



West Coast Committee Meeting  
Wednesday, February 18, 2026

Zoom  
10:00am

## Regular Agenda

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Watch the meeting live at: <https://www.acrd.bc.ca/events/18-2-2026/>

Register to participate via Zoom Webinar at:

[https://acrd-bc-ca.zoom.us/webinar/register/WN\\_xnsyJ9AwQEGZJXvPXeObXg](https://acrd-bc-ca.zoom.us/webinar/register/WN_xnsyJ9AwQEGZJXvPXeObXg)

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PAGE #

1. **CALL TO ORDER**

**Recognition of Territories.**

Notice to attendees and delegates that this meeting is being recorded and livestreamed to YouTube on the Regional District Website.

Introductions - Committee Members and Staff present in the Boardroom and via Zoom.

2. **ELECTION OF CHAIRPERSON & VICE CHAIRPERSON**

3. **APPROVAL OF AGENDA**

*(motion to approve, including late items requires 2/3 majority vote)*

4. **DECLARATIONS**

*(conflict of interest)*

5. **MINUTES**

a. **West Coast Committee Meeting – December 3, 2025**

4-6

*THAT the minutes of the West Coast Committee meeting held on December 3, 2025 be adopted.*

**6. DELEGATION (10 minute maximum)**

- a. **Craig Ewen Stewart, Presenting in favour of current transit stop in Millstream on Lee Street and restoration of the bus stop sign.**

**7. CORRESPONDENCE**

- a. **Clayoquot Biosphere Trust**  
Regional Forum Summary & Meeting Notes **7-13**

*THAT this correspondence be received for information.*

**8. REQUEST FOR DECISIONS**

- a. **REQUEST FOR DECISION**  
West Coast Transit, Millstream **14-29**

*THAT the West Coast Committee recommend that the Alberni-Clayoquot Regional District Board of Directors direct staff to leave the location of the bus stop within the Millstream Community where it is and move forward with the installation of a bus shelter in this location as part of the bus shelter installation project.*

- b. **REQUEST FOR DECISION**  
West Coast Landfill Tipping Fee Bylaw Amendment **30-32**

*THAT the West Coast Committee recommend that the Alberni Clayoquot Regional District (ACRD) Board of Directors support the adoption of an amendment to Bylaw R1033, West Coast Landfill Tipping Fee and Regulation to increase tipping fees for weighed residential waste and construction & demolition (C&D) waste.*

- c. **REQUEST FOR DECISION**  
2026-2030 Draft Financial Plan, West Coast Services **33-53**

*THAT the West Coast Committee recommend the Long Beach Airport proposed budget, as presented, be included in the first reading of the 2026-2030 Alberni-Clayoquot Regional District Financial Plan bylaw.*

*THAT the West Coast Committee recommend the West Coast Waste Management service proposed budget, as presented, be included in the first reading of the 2026-2030 Alberni-Clayoquot Regional District Financial Plan bylaw.*

*THAT the West Coast Committee recommend the West Coast Transit Service proposed budget, as presented, be included in the first reading of the 2026-2030 Alberni-Clayoquot Regional District Financial Plan bylaw.*

*THAT the West Coast Committee recommend the West Coast Grants-in-Aid budget, as presented, be included in the first reading of the 2026-2030 Alberni-Clayoquot Regional District Financial Plan bylaw.*

*THAT the West Coast Committee recommend the West Coast Multiplex Service proposed budget, as presented, be included in the first reading of the 2026-2030 Alberni-Clayoquot Regional District Financial Plan bylaw.*

**9. REPORTS**

- a. **Area C (South Long Beach) Official Community Plan Update** **54-55**
- b. **Ex-officio Member Updates**
- Pacific Rim National Park Reserve Update
  - Ahousaht First Nation Update
  - Tla-o-qui-aht First Nation Update
  - Hesquiaht First Nation Update

*THAT the West Coast Committee receive the verbal reports a-b.*

**10. LATE BUSINESS**

**11. QUESTION PERIOD**

**Questions/Comments from the public:**

- **Participating in Person in the Meeting Room**
- **Participating in the Zoom meeting**
- **Emailed to the ACRD at [responses@acrd.bc.ca](mailto:responses@acrd.bc.ca)**

**12. ADJOURN**



# Alberni-Clayoquot Regional District

## MINUTES OF THE WEST COAST COMMITTEE MEETING HELD ON WEDNESDAY, DECEMBER 3, 2025, 10:00 AM

Hybrid - Zoom/Ucluelet Council Chambers, 500 Matterson Drive, Ucluelet, BC

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### MEMBERS

#### PRESENT:

Tom Stere, Chairperson, Councillor, District of Tofino  
Marilyn McEwen, Mayor, District of Ucluelet  
Vaida Siga, Director, Electoral Area "C" (Long Beach)  
Kirsten Johnsen, Member of Council, Toquaht Nation  
Levana Mastrangelo, Executive Legislator, Yuuʷuʷiʷiʷatʷ Government

#### REGRETS:

John Rampanen, Chief Councillor, Ahousaht First Nation  
Dave Tovell, Park Superintendent, Pacific Rim National Park Reserve  
Tla-o-qui-aht First Nation  
Bob Anderson, Administrator, Hesquiaht First Nation

#### STAFF PRESENT:

Daniel Sailland, Chief Administrative Officer  
Cynthia Dick, General Manager of Administrative Services  
Eddie Kunderman, Operations Manager  
Janice Hill, Executive Assistant  
Tanya Carothers, Solid Waste Manager

The meeting can be viewed on the Alberni-Clayoquot Regional District website at:  
<https://www.acrd.bc.ca/events/3-12-2025/>

### 1. CALL TO ORDER

The Chairperson called the meeting to order at 10:00am.

The Chairperson recognized this meeting is being held throughout the Nuuchahnulth territories.

The Chairperson reported this meeting is being recorded and livestreamed to YouTube on the Regional District website.

Introductions – Committee Members and Staff present in the Council Chambers and via Zoom.

### 2. APPROVAL OF AGENDA

*MOVED: Director McEwen*

*SECONDED: Director Siga*

*THAT the agenda be approved as circulated.*

**CARRIED**

**3. DECLARATIONS**

**4. MINUTES**

**a. West Coast Committee Meeting Minutes – October 7, 2025**

*MOVED: Director Stere*

*SECONDED: Director McEwen*

*THAT the minutes of the West Coast Committee meeting held on October 7, 2025 be adopted.*

**CARRIED**

**5. PETITIONS, DELEGATIONS & PRESENTATIONS**

**6. CORRESPONDENCE**

**7. REQUESTS FOR DECISIONS**

Director Mastrangelo joined the meeting at 10:08 am.

**a. REQUEST FOR DECISION**

West Coast Landfill - Proposed Rate Increase for Finished Compost Sales

*MOVED: Director Stere*

*SECONDED: Director McEwen*

*THAT the West Coast Committee recommend that the Alberni-Clayoquot Regional District Board of Directors direct staff to amend Bylaw R1033 to increase the sale price of finished Sort'nGrow compost from \$50 per yard to \$100 per yard, effective February 1, 2026.*

**CARRIED**

**b. REQUEST FOR DECISION**

Millstream Water System Rate Increase

*MOVED: Director McEwen*

*SECONDED: Director Siga*

*THAT the West Coast Committee recommend that the Alberni-Clayoquot Regional District Board of Directors direct staff to amend schedule A of Bylaw F1144 "Millstream*

*Water Local Service Area Rates and Regulations, 2019” to increase the quarterly water rates to \$309 per quarter, effective April 1, 2026.*

**CARRIED**

## **8. REPORTS**

- a. **West Coast Transit Wins Canadian Urban Transit Association Award**
- b. **West Coast Transit Updates**
- c. **Ex-officio Member Updates**
  - **Pacific Rim National Park Reserve Update-** No Report.
  - **Ahousaht First Nation Update-** No Report.
  - **Tla-o-qui-aht First Nation Update-** No Report.
  - **Hesquiaht First Nation Update-** No Report.

*MOVED: Director Stere*

*SECONDED: Director McEwen*

*THAT the West Coast Committee receive these reports.*

**CARRIED**

## **9. LATE BUSINESS**

## **10. QUESTION PERIOD**

Questions/Comments from the public. The General Manager of Administrative Services advised there were no questions or comments respecting an agenda topic from public:

- Participating in Person in the ACRD Board Room
- Participating in the Zoom webinar
- Submissions received by email at [responses@acrd.bc.ca](mailto:responses@acrd.bc.ca).

## **12. ADJOURN**

*MOVED: Director Stere*

*SECONDED: Director McEwen*

*THAT this meeting be adjourned 10:35 am.*

**CARRIED**

Certified Correct:

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Tom Stere,  
Chairperson

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Cynthia Dick,  
General Manager of Administrative Services

CLAYOQUOT BIOSPHERE TRUST  
REGIONAL Forum  
SUMMARY and MEETING NOTES

Thursday, January 29, 2026  
9:00 a.m. – 4:00 p.m.

On Thursday, January 29th, 2026, the Clayoquot Biosphere Trust facilitated its fifth regional forum. Participants convened virtually and in person on Tla-o-qui-aht haḥuutii at Tin Wis to foster meaningful connections, share insights, and cultivate strong relationships. Updates were shared on behalf of First Nations, local governments and non-profit organizations involved in environmental research, stewardship, restoration, and sustainable development.

The CBT is grateful for your ongoing interest and participation, and we are looking forward to gathering again soon!

If you have any questions/comments, or want to connect with any of the participants, please reach out to [janessa@clayoquotbiosphere.org](mailto:janessa@clayoquotbiosphere.org)

**Saya Masso**

Opening teachings and welcoming us to Tla-o-qui-aht haḥuutii

**Colin Robinson**

Opening words on behalf of the Clayoquot Biosphere Trust.

## Roundtable Updates:

### 1. Tla-o-qui-aht First Nation – Saya Masso

- Tribal Parks 2025 annual report is published.
- Fire suppression is a priority, established a partnership with Alteo Air for air based firefighting in anticipation of more summer droughts.
- Hatchery infrastructure at Kennedy Lake is being disabled and creating a lower river outpost for Tribal Parks.
- Ambassador work ongoing in summer for visitor information.
- Land use plan underway, looking for grants including Imperial metals strategy, regional master tourism plan, and hunting regulations.
- Dealing with affordable housing issues ongoing, includes regulations of float homes.
- Goals of creating a physical Tribal Parks gateway in Tofino.
- Tla-o-qui-aht priorities include longhouse, recreation sites, and a museum for recovered artifacts.
- Junior Guardian program is focused on long term living wage career positions.

### 2. Wildsafe BC Pacific Rim – Chris Read

- Presentation slides provided overview of 2025 activity with wildlife and Wildsafe outreach.

- 15 bears destroyed in 2025 (one car collision) - major issue is food conditioning, primarily polycarts, also bears learning to access other resources (e.g. entering buildings).
- Action plan of education, providing resources to enhance bear resistant infrastructure, and compliance and enforcement with local government policies.

### 3. District of Tofino – Jill Creba

- Focused on water use master plan.
- Upcoming OCP amendments for zoning and land use.
- 30 by 30 initiative commitment (protecting 30 percent of Canada’s land and water by 2030).

### 4. Isaak Olam Foundation – Terry Dorward

- Collaborating with First 30 by 30 on their work.
- Recently hosted First Nations from across Vancouver Island, Central Coast and Haida Gwaii for the Estuary and Old Growth gathering.
- Allies declaration program for businesses and communities.
- Wild salmon potlach planning.
- Naa’Waya’Sum gardens opening this year and café reopening in February.

### 5. District of Ucluelet – Tyler Brown

- Redoing zoning and regulatory bylaws at the moment, includes greater environmental stewardship as a principle – update to be done in summer 2026.
- Housing affordability and adaptability a priority.

### 6. Alberni Clayoquot Regional District – Michael McGregor

- Financial planning underway for March, open house date to be determined.
- Long Beach OCP development is wrapping up.
- Food Security emergency plan now completed and available online.
- Coastal Food Roundtable biannually on the West Coast.
- New initiatives upcoming for Firesmart program.

### 7. Nuu-chah-nulth Youth Warriors Family Society – Everett Watson

- Food security and sovereignty are one area of interest to the Warriors participants.
- GIS software and technology education opportunities with uVic to participants, including drone licenses – project happening in Tla-o-qui-aht territory.
- It is a big time investment for youth to be out on the land and do a lot of this work, one weekend a month currently, but taking advantage of the technology to make best use of time.
- Clam gardening projects ongoing.
- Important to create bridges among Warriors in different communities and different educational opportunities.
- LIDAR survey of lower Kennedy River and traditional fish were in partnership with Tribal Park Allies and Haa’oom.

### 8. Ucluelet First Nation – Jeffrey David

- Starting Integrated Resource Management Plan – starting with surveying community priorities both on and off reserve, especially youth perspective.
- Team completed the land guardian training online and in community – 5 week course including doing surveys of the land, lots of learning about environmental monitoring.
- Update on marine stewardships team – elder teachings on the land and water was well received by all.
- Elk monitoring in Nahmint revitalization in collaboration with other Nations and BC for four years.
- Researching contamination issues among certain water areas, working with CFIA and others to revitalize food sovereignty.
- Collaborated with West Coast Nest on a kelp storymap.

#### **9. Surfrider Foundation – Lilly Woodbury**

- Works on clean water, plastic reduction, and ocean beach protection.
- Single use plastic bottles 1L and under were recently banned in the municipality, focused on the upcoming implementation.
- The next goal is to ban single use plastic coffee cups and lids which have very low recyclability.
- The success in Tofino is used as a role model for the rest of the province.
- Surfrider launched Resurf in Ucluelet to repair and recycle wetsuits + surfboards, 1<sup>st</sup> year diverted 750 wetsuits through repair and recycling + 50 surfboards.
- Locally 2.5 million cigarette butts have been recycled and Surfrider is working with the Federal government to ban plastic filters.
- Beach cleanups continue, since 2016 188,000lbs of plastic marine debris has been diverted from landfill.
- Also supporting sand dune restoration.

#### **10. Ucluelet Secondary School Land Based Learning Program – Arran Jackson**

- Land based learning takes high school students for outdoor learning experiences.
- Currently in its 2<sup>nd</sup> year and 4<sup>th</sup> semester.
- Looking to connect with groups to engage the class with hands-on projects.

#### **11. Tourism Tofino – Jodi Kirk**

- Destination stewardship plan was recently launched.
- AGM is upcoming on March 24<sup>th</sup> 2026
- Working with Tribal Parks, Coastal Queer Alliance, Surfrider, District of Tofino to amplify work being done.
- Washed up Wednesdays: beach cleans on Wednesdays in the summer.
- Distributes industry news update bi-weekly, send to Tourism Tofino to help amplify.
- Working with Tribal Parks on a 5-minute video to help promote the history, culture, and stewardship of the region.
- Open invite for organizations to work with visitor services team on communications.

#### **12. Clayoquot Action – Dan Lewis**

- Focus is on food security/salmon security, which are threatened by open net fish farms.

- Similar initiatives have demonstrated that removing fish farms results in increasing wild salmon populations.
- Nations receive benefits and financial incentive and job opportunities from industry which must be recognized.
- Research is focused on Clayoquot Sound investigations to monitor activity on fish farms.
- Federal government has banned open net fish farms to begin July 1<sup>st</sup>, 2029.
- There has been no transitory planning done by the Federal Government.

### 13. Ha'oom Fisheries Society – read by CBT

- Chinook stray monitoring in Clayoquot rivers
- working on the engineering and fund raising for a weir in the lower Kennedy
- building genetic stock identification (GSI) and Parentage Based Tagging (PBT) capacity within the Nations through funding from FNFC and PSF
- Looking at coho habitat benchmarks with Hutton Noth our Master student
- Writing some rebuilding plans with each Nation for their territories. MMFN and ECFN are completed, TFN underway.
- Supporting TFN in efforts to rebuild Kennedy through a chinook transplant
- working on a Holistic Monitoring Plan for the five Nations with Nation informed fishery monitoring requirements
- Our most recent newsletter is available on our website.

### 14. Ukee Re-use It – Laurie Hannah

- Ukee Reuse It store is in its 2<sup>nd</sup> year, accepting donations of outdoor gear, sporting goods, and household items.
- Allows for accessibility and diverts waste from the landfill.
- WCCRS office in Ukee as well as a satellite office in Tofino, staff also travel to surrounding communities.

### 15. Clayoquot Biosphere Trust – Rebecca Hurwitz

- spring grants are open, including Research & Environment (max \$6K), Vital Grants and the Biosphere Research Award (max \$20K). Deadlines vary...see our website.
- lots of new folks on the CBT board...most recent being Celena Cook, Caitlin Pitre, and Dennis Nerpio as at-large directors and alternate. Check out the board page on our website for more info.
- on the Biosphere Centre, we've received our building permit from the District of Tofino and are finalizing all other permitting and approvals. Our construction start date is contingent on provincial support to close the remaining funding gap. Ask Rebecca if you have any questions or ideas.
- we've been nominated as non-profit of the year, and Rebecca as leader of the year in the Chamber awards. Voting is open until February 7th, please support the many businesses, orgs and individuals making a positive impact. We're honored to be in such good company!
- Coming Together forum report here:  
<https://www.coastalfamilyresources.ca/sites/default/files/content/2025%20Forum%20Report.pdf>
- Climate Project; successfully applied to the Federation of Canadian Municipalities for \$350k to support a collaborative approach to climate adaptation planning across Tla-o-qui-aht, DoT, DoU,

YG, and Toquaht. The collaboration was developed at our April 2025 Vital Conversation on Climate Adaptation planning

- Key areas to be supported include Natural Asset mapping/management, drinking and stormwater planning, emergency preparedness, land use planning, and incorporating an equity/health justice lens. These grants are track 1 of a multitrack system that will point us directly into accessing up to \$5M for the region to implement on the plans.
- Thank-you to ECCC for funding this 5 year project to support biodiversity conservation, stewardship and restoration in the region. The project has helped fund Nation-led stewardship and restoration projects since 2022, supported partners in this work, and supports this regional forum!

#### 16. West Coast N.E.S.T. – Nicole Gerbrandt

- NEST focusses on creating educational experiences for students and tourists
- Biodiversity Discovery Days will be taking place in May for the 2<sup>nd</sup> year to celebrate biodiversity in the region.
- StoryMaps collection continues to grow that can be used by educators in the classroom.
- Also hosts capacity building workshops for local organizations.

#### 17. Pacific Rim National Park Reserve – Sarah Tyne

- Ecological monitoring taking place in TFN and UFN territory include invasive species, marine mammals, and much more.
- Monitoring highlights actions that need to be taken.
- Salmon monitoring takes place in 14 different sites.
- Data loggers are being implemented to further monitor sites.
- Of the 6 streams monitored, 4 have been restored, and the restored habitats have been shown to have a positive impact on salmon populations.
- Wildlife cameras are utilized to monitor forest mammals, grid of ~75, can be used for landscape occupancy assessments.
- Wolves in the Long Beach unit are more active in the spring and summer and there have been new populations in the region.
- There have been increasing human-wildlife encounters in the past 6 months with wolves.
- Wickanninish Beach sand dunes and gold mine trails are currently closed to visitors, and increased messaging in keeping dogs leashed.
- Parks management plan is to be completed by late 2027, information will be shared soon for public consultation.

#### 18. DFO Oceanography – Laura Bianucci

- Study ocean conditions in the fjords of Clayoquot Sound using computer models and observations. The latter allow to ensure the models are realistic. Current work involves comparing present-day simulations and future scenarios, to understand how climate change will affect the different inlets of Clayoquot sound as well as why/how extreme low oxygen conditions develop in some fjords and how this may change with climate. Future plans include investigating ocean acidification in the fjords with the same computer models. Many of the observations are sampled in collaboration with Indigenous partners since 2024. Lead: Laura Bianucci (laura.bianucci@df0-mpo.gc.ca)

- Study the distribution, health and condition of juvenile Chinook salmon in Clayoquot Sound during their first winter at sea. For example, understand which stocks are present and when, and characterize the diet composition, relative rates of growth and condition of juvenile Chinook. This work will aid in understanding what factors may be limiting early marine survival and contribute to the WCVI Chinook rebuilding plan; a report is currently being written summarizing results from 2020-2025. Lead: Jessy Bokvist (jessy.bokvist@dfo-mpo.gc.ca)
- The DFO euphausiid monitoring program aims to characterize seasonal, inter-annual, and long-term variability of euphausiid production dynamics in Clayoquot Sound. Euphausiids, in particular the species *Thysanoessa spinifera*, are of particular importance to the marine food web and are an essential prey item of juvenile salmon and herring. Monthly zooplankton sampling aligned with juvenile salmon survey stations (collaboration with Ha'oom Fisheries Society) started in January 2023 and is scheduled to conclude in March 2026. Lead: Akash Sastri (akash.sastri@dfo-mpo.gc.ca)
- Monitor natural toxins produced by harmful algae in Clayoquot Sound and use results to predict when exposure to these biotoxins may occur. In Millar Channel, for example, amnesic shellfish poisoning toxin tends to peak in spring whereas paralytic shellfish poisoning toxins occur in the fall. Future plans include monitoring at locations that are important to local communities. Lead: Andrew Ross (andrew.ross@dfo-mpo.gc.ca)
- Monitor background concentrations of particulates to characterize size distribution and support model development and testing. The project aims to use 3D farm-resolving hydrodynamic models to understand the fate and transport of particulates and included chemicals (like organics, drugs and antibiotics) from fish farms. Lead: Pramod Thupaki (pramod.thupaki@dfo-mpo.gc.ca)

## 19. Redd Fish Restoration – Mandala Smulders

- Works in partnership with the 5 Nations on the Westcoast to rebuild wild salmon stocks.
- Tranquil Creek (Hiṣyaq̓λis) – large restoration project focused on accelerating natural recovery of stream and riparian ecosystems to support salmon.
- Hesquiaht Harbour (Hiṣkʷiiṣat̓h) – work to reduce landslide-generated sediment and stabilize hillslopes to improve fish habitat and watershed function.
- Kelp (Husmin) – kelp habitat restoration pilot with Toquaht Nation and other partners that trials seeding and transplantation techniques.
- Twin Rivers (Chenatha) – restores salmon habitat by improving river structure, removing barriers, and enhancing riparian conditions after decades of logging impacts.
- Kennedy Flats Watershed (Ṣaṣukmin) – large scale restoration and research project focused on the Kennedy Flats/Kennedy Lake watershed to support salmon habitat. In partnership with Tla-o-qui-aht First Nation.
- Toquaht River (Tukʷaaṣat̓h) – A research project in the Toquaht River watershed studying juvenile Chinook salmon survival and hatchery release strategies to improve freshwater survival and adult returns.
- Atleo River – large scale restoration and research project to support salmon habitat. In partnership with Ahousaht.
- Conference Creeks – reconnects fragmented creek channels disrupted by road construction.

- Marine Mammal Rescue & Response – A regional program under the BC Marine Mammal Response Network to provide marine mammal incident response, research, monitoring, and public awareness along the BC coast.
- Schooner Cove – In Pacific Rim National Park Reserve and Tla-o-qui-aht territory, this project restores declining sand dune ecosystems to support rare coastal habitats and biodiversity.

## 20. Ucluelet Aquarium – Ruby Novogrodsky

- The Ucluelet Aquarium Healthy Harbour Project is continuing in 2026. The overarching goal of the project is to foster a sense of collective care around Ucluelet Inlet and promote stewardship of the space. The project is . . .
- Learning about what a "healthy harbour" means to the Ucluelet community by conducting interviews. Stories from these interviews are forming the basis of the project's story map. If you want to be interviewed about your views or experiences around Ucluelet Inlet, please give Ruby a shout at [ruby@uclueletaquarium.org](mailto:ruby@uclueletaquarium.org).
- Working to inventory and uplift stewardship work other organizations are already doing in Ucluelet. These initiatives will be displayed in the story map so readers can connect to organizations working on issues they care about.
- Encouraging public engagement in harbour health issues by building a living exhibit in the aquarium focused on the harbour's marine biodiversity.
- Continuing the aquarium's environmental monitoring programs for eelgrass and Sea Star Wasting Disease. These monitoring projects contribute to long-term environmental data and create opportunities for young people to experience field science firsthand.

## 21. Association of Wetland Stewards for Clayoquot and Barkley Sounds – Barb Beasley

- SPLAT update – Activity Report for 2024-25 is available, along with a StoryMap
- Worked in partnership on fence repairs along the highway/MUP, Cadillac Lake toad counts, Yellow Flay Iris remediation in Ucluelet
- Assisted with Wetland Assessment Guidance Document for the West Coast
- iNaturalist project: West Coast Frog Chorus Spring 2026 \*Join and share!

## 22. Raincoast Education Society – written notes

- May - Shorebird Fest featuring educational events and a film highlighting shorebird migration in Tofino
- May/ June - Black Oystercatcher surveys in Barkley and Clayoquot Sound with BC Nature
- June/ July - surveys for endangered plants with BC Nature in Clayoquot sound, hopefully in partnership with Ahousaht - NOT official yet, still in the early stages!



**To:** West Coast Committee  
**From:** Eddie Kunderman, Operations Manager  
**Meeting Date:** February 18, 2026  
**Subject:** West Coast Transit - Millstream

**Recommendation:**

***THAT the West Coast Committee recommend that the Alberni-Clayoquot Regional District Board of Directors direct staff to leave the location of the bus stop within the Millstream Community where it is and move forward with the installation of a bus shelter in this location as a part of the bus shelter installation project.***

**Desired Outcome:**

To gain direction from the West Coast Committee (WCC) on the desired long-term location of the bus stop within the community of Millstream.

**Summary:**

Staff are seeking direction from the WCC on whether to retain the existing Millstream bus stop or pursue alternative Highway 4 locations previously explored at the Committee's request. Engagement with residents, ministries, and transit partners has highlighted concerns with relocating the stop, including safety, engineering requirements, and cost. A petition from Millstream residents supports keeping the current stop. Staff recommend maintaining the existing location and proceeding with a shelter installation as part of the broader bus shelter project, noting this option minimizes cost, avoids highway-crossing safety issues, and preserves existing service levels. Alternative options remain available if the Committee wishes to continue investigating or proceed with constructing new stops on Highway 4.

**Background:**

A delegation attended the May 14, 2025 WCC meeting and the WCC passed the following resolution, which was also supported by the ACRD Board of Directors at their May 28, 2025 meeting:

***That the West Coast Committee recommend to the Alberni-Clayoquot Regional District Board of Directors to direct staff to investigate alternative bus stop locations in the Millstream area.***

The staff report presented at the May 28, 2025 Board meeting is attached, which contains a copy of the redacted petition from residents within Millstream that was received.

Staff have engaged the Ministry of Transportation and Transit while investigating the possibility of implementing two new West Coast Transit stops along Highway 4, in proximity to the Millstream community. The location of the approved Northbound stop (to Tofino) is on the shoulder of Highway 4, approximately 25 metres before Lee Street. The location of the approved Southbound stop (to Ucluelet) is also on the shoulder of Highway 4, approximately 200 metres from Lee Street, and would require Millstream residents wanting to use the service to cross Highway 4 for access. Both locations would require significant engineering design work and construction work to be completed before the stops could become operational. Official approval for these locations was received from MOTT in January 2026 and staff have not yet engaged with an engineer to get cost estimates for the necessary work. If directed, staff would apply for a Transit Minor Betterments Program grant (\$100k maximum) to fund as much of the improvement work as possible. Improvement works completed would need to be approved by the MOTT Regional Executive Director prior to being made operational.

ACRD staff and BC Transit worked to reduce the number of trips accessing the Millstream Community to 8 trips per day, as a part of an October 2025 service change. While working on that service change, it became known that the bus stop sign and signpost had been removed from within the Millstream Community. It was confirmed that it was not the ACRD, BC Transit or the operating company Keolis Canada (formerly PWTransit) who removed the sign. There were concerns that if the stop was re-installed during the investigation for a new stop location, it would just be removed again and as such it still has not been re-installed, though the stop continues to be serviced. Staff are currently working with BC Transit to have a replacement stop delivered and re-installed at that location.

Staff received correspondence and concern from a resident of Millstream in mid-January 2026 surrounding the missing bus stop sign and the investigation into a new stop location. The resident was concerned of the impacts of moving the location of the bus stop and worked to submit their own petition (attached redacted) to “retain the existing West Coast Transit bus route servicing the Millstream neighbourhood.” This petition contains approximately 70 signatures from residents in the Millstream community who request that the bus stop route remains unchanged.

Staff are recommending the bus stop be left in the current location and that a bus shelter be installed as a part of the upcoming bus shelter installation project, made possible through grant funding. This location would eliminate the necessity of improving and maintaining two new bus stop locations to MOTT approved levels and eliminate the necessity of residents from Millstream having to cross the highway to access the southbound stop location. The current schedule of buses entering the community would be maintained, and continued education would be provided to operators, through BC Transit and Keolis Canada, on the importance of safe driving within the community.

#### **Time Requirements – Staff & Elected Officials:**

There would be limited staff time required to leave the bus stop at the current location.

The installation of a bus shelter would take place as a part of the bus shelter installation project that has yet to begin.

**Financial:**

The only cost for leaving the bus stop at the current location would be the cost of re-installing the bus stop sign. District of Ucluelet staff will install the bus stop sign and invoice the ACRD for the work.

**Strategic Plan Implications:**

This supports Strategic Priority 1.0: “Planning for a resilient and liveable region.”

**Policy or Legislation:**

Bylaw No. E1062 allows the ACRD to establish and operate a service for public transportation on the West Coast.

**Options Considered:**

The following option could be considered if the WCC chose to have more investigation into the cost of the new stop locations investigated:

***That the West Coast Committee recommend that the Alberni-Clayoquot Regional District Board of Directors direct staff to obtain cost estimates for the improvement works necessary to implement two (2) new bus stops along Highway 4 to service the Millstream Community and to bring a report detailing these costs to a future West Coast Committee meeting.***

The following option could be considered if the WCC chooses to move forward with the improvement and installation of the two new bus stops along Highway 4.

***THAT the West Coast Committee recommend that the Alberni-Clayoquot Regional District Board of Directors direct staff to move forward with the improvement and installation work for two (2) new bus stops on Highway 4, in place of the current bus stop within the Millstream Community.***

Submitted by: *Eddie Kunderman*  
Eddie Kunderman, Operations Manager

Reviewed by: *Cynthia Dick*  
Cynthia Dick, General Manager of Administrative Services

Approved by: *Daniel Sailland*  
Daniel Sailland, MBA, Chief Administrative Officer

# PETITION TO MAINTAIN WEST COAST TRANSIT SERVICE THROUGH THE MILLSTREAM NEIGHBOURHOOD

## PETITION STATEMENT

We, the undersigned residents, property owners, and community members of the Alberni-Clayoquot Regional District, respectfully petition the ACRD Board of Directors and West Coast Transit to retain the existing West Coast Transit bus route servicing the Millstream neighbourhood.

This transit service is essential for access to employment, education, medical appointments, and other essential services. Any reduction or removal of this route would negatively impact seniors, persons with disabilities, students, low-income residents, and others who rely on public transportation.

We respectfully request that the Alberni-Clayoquot Regional District and West Coast Transit maintain the current bus route through the Millstream neighbourhood and engage with the community prior to making any changes to this service.

## SIGNATURES

By signing below, I confirm that I support this petition.

Printed Full Name	Signature	Residential Address (Street, City, Postal Code)	Date mm/dd/yyyy
Aleisha Daley	[Redacted]	Tofino Uchelet Hwy	01/14/2026
Weston Mohr	[Redacted]	Tofino Uchelet Hwy	01/14/2026
Ari Mohr	[Redacted]	Tofino Uchelet Hwy	01/14/2026
Kurt Clayton	[Redacted]	Tofino Uchelet Hwy	01/14/2026
[Redacted]	[Redacted]	Tofino Uchelet Hwy	01-17-2026
* James Olson	[Redacted]	Mavis	01/17/2026
Myles Huser [Redacted]	[Redacted]	St. Jacques Blvd	01/17/2026
Alice Gaur	[Redacted]	Mavis Ave	01/17/2026
JASON SAARI	[Redacted]	ALBION CRES	01/17/26
Debra Dryborough	[Redacted]	Tofino Uchelet Hwy	01/17/26

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Printed Full Name	Signature	Residential Address (Street, City, Postal Code)	Date mm/dd/yyyy
BABB WARMAN	[Redacted]	[Redacted] ALBION CRESC	01/12/26
Jenna McInnes	[Redacted]	[Redacted] Albion Cres. Ucluelet	01/12/2026
Lindsay Gault	[Redacted]	[Redacted] ALBION CRESC UCLUELET	01/12/2026
Charles-Antoine He Tu-Reid	[Redacted]	[Redacted] Albion Cres Ucluelet	01/12/2026
Frederik Beyman	[Redacted]	[Redacted] Albion Crescent	01/12/2026
DAVID DATHKY	[Redacted]	[Redacted] Tofino Ucluelet Hwy	01/13/2026
PETRA ARNOLD	[Redacted]	[Redacted] TOFINO - UCLUELET	01/13/2026
Leo Green	[Redacted]	[Redacted] Ucluelet Tofino Hwy	01/14/2026
Kerry Anderson	[Redacted]	[Redacted] Albion Crescent	01/13/2026
Tom Kuzbik	[Redacted]	[Redacted] Maris Ave	01/13/2026

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Printed Full Name	Signature	Residential Address (Street, City, Postal Code)	Date mm/dd/yyyy
EMILY ARANOW	[Redacted]	[Redacted] ALBION CRESENT JULVLET	01/18/26
PALE EDWARDS	[Redacted]	[Redacted] LEEST	01/18/26
Ben PAKARNTK	[Redacted]	[Redacted] LEEST	01/18/26
DAN TUZO	[Redacted]	[Redacted] Pacific Rim Hwy	01/18/26
CAROL TUZO	[Redacted]	[Redacted] Pacific Rim Hwy.	01/18/26
Deb Kelleher	[Redacted]	[Redacted] Pacific Rim Hwy	01/18/26
Conor Kelleher	[Redacted]	[Redacted] Pacific Rim Hwy	01/18/26
Peter J Kelleher	[Redacted]	[Redacted] Pac Rim Hwy	
ALLAN TRUDGETT	[Redacted]	[Redacted] Willow BRAD	01/18/26
ROBERT SCHAFFER	[Redacted]	[Redacted] ALBION CRES	01/22/26

# PETITION TO MAINTAIN WEST COAST TRANSIT SERVICE THROUGH THE MILLSTREAM NEIGHBOURHOOD

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## SIGNATURES

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Printed Full Name	Residential Address (Street, City, Postal Code)	Date mm/dd/yyyy
MARIAN CRITKOVIC	ALBION VILLIET	01/20/2026
Morgan Muri Domella	Kain Ave	01/20/2026
MATT OLSEN	Willowbrook Rd	01/20/2026
SHAY McCLOY	TOFINO VILLIET HWY	01/21/2026
THERESA OYE	MAVIS AVE	01/21/26
TRANNIE JENK	MAVIS AVE	01/21/26
PHILIP WALTERS	like Tofino Hwy	01/21/26
Janek Peladeau	Tofino villiet Hwy	01/21/26
Jay Rose	Tofino Villiet Hwy	01/21/26
Joseph Amernick	Mill top Rd	01/22/26

# PETITION TO MAINTAIN WEST COAST TRANSIT SERVICE THROUGH THE MILLSTREAM NEIGHBOURHOOD

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## SIGNATURES

By signing below, I confirm that I support this petition.

Printed Full Name	Signature	Residential Address (Street, City, Postal Code)	Date mm/dd/yyyy
Chris Sylvester	[Redacted]	[Redacted] Hilltop Road VOR 3A0	01/11/2026
Juwan Schuster	[Redacted]	[Redacted] Hilltop Road VOR 3A0	<del>01-11-26</del> 01-11-26
Craig Stewart	[Redacted]	[Redacted] Albion Crescent Ucluelet, VOR 3A0	01-11-26
Ornella Cirella	[Redacted]	[Redacted] Holly Crescent Ucluelet, BC VOR 3A0	01-11-26
JO HUDER	[Redacted]	[Redacted] Albion Crescent Ucluelet, VOR 3A0	01/11/26
Sharon Carbett	[Redacted]	[Redacted] Albion Cr Ucluelet VOR 3A0	
MARCO SERRAVALLO	[Redacted]	[Redacted] ALBION CRES UCLUELET	01/12/26
EVAN BRITTAIN	[Redacted]	[Redacted] ALBION CRES	01/12/26
John Gouwerrier	[Redacted]	[Redacted] ALBION CRES	01/12/26
Frances Gouwerrier	[Redacted]	[Redacted] ALBION CRES	01/12/26

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## SIGNATURES

By signing below, I confirm that I support this petition.

Printed Full Name	Signature	Residential Address (Street, City, Postal Code)	Date mm/dd/yyyy
Sarah Hagar	[Redacted]	Hilltop Rd Ucluelet V0R3A0	01/10/2026
JAMES HEADRICK	[Redacted]	Hilltop Rd Ucluelet B.C. V0R3A0	01-10-26
JOANNE HOPKINS	[Redacted]	Hilltop Road Ucluelet B.C. V0R3A0	1-10-26
Genevieve Kang	[Redacted]	Hilltop Rd. Ucluelet, BC V0R3A0	01/11/26
JESSE WHISTON	[Redacted]	MAVIS AVE Ucluelet BC V0R3A0	01/11/26
FELIX DESGAGNE	[Redacted]	MAVIS AVE Ucluelet BC V0R3A0	01/11/26
STEVEN WOOTEN	[Redacted]	MAVIS Ucluelet BC	01/11/26
Christine Brice	[Redacted]	MAVIS Ave Ucluelet V0R3A0	01/11/26
WILL BRICE	[Redacted]	MAVIS AVE Ucluelet BC V0R3A0	01/11/26
Ryan Torres	[Redacted]	Lee Street Ucluelet, BC, V0R3A0	01/11/26

# PETITION TO MAINTAIN WEST COAST TRANSIT SERVICE THROUGH THE MILLSTREAM NEIGHBOURHOOD

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We respectfully request that the Alberni-Clayoquot Regional District and West Coast Transit **maintain the current bus route through the Millstream neighbourhood** and engage with the community prior to making any changes to this service.

## SIGNATURES

By signing below, I confirm that I support this petition.

Printed Full Name	Signature	Residential Address (Street, City, Postal Code)	Date mm/dd/yyyy
Heather Dunward	[Redacted]	[Redacted] Lee St.	01/13/2026
Jamie Osborne	[Redacted]	[Redacted] Albion cres	Jan 15/26
WARREN CANNON	[Redacted]	[Redacted] ALBION CR	JUN 13/26
Coral Sedgwick	[Redacted]	[Redacted] Albion Cr.	Jan 14/26
Mark McLan	[Redacted]	[Redacted] Port albin	Jan 14, 2026
Mark Nel	[Redacted]	[Redacted] Hilltop Rd	Jan 14/26
Shawna Flynn	[Redacted]	[Redacted] Albion Crescent	Jan 11/2026
Noranda Sigmund	[Redacted]	[Redacted] Lee St	Jan 14 2026
JIM WHITWORTH	[Redacted]	[Redacted] Albion Cr	Jan 14/26
JAN DRAESE	[Redacted]	[Redacted] Albion Cr	Jan 14/26



**To:** ACRD Board of Directors  
**From:** Eddie Kunderman, Operations Manager  
**Meeting Date:** May 28, 2025  
**Subject:** WCT – Alternate Millstream Bus Stop location

**Recommendation:**

***THAT the Alberni-Clayoquot Regional District Board of Directors direct staff to investigate alternative bus stop locations in the Millstream area.***

**Desired Outcome:**

To have staff time allotted for the investigation of an alternate West Coast Transit (WCT) bus stop location in the Millstream area.

**Background:**

At the May 14, 2025, West Coast Committee meeting a delegation from the Millstream Community appeared, regarding the WCT bus route within the community of Millstream. The West Coast Committee passed the following resolution:

*That the West Coast Committee recommend to the Alberni-Clayoquot Regional District Board of Directors to direct staff to investigate alternative bus stop locations in the Millstream area.*

Millstream community members who live on Albion Crescent have communicated their unhappiness with the bus stop location, and the route within the Millstream community. The attached letter and petition communicates their issues with the bus routing.

The WCT service transitioned to BC Transit on March 1, 2025, including the introduction of service to the Millstream community. The bus exits the highway on Lee Street, travels around Albion Crescent back to Lee Street, with the bus stop on the North side of Lee Street.

This location was chosen after a staff investigation involving the Ministry of Transportation and Transit (MOTT) and BC Transit. The initial request for a bus stop was on the Tofino-Ucluelet highway, near Lee Street. MOTT communicated that the sightlines in that location wouldn't allow for a stop near Lee Street on the highway. They did communicate the potential for a stop location approximately 200 meters

North of Lee Street that may meet the sightline requirements. However, they also communicated this location would likely require the creation of a pedestrian walkway back to Lee Street and a pullout for buses, due to the minimal shoulder width and ditching in the area.

Other stop locations within the Millstream community, not utilizing Port Albion Crescent, would require the transit buses to complete a three-point turn, which would not be approved by BC Transit's Safety and Training department.

Staff have also been communicating with BC Transit on the possibility of lowering the frequency of buses turning into Millstream. Currently, there are nine Northbound and nine Southbound trips that deviate into Millstream and BC Transit is looking at which trip times would make the most sense to cut back on. Any changes in frequency to the schedule would take four to six months to complete.

**Time Requirements – Staff & Elected Officials:**

It is estimated it would take Community Services staff approximately ten hours to investigate alternate stop locations and the infrastructure improvements necessary for each.

**Financial:**

The financial implications of an alternate stop location would be brought back to the West Coast Committee as a part of the investigation. Staff would work towards identifying grant funding opportunities for the necessary infrastructure improvements, including potentially applying to the Transit Minor Betterments program.

**Strategic Plan Implications:**

This investigation would support Strategic Priority 1, to create liveable, resilient and engaged communities through informed, effective planning, specifically goal 1.3 by being "Viable and responsive."

**Policy or Legislation:**

Bylaw No. E1062 allows the ACRD to establish and operate a service for public transportation on the West Coast.

**Options Considered:**

The Board could choose to direct staff to not investigate an alternate stop location for Millstream at this point.

Submitted by: Jenny Brunn  
Jenny Brunn, General Manager of Community Services

Reviewed by: Cynthia Dick  
Cynthia Dick, General Manager of Administrative Services

Approved by: Daniel Sailland  
Daniel Sailland, MBA, Chief Administrative Officer

April 17, 2025

Eddie Kunderman  
Alberni Clayoquot Regional District

Hello Eddie,

Thank you for taking my call last week. Further to our conversation, and upon review of the email exchange between my neighbor, Jennifer Fitzgerald, yourself and MOT, I would like add to and summarize the points we discussed and request further information. I know that you are aware of the bulk of what is to follow, but I would like to create a record for future reference and ongoing communication.

My partner, Tierney Schievink, and I are longtime residents of the Millstream subdivision. We are the owners of [REDACTED] Albion Crescent, as well as [REDACTED] Karn Ave. We purchased the Albion property in 2004 and the Karn property in 2010. We owned and operated Far West Distributors in Ucluelet for a combined 47 years and sold the business in 2020. We are now semi-retired in the Millstream subdivision.

We feel that the new bus service is very positive news for the West Coast and in particular for Millstream. That said, we were taken by surprise when the bus service started. We were not consulted by the ACRD, MOT or BC Transit as to the route specifics or schedule prior to the service starting. After speaking to several of my neighbors, it is my understanding that none of them were consulted either. I appreciate you acknowledging this and thank you for your apology, but we find the total absence of consultation in the planning stage to be concerning. Is there no policy or legal requirement for any level of government to consult with the major stakeholders in this type of situation? I am researching this now. As risky and nonsensical as the routing is, the frequency of the buses seems excessive given what I have seen as very low ridership. This is a massive change that greatly impacts the safety, security and quality of life of the residents of Albion crescent. The other residents I have spoken to so far completely agree. I will be speaking with the residents to whom I haven't spoken to shortly, and will be surprised to find that any of them feel differently. As I understand it, the only reason the bus uses Albion Crescent is to turn around. Our position is that this poses a disproportionate risk to people and property. Almost all of the other stops on the route are either on the highway or in locations that have the space and other infrastructure to accommodate a bus stop.

### **Safety**

As you are aware, Albion crescent is a very narrow road. It was never designed to be used as a bus route. There are no sidewalks or curbs, and the shoulders are either narrow or non existent. There is barely enough width for two oncoming passenger vehicles to pass each other without pulling onto the edge of the pavement or utilizing right of ways and private driveways, something I have seen several times. If one of the vehicles is the size of a bus, this is even more

difficult and dangerous. The risk level increases when any vehicle is parked on either side of the road, or both, which is common. Furthermore, as we head into peak season there will be a significant increase in vehicle and pedestrian traffic as there are several vacation rentals on Albion crescent. Has this increase in risk been factored into your decision making process? There are several very young and school age children living on Albion crescent. There is no playground or other gathering place for them in Millstream and, up until now, it has been relatively safe for them to ride their bikes, or for pedestrians and parents to walk or push a stroller. I would estimate that there are fewer than a dozen vehicles per day on the crescent in low and shoulder seasons. Most of them are residents and their guests. As well, the school bus is routed in the opposite direction as the public bus. This makes little sense as the sight lines are limited with several hidden driveways and a blind corner. In general, the existing infrastructure is not suitable or safe to be used in this application. The speed limit of 30kmh is not being viewed as a maximum by the bus drivers. The blind corner where Karn Ave meets Albion Cr is followed by a short uphill grade so the drivers round the blind corner and accelerate rather than backing off. Anything more than 15kmh is not safe given the infrastructure. I have had several close calls with pets darting out into the road from the hidden driveways and have avoided an accident by expecting this and traveling at much lower than 30kmh. What is the stopping distance of the bus being used at 30kmh? 35kmh? From what I could determine from the 2018 BC Transit Infrastructure Guide, at 40kmh, the stopping distance would be 56 to 84 meters depending on the type of bus and reaction time so this also seems dangerous given the conditions previously described.

### **Security**

Some of the main reasons we bought property in Millstream were security and privacy. With the buses rolling by 18 times per day those benefits are greatly reduced, and risk to property and safety is greatly increased. . Instead of traffic being mostly residents and their guests, the traffic now could be anyone with any motivation from anywhere. Not only does this completely change the level of privacy, it decreases the security of residents and property simply by exposing opportunity to those who may be scouting for easy theft targets. It is a well documented fact that public transit is a common method for property criminals to scout targets. There is a reason why there is nearly zero property crime and few security systems or even fences along the roadside of Albion Cr. As you know, there a huge influx of not only tourists but transients and seasonal workers. Hundreds of people live out of their vehicles with little money. I will be asking the RCMP for property crime statistics in Ucluelet, which I know is way up year over year. That is not the case in Millstream.

It would be naive to think that this is alarmist on my part. The criminals are more desperate, and daring these days. We only have to look at the two recent home invasions in Parksville. Both targeted homes in areas away from the main town. Has any of this been factored into to your decision process?

### **Financial Impacts**

There could be financial impacts on residents that are a direct result of the bus route. I am considering fencing the roadside to regain some privacy as well as the need to install a camera security system. I feel that the bus route could negatively impact our property values by reducing or eliminating any buyers raising or considering raising children.

There will likely be a financial impact on the ACRD and MOT as well. The pavement on Albion Cr. has large potholes forming and with the buses having to run on the edge of the pavement often, the ACRD will be having to repair and or upgrade the road sooner than later. Is the district prepared to protect the residents safety by repaving and constructing curbs, drainage systems etc? I have attached a link for the 2018 BC Transit Infrastructure planning guide. I realize that this is for new infrastructure but this bus route doesn't meet many of the regulated requirements including: lane width, sight lines, stopping distances etc. Are the requirements for implementing a bus route on existing infrastructure more lax? I will be researching this as well.

### **Possible Solutions**

The best and most obvious solution is to create pull outs in the flat areas on the highway. There is room to use the existing right of ways and it the cost would be minimal to create a gravel pull out. I would like to see the cost of that vs. the cost of maintaining or upgrading Albion Cr. It would also be more efficient and effective for the ACRD and would eliminate the risks and other issues for the residents.

Another option is to just have the buses activate flashers and stop on the highway. This is what is done on the way out of Tofino in the resort areas. This would have an impact on traffic flow to a degree but it is still a better option than what is currently in place.

The buses could turn around at the bottom of Lee St. You stated in your email to Jennifer Fitzgerald that you couldn't ask your drivers to turn around there. There appears to be sufficient space to make the turn. If it is a bit tight, there is a road allowance at the bottom of Lee St. which could be modified to create the space. This isn't ideal either but less risky to the residents overall.

### **Mitigation**

In the short term, there are options to reduce the impacts and increased risks by simply reducing the schedule. You mentioned that you have access to the ridership numbers by stop. From what I have seen and from what I can gather there are very few pick ups or drop offs in Millstream. I would like to request those numbers. This would also create efficiencies and cost reductions for the ACRD and reduce the risks at the same time. You mentioned that it is difficult to get a schedule change. We are asking that you investigate that further given the negative impact of the current schedule.

### **Next Steps**

As discussed in our call, I am in the process of obtaining stakeholder support for this letter. I will be canvassing and taking impact statements from them and will forward as soon as they are completed. Currently, I have 7 other property owners ready to add their support and anticipate most other residents will as well.

Thank you again Eddie. We look forward to working with you to resolve this and still have the benefit of the new bus service for all residents in Millstream.

Scott Johnson  






**To:** West Coast Committee

**From:** Tanya Carothers, Solid Waste Manager

**Meeting Date:** February 18, 2026

**Subject:** R1033 West Coast Landfill Tipping Fee Bylaw Amendment

**Recommendation:**

***THAT the West Coast Committee recommend that the Alberni Clayoquot Regional District (ACRD) Board of Directors support the adoption of an amendment to Bylaw R1033, West Coast Landfill Tipping Fee and Regulation to increase tipping fees for weighed residential waste and construction & demolition (C&D) waste.***

**Desired Outcome:**

To amend tipping fees to encourage waste diversion and support funding availability for sustainable management of the West Coast waste footprint.

**Summary:**

Staff are recommending a 5% adjustment to the tipping fees for weighed residential waste and C&D waste, as shown in the table below:

<b>Waste Stream</b>	<b>Current Tipping Fee</b>	<b>Recommended Tipping Fee of +5% (Effective June 1, 2026)</b>
Residential Waste (weighed)	\$150 per tonne	\$158 per tonne
Construction & Demolition (C&D)	\$185 per tonne	\$194 per tonne

**Background:**

The West Coast Landfill (WCL) is experiencing financial challenges due to limited revenue streams that do not cover rising costs. In 2026/2027, a Design, Operations, and Closure Plan (DOCP) will be completed for WCL which will provide details on major capital projects that will need to be completed in the coming years. Recommendations will be made for capital projects related to organics, biosolid management, climate change impacts, leachate upgrades, and other infrastructure improvements. These projects will require significant funds to complete. Furthermore, annual costs for managing solid

waste continue to rise in general due to inflation, new regulations, increased contractor costs, replacement and maintenance of aging infrastructure, provision of new services, etc.

Previously, weighed residential waste and C&D tipping fees were approved for increases in both 2024 and 2025. It is recommended that tipping fees be increased in 2026 as well, to support cost recovery in the West Coast waste management service area. The recommended increases are shown in the table below:

Waste Stream	Percentage of landfilled waste in 2025	2025 Tipping Fee Per Tonne	Recommended 2026 Tipping Fee	Effective Date
Residential Waste (weighed)	18%	\$150	\$158	June 1, 2026
Construction & Demolition (C&D)	34%	\$185	\$194	June 1, 2026
Industrial, Commercial, Institutional (ICI)	47%	\$150	\$172 (Approved Oct. 2025)	January 1, 2026

For informational purposes and more context, the following table shows the tipping fees that reflect the cost of managing weighed residential waste and C&D in neighboring Districts:

Regional District	Cost Per Tonne of Residential Waste	Cost per Tonne of C&D	Effective Date
Nanaimo	\$155 per tonne	\$155	April 1, 2025 Next increase will be April 2026.
Comox Val.	\$170 per tonne	\$205 (clean) and \$308 (Mixed Loads)	Jan 9, 2026
Cowichan Val.	\$242 per tonne	\$242 (painted wood/roofing)	Jan 2, 2026
ACRD	\$150 per tonne 83 kg or greater	\$185	Jan 1, 2025

The recommended tipping fee adjustment will not result in an increase in the 3-stream collection fees for serviced premises.

#### **Time Requirements – Staff & Elected Officials:**

Minimal staff time required to inform the community and operators about the rate changes, and to update the bylaw, signage, website, and point-of-sale systems.

#### **Financial:**

In 2025, tipping fees from weighed residential waste generated approximately \$170,000. Increasing the tipping fee for weighed residential waste disposal from \$150 to \$158 per tonne will result in approximately \$8,500 of additional revenue in 2026 compared to 2025, assuming the same amount of weighed residential waste is disposed.

In 2025, tipping fees from C&D generated approximately \$366,000. Increasing the rate for C&D waste disposal from \$185 to \$194 per tonne will result in approximately \$18,000 of additional revenue in 2026 compared to 2025, assuming the same amount of C&D waste is disposed.

Efficient landfill operations require a balanced approach to managing costs, generating revenues, and minimizing community impact. Long-term sustainability depends on ensuring that landfill expenses are adequately funded. The proposed rate adjustments will increase the availability of funds that can be used for daily operations, and upkeep and management needs at WCL.

**Strategic Plan Implications:**

Supports the ACRD's 2024–2027 Strategic Plan goals related to environmental sustainability and waste reduction.

**Policy or Legislation:**

As per Bylaw No. 1033 West Coast Landfill Tipping Fee and Regulation Amendment.

**Options Considered:**

**Increase Rates by CPI.** The Committee could consider raising tipping fees to match 2025 CPI which was 2.1%. This would result in the following rate adjustments:

Waste Stream	Percentage of landfilled waste in 2025	2025 Tipping Fee Per Tonne	Tipping Fee with 2.1% increase	Effective Date
Residential Waste (weighed)	18%	\$150	\$153	June 1, 2026
Construction & Demolition (C&D)	34%	\$185	\$189	June 1, 2026
Industrial, Commercial, Institutional (ICI)	47%	\$150	\$172 (Approved October 2025)	January 1, 2026

**Keep Rates the Same, No Increase for 2026.** The Committee could consider keeping tipping fees for weighed residential solid waste and C&D waste as they are, at \$150 and \$185 per tonne. This is not recommended because costs for waste management are increasing. Keeping the rates the same means cost recovery is not being adjusted to reflect increases in expenses, and this would deplete available funds at a landfill that is already experiencing financial challenges.

Submitted by: Tanya Carothers  
Tanya Carothers, Solid Waste Manager

Reviewed by: Cynthia Dick  
Cynthia Dick, General Manager of Administrative Services

Approved by: Daniel Sailland  
Daniel Sailland, MBA, Chief Administrative Officer



**To:** West Coast Committee  
**From:** Teri Fong, CPA, CGA, Chief Financial Officer  
**Meeting Date:** February 18, 2026  
**Subject:** 2026-2030 Draft Financial Plan – West Coast Services

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**Recommendation:**

***THAT the West Coast Committee recommend the Long Beach Airport proposed budget, as presented, be included in the first reading of the 2026-2030 Alberni-Clayoquot Regional District Financial Plan bylaw.***

***THAT the West Coast Committee recommend the West Coast Waste Management service proposed budget, as presented, be included in the first reading of the 2026-2030 Alberni-Clayoquot Regional District Financial Plan bylaw.***

***THAT the West Coast Committee recommend the West Coast Transit Service proposed budget, as presented, be included in the first reading of the 2026-2030 Alberni-Clayoquot Regional District Financial Plan bylaw.***

***THAT the West Coast Committee recommend the West Coast Grants-in-Aid budget, as presented, be included in the first reading of the 2026-2030 Alberni-Clayoquot Regional District Financial Plan bylaw.***

***THAT the West Coast Committee recommend the West Coast Multiplex Service proposed budget, as presented, be included in the first reading of the 2026-2030 Alberni-Clayoquot Regional District Financial Plan bylaw.***

**Desired Outcome:**

To provide an opportunity for the West Coast Directors to ask questions and then confirm support for West Coast sub-regional services for inclusion in the first reading of the 2026-2030 ACRD Financial Plan bylaw.

**Summary:**

Staff presented an overview of the 2026-2030 Draft ACRD Financial Plan to the Committee of the Whole on February 12, 2026. At that meeting all services were discussed though in-depth questions were asked to be held to these later meetings to provide an opportunity for service participants to learn more about the draft plan. This meeting provides an opportunity for Directors to ask more service specific

questions, request further information and make changes prior to the drafting of the bylaw. The sub-regional West Coast services have been extracted from the overall draft financial plan for discussion. Each service will be discussed independently and then at the conclusion of each discussion staff will be requesting the Directors confirm that the service budget is ready for the draft bylaw. This report is to further the discussion regarding the following services:

- Long Beach Airport
- West Coast Waste Management
- West Coast Transit
- West Coast Grants-in-Aid
- West Coast Multiplex Service

**Financial:**

The overall financial implications of the draft plan including the components discussed in this report can be found on the ACRD's website using the following link: [2026-2030 Draft Financial Plan](#).

**Strategic Plan Implications:**

The services discussed today align with the 2024-2027 Strategic Plan, specifically to the following strategies:

- 1.3 Viable and responsive transportation services
- 1.5 Leverage grants toward creating regional and community benefit
- 2.2 Solid Waste Management Plan
- 3.1 First Nations protocol agreements

**Policy or Legislation:**

The *Local Government Act* requires that the Regional District annually adopt a five-year financial plan by March 31<sup>st</sup> following a public consultation process.

**Options Considered:**

If the Committee wishes to amend any of these services prior to directing staff to incorporate them into the first reading of 2026-2030 ACRD Financial Plan Bylaw, then the following motion template is recommended:

***That the West Coast Committee amend the \_\_\_\_\_ service, to be included in the 2026-2030 Alberni-Clayoquot Regional District Financial Plan, as follows: \_\_\_\_\_.***

Submitted by: Teri Fong  
Teri Fong, CPA, CGA, Chief Financial Officer

Reviewed by: Cynthia Dick  
Cynthia Dick, General Manager of Administrative Services

Approved by: Daniel Sailland  
Daniel Sailland, MBA, Chief Administrative Officer



## Long Beach Airport

### Budget Highlights

2025 was another challenging year in this service with staff vacancies, and onboarding. The BCAAP Emergency fire flow project was substantially completed in 2024 with final back-up generator commissioning carried out in the second quarter of 2025. The completion of the water system and fire flow upgrade will be an infrastructure cornerstone, allowing numerous development opportunities from large commercial aircraft hangars to a new proposed airport terminal building to be constructed on the site.

A sewer system upgrade for the commercial lots on the North side of the airfield was carried out. This project upgraded our old field and chamber system and converting it to a type three effluent treatment system.

The vacant half of the Tofino weather station is in the process of being upgraded to accommodate an ACRD meeting room and staff offices.

The ACRD and Tla-o-qui-aht First Nation signed a 3-year MOU in June 2024. This partnership recognizes that the airport lands are within the Tla-o-qui-aht ḥahuuti and is intended to work towards a long-term protocol agreement for mutual land-use planning and support the protection of and investment in the environment, culture, and people. A large component of this work will be the development of a Long Beach Airport Land Use Plan which started in the fourth quarter of 2025 and will continue through 2026.

Revenues from parking, fuel concessions and passenger fees are up slightly due to a 15% increase in passenger activity through the terminal building in 2025. A slight bump in passenger movements was noted when a second scheduled air carrier, Harbour Air, began wheel flights in October 2025. Harbour Air plans to operate their wheel schedule for the first quarter of 2026 then will return to float operations for the summer months.

A focus on developing and expanding lease opportunities will continue in 2026. Tax requisitions are proposed to increase by 2% per year for the next five years for this service however the reserve continues to be inadequate to fund the large amount of end-of-life infrastructure associated with this service. As a result, there is a heavy reliance on grant funding assumed in the plan which has risks moving forward.

Key projects and Capital Work to be undertaken in 2026 include:

- Continued development of land adjacent to Apron II, Hurricane Road, to support expanded lease lots for air-related activities
- Domestic water pump replacement
- Parks Canada roof replacement, for ACRD building located at 120 airport road
- Airfield Approach lighting design



Other capital projects planned for 2026 include vegetation management, Obstacle Limitation Surfaces (OLS) clearing and runway line painting. Projects that are in the Capital Plan but would require grant funding in order to proceed (currently unsecured) include paving of the access road, runway approach lighting, terminal building upgrades and decommissioning of the numerous war time structures remaining.

### Grants

*Long Beach Airport Land Use and Development Plan* – The ACRD was successful in securing a grant from the provincial Rural Economic Diversification and Infrastructure Program for the creation of a Master Land Use and Development Plan for the Airport. The plan would determine the best use of the airport lands that will support diversified and sustainable economic growth in the area and align with First Nations and community values and vision for the region. The grant is for \$240,250 and supports 100% of eligible costs related to this project.

*Canada Community Building Funds (CCBF) Domestic Water System Upgrade* – The 2026 budget includes the allocation of \$197,099 of CCBF funds to the upgrade of the domestic water pumps as the legacy system cannot meet the flow requirements of the new fire flow pump in transitional modes.

*Strategic Priorities Fund (SPF) Wastewater Replacement and Expansion* – a SPF grant application has been submitted for a sewer upgrade and connection to the Regional / Tofino wastewater treatment plant. The project has an estimated cost of \$7 million dollars, and the grant announcement is anticipated for summer 2026. The project will not proceed without the grant funding.

*Terminal Building Replacement Design* - The ACRD will continue to seek 100% grant funding for a new Airport Terminal Building detailed design. The current terminal is undersized for current passenger demand and does not provide capacity for growth in coming years.

*Apron III Storm Water Culvert Replacement* – The ACRD has applied for a 100% ACAP grant for the replacement of a failed corrugated steel culvert underneath the airport primary terminal apron, Apron III. A new bored culvert is proposed with associated catch basins

*Snow Blower Skid Pack* – The ACRD has applied for a 100% ACAP grant for the purchase of snow blower accessories necessary to maintain the airfield. This equipment will only be purchased if funding is secured.



### Financial Summary

2025 Requisition	2026 Requisition	Change \$	Change %
\$559,100	\$570,282	\$11,182	2.00%

The requisition limit for this service is \$0.22 per \$1,000 of assessed value. The estimated requisition maximum for 2026 is \$830,826.

### Overview

The Purpose of this service is to operate and maintain the Long Beach / Tofino (CYAZ) Airport to a certified standard as per the Canadian Aviation Regulations.

### Legislation

This service was established with Bylaw No. E1005 in 1996 and amended with Bylaw No. E1005-1 in 2005.

### Participants

District of Tofino, District of Ucluelet, Electoral Area C



Operating Budget

Service	Account Type	GL Category	2025 Actual	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget	2030 Budget	
059 - Long Beach Airport	Revenues	103 - Conditional Transfers	(\$283,364)	(\$1,407,620)	(\$8,157,655)	(\$809,000)	(\$1,734,000)	(\$9,000)	(\$9,000)	
		121 - Other Sources	(\$132,002)	(\$6,100)	(\$11,500)	(\$48,800)	(\$4,400)	(\$900)	(\$1,600)	
		124 - Fees & Charges	(\$565,136)	(\$521,250)	(\$619,165)	(\$639,650)	(\$660,352)	(\$681,277)	(\$702,428)	
		126 - Surplus (Deficit) from Prior Years	(\$454,937)	(\$454,937)	(\$379,300)					
		127 - Tax Requisition	(\$559,099)	(\$559,100)	(\$570,282)	(\$587,390)	(\$605,012)	(\$623,163)	(\$641,857)	
		<b>Total</b>	<b>(\$1,994,539)</b>	<b>(\$2,949,007)</b>	<b>(\$9,737,903)</b>	<b>(\$2,084,840)</b>	<b>(\$3,003,764)</b>	<b>(\$1,314,339)</b>	<b>(\$1,354,885)</b>	
	Expenses	202 - Engagement	\$1,100	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,150
		216 - Committee Expenses	(\$184)	\$1,000	\$1,020	\$1,312	\$1,351	\$3,514	\$3,619	
		218 - Consultant Costs	\$10,476	\$95,335	\$50,558	\$42,618	\$56,060	\$39,909	\$41,106	
		220 - Contribution to Capital Fund	\$717,547	\$1,514,960	\$8,473,626	\$1,010,393	\$1,884,115	\$178,540	\$181,869	
		227 - Emergency Planning Costs	\$318	\$2,000	\$2,000	\$4,000	\$4,120	\$2,164	\$2,229	
		245 - Insurance	\$33,474	\$21,000	\$17,050	\$15,914	\$16,391	\$16,883	\$17,389	
		247 - Labour & Benefits	\$500,649	\$533,198	\$564,384	\$585,633	\$607,712	\$630,755	\$655,354	
		250 - Legal Costs	\$605	\$10,000	\$10,000	\$10,300	\$10,609	\$10,927	\$11,255	
		256 - Office Operations	\$35,325	\$38,333	\$39,140	\$39,964	\$41,163	\$42,398	\$43,670	
		257 - Operating Costs	\$158,171	\$170,384	\$172,446	\$174,609	\$177,439	\$179,600	\$183,212	
		260 - Project Expenses	\$31,795	\$357,500	\$215,255					
		266 - Repairs & Maintenance	\$49,731	\$130,297	\$115,324	\$120,835	\$123,312	\$125,864	\$128,883	
		285 - Rent Credit for Infrastructure	\$76,232	\$70,000	\$72,100	\$74,263	\$76,491	\$78,786	\$81,149	
		<b>Total</b>	<b>\$1,615,239</b>	<b>\$2,949,007</b>	<b>\$9,737,903</b>	<b>\$2,084,840</b>	<b>\$3,003,764</b>	<b>\$1,314,339</b>	<b>\$1,354,885</b>	
<b>Total</b>		<b>(\$379,300)</b>								



CAPITAL FUND	2025 Actual	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget	2030 Budget
Balance, beginning of year	\$ 263,474	\$ 263,474	\$ 473,709	\$ 301,697	\$ 292,090	\$ 6,206	\$ 54,746
Contribution from operating fund	468,104	468,104	528,726	201,593	154,715	177,640	180,269
Grants & other contributions	240,756	1,040,756	7,933,400	800,000	1,725,000	-	-
Community Works Fund transfer	12,901	210,000	197,099	-	-	-	-
Growing Communities Fund transfer	120,688	-	-	-	-	-	-
Interest earnings	8,686	6,100	11,500	8,800	4,400	900	1,600
<i>Less - capital expenditures</i>							
Access road upgrade*	-	-	-	-	600,000	-	-
Apron 2 wastewater septic system*	-	-	7,000,000	-	-	-	-
Apron 3 culvert upgrade*	-	30,000	780,000	-	-	-	-
Fire suppression upgrade phase 3	430,575	370,394	-	-	-	-	-
House renovation	11,221	-	35,000	-	-	-	-
Hurricane Road connector	-	-	-	-	-	50,000	-
Maintenance building upgrades*	-	-	-	500,000	-	-	-
Parks Canada roof replacement	-	137,000	137,000	-	-	80,000	40,000
Runway cracksealing	-	35,000	80,000	-	-	-	-
Runway painting and signs	-	45,000	50,000	-	-	-	100,000
Runway approach lighting*	6,362	40,000	33,638	-	1,500,000	-	-
Snow blower skid pack*	-	300,000	300,000	-	-	-	-
Terminal building replacement design*	-	500,000	-	500,000	-	-	-
Terminal building HVAC upgrade	14,677	20,000	-	-	-	-	-
Terminal building upgrade	-	-	40,000	-	-	-	-
Vegetation mgmt - inside boundary	20,200	50,000	50,000	20,000	20,000	-	-
Vegetation mgmt - outside boundary	51,754	50,000	100,000	-	40,000	-	40,000
Vehicle replacement (shared with AVRA)	48,487	50,000	-	-	-	-	-
Water - system upgrades (CWF)	12,901	210,000	197,099	-	10,000	-	-
Weather station upgrades*	44,723	50,000	40,000	-	-	-	-
Total capital expenditures	640,900	1,887,394	8,842,737	1,020,000	2,170,000	130,000	180,000
<b>BALANCE, END OF YEAR</b>	<b>\$ 473,709</b>	<b>\$ 101,040</b>	<b>\$ 301,697</b>	<b>\$ 292,090</b>	<b>\$ 6,206</b>	<b>\$ 54,746</b>	<b>\$ 56,615</b>
*grant dependent							



## West Coast Waste Management

### Budget Highlights

The overall cost of this service will continue to increase due the need to meet environmental and legislative requirements, achieve the diversion targets, increases in levels of service (such as compost operations), and inflation. This service is majority funded through tipping fees and charges, sales of recovered materials (eg. Scrap metal) and a small tax requisition.

2025 saw increased levels of service with the processing of biosolids from Tofino Wastewater Treatment Facility. The kitchen and yard waste organics processing operations continued to develop, and a certified Class A compost was successfully sold during the spring and summer of 2025.

*Solid Waste Management Plan (SWMP)* - development of the SWMP was mostly paused in 2025 as staff worked toward completion of key tasks that will guide the direction of the SWMP (West Coast Landfill Design, Operation, and Closure Plan [DOCP], Alberni Valley land tenure, community-specific waste composition studies). The SWMP working group met once in 2025 so that staff could check in with members and update them on progress. A meeting will be scheduled again in 2026.

*Recycling Program Evaluations* – RecycleBC is currently adjusting their recycling hauling and processing programs, which may result in changes to current hauling routes and vendors. Once operational changes are implemented by RecycleBC, they will be evaluated by ACRD and corresponding changes to costs, schedules, and/or services may be recommended.

*Landfill Gas Regulations* – in December 2025, the Landfill Gas Regulations officially came into effect. The first deadline under this Regulation is completion of a landfill gas assessment due in June 2026, to determine which landfills are covered under the new regulation and corresponding actions each landfill must take. The new regulations include requirements that are technical and will require support from engineering firms and/or contractors to develop the path forward.

*Design, Operations and Closure Plan (DOCP)* – The West Coast Landfill DOCP was last updated in 2012. Since that time there have been significant operational changes at West Coast Landfill including acceptance of biosolids, implementation of the ocean plastics program, and expanded service to include organics processing. A new DOCP is needed for West Coast Landfill to address the operational changes, address new landfill criteria and regulations, and current non-compliance to our historic operating certificate. In 2025, ACRD applied for a grant to complete a new DOCP. In 2026, work on the DOCP will commence, ideally with grant funding. Items identified by the DOCP will guide capital budgets and programs for West Coast Landfill in the coming years.



*3-Phase Power* – ACRD worked with BC Hydro and Pacific Rim National Park to bring 3-Phase power to West Coast Landfill, to support the organics program. BC Hydro will likely have the 3-phase power at the landfill gate in the first half of 2026.

*Industrial, Commercial & Institutional (ICI) Organics Diversion Program* – ACRD will design and implement a program to provide funds to help offset initial setup costs for ICI businesses looking to increase their participation in diversion programs on the West Coast. Funds may cover a range of items including staff training, signage, color-coded disposal containers, etc.

*Ocean Legacy Program* – Funding for the ocean plastics program at West Coast Landfill have reduced. ACRD will work with partners to evaluate opportunities to continue this program in 2026.

*Bear Awareness* – The 3-stream curbside program experienced bear challenges due to unsecured bins. Staff continued a program to change-out hardware with more robust clips in trouble areas while working with WildsafeBC to educate residents and reduce bear interactions. Opportunities and programs to reduce bear interactions at carts will continue to be evaluated and implemented in 2026.

*Capital Infrastructure Projects* – The landfill capital budget is developed based on annual report findings, regulations, and known infrastructure needs. Implementation of capital projects is prioritized based on urgency, impact, and fulfillment of Work Plan objectives.

*Cost Recovery Evaluations* - Revenues continue to be challenging for this service and opportunities for cost recovery will continue to be evaluated, with solutions brought for consideration in 2026.

*General Partnership Opportunities* – ACRD consistently engages in partnership opportunities with other organizations to achieve waste diversion, management, and regulatory compliance objectives. Often, the projects completed through these partnerships are funded by grants which are acquired and managed by the partnering organization, with ACRD providing inherent resources and logistical support.

## Grants

*Green Solutions for Biosolids Management: A Processing Options and Optimization Plan for West Coast Landfill* – This project would provide funds to support detailed evaluation of long-term biosolids management at the West Coast Landfill. ACRD applied to the Local Government Infrastructure Planning Grant (IPG) Program requesting funds in the amount of \$50,000 to support this project. Application status is pending. If IPG funding is not received, ACRD will evaluate biosolids management as part of its Design, Operations, & Closure Plan (DOCP) via a reduced scope and budget.



*Strategic Priorities Fund Community and Cultural Landfill Plan (CCLP)* – This project would establish a CCLP in order to use solid waste programs and infrastructure as a tool to build community, educate tourists, promote environmental stewardship, and create economic opportunity on the West Coast. The project would also fund an enhanced Design, Operations & Closure Plan (DOCP). ACRD submitted an application to the 2025 Strategic Priorities Fund Grant Program requesting funds in the amount of \$312,500 to support this project. Application status is pending. Completion of a DOCP is a regulatory requirement and if funding is not awarded for this project, a DOCP for West Coast Landfill will be completed via a reduced scope and budget.

### Financial Summary

2025 Requisition	2026 Requisition	Change \$	Change %
\$140,454	\$143,263	\$2,809	2.00%

The requisition limit for this service is \$1.50 per \$1,000 of assessed value. The estimated requisition maximum for 2026 is \$1,774,946.

### Overview

The purpose of this service is to fund the West Coast Landfill Operations, and west coast curbside collection service. This service also funds general solid waste management activities including planning, regulatory compliance, diversion initiatives, and reporting requirements. This service receives its revenues from taxation, service fees, tipping fees, Recycle BC revenues and from the sale of recovered resources (e.g. Scrap metal & electronics).

### Legislation

This service was established with Bylaw No. 669 in 1990.

### Participants

District of Tofino, District of Ucluelet, Electoral Area C



Operating Budget

Service	Account Type	GL Category	2025 Actual	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget	2030 Budget
065 - West Coast Landfill	Revenues	103 - Conditional Transfers	(\$2,691)	(\$2,081)	(\$315,000)	(\$2,500)	(\$2,500)	(\$2,500)	(\$2,500)
		106 - Contracts with Other Governments	(\$45,037)	(\$44,655)	(\$44,655)	(\$44,655)	(\$44,655)	(\$44,655)	(\$44,655)
		121 - Other Sources	(\$191,552)	(\$174,800)	(\$175,100)	(\$182,860)	(\$188,025)	(\$189,996)	(\$191,172)
		124 - Fees & Charges	(\$1,700,652)	(\$1,409,972)	(\$1,542,333)	(\$1,584,969)	(\$1,623,539)	(\$1,657,068)	(\$1,791,587)
		126 - Surplus (Deficit) from Prior Years	(\$171,481)	(\$171,481)	(\$490,066)				
		127 - Tax Requisition	(\$140,453)	(\$140,454)	(\$143,263)	(\$147,561)	(\$151,988)	(\$156,547)	(\$161,244)
		<b>Total</b>	<b>(\$2,251,867)</b>	<b>(\$1,943,443)</b>	<b>(\$2,710,417)</b>	<b>(\$1,962,545)</b>	<b>(\$2,010,707)</b>	<b>(\$2,050,767)</b>	<b>(\$2,191,158)</b>
	Expenses	202 - Engagement	\$42,567	\$55,820	\$87,225	\$57,767	\$88,082	\$59,488	\$91,740
		215 - Closure & Post Closure Fund Contribution	\$162,579	\$148,000	\$153,200	\$157,800	\$162,500	\$167,400	\$172,400
		218 - Consultant Costs	\$6,342	\$73,000	\$83,475	\$13,837	\$13,952	\$14,070	\$14,493
		220 - Contribution to Capital Fund	\$105,693	\$103,976	\$463,494	\$82,363	\$74,035	\$56,534	\$18,405
		245 - Insurance	\$331	\$200	\$350	\$350	\$350	\$350	\$350
		247 - Labour & Benefits	\$160,475	\$183,200	\$196,048	\$204,705	\$213,178	\$222,054	\$231,339
		250 - Legal Costs		\$1,000	\$1,020	\$1,020	\$1,020	\$1,051	\$1,082
		256 - Office Operations	\$14,412	\$13,605	\$14,003	\$14,413	\$14,835	\$15,269	\$15,728
		257 - Operating Costs	\$1,255,773	\$1,314,007	\$1,324,153	\$1,379,269	\$1,390,201	\$1,428,234	\$1,470,553
		259 - Professional Fees	\$1,266	\$9,019	\$32,500	\$7,725	\$7,957	\$8,463	\$8,717
		260 - Project Expenses			\$312,500				
		266 - Repairs & Maintenance	\$12,363	\$41,616	\$42,448	\$43,297	\$44,596	\$45,934	\$47,312
		281 - Debt Repayment - Interest						\$31,920	\$63,840



Service	Account Type	GL Category	2025 Actual	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget	2030 Budget
		282 - Debt Repayment - Principal							\$55,200
		Total	\$1,761,800	\$1,943,443	\$2,710,417	\$1,962,545	\$2,010,707	\$2,050,767	\$2,191,158
	Total		(\$490,066)						

### Capital Budget

CAPITAL FUND	2025 Actual	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget	2030 Budget
Balance, beginning of year	\$ 77,240	\$ 77,237	\$ 182,933	\$ 335,927	\$ 378,290	\$ 352,325	\$ 158,859
Contribution from operating fund	102,376	102,376	455,794	71,763	63,235	48,934	16,307
MFA borrowing	-	-	-	-	-	1,600,000	-
Interest earnings	3,317	1,600	7,700	10,600	10,800	7,600	3,500
<b>Less - capital expenditures</b>							
Flow meter lagoon project	-	20,000	-	-	-	-	-
Landfill/biosolids related capital work	-	-	-	40,000	-	50,000	100,000
Leachate collection system	-	-	40,000	-	-	1,800,000	-
Power and road upgrades	-	80,000	160,000	-	100,000	-	-
Three stream collection carts	-	12,500	12,500	-	-	-	-
Tipping area upgrades	-	40,000	98,000	-	-	-	-
Total capital expenditures	-	152,500	310,500	40,000	100,000	1,850,000	100,000
<b>BALANCE, END OF YEAR</b>	<b>\$ 182,933</b>	<b>\$ 28,713</b>	<b>\$ 335,927</b>	<b>\$ 378,290</b>	<b>\$ 352,325</b>	<b>\$ 158,859</b>	<b>\$ 78,666</b>



Closure & Post Closure Fund

CLOSURE & POST CLOSURE FUND	2025 Actual	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget	2030 Budget
Balance, beginning of year	\$ 1,559,723	\$ 1,549,888	\$ 1,722,302	\$ 1,875,502	\$ 2,033,302	\$ 2,195,802	\$ 2,363,202
Contribution from operating fund	100,000	100,000	100,000	100,000	100,000	100,000	100,000
Interest earnings	62,579	48,000	53,200	57,800	62,500	67,400	72,400
Less - closure costs	-	-	-	-	-	-	-
<b>BALANCE, END OF YEAR</b>	<b>\$ 1,722,302</b>	<b>\$ 1,697,888</b>	<b>\$ 1,875,502</b>	<b>\$ 2,033,302</b>	<b>\$ 2,195,802</b>	<b>\$ 2,363,202</b>	<b>\$ 2,535,602</b>



## West Coast Transit

### Budget Highlights

The West Coast Transit service transitioned to a BC Transit run service on March 1, 2025, with 5,700 initial hours annually providing 9 round trips per day between Tofino and Ucluelet. The introduction of the provincially led service improved system operations and reliability, leading to an increase in ridership system wide, with an average ridership of 2,275 passengers per month. A 1,300 hour expansion in January 2026 allowed for an extra mid-day trip servicing hitaçu, the same service levels 7 days a week, on-time performance improvements and reinstating of the late-night trip that had been removed in October.

2026 will see the bus shelter installation project beginning, after the ACRD secured a grant from the Rural Transit Solutions Fund in the amount of \$762,000. Staff will be implementing a staff-to-staff West Coast Transit Committee in 2026 to facilitate discussions with municipalities, First Nations and community interests in the region on matters associated with the bus shelter installation project and delivery of transit services on the west coast.

The combination of the January expansion, and the difficulties of accurately budgeting some of the operating costs of a new system, such as bus maintenance and fuel consumption, have led to an increase in operating costs supplied from BC Transit in 2026.

### Grants

*Infrastructure Canada Rural Transit Solutions* – The ACRD has been successful in obtaining a grant for 80% of project costs to a maximum of \$762,000 for the construction of bus shelters and corresponding infrastructure along the West Coast Transit route. The total project budget is \$937,000 with matching funds from the Growing Community Fund mentioned below.

*Growing Community Fund (GCF) Bus Stops & Shelters* - \$175,000 of GCF funding has been allocated to this new service to serve as the matching funds for the Rural Transit Solutions grant, to aid in the installation of bus shelters through the West Coast Transit system.

### Financial Summary

2025 Requisition	2026 Requisition	Change \$	Change %
\$660,552	\$766,455	\$105,903	16.03%

The requisition limit for this service is \$0.294 per \$1,000 of assessed value. The estimated requisition maximum for 2026 is \$1,114,560.



### Overview

Once Provincial funding or an alternate service solution is determined this service will provide fixed route transit that will serve communities between Ucluelet and Tofino, including the community of Hitacu.

### Legislation

This service was established with Bylaw No. E1062 on December 11, 2019.

### Participants

District of Tofino, District of Ucluelet, Yuułuʔiłʔatḥ, Toquaht, and Electoral Area C



Operating Budget

Service	Account Type	GL Category	2025 Actual	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget	2030 Budget	
136 - West Coast Transit	Revenues	103 - Conditional Transfers	(\$384,132)	(\$909,359)	(\$1,020,217)	(\$1,030,396)	(\$706,228)	(\$720,252)	(\$734,557)	
		121 - Other Sources	(\$2,761)	(\$2,800)	(\$2,900)	(\$3,000)	(\$3,200)	(\$3,300)	(\$3,300)	
		124 - Fees & Charges	(\$70,120)	(\$60,000)	(\$85,000)	(\$87,550)	(\$90,177)	(\$92,882)	(\$95,668)	
		126 - Surplus (Deficit) from Prior Years	(\$50,239)	(\$50,239)	(\$44,278)					
		127 - Tax Requisition	(\$660,553)	(\$660,552)	(\$766,455)	(\$877,509)	(\$927,587)	(\$946,125)	(\$965,450)	
		<b>Total</b>	<b>(\$1,167,805)</b>	<b>(\$1,682,950)</b>	<b>(\$1,918,850)</b>	<b>(\$1,998,455)</b>	<b>(\$1,727,192)</b>	<b>(\$1,762,559)</b>	<b>(\$1,798,976)</b>	
	Expenses	216 - Committee Expenses		\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000
		220 - Contribution to Capital Fund	\$2,761	\$402,800	\$403,900	\$367,000	\$5,200	\$5,300	\$5,399	
		247 - Labour & Benefits	\$68,968	\$79,853	\$75,711	\$78,104	\$80,587	\$83,161	\$85,984	
		250 - Legal Costs	\$171							
		257 - Operating Costs	\$1,051,627	\$1,195,297	\$1,434,239	\$1,546,351	\$1,634,405	\$1,667,097	\$1,700,443	
		259 - Professional Fees		\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,090	
		266 - Repairs & Maintenance				\$2,000	\$2,000	\$2,000	\$2,060	
		<b>Total</b>	<b>\$1,123,527</b>	<b>\$1,682,950</b>	<b>\$1,918,850</b>	<b>\$1,998,455</b>	<b>\$1,727,192</b>	<b>\$1,762,559</b>	<b>\$1,798,976</b>	
	<b>Total</b>		<b>(\$44,278)</b>							



Capital Budget

CAPITAL FUND	2025 Actual	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget	2030 Budget
Balance, beginning of year	\$ 92,884	\$ 92,884	\$ 95,645	\$ 99,545	\$ 104,545	\$ 109,745	\$ 115,045
Contribution from operating fund	-	-	1,000	2,000	2,000	2,000	2,000
Grants and other contributions	-	400,000	400,000	362,000	-	-	-
Growing Community Fund transfer	1,935	100,000	98,065	75,000	-	-	-
Interest earnings	2,761	2,800	2,900	3,000	3,200	3,300	3,500
<i>Less - capital expenditures</i>							
Bus stops & shelters	1,935	500,000	498,065	437,000	-	-	-
Total capital expenditures	1,935	500,000	498,065	437,000	-	-	-
<b>BALANCE, END OF YEAR</b>	<b>\$ 95,645</b>	<b>\$ 95,684</b>	<b>\$ 99,545</b>	<b>\$ 104,545</b>	<b>\$ 109,745</b>	<b>\$ 115,045</b>	<b>\$ 120,545</b>



## West Coast Grants-in-Aid

### Budget Highlights

The ACRD Board may provide grant funds to a Registered Organization, Registered Charity, Non-profit or not-for-profit, Society or societies for services, and projects or initiatives that provide a social, economic, recreational, or environmental benefit to the communities within the Alberni-Clayoquot region. The ACRD adopted a new Grant-in-Aid Policy in 2025, a copy of the policy can be found [here](#). The following is the financial plan for the West Coast Grants-in-Aid category. Staff are recommending a 2% increase in this category of grant-in-aid funding to help address rising costs, consistent with the cost pressures experienced by the ACRD. This Grant-in-Aid funding category was fully spent in 2025.

### Financial Summary

2025 Requisition	2026 Requisition	Change \$	Change %
\$10,000	\$10,200	\$200	2.00%

### Overview

The purpose of grants-in-aid is to provide financial resources that can be awarded for assistance to registered non-profit and other organizations that provide programs and services which serve the local community or provide a regional benefit.

### Legislation

The authority for this service is provided through the Local Government Act, section 263(1)(c). The application and approval process is outlined in the ACRD's Grant-in-Aid Policy.

### Participants

District of Tofino, District of Ucluelet, Electoral Area C



**Operating Budget**

Service	Account Type	GLCategory	2025 Actual	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget	2030 Budget
096 - West Coast Grants-in-Aid	Revenues	127 - Tax Requisition	(\$10,000)	(\$10,000)	(\$10,200)	(\$10,404)	(\$10,612)	(\$10,824)	(\$11,041)
		Total	(\$10,000)	(\$10,000)	(\$10,200)	(\$10,404)	(\$10,612)	(\$10,824)	(\$11,041)
	Expenses	240 - Grants-in-Aid	\$10,000	\$10,000	\$10,200	\$10,404	\$10,612	\$10,824	\$11,041
		Total	\$10,000	\$10,000	\$10,200	\$10,404	\$10,612	\$10,824	\$11,041
	Total								



## West Coast Multiplex Service

### Budget Highlights

In 2025 the West Coast Multiplex Society requested that the ACRD re-establish staff support for the society to assist in advancing the following objectives:

- Complete the design work for the West Coast Multiplex.
- Complete the planning work required to get cost estimates for site prep and site servicing.
- Support the coordination of government and agency collaboration.
- Support the Society as they advance with a public and private sector fund raising campaigns for raising the funds required to build the West Coast Multiplex.

The 2025 financial plan included \$50,000 to support these above objectives however the services were not requested by the society during the year. However, in January 2026 the society has reached out and confirmed that they are ready to proceed with the above objective. No further tax requisition is proposed at this time.

### Financial Summary

2025 Requisition	2026 Requisition	Change \$	Change %
\$28,611	\$0	\$28,611	-100.00%

The requisition limit for this service is \$0.335 per \$1,000 of assessed value. The estimated requisition maximum for 2026 is \$1,265,121.

### Overview

The ACRD established this service for the operation of a recreational multiplex facility on the west coast. The West Coast Multiplex Society has committed to raise all the funds necessary to construct the facility. This service is currently relatively inactive until the funding for the facility is secured.

### Legislation

This service was established with Bylaw No. E1056 in 2012 and amended with Bylaw No. E1056-1 in 2017.



**Participants**

District of Tofino, District of Ucluelet, Electoral Area C & Toquaht First Nation.

**Operating Budget**

Service	Account Type	GL Category	2025 Actual	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget	2030 Budget	
123 - West Coast Multiplex	Revenues	103 - Conditional Transfers	(\$77)							
		126 - Surplus (Deficit) from Prior Years	(\$21,389)	(\$21,389)	(\$50,077)					
		127 - Tax Requisition	(\$28,611)	(\$28,611)						
		<b>Total</b>	<b>(\$50,077)</b>	<b>(\$50,000)</b>	<b>(\$50,077)</b>					
	Expenses	218 - Consultant Costs			\$50,000	\$50,077				
		<b>Total</b>			<b>\$50,000</b>	<b>\$50,077</b>				
	<b>Total</b>			<b>(\$50,077)</b>						



**To:** West Coast Committee

**From:** Serena Manhas, Planner 1

**Meeting Date:** February 18, 2026

**Subject:** Area "C" (South Long Beach) Official Community Plan Update

**Purpose:**

To provide an update to the West Coast Committee regarding the Area "C" (South Long Beach) Official Community Plan (OCP) Update Project. Information reports will continue to be provided to the West Coast Committee regarding key project milestones.

**Summary:**

The Area "C" OCP Update Project is currently in Phase 4 – Create the Plan. Key deliverables for this project phase include the Draft OCP and its land use designations, development permit areas (DPAs), maps, and policies. The OCP has been created using community input from in-person and online engagement.



The Long Beach Advisory Planning Commission is providing feedback on the initial Draft Area "C" OCP at their meeting on February 18, 2026. After their feedback is implemented, a revised copy will be shared with community members and referral agencies. There will be both in-person and online opportunities for the public to provide their feedback on the Draft OCP. It is anticipated that the Draft OCP will be finalized for consideration by the Board in Spring 2026.

For project updates and more information, visit: [www.letsconnectacrd.ca/area-c-ocp](http://www.letsconnectacrd.ca/area-c-ocp)

**Time Requirements – Staff & Elected Officials:**

This is a multi-year project with the Area C – South Long Beach and Sproat Lake OCPs being completed by a hybrid staff and consultant team. It is anticipated that the Area "C" OCP will be considered by the

Board for bylaw readings in Spring and Summer 2026. The remaining four OCPs (Beaver Creek, Beaufort, Bamfield, and Cherry Creek) will be completed by ACRD planning staff.

**Financial:**

OCP resources and funding is through the Rural Planning Service with grant funding from the Canada Community Building Fund, and project work in 2025 supported by the Province’s Capacity Funding for Local Government Housing Initiatives funding, and a UBCM OCP Visioning grant.

**Alignment with Strategic Plan:**

The ACRD Strategic Plan 2024-2027 includes strategies and objectives that align with community planning projects. Strategy 1.2 – Sustainable land use planning and growth management includes an objective to “undertake a comprehensive review and revision of the electoral area OCPs and zoning bylaws.”

**Policy or Legislation:**

Part 14 of the Local Government Act regulates the adoption of OCP bylaws, including required content, and consideration of consultation with specific groups such as organizations and First Nations.

Submitted by: *Alex Dyer*  
Alex Dyer, MCIP, RPP, General Manager of Planning and Development

Reviewed by: *Cynthia Dick*  
Cynthia Dick, General Manager of Administrative Services

Approved by: *Daniel Sailland*  
Daniel Sailland, MBA, Chief Administrative Officer