



**REPORT TO THE ELECTORAL AREA SERVICES COMMITTEE
MEETING OF OCTOBER 6, 2010**

SUBJECT **Expansion of the Salt Spring Island Transportation Service**

PURPOSE

To consider expanding the Transportation Service for Salt Spring Island (SSI) subject to the assent of the electors according to the 'Alternative Approval' process under Section 801.3(2) of the *Local Government Act*.

BACKGROUND

In early 2007, the province announced new funding for BC Transit to expand its services and staff. Shortly thereafter, BC Transit joined forces with the Capital Regional District (CRD) in establishing a plan to provide transit services on SSI. In May 2007, Bylaw 3438, a bylaw to establish a service area with the CRD for the purpose of a community transit and transportation service of SSI, was adopted by the CRD Board. Bylaw 3450, a bylaw to establish a community transit and transportation commission for the SSI electoral area, was adopted in August 2007.

Bylaw 3438 set the maximum requisition for the transit service at \$0.026/\$1,000 or \$85,900 (2010). The maximum requisition for the transportation service was set at \$0.014/\$1,000 or \$46,250 (2010).

The service authority is administered with input from an advisory Salt Spring Island Transportation Commission (SSITC) that informs BC Transit and the CRD on local transit service and operating issues and the CRD Board on SSI transportation planning and service priorities and issues. The administrative requirements of the CRD are reported through the Planning, Transportation and Protective Services with recommendations considered by the committee and CRD Board. A contractor was hired in March 2010 to manage the activities of the commission and maintain relationships with key stakeholders and partners.

In the three years since its establishment, the SSITC working with BC Transit and the CRD has successfully established a Transit bus service which includes five routes, with fare revenues far exceeding original expectations. The Province of B.C. appears to be supporting in principle, the recommendation of BC Transit to expand the bus service on SSI to meet the growing demand of residents and visitors to the island. As the service is performing at a better than expected recovery rate, there is currently sufficient revenue to expand the service without increasing the tax requisition for the local government share.

The Commission has worked with Island Pathways and other local interests to construct pathways on SSI as part of the Transportation service. Funding for the pathways projects to date has come from the Island Pathways group as well as the Federal Gas Tax Fund. The commission has completed a North Ganges Village Transportation Concept Plan and recently completed a detailed design plan together with drawings, cost estimates and capital priorities for funding.

The commission would like to proceed with North Ganges Village Transportation project implementation as well as continue to build local pathways in partnership with other groups and interests. These additions will require the full time services of the SSI Transportation contractor

for the foreseeable future as well as additional tax requisition for project soft costs and to administer Gas Tax funding directed to various projects. The transportation component will also continue to provide services such as:

- Transportation studies;
- Construction, installation, maintenance and regulation of sidewalks and bicycle paths;
- Construction, maintenance and regulation of parking spaces, areas and facilities;
- Implementing and providing transportation demand management programs;
- Construction and maintenance of pedestrian safety and traffic calming facilities.

ALTERNATIVES

1. That Bylaw No. 3438, "Salt Spring Island Community Transit and Transportation Service Establishment Bylaw No. 1, 2007" be amended to increase the maximum requisition for the transportation services to \$146,250 or \$0.44/\$1,000 pursuant to the *Community Charter* and *Local Government Act*.
2. That the limit of the requisition be maintained or increased to another amount.

FINANCIAL IMPLICATIONS

As provided for in section 803 of the *Local Government Act*, the annual cost of providing the Transportation Services will be recovered by property taxes raised within the SSI Electoral Area, together with miscellaneous fees and charges and other revenue.

CRD allocations will be levied from the service budgets for corporate and planning administration, financial services, legal and insurance. It is anticipated that a full time contracted Manager of SSI Transportation Operations position and contracted administrative support will be retained to manage the activities of the commission and maintain relationships with key stakeholders and partners reporting to the General Manager Planning and Protective Services.

INTERGOVERNMENTAL IMPLICATIONS

The Federal Gas Tax funding agreements require that capital works that are purchased be retained as the property of the recipient local government and any improvements to land be secured by an interest in land ownership of not less than 10 years. While transportation improvements qualify for Federal Gas Tax funding staff and administrative costs cannot be recovered from Gas Tax funding therefore an expanded Transportation Service is necessary to spend these funds on transportation works and facilities. In addition, staff understands that the Islands Trust Official Community Plan for SSI supports the establishment of community parking facilities and efforts to improve and regulate parking. As the Islands Trust is unable to acquire these works or regulate these facilities within the scope of their authority, the expanded transportation service will potentially support these objectives.

REGIONAL TRANSPORTATION PLANNING IMPLICATIONS

The CRD Board has adopted the TravelChoices Long-term Transportation Strategy and Implementation and Investment Plan for the Capital Region as implementation initiatives of the Regional Growth Strategy (RGS). While the RGS does not apply to the Islands Trust Planning Area, regional transportation planning and local transportation service delivery issues for SSI are inter-related. Further the Federal Gas Tax grants and the Local Transit and Transportation Service together with supporting administration and planning are to be administered by the CRD.

As the Ministry of Transportation is currently the primary agency responsible for transportation issues for SSI and the other electoral areas, it will be important to maintain a direct working relationship with the ministry under the defined process that has been established. The relationship with the Islands Trust as the Land Use Planning authority will continue to expand. It is anticipated that an SSITC will also need ongoing support as it continues to gather community input.

SUMMARY/CONCLUSIONS

The CRD Board has previously supported establishing transit and transportation service for SSI subject to the local share of the cost of the service being borne entirely by the SSI Electoral Area. BC Transit is proposing to expand service, however revenues to date and projected revenue suggests that an increase in the tax requisition is not required to fund the local government share of the service expansion.

The transportation component of the service continues to expand and is proposing to implement the North Ganges Village Transportation Plan with Federal Gas Tax funding and partner with other groups to construct projects. A capital plan has been prepared and an increase in the tax requisition in the amount of \$100,000 is required to support the Transportation Service.

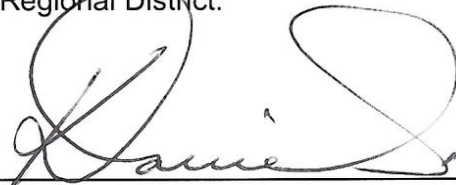
RECOMMENDATIONS:

That the Electoral Area Services Committee recommends to the Board:

1. That Bylaw No. 3740, "Salt Spring Island Community Transit and Transportation Service Establishment Bylaw No. 1, 2007, amendment Bylaw No.1, 2010" to increase the maximum requisition for the transportation services to \$146,250 or \$0.44/\$1,000 pursuant to the *Community Charter* and *Local Government Act*, be introduced and read a first and second time, and read a third time.
2. That Bylaw No. 3740, "Salt Spring Island Community Transit and Transportation Service Establishment Bylaw No. 1, 2007, Amendment Bylaw No.1, 2010" be submitted to the 'Alternative Approval Process' pursuant to *Community Charter* and *Local Government Act*.
3. That the Notice of Alternative Approval Process and the Electoral Area Response Form, attached (Attachment 3) hereto, be approved.
4. That in accordance with section 86(3) of the *Community Charter*, the Capital Regional District Board establish the date of January 4, 2011 as the deadline by which electoral responses, under the Alternative Approval Process, in relation to CRD Bylaw No. 3740, "Salt Spring Island Community Transit and Transportation Service Establishment Bylaw No. 1, 2007, amendment Bylaw No.1, 2010" must be submitted to the CRD by qualified electors with the Salt Spring Island Electoral Area of the Capital Regional District.



Robert Lapham, MCIP
General Manager,
Planning and Protective Services



Kelly Daniels,
Chief Administrative Officer
Concurrence

COMMENTS:

**CAPITAL REGIONAL DISTRICT
BYLAW NO. 3740**

**A BYLAW TO AMEND BYLAW NO. 3438 BEING "SALT SPRING ISLAND COMMUNITY
TRANSIT AND TRANSPORTATION SERVICE ESTABLISHMENT BYLAW NO. 1, 2007"**

WHEREAS:

- A. Under Bylaw No. 3438, "Salt Spring Island Community Transit and Transportation Service Establishment Bylaw No. 1, 2007", the Board of the Capital Regional District established a service for the purpose of a community transit and transportation service on Salt Spring Island;
- B. The Regional Board wishes to amend the maximum amount that may be requisitioned;
- C. Pursuant to the *Local Government Act* participating area approval is required and shall be obtained by assent of the electors;
- D. The approval of the Inspector of Municipalities is required under Section 802(3) of the *Local Government Act*.

NOW THEREFORE the Board of the Capital Regional District in open meeting assembled hereby enacts as follows:

- 1. Salt Spring Island Community Transit and Transportation Service Establishment Bylaw No. 1, 2007 is amended as follows:
 - (1) By deleting Section 5(2) and replacing it with the following:
 - “(2) In accordance with section 801.3(1) of the *Local Government Act*, the maximum amount that may be requisitioned for the cost of the Transportation Service is the greater of:
 - (a) One Hundred Forty-Six Thousand Two Hundred Fifty (\$146,250) dollars; or
 - (b) an amount equal to the amount that could be raised by a property value tax rate of \$0.44 per One Thousand (\$1,000) dollars applied to the net taxable value of land and improvements in the Service Area.”
- 2. This Bylaw may be cited as “Salt Spring Island Community Transit and Transportation Service Establishment Bylaw No. 1, 2007, Amendment Bylaw No. 1, 2010”.

READ A FIRST TIME THIS	day of	2010
READ A SECOND TIME THIS	day of	2010
READ A THIRD TIME THIS	day of	2010
APPROVED BY THE INSPECTOR OF MUNICIPALITIES THIS	day of	2010
RECEIVED PARTICIPATING AREA APPROVAL UNDER SECTION 801.2 OF THE <i>LOCAL GOVERNMENT ACT</i> THIS	day of	20
ADOPTED THIS	day of	20

CHAIR

SECRETARY

FILED WITH THE INSPECTOR OF MUNICIPALITIES THIS day of 20

Salt Spring Island Transportation
Capital Expenditure Plan

	Pathways				
	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
FUNDING					
CWF	549,453	380,000	383,295	333,300	333,300
CIPP	100,000	-	-	-	-
MOT	-	200,000	383,295	333,300	333,300
Requisition	97,418	87,000	555,910	483,400	483,400
Total	746,871	667,000	1,322,500	1,150,000	1,150,000
EXPENDITURES					
Walkway - LGR Crofton to Blain	170,000	-	-	-	-
Bike lanes LGR, Crofton to LGR/UGR	379,453	-	-	-	-
Walkway LGR, Crofton to LGR/UGR	100,000	-	-	-	-
Soft costs	-	-	-	-	-
X-walk - RBR, LGR to Kanaka Rd	-	300,000	-	-	-
LGR/UGR Sidewalk Crofton Rdbt	-	280,000	-	-	-
Bike lanes - LGR/RBR to LGR/UGR Rdbt	-	-	400,000	-	-
LGR/UGR Roundabout	-	-	750,000	-	-
Bike Lanes - Crofton Rd to Atkins	-	-	-	480,000	-
Reserve	-	-	-	520,000	650,000
BR from Kanaka Rd to Pool	-	-	-	-	350,000
Soft costs	97,418	87,000	172,500	150,000	150,000
Total	746,871	667,000	1,322,500	1,150,000	1,150,000
Surplus/(Deficit) for the year	-	-	-	-	-
Surplus/(Deficit) carried forward	21,632	21,632	21,632	21,632	21,632
CWF					
Beginning	175,000	126,815	84,949	39,788	44,622
CWF	338,134	338,134	338,134	338,134	338,134
2010 Allocation to Water	(100,000)	-	-	-	-
2010 CWF Funds for SSI Transportation Used	263,134	-	-	-	-
Ending	(549,453)	(380,000)	(383,295)	(333,300)	(333,300)
	126,815	84,949	39,788	44,622	49,456