

Frequently Asked Questions

Regional Transportation Service Establishment Bylaw

Capital Regional District | January 2018

Capital Regional District Transportation Service Establishment Bylaw 4093, 2018

What is Bylaw 4093?

“Capital Regional District Transportation Service Establishment Bylaw No. 4093, 2018” provides for the establishment of a regional transportation service in the Capital Region District. It identifies the scope of the service, its boundaries and a maximum requisition.

What is the scope of the bylaw?

The service may include the provision of:

- Transportation policy, plans, surveys and studies;
- Transportation data collection, monitoring, analysis and reporting;
- Transportation modelling;
- Transportation web based and multi-media platforms;
- Active transportation programming, planning and promotion;
- Transportation demand management programming, planning and promotion;
- Partnerships for data, analysis, planning, programming and policy;
- Transportation grant submissions.

Management of the Lochside, Galloping Goose and E&N Regional Trails - including trails planning, operations and maintenance, capital planning and management of land tenure.

The focus of the above efforts would be on the network and initiatives identified in the Regional Transportation Plan.

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What about transit?

There is no scope to take on a regional transit role in the bylaw. The Victoria Regional Transit Commission and BC Transit remain the regional bodies for transit governance and operations. CRD staff will work closely with staff from BC Transit to meet regional transportation priorities.

Why is this bylaw being introduced?

The establishment of a regional transportation service has been identified as a Board priority. Its creation was identified in the Regional Transportation Plan (2014) as the best means to advance the actions identified in the plan. A need for such a service was also identified in the CRD Transportation Service Feasibility Study.

Why have a regional transportation service?

Transportation within the region is the responsibility of many different jurisdictions and a multi-modal approach at a regional scale has not been a priority. Residents and businesses have consistently asked that a regional lens be placed on transportation, recognising that transportation does not respect jurisdictional boundaries.

Certain projects and programs such as data collection, travel demand management and transportation plans can be best done at a regional scale. A new service would assist in identifying through data analysis and outreach the region's most significant transportation priorities. This could then be used as the framework for grant applications to higher levels of government. Providing the region with one united voice as opposed to many competing voices is likely to have beneficial outcomes in terms of access to such grants. Granting agencies are increasingly looking for hard data to back up funding requests.

Why is it so important that all local governments and Electoral Areas within the CRD participate in the regional transportation service?

Residents, business people and visitors to the CRD travel across many jurisdictions in their everyday pursuits. Many are unaware that they are doing this. The volumes of inter-municipal travel are likely to grow even more in future years as certain parts of the region expand.

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Any benefits gained from the service would likely be advantageous for all residents of the region. Certain programs can be most effectively delivered using a full regional lens. For example freight studies that include only certain municipalities and EA's would likely not capture the full impact of freight movement.

Identifying regional transportation priorities and speaking as one united voice on transportation as opposed to many smaller competing voices is likely to get more traction with higher levels of government.

Financial Implications

What will this service cost us?

There would be no additional costs on establishment of the service. The service would simply allow for the budgets associated with transportation-related functions of two CRD divisions to be consolidated. The existing budget for the transportation functions of Regional Parks and Regional and Strategic Planning is approximately \$1,500,000. This amount includes operations and maintenance of the Galloping Goose, Lochside and E&N trails.

The bylaw identifies a maximum requisition for the service of \$2,500,000 based on feedback received from municipal council and electoral area outreach. Having a higher maximum requisition than the current consolidated budget does not mean that there will be any additional immediate costs associated with the service. Additional costs would be incurred only as new functions within the scope of the service were introduced over time. No additional costs could be approved without receiving work plans and budget approvals through the CRD Committee and Board processes.

What's stopping the CRD simply increasing the maximum requisition or expanding the scope of the service?

The CRD Board cannot simply increase the maximum requisition or expand the scope of service. Any changes to the maximum requisition or service scope would require a bylaw amendment. Amendment of an establishing bylaw is covered under s. 349 of the LGA and states that the amendment may be done with the same requirements of adoption OR with the consent of 2/3rds of participants. It does not differentiate between amendments affecting scope or requisition.

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CRD Board, Municipal and Electoral Area Input in to the Bylaw

When did the discussion about establishing this service start?

The process towards establishment of a regional transportation service commenced in 2011. However discussions related to a regional position and greater voice in transportation have been ongoing at the CRD Board since the late 1990's.

Have councils and Electoral Areas had input into the bylaw?

Yes. All councils and Electoral Area Directors were provided with the opportunity to meet with staff and/or CRD Board members to discuss the purpose and content of the bylaw through an outreach program in late 2016.

What feedback was received from the Municipalities and EA's?

There was general agreement that the status quo was not working to meet the changing multi-modal transportation needs of the region.

The most prominent concerns of a new service related to:

A) Cost implications

Concerns over cost implications were addressed by decreasing the maximum requisition level from \$10 million to \$2.5 million.

B) Impact on the recreational and park value of the regional trails system

Staff assured councils and EA directors that the regional trails will retain their recreational function and that the linear park values of the trails would be respected. The bylaw was drafted to include wording to this effect.

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C) Potential loss of local jurisdictional authority

Staff informed councils and EAs that local control would not be impacted by the introduction of a new service and that a regional transportation service would build upon the work being done at a local level.

D) The proposed governance structure for any new service

Staff further clarified that no decisions regarding governance structure for the regional transportation service had been made. Governance structure is distinct from the bylaw and as such does not need to be identified in the bylaw itself. The final governance structure will be approved by the CRD at a later date if a new service is approved.

Was council and Electoral Area feedback reflected in the Bylaw 4093?

Yes. The draft bylaw was amended to reflect comments and feedback that was heard during the outreach period. In particular the maximum requisition was lowered from \$10 million dollars to \$2.5 million.

Regional Trails

What will happen with the regional trails under the service?

Management of the three main regional trails would be transferred from regional parks to the transportation service. The public would see little or no difference in day-to-day operations of the trails system.

Pedestrians, users on wheels and horse riders would continue to be provided for and the linear parklands would be maintained and respected. The rural and wilderness nature of the trails would also be respected.

The Regional Trails Management Plan would continue to be the guiding document for the regional trails system. Data on trail usage mode splits would be gathered and analysed to inform future decisions and grant applications. Having the trails system under a transportation service would provide for the ability to apply for grants for transportation projects which may not be possible under the current service structure.
