normal business hours on a business day or on a non-business day, on the next business day) and must be sent to:

(a) if to the Company:

Capital Region Emergency Service Telecommunications (CREST) Incorporated  
108 - 800 Kelly Road, Suite 482  
Victoria, BC V9B 6J9

Attention: General Manager  
Fax: (250) 995-5711

(b) if to a Member, at the address or fax number for that Member on record with the Company from time to time or, if no address or fax number for that Member is on record with the Company, to the general mailing address or general fax number for that Member made available to the general public,

or at such other reasonable address or fax number at which personal delivery may be effected of which a party may from time to time give notice in accordance with this Section.

### **13.11 TIME OF THE ESSENCE**

Time shall be of the essence of this Agreement and the transactions contemplated hereby.

### **13.12 WAIVER**

No provision of this Agreement shall be deemed to be waived unless such waiver is in writing. Any waiver of any default by any party hereto in the observance or of the performance of any part of this Agreement shall not extend to or be taken in any manner to affect any other default.

### **13.13 RESTATEMENT OF ORIGINAL AGREEMENT**

This Agreement is the first amended and restated version of the Original Agreement. This Agreement reflects a restatement of the Original Agreement, as amended, as at \_\_\_\_\_, 200\_\_.

### **13.14 BINDING EFFECT**

This Agreement will be binding upon the Company and all of the current Members upon approval by the Minister in accordance with the requirements of the ECC Act.

**SCHEDULE A**  
**ARTICLES OF THE COMPANY**

## SCHEDULE B

### AGREEMENT TO BE BOUND

TO: Capital Region Emergency Services Telecommunications (CREST) Incorporated

AND TO: All Members of the Company, as defined pursuant to a Members' Agreement dated \_\_\_\_\_, 2007 (the "**Members' Agreement**")

WHEREAS:

A. The Company has been established for the Purpose as set forth in the Members' Agreement;

B. The undersigned wishes to subscribe for Shares in the Company and become a Shareholder and a Member of the Company; and

C. The Members' Agreement requires that prior to the issue of Shares to any person, such person must agree to be bound by the terms of the Members' Agreement.

In consideration of the payment of \$2 by the Company to the undersigned and the issue of a Share to the undersigned (the receipt and sufficiency of which is hereby acknowledged) the undersigned hereby agrees that:

1. The terms as used herein shall have the meaning as set forth in the Members' Agreement.
2. The undersigned hereby subscribes for one Share of the Company.
3. The undersigned hereby pays \$10 for the Share.
4. So long as the undersigned owns the Share, the undersigned hereby agrees with the Company and all other Members to be bound by the terms and conditions of the Members' Agreement as and from the date hereof, as if it had been an original signatory thereto.
5. This Agreement shall bind the undersigned and all successors thereof.
6. If the undersigned is a Municipality the undersigned confirms that it has adopted or is adopting a bylaw as contemplated in Section 4(2)(a) of the *ECC Act* and this subscription will only become effective upon the adoption of such a bylaw.

DATED \_\_\_\_\_.

\_\_\_\_\_

## SCHEDULE C

### COST-SHARING FORMULA FOR COMPANY SERVICES

#### 1.0 OVERVIEW OF COST-SHARING FORMULA

- 1.1 The goal of the Cost-Sharing Formula is to allocate among Members all capital, operating and maintenance costs associated with the provision of Company Services by the Company, including overhead and administration costs and all financing costs associated with capital and operating expenditures, but excluding User Equipment.
- 1.2 There are two major cost components of the CREST System:
  - 1.2.1 Infrastructure Costs; and
  - 1.2.2 User Equipment Charges.
- 1.3 Only the Infrastructure Charge is allocated among User Agencies under the Cost-Sharing Formula described in this Schedule.
- 1.4 Any amendment to the allocation language of the Cost Sharing Formula requires the approval of the Members pursuant to Section 2.4.11 of the Members' Agreement.

#### 2.0 DEFINITIONS

- 2.1 Adjusted Coverage Area means the Coverage Area multiplied by the Area Adjustment Factor.
- 2.2 Agreement means the Members' Agreement (First Amendment and Restatement) to which this Schedule is attached, as amended or replaced from time to time.
- 2.3 Area Adjustment Factor means the percentage(s) applied to the Coverage Area for each User Agency to determine the Adjusted Coverage Area, which, until amended by the Members in accordance with the Agreement, is 150% for police services in all jurisdictions, 45% for BC Transit and 100% for all other User Agencies.
- 2.4 Coverage Area means, with respect to each User Agency, the number of square kilometers that are within the jurisdiction of that User Agency.
- 2.5 CRD Charges means the fees and charges collected by the CRD under the Capital Regional District Emergency Communications Charge Bylaw No. 1, 2001, as amended, supplemented or replaced from time to time, and remitted to CREST by the CRD;
- 2.6 Current User Equipment means the User Equipment registered on the CREST System as at the date of this Agreement;

- 2.7 Infrastructure Costs means, for each fiscal year of the Company, the total of all Company expenses provided for in the Authorized Operating Budget and the Authorized Capital Budget including:
- 2.7.1 the capital costs of the CREST System, including capital expenditures, interest on debt obligations and debt reductions net of additions based on financing rates and terms secured by the Company;
  - 2.7.2 the operating and maintenance costs of the CREST System; and
  - 2.7.3 overhead and administration costs of the Company,
- but excluding User Equipment Charges.
- 2.8 Net Infrastructure Charge means, for each fiscal year of the Company, the Infrastructure Costs for that fiscal year, less the amount of (a) any revenues receivable by the Company from Contracted Users during that fiscal year (b) other revenues and (c) net transfers from the Reserve Fund and Fund Balance during that fiscal year.
- 2.9 New Agency means any User Agency that joins the CREST System after the date of the Agreement.
- 2.10 Population Served means, with respect to each User Agency, the number of people resident within the Coverage Area of that User Agency.
- 2.11 Total Adjusted Coverage Area means the sum of all Adjusted Coverage Areas.
- 2.12 Total Number of Radios means the sum of all User Radios registered on the CREST System.
- 2.13 Total Population Served means the sum of the total Population Served.
- 2.14 Total Radio Traffic means the sum of all User Radio Traffic.
- 2.15 User Agency means any single user on the CREST System that is affiliated with a Member, such as an individual police department, fire department, RCMP detachment or municipal public works department. BC Transit and BCAS are each designated as a single User Agency for the purposes of this Schedule.
- 2.16 User Equipment means all User Radios and peripheral equipment owned by CREST and used by a User Agency to interface with the CREST System, such as mobile and portable radio terminals, and data terminals, including batteries.
- 2.17 User Equipment Charges means, for any fiscal year of the Company, the total of all charges by the Company to User Agencies for the use of User Equipment during that fiscal year provided for in the authorized Operating Budget, including amortization of User Equipment capital costs, radio and base station licensing fees, battery replacement costs and other costs not forming part of the Infrastructure Costs for that fiscal year.

- 2.18 User Radios means the number of voice radios (both portable and mobile units) that are registered on the CREST System by each User Agency, excluding User Equipment.
- 2.19 User Radio Traffic means the monthly average minutes of User Radio use by each User Agency.

Capitalized terms used but not defined in this Schedule will have the meanings assigned to them in the Agreement.

### **3.0 COST DISTRIBUTION FACTORS**

- 3.1 There are four factors that are used to calculate each User Agency's share of the Net Infrastructure Charge:
- 3.1.1 the Adjusted Coverage Area for that User Agency;
  - 3.1.2 Population Served by that User Agency;
  - 3.1.3 User Radio Traffic of that User Agency; and
  - 3.1.4 Number of User Radios used by that User Agency.
- 3.2 Sources and definitions of these cost distribution factors are contained in Table 1.
- 3.3 These cost distribution factors for each agency will be updated on an annual basis, as set out in Table 1.
- 3.4 The percentage allocation of these cost distribution factors to each User Agency's Net Infrastructure Charge is set out in Table 2.

### **4.0 APPLICATION OF SUBSIDIES AND ADJUSTMENTS**

- 4.1 After the Company has allocated the Net Infrastructure Charge for a year among all User Agencies, the CRD Charge and any subsidies (or other payments) received by the Company in respect of that year on account of one or more User Agencies shall be applied to reduce the share of the Net Infrastructure Charge payable by those User Agencies.

<b>5.0</b>	<b>USER EQUIPMENT CHARGES</b>
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- 5.1 User Equipment Charges relate to User Equipment amortization and operating costs determined as follows:

**5.1.1 Current User Equipment:**

- 5.1.1.1 Amortization is based on the current inventory of radios and dispatch consoles owned by the Company and allocated to each User Agency, as set out in Table 3.
- 5.1.1.2 Charges are based on the proportionate capital cost to each User Agency, amortized over a period of seven (7) years at a cost of capital of 5% per year.
- 5.1.1.3 No amortization is charged to User Agencies that have purchased or supplied their own radios prior to the date of the Agreement.

**5.1.2 Replacement User Equipment:**

- 5.1.2.1 As Current User Equipment is replaced or supplemented from time to time, the Company will consult with the User Agencies and the Company will purchase for ownership by the Company and distribution to a User Agency all User Equipment to be used and maintained by that User Agency.
  - 5.1.2.2 Each Member will pay to the Company the capital cost of all such User Equipment distributed to its User Agencies, plus any associated financing costs.
- 5.2 License fees for spectrum for both radios and base stations are paid to Industry Canada by the Company on an annual basis. The Company will allocate to each User Agency its share of such fees, based on the Total Number of Radios.
- 5.3 Battery replacement costs are estimated annually and allocated to User Agencies based on the Total Number of Radios registered on the CREST System.
- 5.4 Only User Equipment purchased by the Company may be used on the CREST System, unless the Company otherwise consents in writing.



## **6.0 DESIGN OF THE COST SHARING FORMULA**

### **6.1 User Agencies**

- 6.1.1 Each User Agency is considered a separate user for the purposes of cost sharing under this Schedule. For example, a single Municipality's police department and fire department are two separate and completely independent User Agencies for the purposes of cost sharing.
- 6.1.2 For the purposes of cost sharing, a single Municipality is limited to three types of municipal User Agencies: a police department (or municipal RCMP detachment), a fire department and a public works department. Public works departments include all municipal public safety agencies, including but not limited to parks, engineering and transit agencies.
- 6.1.3 RCMP Allocation:
  - 6.1.3.1 Each RCMP detachment in the Territory is a User Agency and will be allocated a share of the Net Infrastructure Charge.
  - 6.1.3.2 For those RCMP detachments that provide services in more than one Municipality, the allocation of the Net Infrastructure Charge for those detachments among those municipalities will be calculated by the RCMP and the municipalities served by the RCMP.
  - 6.1.3.3 CREST will bill the RCMP for all costs associated with RCMP User Agencies.

### **6.2 Allocated Costs**

- 6.2.1 The model is designed so that:
  - 6.2.1.1 in each year, the Net Infrastructure Charge are recovered from all User Agencies (through affiliated Members) that are active users of the CREST System in that year; and
  - 6.2.1.2 the addition of a New Agency reduces the share of the Net Infrastructure Charge paid by all other User Agencies.
- 6.2.2 If a Member fails to pay its share of the Net Infrastructure Charge, then the unpaid monies will be reallocated to and collected from the other Members. In that event, the Company will initiate collection proceedings to obtain the unpaid monies from the defaulting Member.

### **6.3 Timing of Cost Allocations**

- 6.3.1 A User Agency begins to pay its share of the Net Infrastructure Charge from the date it becomes an operational user of the CREST System.

- 6.3.2 If a User Agency becomes an operational user of the CREST System at any time other than January 1 of a year, then its share of the Net Infrastructure Charge for that year will be prorated accordingly.

<b>7.0 MEMBERS OBLIGATION TO PAY</b>
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- 7.1 Members are responsible for paying all costs and charges associated with its affiliated User Agencies, including both the Net Infrastructure Charges and User Equipment Charges.

**TABLE 1 – COST DISTRIBUTION FACTORS IN COST SHARING FORMULA**

<b>Factor</b>	<b>Weight</b>	<b>Preliminary Source of Data</b>	<b>User Agencies Serving Multiple Jurisdictions</b>	<b>Area Adjustment Factor</b>	<b>Updating</b>
<b>Geographic Area</b>	60%	2004 CRD Demographic Atlas as applicable; the source may change over time; easily available, accurate and reliable sources will be used.	Coverage areas for User Agencies are added together	<u>Police Agencies</u> = Area x 150%  <u>BCAS</u> = Area x 45%  <u>All other agencies</u> = Area x 100%	Will be updated on an annual basis using the most recent published “BC Stats” data.
<b>Number of User Radios</b>	15%	Number of radios registered on the CREST radio system as of the time of update			Will be updated on an annual basis using number of radios registered on the CREST radio system as at December 31 of the previous year.
<b>Total Radio Traffic</b>	15%	Analysis of system traffic reports for the first half of 2005.			These cost distribution factors for each agency will be updated on an annual basis, based on radio traffic for the prior calendar year.
<b>Population Served</b>	10%	2004 CRD Demographic Atlas as applicable; the source may change over time; easily available, accurate and reliable sources will be used.	Populations figures for User Agencies are added together		Will be updated on an annual basis using most recent published “BC Stats” data.

**TABLE 2 - ALLOCATION OF COST DISTRIBUTION FACTORS TO NET INFRASTRUCTURE CHARGE**

**User Agency's Share of Net Infrastructure Charge =**

$[(\text{Net Infrastructure Charge} \times 60\%) \times \text{Agency's Share of Total Adjusted Coverage Area (Note below)}$

$+ (\text{Net Infrastructure Charge} \times 15\%) \times \text{Agency's Share of Total Number of Radios}$

$+ (\text{Net Infrastructure Charge} \times 15\%) \times \text{Agency's Share of Total Radio Traffic}$

$+ (\text{Net Infrastructure Charge} \times 10\%) \times \text{Agency's Share of Total Population Served}]$

*Note: The Adjusted Coverage Area reflects the Area Adjustment Factor as defined in Section 2.4 of this Schedule*

**TABLE 3 - 2007 AGENCY ALLOCATIONS**

Agency	2007 Allocation	PF	CF	TF	RF	Weight	Equip Total	Total
BC Ambulance Service (BCAS) - Other	219,099	2.12%	15.43%	1.42%	1.07%	20.03%	6,051	225,150
BC Transit and HandyDART - Other	125,997	2.12%	4.41%	2.63%	2.37%	11.52%	9,572	135,568
Central Saanich - Fire	10,874	0.10%	0.68%	0.01%	0.21%	0.99%	22,259	33,134
Central Saanich - Police	16,702	0.10%	1.02%	0.23%	0.17%	1.53%	17,702	34,404
CFB Esquimalt - Fire	11,395	0.06%	0.69%	0.01%	0.28%	1.04%	28,549	39,944
CFB Esquimalt - Police	16,189	0.06%	1.03%	0.20%	0.19%	1.48%	19,292	35,482
Colwood - Fire	6,862	0.09%	0.29%	0.04%	0.21%	0.63%	22,245	29,107
CRD East Sooke - Fire	8,458	0.01%	0.66%	0.00%	0.11%	0.77%	11,943	20,401
CRD Galiano Island - Fire	12,035	0.01%	0.95%	0.00%	0.14%	1.10%	15,825	27,859
CRD Gulf Island Emergency Program - Other	843	0.00%	0.00%	0.00%	0.07%	0.08%	7,668	8,511
CRD Mayne Island - Fire	5,900	0.01%	0.38%	0.00%	0.15%	0.54%	15,747	21,647
CRD Otter Point - Fire	7,501	0.01%	0.52%	0.00%	0.15%	0.69%	16,123	23,624
CRD Pender Island - Fire	9,248	0.01%	0.60%	0.01%	0.22%	0.85%	23,391	32,639
CRD Piers Island - Fire	548	0.00%	0.02%	0.00%	0.03%	0.05%	3,855	4,403
CRD Port Renfrew - Fire	-	0.00%	0.00%	0.00%	0.00%	0.00%	-	-
CRD Saltspring Island - Fire	36,917	0.06%	3.18%	0.00%	0.13%	3.38%	14,666	51,583
CRD Saturna Island - Fire	6,411	0.00%	0.50%	0.00%	0.08%	0.59%	9,009	15,420
CRD Shirley - Fire	5,262	0.00%	0.38%	0.00%	0.10%	0.48%	10,780	16,042
CRD Willis Point - Fire	2,251	0.00%	0.09%	0.00%	0.11%	0.21%	11,691	13,942
Esquimalt - Fire	3,678	0.10%	0.12%	0.01%	0.11%	0.34%	10,886	14,564
Highlands - Fire	8,868	0.01%	0.62%	0.01%	0.17%	0.81%	18,116	26,984

Langford - Fire	12,737	0.12%	0.65%	0.06%	0.34%	1.16%	36,496	49,233
Metchosin - Fire	15,294	0.03%	1.17%	0.01%	0.18%	1.40%	19,579	34,872
North Saanich - Fire	10,510	0.07%	0.61%	0.03%	0.25%	0.96%	26,445	36,955
Oak Bay - Fire	6,368	0.11%	0.17%	0.14%	0.16%	0.58%	16,019	22,387
Oak Bay - Police	8,783	0.11%	0.26%	0.30%	0.13%	0.80%	13,478	22,261
Parks Canada - Other	-	0.00%	0.00%	0.00%	0.00%	0.00%	-	-
RCMP Common - Police	96,635	1.52%	5.52%	0.35%	1.46%	8.84%	124,040	220,675
RCMP Saltspring & Southern Gulf Islands - Police	67,864	0.09%	5.63%	0.26%	0.22%	6.20%	19,130	86,995
RCMP Sidney & North Saanich - Police	18,924	0.14%	1.04%	0.34%	0.21%	1.73%	17,724	36,647
RCMP Sooke - Police	31,415	0.08%	2.45%	0.21%	0.12%	2.87%	10,639	42,055
RCMP Westshore - Police	72,263	0.30%	4.46%	1.38%	0.47%	6.61%	40,409	112,672
Saanich - Fire	36,481	0.66%	1.70%	0.45%	0.52%	3.34%	52,318	88,799
Saanich - Police	74,537	0.66%	2.55%	2.49%	1.11%	6.82%	113,667	188,204
Sidney - Fire	3,801	0.07%	0.08%	0.00%	0.19%	0.35%	20,549	24,350
Sooke - Fire	11,960	0.06%	0.80%	0.02%	0.22%	1.09%	23,180	35,139
University of Victoria - Other	3,536	0.02%	0.03%	0.19%	0.09%	0.32%	596	4,132
Victoria - Fire	20,192	0.47%	0.32%	0.17%	0.88%	1.85%	89,366	109,557
Victoria & Esquimalt - Police	81,204	0.58%	0.66%	4.01%	2.18%	7.42%	243,212	324,416
Victoria Airport Authority - Other	1,022	0.00%	0.08%	0.00%	0.02%	0.09%	113	1,135
View Royal - Fire	5,113	0.05%	0.24%	0.02%	0.17%	0.47%	17,964	23,077
	<b>1,093,677</b>	<b>10.00%</b>	<b>60.00%</b>	<b>15.00%</b>	<b>15.00%</b>	<b>100.00%</b>	<b>1,180,291</b>	<b>2,273,969</b>

**SCHEDULE D**

**LIST OF SHAREHOLDERS**

<b>Shareholder</b>	<b>Number of Shares</b>
Provincial Government	one (1)
Garry Briggs (on behalf of RCMP)	one (1)
BCAS	one (1)
CRD (Southern Gulf Islands, Salt Spring Island and Juan de Fuca Electoral Areas)	three (3)
Town of Sidney	one (1)
District of Langford	one (1)
Corporation of the Town of Esquimalt	one (1)
City of Colwood	one (1)
District of Metchosin	one (1)
The Corporation of the District of Central Saanich	one (1)
The Corporation of the District of Saanich	one (1)
The Corporation of the District of Oak Bay	one (1)
The Corporation of the District of North Saanich	one (1)
District of Highlands	one (1)
The Corporation of the City of Victoria	one (1)
Town of View Royal	one (1)
District of Sooke	one (1)
BC Transit	one (1)

**SCHEDULE E**

**LIST OF MEMBERS**

Provincial Government
BCAS
CRD (Southern Gulf Islands, Salt Spring Island and Juan de Fuca Electoral Areas)
Town of Sidney
District of Langford
Corporation of the Town of Esquimalt
City of Colwood
District of Metchosin
The Corporation of the District of Central Saanich
The Corporation of the District of Saanich
The Corporation of the District of Oak Bay
The Corporation of the District of North Saanich
District of Highlands
The Corporation of the City of Victoria
Town of View Royal
District of Sooke
BC Transit
Royal Canadian Mounted Police





## REPORT TO FINANCE COMMITTEE MEETING OF WEDNESDAY, MARCH 02, 2022

**SUBJECT** Capital Region Emergency Service Telecommunications Inc. (CREST) Service Agreement Renewal

### **ISSUE SUMMARY**

The service agreement between the Capital Regional District (CRD) and Capital Region Emergency Service Telecommunications Inc. (CREST) expired on Dec 31, 2021, and requires renewal.

### **BACKGROUND**

At the December 8, 2021, CRD Board meeting, the Board approved a recommendation from the Planning and Protective Services Committee:

That the Chief Administrative Officer be authorized to enter into a new regional service agreement with CREST to provide general emergency radio communications services, with annual contributions limited to inflationary adjustments.

Subsequent to Board approval, staff have continued to negotiate with CREST on finalizing an agreement. Changes from the previous draft agreement are highlighted in the staff report below and appendix B. These changes include an upper limit on inflation impacts (3%), reporting on financial accountability, and an annual presentation or update to the CRD Board.

For additional reference, staff have included in appendix A the previous staff report detailing the history and formation of CREST in the member agreement bylaw, where the commitment to fund was capped to the Call Answer Levy (CAL) revenue received. The agreement in appendix B would fund CREST beyond the (CAL) and increase annual contributions by CPI with an upper limit of 3%.

### **ALTERNATIVES**

#### *Alternative 1*

The Finance Committee recommends to the Capital Regional District Board:  
That the Chief Administrative Officer be authorized to enter into a service agreement as attached to provide general emergency radio communications services.

#### *Alternative 2*

The Finance Committee recommends to the Capital Regional District Board:  
That this report be referred back to staff for additional information.

### **IMPLICATIONS**

The revised 2022 agreement with tracked changes is included in Appendix B. The following concordance table summarizes revisions since December.

Section	Draft (December 2021)	Final (March 2022)
3. Services	No change from the 2017-2021 agreement	Keeps 3.1, but adds new 3.2 and 3.3; old 3.2 becomes 3.4
<ul style="list-style-type: none"> <li>consistent with existing CRD governance requirements of other like services; annual reporting to the Board is now included</li> <li>now includes the option for CRD to request financial information in alignment with the provisions of the <i>Financial Information Act</i> as if it applied to CREST; information to be provided upon request</li> </ul>		
4. Payment Matters	Adds sub-sections 4.1.(i), (ii), and (iii)	Adds text to 4.1.(ii) and revises a phrase in 4.1.(iii).
<p>Incorporates additional terminology to:</p> <ul style="list-style-type: none"> <li>actual increases of the annual contribution will be the actual measure of CPI from BC Stats versus an estimate</li> <li>in the case of negative CPI, guarantees the base prior year fee, and in the case of excess inflation, the index used to calculate the increase is capped at 3%, in alignment with CREST's targeted operational cost increase of 2.9%</li> </ul>		

### *Service Delivery Implications*

The CRD has the authority within Bylaw No. 2891, "Capital Regional District Service of Emergency Communications Service Establishment Bylaw No. 1, 2001", to provide an emergency communication service or to make a financial contribution towards the cost of an emergency communication service operated by another person or organization. CREST, under agreement with the CRD, and as a Not for Profit and primarily publically funded Corporation, is delivering this service to users within the regional district. However, the agreement expired on December 31, 2021.

Renewal of the service agreement (Appendix B) will result in continuance of CRD contributions to CREST and in turn, the required operations of an emergency communications service on behalf of the CRD. Service levels and operational oversight are provided by and approved by the CREST Board annually through their planning approval processes.

All other implications have already been included in the initial report to Board in December 2021.

### **CONCLUSION**

The service agreement between the Capital Regional District (CRD) and Capital Region Emergency Service Telecommunications Inc. (CREST) was set to expire on Dec 31, 2021, and requires renewal. The CRD has the authority within Bylaw No. 2891, "Capital Regional District

Service of Emergency Communications Service Establishment Bylaw No. 1, 2001”, to provide an emergency communication service or to make a financial contribution towards the cost of an emergency communication service operated by another person or organization. CREST, under agreement with the CRD, is delivering this service to users within the regional district. Renewal of the service agreement will result in continuance of CRD contributions to CREST and in turn, the required operations of an emergency communications service on behalf of the CRD.

**RECOMMENDATION**

The Finance Committee recommends to the Capital Regional District Board:  
That the Chief Administrative Officer be authorized to enter into a service agreement as attached to provide general emergency radio communications services.

Submitted by:	Nelson Chan, MBA, FCPA, FCMA, Chief Financial Officer
Concurrence:	Kristen Morley, J.D., General Manager, Corporate Services & Corporate Officer
Concurrence:	Robert Lapham, MCIP, RPP, Chief Administrative Officer

**ATTACHMENT(S)**

Appendix A: November 2021 Staff Report 21-685

Appendix B: Revised 2022 Service Agreement, with tracked changes

FT2021-014

**EMERGENCY COMMUNICATIONS SERVICE AGREEMENT**

(the "Agreement")

**THIS AGREEMENT** dated for reference the \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_

BETWEEN:

**CAPITAL REGIONAL EMERGENCY SERVICE TELECOMMUNICATIONS INC.**  
**110 2944 W Shore Pkwy**  
**Victoria, BC**  
**V9B 0B2**  
**("CREST")**

OF THE FIRST PART

AND:

**CAPITAL REGIONAL DISTRICT**  
**625 Fisgard Street,**  
**Victoria, BC**  
**V8W 2S6**  
**("CRD")**

OF THE SECOND PART

**WHEREAS** the CRD Board has adopted Bylaw No. 2891, the Capital Regional District Emergency Communications Service Establishment Bylaw No. 01, 2001 to establish a service of emergency communications in the service area, including contributing to the cost of an emergency communications service operated by a third party;

**AND WHEREAS** CREST is a non-profit corporation established under the *Emergency Communications Corporations Act*, to provide a unified system of inter-municipal radio and electronic communication services;

**AND WHEREAS** the CRD Board has also adopted Bylaw No. 2893, the CREST Members' Agreement Bylaw No. 1, 2001 authorizing the CRD to hold three shares in CREST and appoint three Directors annually to the CREST Board;

**NOW THIS AGREEMENT WITNESSES** that in consideration of the mutual covenants and agreements set forth in this Agreement, and for other good and valuable consideration (the receipt and sufficiency of which are hereby acknowledged) the CRD has requested CREST provide the Services defined herein and the CREST has agreed to provide those Services in accordance with the Agreement, as follows:

**1. INTERPRETATION**

In this Agreement, the following terms have the following meanings:

- (a) **"Service Payment"** means the net monies raised and collected as user fees by the CRD pursuant to Emergency Communications Charge Bylaw No. 01, 2001 (as

amended, re-enacted or replaced) available for disbursement to CREST, and additional payments as determined by the CRD Board.

- (b) **“Service Area”** means the Service Area established under Bylaw No. 2891 “Capital Regional District Emergency Communications Service Establishment Bylaw No. 01, 2001”.

## 2. TERM

- 2.1 The Term of this Agreement will be for a period of five (5) years commencing on January 1, 2022, and continuing until December 31, 2026, unless sooner terminated pursuant to section 5.

## 3. SERVICES

- 3.1 In consideration of the CRD making the payments required under this Agreement and performing its other obligations under this Agreement, CREST will provide and maintain a radio communications system to provide emergency communications and related services for municipalities and the CRD as members of CREST (the **“Services”**).

3.2 Each year, at least once annually on a date determined by the CRD, CREST will present to the CRD Board on CREST's annual operational and financial plans, including on performance against strategic plan, project plans, and other organizational and financial matters requested by the CRD.

3.3 Upon request from the CRD, CREST will provide financial information in alignment with the provisions of the *Financial Information Act* as if the Act applied to CREST as a regional district service (e.g. schedules of remuneration for board directors and staff >\$75,000) in relation to the regional district service.

### 3.23.4 Inability to Provide Service

Despite any other provision of the Agreement, the CRD acknowledges that CREST is not obliged to provide these Services where its systems are not operational by reason of acts of God, strike, lockout, or other labour dispute, acts of war, terrorism, sabotage or any other causes beyond the reasonable control and not the result of the fault or neglect of CREST.

## 4. PAYMENT MATTERS

### 4.1 Payment Amounts

- (i) The CRD will make an annual contribution to CREST (the “Annual Contribution”) in monthly installments. In 2022 the annual contribution amount will be \$1,715,234 based on the 2021 Board approved contribution (One million, seven



hundred and fifteen thousand, two hundred and thirty-four dollars) (the "Base Year Fee") representing the service payment and an additional contribution.

- (ii) Commencing in 2022, and for each year of the Term thereafter, the Annual Contribution will be adjusted in accordance with the percentage change in the All Items Consumer Price Index for Victoria, British Columbia, published by Statistics Canada (the "CPI") in January each year and as calculated in accordance with this section. The Base Year Fee will be multiplied by the yearly percentage change in the CPI since 2021 (the "CPI Adjustment") and will be added to the Base Year Fee to determine the Annual Contribution for that year; however, if the CPI is more than 3%, the CPI will be capped at 3% for the purposes of the annual calculation. If the All Items Consumer Price Index for Victoria is discontinued, a comparable index will be selected by the CRD, acting reasonably.
- (iii) If the CPI Adjustment is a negative change for any year in the Term, the Annual Contribution for that year will be the Base Year Fee previous year's fee.
- (iv) Any monthly contribution due in the calendar year prior to the annual release of the CPI will be made in the amount of the previous year's monthly installment, and will be reconciled in the monthly payments due for the remainder of that year.

#### 4.2 Taxes

Any sales, use or goods and services taxes arising with respect to the Services will be paid by the CRD.

#### 4.3 Services as Exempt Supply

The parties have determined, acting in good faith, that the Services are an exempt supply under the Excise Tax Act (Canada).

### 5. TERMINATION

#### 5.1 Termination Rights

- (i) This Agreement will terminate at the end of the term set out in section 2.1
- (ii) CREST will have the right to terminate this Agreement for cause if:
  - a. The CRD fails to pay any amount under the Agreement when due, or
  - b. The CRD commits any material breach of its obligations under this Agreement (other than pursuant to subsection 5.1(ii)(a) above) that is not cured to the satisfaction of CREST, acting reasonably, within 120 (one hundred twenty) days after written notice to the CRD describing the material breach in reasonable detail.

- (iii) The CRD will have the right to terminate this Agreement immediately for cause if CREST commits any material breach of its obligations under this Agreement that is not cured to the satisfaction of the CRD, acting reasonably, within 120 (one hundred twenty) days after written notice to CREST describing the breach in reasonable detail.

## 5.2 Obligation Upon Termination

Unless the parties enter into a new Agreement, the parties will cooperate fully with each other to provide for an orderly transition of the Services to a successor service provider. CREST will continue to provide Services and to be paid for such Services during the period of transition to a successor provider to a maximum of 120 (one hundred twenty) days after the effective date of termination.

## 6. PROTECTION OF PRIVACY

- 6.1 Each party will abide by applicable laws relating to the collection, use and disclosure of personal information or information to which the *Freedom of Information and Protection of Privacy Act* (British Columbia) applies.

## 7. DISPUTE RESOLUTION

### 7.1 Process

If there is any dispute arising out of or relating to this Agreement, then the parties will use reasonable good faith efforts to resolve such dispute, first by direct negotiation and then, if that is not successful, by mediation with a neutral third party mediator acceptable to both parties. Each party will bear its own costs and expenses in connection with any mediation and all costs and expenses of the mediator will be shared equally by the parties. Any dispute arising out of or relating to this Agreement that is not settled by agreement between the parties within a reasonable time will, on agreement of both parties, be settled by binding arbitration by a single arbitrator. The location of any arbitration proceeding will be in Victoria, British Columbia. The arbitration will be governed by the *Arbitration Act* (British Columbia). The arbitrator will be selected and the arbitration conducted in accordance with the British Columbia Domestic Arbitration Rules ("Rules"), except that the provisions of this Agreement will prevail over the Rules. The parties will share equally in the fees and expenses of the arbitrator and the cost of the facilities used for the arbitration hearing, but will otherwise each bear their respective costs incurred in connection with the arbitration including each parties own legal fees. The parties will use their best efforts to ensure that an arbitrator is selected promptly and that the arbitration hearing is conducted no later than two (2) months after the arbitrator is selected.

## 7.2 Award Final

The award of the arbitrator will be final and binding on each party. Judgment upon the award may be entered in any court of competent jurisdiction.

# 8. GENERAL PROVISIONS

## 8.1 No Third Party Beneficiaries

Nothing contained in this Agreement will create a duty or liability on the part of CREST, the CRD or their respective directors, officers, members, public officials, employees or agents to any member of the public. There are no third party beneficiaries to this Agreement.

## 8.2 Notices

Any notice required under the terms of this Agreement must be in writing. Any such notice will be deemed delivered:

- (a) on the day of delivery in person;
- (b) ten (10) days after date of deposit by prepaid registered mail, or upon confirmation receipt;
- (c) on confirmation of delivery by courier;
- (d) on the date sent by electronic mail if receipt is confirmed in writing by other party to whom it is directed, set forth below:

Capital Regional District  
625 Fisgard Street  
Victoria, BC V8W 2S6  
Email:\_\_\_\_\_

-And-

CREST  
110 2944 W Shore Parkway  
Victoria, BC V9B 0B2  
Email:\_\_\_\_\_

-Or- to such other address or contact person as that party may notify the other in accordance with this section.

## 8.3 Assignment

The CRD will not have the right to assign, transfer (whether directly or indirectly) or otherwise dispose of any of its interest in all or any part of this Agreement, whether gratuitously or for consideration, without the prior written consent of CREST and any attempt to do so will be void. CREST will have the right at any time to assign, transfer



or otherwise dispose of the whole of this Agreement to any subsidiary or affiliate company, provided that the CRD approves the assignment in writing, not to be unreasonably withheld, and the subsidiary or affiliate company assumes all of the obligations of CREST under this Agreement.

8.4 Benefit

This Agreement will enure to the benefit of and be binding upon the parties and their respective successors and assigns.

8.5 Entire Agreement

This Agreement constitutes the entire agreement of the parties relating to the Services and supersedes any previous agreement with respect to the Services whether written or verbal.

8.6 Severability

If any provision of this Agreement is held to be unenforceable then such provision will be severed from this Agreement and the remaining provisions will remain in full force and effect. The parties will in good faith negotiate a mutually acceptable and enforceable substitute for the unenforceable provision, which substitute will be as consistent as possible with the original intent of the parties.

8.7 Waiver

The failure of either party to require the performance of any obligation hereunder, or the waiver of any obligation in a specific instance, will not be interpreted as a general waiver of any of the obligations hereunder, which will remain in full force and effect.

8.8 Relationship of Parties

This Agreement will not create nor will it be interpreted as creating any association, partnership or any agency relationship between the parties.

8.9 Governing Law

This Agreement is governed by, and if interpreted and construed in accordance with the laws applicable in British Columbia.

8.10 Counterpart

This Agreement may be executed in any number of counterparts. Each executed counterpart shall be deemed to be an original. All executed counterparts taken together shall constitute one agreement.

**IN WITNESS WHEREOF** the parties hereto have duly executed this Agreement as of the date first written above.

**CAPITAL REGIONAL DISTRICT** by its )  
authorized signatories: )

\_\_\_\_\_  
Name )

\_\_\_\_\_  
Name )

**CAPITAL REGION EMERGENCY** )  
**SERVICE TELECOMMUNICATIONS INC.** )  
by its authorized signatories: )

\_\_\_\_\_  
Name )

\_\_\_\_\_  
Name )

**EMERGENCY COMMUNICATIONS SERVICE AGREEMENT**

(the "Agreement")

**THIS AGREEMENT** dated for reference the \_\_\_\_ day of \_\_\_\_ 20\_\_

BETWEEN:

**CAPITAL REGIONAL EMERGENCY SERVICE TELECOMMUNICATIONS INC.****110 2944 W Shore Pkwy****Victoria, BC****V9B 0B2****("CREST")**

OF THE FIRST PART

AND:

**CAPITAL REGIONAL DISTRICT****625 Fisgard Street,****Victoria, BC****V8W 2S6****("CRD")**

OF THE SECOND PART

**WHEREAS** the CRD Board has adopted Bylaw No. 2891, the "Capital Regional District Emergency Communications Service Establishment Bylaw No. 1, 2001", to establish a service of emergency communications in the service area, including contributing to the cost of an emergency communications service operated by a third party;

**AND WHEREAS** CREST is a non-profit corporation established under the *Emergency Communications Corporations Act* to provide a unified system of inter-municipal radio and electronic communication services;

**AND WHEREAS** the CRD Board has also adopted Bylaw No. 2893, the "CREST Members' Agreement Bylaw No. 1, 2001", authorizing the CRD to hold three shares in CREST and appoint three Directors annually to the CREST Board;

**NOW THIS AGREEMENT WITNESSES** that in consideration of the mutual covenants and agreements set forth in this Agreement, and for other good and valuable consideration (the receipt and sufficiency of which are hereby acknowledged) the CRD has requested CREST provide the Services defined herein and the CREST has agreed to provide those Services in accordance with the Agreement, as follows:

**1. INTERPRETATION**

In this Agreement, the following terms have the following meanings:

- (a) **"Service Payment"** means the net monies raised and collected as user fees by the CRD pursuant to Emergency Communications Charge Bylaw No. 01, 2001 (as

amended, re-enacted or replaced) available for disbursement to CREST, and additional payments as determined by the CRD Board.

- (b) “**Service Area**” means the Service Area established under Bylaw No. 2891 “Capital Regional District Emergency Communications Service Establishment Bylaw No. 01, 2001”.

## 2. TERM

- 2.1 The Term of this Agreement will be for a period of ~~six five (65)~~ years commencing on January 1, 2022, and continuing until December 31, 202~~7~~6, unless sooner terminated pursuant to section 5.

## 3. SERVICES

- 3.1 In consideration of the CRD making the payments required under this Agreement and performing its other obligations under this Agreement, CREST will provide and maintain a radio communications system to provide emergency communications and related services for municipalities and the CRD as members of CREST (the “**Services**”).

- 3.2 Each year, ~~at least once annually~~ on a date ~~determined by mutually agreeable to both CREST and~~ the CRD, CREST will present to the CRD Board on CREST’s annual operational and financial plans, including ~~on~~ performance against strategic plan ~~and~~ project plans, ~~and other organizational and financial matters requested by CRD.~~

- 3.3 Upon request from the CRD, ~~and as per the ‘Financial Statements’ requirements of the Members’ Agreement,~~ CREST will provide financial information ~~in the form of annual audited financial statements, annual budget and five-year financial plan.~~ ~~in alignment with the provisions of the Financial Information Act as if the Act applied to CREST as a regional district service (e.g. schedules of remuneration for board directors and staff >\$75,000) in relation to the regional district service.~~

- 3.4 Inability to Provide Service

Despite any other provision of the Agreement, the CRD acknowledges that CREST is not obliged to provide these Services where its systems are not operational by reason of acts of God, strike, lockout, or other labour dispute, acts of war, terrorism, sabotage or any other causes beyond the reasonable control and not the result of the fault or neglect of CREST.

## 4. PAYMENT MATTERS

- 4.1 Payment Amounts

- (i) The CRD will make an annual contribution to CREST (the “Annual Contribution”) in monthly installments. Commencing in 2022, and for each year of the Term thereafter, the annual contribution amount will be \$1,715,234 based on the 2021 Board approved contribution (One million, seven hundred and fifteen thousand, two hundred and thirty four dollars) (the “Base Year Fee”) representing the service payment will be increased annually over the base year (2021) by a percentage increase equal to the following schedule:

<u>Year</u>	<u>Rate Per Agreement</u>	<u>Amount Per Agreement</u>
<u>2022</u>	<u>2.0%</u>	<u>\$1,749,540</u>
<u>2023</u>	<u>3.8%</u>	<u>\$1,816,023</u>
<u>2024</u>	<u>4.9%</u>	<u>\$1,905,008</u>
<u>2025</u>	<u>4.9%</u>	<u>\$1,998,353</u>
<u>2026</u>	<u>4.9%</u>	<u>\$2,096,272</u>
<u>2027</u>	<u>2.9%</u>	<u>\$2,157,064</u>

- ~~(iii) Commencing in 2022, and for each year of the Term thereafter, the Annual Contribution will be adjusted in accordance with the percentage change in the All Items Consumer Price Index for Victoria, British Columbia, published by Statistics Canada (the “CPI”) in January each year and as calculated in accordance with this section. The Base Year Fee will be multiplied by the yearly percentage change in the CPI since 2021 (the “CPI Adjustment”) and will be added to the Base Year Fee to determine the Annual Contribution for that year; however, if the CPI is more than 3%, the CPI will be capped at 3% for the purposes of the annual calculation. If the All Items Consumer Price Index for Victoria is discontinued, a comparable index will be selected by the CRD, acting reasonably.~~

- ~~(iv) If the CPI Adjustment is a negative change for any year in the Term, the Annual Contribution for that year will be the previous year’s fee.~~

- ~~(v) Any monthly contribution due in the calendar year prior to the annual release of the CPI will be made in the amount of the previous year’s monthly installment, and will be reconciled in the monthly payments due for the remainder of that year.~~

- ~~(v) Taxes~~

- ~~(vi)(ii)~~

Any sales, use or goods and services taxes arising with respect to the Services will be paid by the CRD.

#### 4.34.2 Services as Exempt Supply

The parties have determined, acting in good faith, that the Services are an exempt supply under the Excise Tax Act (Canada).

### **5. TERMINATION**

#### **5.1 Termination Rights**

- (i) This Agreement will terminate at the end of the term set out in section 2.1
- (ii) CREST will have the right to terminate this Agreement for cause if:
  - a. The CRD fails to pay any amount under the Agreement when due, or
  - b. The CRD commits any material breach of its obligations under this Agreement (other than pursuant to subsection 5.1(ii)(a) above) that is not cured to the satisfaction of CREST, acting reasonably, within 120 (one hundred twenty) days after written notice to the CRD describing the material breach in reasonable detail.
- (iii) The CRD will have the right to terminate this Agreement immediately for cause if CREST commits any material breach of its obligations under this Agreement that is not cured to the satisfaction of the CRD, acting reasonably, within 120 (one hundred twenty) days after written notice to CREST describing the breach in reasonable detail.

#### **5.2 Obligation Upon Termination**

Unless the parties enter into a new Agreement, the parties will cooperate fully with each other to provide for an orderly transition of the Services to a successor service provider. CREST will continue to provide Services and to be paid for such Services during the period of transition to a successor provider to a maximum of 120 (one hundred twenty) days after the effective date of termination.

### **6. PROTECTION OF PRIVACY**

- 6.1 Each party will abide by applicable laws relating to the collection, use and disclosure of personal information or information to which the *Freedom of Information and Protection of Privacy Act* (British Columbia) applies.

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Victoria, BC V8W 2S6

Email: \_\_\_\_\_

-And-

CREST  
110 2944 W Shore Parkway  
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Email: \_\_\_\_\_

-Or- to such other address or contact person as that party may notify the other in accordance with this section.

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Name )

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Name )

**CAPITAL REGION EMERGENCY** )  
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\_\_\_\_\_  
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