AGENDA

1. Approval of Agenda

2. Adoption of Minutes of April 29, 2019

3. Delegation/Presentation
   3.1 Presentation - BC Transit – Transit Planning 101
   - Letter Dated June 14, 2019 re: BC Transit – 3 Year Transit Expansion Initiatives
   - Strategic Priority Setting - July 29, 2019 (3-5 pm at the Library)

4. Director, Chair and Commissioner Reports

5. Outstanding Business
   5.1 BC Transit - Development Referral Response - 132 Corbett Road - discussion deferred from March 2019 meeting
   5.2 Letter Dated June 4, 2019 re: Application to close and acquire land in a public road adjacent to 105 Lower Ganges Road
   5.3 North Ganges Transportation Plan - Status Update
   5.4 Pathway - Booth Canal to Vesuvius Bay Road - Status Update

6. New Business
   6.4 BC Transit Monthly Revenue Report (May)

7. Motion to Close the meeting in accordance with the Community Charter Part 4, Division 3, Section 90 (1):
   (e) the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality;

To ensure quorum, advise Tracey Shaver 250 537 4448 if you cannot attend.
8. Rise and Report

9. Next Meeting: September 30, 2019 at 3 pm in SSI Public Library

10. Adjournment

Correspondence:
Letter Dated May 9, 2019 re: Fulford Bus Service 34
Email Dated May 12, 2019 re: Maintenance of Road Shoulders 35
Email Dated April 24, 2019 re: Vesuvius Bus Service 36-37
Minutes of the Regular Meeting of the Salt Spring Island Transportation Commission
Held April 29, 2019, SSI Public Library, 129 McPhillips Ave, Salt Spring Island, BC

DRAFT
Present:  CRD Director: Gary Holman
Commission Members: Carolyn Hopp, Gary Lehman, Shellie Barrett (4:05 pm),
Myna Lee Johnston,
Staff: Karla Campbell, Senior Manager, Salt Spring Electoral Area; Tracey
Shaver, Recording Secretary.
Absent: Rhonan Heitzmann

Chair Hopp called the meeting to order at 4:00 pm.

1. Approval of Agenda

MOVED by Commissioner Johnston, SECONDED by Commissioner Lehman,
That the Salt Spring Island Transportation Commission agenda of April 29, 209 be
amended and approved with the addition of item 6.5 Updates and item 6.6 Parking in
Ganges.

CARRIED

2. Adoption of Minutes of March 25, 2019

MOVED by Director Holman, SECONDED by Commissioner Barrett,
That the Salt Spring Island Transportation Commission Minutes of March 25, 2019 be
approved as written with a change in wording under item 5.3 from “several” to “three”.

CARRIED
Opposed Johnston

3. Delegation/Presentation

3.1 Delegation: Gary Gagné re: Accessibility for Mobility Scooters and
Wheelchairs
On behalf of Island Pathways, gratitude was expressed to staff for recent repairs
to various publicly owned locations around Ganges to improve universal
accessibility.

3.2 Delegation: Margaretha Nordine, re: Pathway Whims Road – Fernwood
Road
On behalf of Island Pathways a request was made for the Transportation
Commission to obtain tenure over and provide maintenance to the gravel
pathway on North End Road running between Whims Road and Fernwood
Road.

- Date and service provider of the original construction unknown
- Pathway estimated to be on MoTI right of way; no permit in place
• Recent changes to landscape of adjacent private property appear to be causing drainage issues for pathway
• Area residents providing some maintenance; heavily used by area school children

MOVED by Director Holman, SECONDED by Commissioner Barrett, That the Salt Spring Island Transportation Commission refer the request from Island Pathways to staff for recommendation on obtaining a Statutory Right of Way from the Ministry of Transportation and to provide maintenance to the gravel pathway on North End Road running between Whims Road and Fernwood Road.

CARRIED

3.3 Delegation: Curt Firestone and Paul Brent, re: 2019 and 2020 Tour des Iles
Delegation will reschedule in near future.

4. Director, Chair and Commissioner Reports
4.1 No Chair or Director report; Commissioner Johnston advised she is continuing efforts to obtain 1,000 signatures for a petition to reduce speed limits.

5. Outstanding Business
5.1 Top Three Priorities for 2019
Chair Hopp continuing to gather information individually from the Transportation Commissioners regarding top three priorities and to develop a method for decision making.

Staff to prepare a workshop for the Commission to participate in to set priorities, and to inform Capital Plans and financial requirement for fund the program.

Continue to make progress on current projects such as North Ganges Transportation Management Plan, Booth Bay pathway and bus shelters.

5.2 Bus Shelters
Director Holman:
• Goal is to seek individual proposals for specific locations
• Design build under CRD open procurement process
• Possibility for placement on private lands as well as Ministry of Transportation right of ways
• Shelters and locations must meet BC Transit standards
• Commission will receive staff report with recommendations for consideration

6. New Business
6.1 Referral from Ministry of Transportation: Application to close and acquire land in a public road adjacent to 105 Lower Ganges Road
Salt Spring Island Transportation Commission Minutes
April 29, 2019

- broad community interest in area and adjacent fire hall property
- cycling and pedestrian plan identifies area for traffic calming measures
- need information on fire district plans for use of area prior to commenting

MOVED by Director Holman, SECONDED by Commissioner Lehman,
That the Salt Spring Island Transportation Commission request that staff ask the
Ministry of Transportation for an extension on the commenting period to allow
further information to be obtain from the Salt Spring Island Fire Department
regarding their plans for the property.

CARRIED

6.2 Correspondence from Heather Duerichen, Bob Delion, and Lynn Dueck:
Crosswalk Request at Jackson Avenue and McPhillips Avenue Intersection

- All intersections in BC are pedestrian crossings whether or not they are marked
- To request installation of a marked sidewalk, MoTI would require a “warrant
  analysis” to determine several safety considerations such as area speed limits,
  volume of traffic, volume of pedestrian use and stopping distances.
- A transportation priority setting for the Ganges area would help direct individual requests
- The Transportation Commission can advocate to MoTI for improvements to
  roads, but the mandate is directed more towards cycling and pedestrian issues
  which can be implement with a cost sharing approach within MoTI right of
  ways.
- Staff will respond that the issue will be part of the transportation priority setting
  for Ganges and the Island.

6.3 Correspondence from BC Transit: Installation of full bus driver doors
Received for information

6.4 Marketing Program from BC Transit: Congratulate Your Graduates -2019
Grad Pass
Received for information

6.5 Updates

Shuttle Service:
Director Holman reported that there are liability issues which complicate the
service idea. CRD could possibly cover the insurance for the satellite parking and
Country Grocer is considering purchase of another shuttle which would run along
rainbow road.

Tour de lles:
Director Holman reported that he will be supporting the event with grant in aid
funding, however has advised them that this is the 3rd year and grant funding is
not meant as a subsidy for operating costs.
Corbett Road/Ron Hawkins:
Director Holman reported that he informed Mr. Hawkins that a request has been presented to Island Pathways for inclusion in their future planning.

6.6 Parking in Ganges
Director Holman suggested a coordinated approach to organizing parking spaces and positions throughout town to maximize the use of space.

7. Next Meeting:
May 27, 2019 at SSI Public Library Meeting Room at 4:00 pm.

8. Adjournment

MOVED By Commissioner Lehman, SECONDED by Commissioner Barrett, That the meeting adjourn at 6:00 pm.

CHAIR

SENIOR MANAGER
Salt Spring Island Transit System
June 24, 2019

Presentation Overview

- BC Transit
- Partnership Model
- Transit Planning / Scheduling / Marketing
- Salt Spring Island System Overview
- Guiding Documents
- System Improvement Process
- System Improvement Proposals
- Key Performance Indicators
- Service Improvement Plan
What is BC Transit?

System Operates Through Partnership

**BC Transit Model**

- **Provincial Government**
  - Sets public policy objectives

- **68 Local Governments**
  - Sets priorities, routes & fares

- **BC Transit**
  - Delivers service and supporting infrastructure
  - 2017: 3,754 km

- **Local Operators**

**Local Government**

- Establishes transit priorities and routes
- Sets service levels and fares
- Approves budgets
- Provide local tax levy

**BC Transit**

- Administers and oversees transit operating and capital plans
- Administers provincial funding
- Manages operations
- Manages capital assets (i.e. buses)
Shared Services Model

Regional Transit System – Legislated Funding Formula

- 53.31% Municipal Share
- 46.69% Provincial Share
- 33.31% Municipal Share
- 66.69% Provincial Share

Conventional Transit
Custom Transit (handyDART)

Salt Spring Island System History (2018/19)

2008  Service implemented
2011  Sunday & Stat Holiday service increase
2013  Additional Saturday pm trips on 2 Fulford Harbour
       Expanded year-round service to Fernwood, Walker’s Hook, & Vesuvius
2014  100,000th passenger carried in a single year
       Weekend & evening service expanded
2018  Expanded to increase evening service on 2 Fulford Harbour and 6 Salt Spring Connector
2019  Expanded Saturday morning trips
Key Guiding Documents

- Salt Spring Island Transit Service Review (Feb 2015)
- BC Transit Infrastructure Design Guidelines (Nov 2010)

Salt Spring Island System Overview (2018/19)

Operator: Ganges Faerie Minishuttle

8,031 Service Hours

109,667 Passenger Trips

13.65 Rides/Service Hour

5 light-duty buses

6½ Routes
### Salt Spring Island System Overview (2018/19)

<table>
<thead>
<tr>
<th>Route</th>
<th>Wkdy</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Ganges Local</td>
<td>5</td>
<td>5</td>
<td>4</td>
</tr>
<tr>
<td>2 Fulford Harbour</td>
<td>22</td>
<td>38</td>
<td>16</td>
</tr>
<tr>
<td>3 Vesuvius</td>
<td>16</td>
<td>8</td>
<td>6</td>
</tr>
<tr>
<td>4 Long Harbour</td>
<td>6</td>
<td>8</td>
<td>6</td>
</tr>
<tr>
<td>5 Fernwood</td>
<td>12</td>
<td>8</td>
<td>8</td>
</tr>
<tr>
<td>6 SS Connector</td>
<td>3</td>
<td>5</td>
<td>3</td>
</tr>
<tr>
<td>9 Ruckle Park-Fulford</td>
<td>4</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>68</strong></td>
<td><strong>68</strong></td>
<td><strong>68</strong></td>
</tr>
</tbody>
</table>

### Transit Improvement Process - TIPs

- Major service expansions evaluated once a year – scheduled to meet timeline required for bus acquisition
- Expansions are planned based on the transit service expansion priority matrix which is developed using: Transit Service Review, local development, land use, and emerging priorities.
Proposed Service Improvement:
Introduce service to Beddis & Cusheon Lake Roads

Benefits:
- Increases coverage.
- Serves a number of destinations and visitor accommodations.
- Provides additional service along Fulford-Ganges Road.

Considerations:
- Would not serve Stewart Road.

Resources Required:
- 560 Service Hours; 0 buses

Proposed Service Improvement:
Earlier Sunday and Holiday Service

Benefits:
- Improves consistency of service.
- Makes the system easier to use.

Considerations:
- Likely to carry fewer passengers and reduce system performance.

Resources Required:
- 290 Service Hours; 0 buses
Proposed Service Improvement:
Separation of Fernwood and Walker’s Hook

Benefits:
• Provides improved frequency to L. Ganges Rd., Vesuvius & the Fernwood/Maliview loop
• Improves ease-of-use and directness
• Makes the route 5 Fernwood easier to understand and more consistent.

Considerations:
• Requires an additional vehicle
• Decrease service to Portlock Park and Central

Resources Required:
• 1,360 Service Hours; 1 bus

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Proposed Service Improvement:
Additional Fulford Service and Year-Round Beaver Point Service

Benefits:
• Provides increased service to route with greatest demand (2 Fulford)
• Establishes service to Beaver Point and Ruckle

Considerations:
• Requires an additional vehicle

Resources Required:
• 1,780 Service Hours; 1 bus
Proposed Service Improvement:
Flexible Ganges Local Shuttle

Convert some existing route 1 Ganges Local trips into a flexible service. Trips would still operate on the identified route, but additional time would be built into the schedule for off-route pickups.

Benefits:
- Provides greater accessibility for folks not able to use the current system

Considerations:
- Will reduce directness of route 1 Ganges Local

Resources Required:
- 1,250 Service Hours; 1 bus

Transit Service Outcomes

<table>
<thead>
<tr>
<th>Local Investment Measures</th>
<th>2018/19 Actual</th>
<th>2017/18 Actual</th>
<th>2018/19 AOA Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue [miles per hour]</td>
<td>8</td>
<td>7.4</td>
<td>8</td>
</tr>
<tr>
<td>Total unit [miles]</td>
<td>$725</td>
<td>$688</td>
<td>$792</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Return on Investment</th>
<th>2018/19 Actual</th>
<th>2017/18 Actual</th>
<th>2018/19 AOA Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger trips [M]</td>
<td>120</td>
<td>102</td>
<td>138</td>
</tr>
<tr>
<td>Total revenue [USD]</td>
<td>$215</td>
<td>$205</td>
<td>$211</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Performance</th>
<th>2018/19 Actual</th>
<th>2017/18 Actual</th>
<th>2018/19 AOA Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating cost per service hour</td>
<td>$75.01</td>
<td>$72.50</td>
<td>$77.50</td>
</tr>
<tr>
<td>Driving cost per passenger mile</td>
<td>$5.49</td>
<td>$5.32</td>
<td>$5.47</td>
</tr>
<tr>
<td>Passenger trips per service hour</td>
<td>13.7</td>
<td>13.4</td>
<td>13.3</td>
</tr>
<tr>
<td>Operating cost-recovery</td>
<td>$5.59%</td>
<td>$5.77%</td>
<td>$3.30%</td>
</tr>
</tbody>
</table>

Ridership:
- Total ridership has increased, year over year, with passenger trips per hour also slightly up when compared to budget.

Revenue:
- Revenue is slightly higher than expected revenue projections and higher than last year mainly due to about a 13% increase in tickets and passes and also BC Bus Pass revenue.

Total Cost:
- Total cost is higher than 2017/18, but lower than budget mainly due to service savings in fuel, maintenance and ICBC insurance.
Peer Comparison

<table>
<thead>
<tr>
<th>Local Investment Measures</th>
<th>2018/19 Actual</th>
<th>2017/18 Actual</th>
<th>2018/19 AOA Budget</th>
<th>2018/19 Peer Average (Actual)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue service hours (000)</td>
<td>8</td>
<td>9</td>
<td>8</td>
<td>8</td>
</tr>
<tr>
<td>Total cost (000)</td>
<td>2731</td>
<td>2648</td>
<td>2761</td>
<td>2800</td>
</tr>
</tbody>
</table>

<table>
<thead>
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<th>Return on Investment</th>
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<tbody>
<tr>
<td>2018/19 Actual</td>
</tr>
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<td>Passenger trips (000)</td>
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<td>Total revenue (000)</td>
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</tbody>
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<table>
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<tr>
<th>Performance</th>
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<tbody>
<tr>
<td>2018/19 Actual</td>
</tr>
<tr>
<td>Operating cost per service hour</td>
</tr>
<tr>
<td>Operating cost per passenger mile</td>
</tr>
<tr>
<td>Passenger trips per service hour</td>
</tr>
<tr>
<td>Operating cost recovery</td>
</tr>
</tbody>
</table>

Operating Cost Per Service Hour
- Salt Spring Island continues to perform better than its peers year over year in the area of operating cost per service hour.

Operating Cost Per Passenger Trip
- Higher than last year, but significantly lower than the peer average by about $14/passenger trip.

Operating Cost Recovery
- Continues to outperform its peers and is better than budget by about 6%.

3 year TIPs Expansion Plan - proposed

<table>
<thead>
<tr>
<th>AOA Period</th>
<th>Description</th>
<th>In Service Date</th>
<th>Annual Hours</th>
<th>Vehicle Requirements</th>
<th>Estimated Annual Revenues</th>
<th>Estimated Annual Total Costs</th>
<th>Estimated Annual Net Municipal Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020/21</td>
<td>No Expansion</td>
<td></td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>2021/22</td>
<td>Introduction to Beddis and Cusheon Lake Road (3 trips/day)</td>
<td>Jun-21</td>
<td>540</td>
<td>0</td>
<td>$8,550</td>
<td>$54,978</td>
<td>$12,256</td>
</tr>
<tr>
<td>2021/22</td>
<td>Earlier Sunday and holiday service</td>
<td>Jun-21</td>
<td>290</td>
<td>0</td>
<td>$4,330</td>
<td>$22,774</td>
<td>$6,404</td>
</tr>
<tr>
<td>2022/23</td>
<td>Separation of Fernwood and Walker's Hook to increase peak service</td>
<td>Jun-22</td>
<td>1,360</td>
<td>1</td>
<td>$20,900</td>
<td>$138,566</td>
<td>$59,703</td>
</tr>
<tr>
<td>2022/23</td>
<td>Additional Saltford peak service and year-round service to Beaver Point/Rucks Park</td>
<td>Jun-22</td>
<td>1,780</td>
<td>1</td>
<td>$27,360</td>
<td>$172,589</td>
<td>$69,316</td>
</tr>
<tr>
<td>2022/23</td>
<td>Flexible Local Ganges Shuttle</td>
<td>Jun-22</td>
<td>1,350</td>
<td>1</td>
<td>$19,390</td>
<td>$129,669</td>
<td>$57,204</td>
</tr>
</tbody>
</table>
Thank you

Myrna Moore
Senior Regional Transit Manager
BC Transit
250.995.5612
January 21, 2015

Karla Campbell
Senior Manager, Salt Spring Island Electoral Area
Via Email to k.campbell@crd.bc.ca

Dear Ms. Campbell:

SUBJECT: Salt Spring Island Transit System – Performance & Service Review Update

At the request of the Chair of the Salt Spring Island Transportation Commission (SSITC), the purpose of this letter is to provide a short overview to the Capital Regional District (CRD) and the SSITC on performance of the Salt Spring Island Transit System and the Transit Service Review now in the process of being finalized.

1.0 Current System Performance
Despite being a relatively new system (service began in January, 2008, see Key Milestones inset at right), the Salt Spring Island Transit System has shown extremely strong ridership growth that also compares well against its peers.

The following two charts illustrate how annual ridership and service hours have grown in the system since it began. Since service hours essentially equate to the amount of resources put on the road to provide service, these charts shows that not only has the system historically responded well to increased investment but also that the ridership growth has actually outpaced that of additional hours. (Ridership has more than doubled since 2008/09 while service hours have increased by 64%).

<table>
<thead>
<tr>
<th>Salt Spring Island Transit – Key Milestones</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan 2008 – Service implemented</td>
</tr>
<tr>
<td>July 2011 – Sunday &amp; Stat Holiday service increase</td>
</tr>
<tr>
<td>June 2013 – Additional Saturday pm trips on #2 Fulford Harbour</td>
</tr>
<tr>
<td>Sep 2013 – Expanded year round service to Fernwood, Walker’s Hook and Vesuvius area.</td>
</tr>
<tr>
<td>Mar 2014 – 100,000th passenger carried in a single year.</td>
</tr>
<tr>
<td>Sep 2014 – Weekend evening service expanded.</td>
</tr>
</tbody>
</table>

In terms of how the system performs relative to other communities, the following table looks at how the system compares to other BC transit systems that serve a similar population as Salt Spring does today (Agassiz-Harrison, Quesnel, Williams Lake), the Sunshine Coast Transit System (which is double the size of Salt Spring Island Transit but which also serves ferries and has similar performance to Salt Spring) and the average of all transit systems of BC serving communities of less than 25,000 people.

How Salt Spring Island Compares to its Peers
The table above shows that the Salt Spring Island Transit System is a fairly unique system with respect to its performance. In spite of being a smaller system, it often outpaces its peers.

2.0 Predicting Future System Performance
A forecast of long term future ridership is not provided here since predicting future transit system performance is dependent on a number of factors. Some of the largest include:

- **The level of continued investment in the system** from both the local government partner (through the CRD) as well as the provincial government (through BC Transit).
- **Local decisions on how available service should be prioritized.** For instance, whether to invest in higher ridership services geared to visitors or year-round service of more benefit to residents but with more modest ridership.
- **Shifting demographics.** Not only aging of the population but also policy decisions around land use and social housing and real estate market changes may impact ridership growth.
- **A volatile energy sector.** As fossil fuel costs fluctuate, it potentially affects transit ridership in different ways. Similarly, fuel costs impact operating costs for the system.
- **Shifting costs.** Over the next five years, a Request for Proposals process to select an Operating Company as well as the arrival of new transit vehicles will likely impact budgets, which in turn may impact the number of hours invested in the system and resulting ridership.

Experience with multiple BC communities has shown that three factors tend to be predictive of a transit system’s success:

1. **Community support for the system.** In other words, is the system spoken of as "a winner" by its community. This in itself seems to attract more riders in the same way a snowball grows.

2. **Positive incremental improvements.** Many and successive small improvements actually contribute to a system’s growth more strongly than larger one time changes because they constantly keep the system in the eyes of the community and demonstrate its responsiveness.

3. **Integration with local economic development.** Transit systems tend to be more successful when they are explicitly acknowledged as part of overall economic development strategies.

The SSITC and CRD can help navigate the future by keeping in mind these three factors when making decisions about its system. Indeed, it is the presence of these three factors up until now which seems to have had a role in the success of the system to date.

3.0 Service Review
A Service Review of the Salt Spring Island Transit System has been underway since spring 2014 and is in the process of being finalized for presentation to the SSITC at its February 2015 meeting. There has been substantial public engagement throughout this process, as well as multiple check-ins with the SSITC to refine and confirm options. The final report essentially pulls together what has already been confirmed so far.

Once completed, the Service Review is a tool that can be used to guide future transit system changes and supporting strategies. However, it should be underscored that actual decision making for the system takes place on an annual basis—as part of the three year service planning process—and there is opportunity to select or change the path of the system at those points.
As the Service Review consultation has progressed, two key themes or principles have emerged from stakeholders and these have helped shape the service options and prioritization. Together with an overarching goal of creating an integrated network of transportation options that makes it possible to reduce use of Single Occupant Vehicles, energy and emissions on Salt Spring, these could potentially serve as a starting point for transit system goals or principles:

1. Maximize the ridership, effectiveness and usefulness of the existing system, particularly before extending it to new areas.
2. Balance improvements between those serving visitors (which offer higher revenue and ridership) and those serving residents (which offer higher overall community benefit).

Based on discussion to date, the service options to be included in the final Service Review document are as shown in the following table. (See Appendix A for cost details).

<table>
<thead>
<tr>
<th>Options for Immediate Implementation (Within the next 12 months):</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Option 1</strong>: September 28, 2014: Expanded Weekend Evening Service—Service extended until after 10:00pm on Fridays and Saturdays and until after 8:00pm on Sundays.</td>
</tr>
<tr>
<td><strong>Option 2</strong>: June 25, 2015: Summer Service to Ruckle Park—Two trips daily during summer</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Short Term Options (1-5 years):</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Option 3</strong>: Additional Winter Schedule Morning Service—More weekday morning trips on the 3 Vesuvius, 4 Long Harbour and to Walker’s Hook area, plus more direct morning service from Fernwood.</td>
</tr>
<tr>
<td><strong>Option 4</strong>: Increased Summer Saturday Frequency on 2 Fulford Harbour—Service every half hour on the 2 Fulford Harbour between 10:00am and 5:00pm.</td>
</tr>
<tr>
<td><strong>Option 5</strong>: Introductory Service to Beddis and Cusheon Lake Roads—Three trips per day to link Ganges with these new service areas, as well as additional service on the Ganges Hill.</td>
</tr>
<tr>
<td><strong>Option 6</strong>: Extended Evening Service Monday-Thursday—Service extended until past 10:00pm Monday to Thursday to align with Friday-Saturday evening service.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Medium Term Options (5-15 years):</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Option 7</strong>: Separation of Fernwood and Walker’s Hook, Additional Peak Service—Implementation of a new separate route to Walker’s Hook/Robinson Road, plus additional service to 3 Vesuvius and 5 Fernwood to create hourly service during morning and afternoon commuter times.</td>
</tr>
<tr>
<td><strong>Option 8</strong>: Additional Fulford Peak Service, Year Round Service to Ruckle Park—Creation of hourly service between Ganges and Fulford Harbour on weekdays during peak commuter times as well as year round service to the residential neighbourhoods near Ruckle Park.</td>
</tr>
<tr>
<td><strong>Option 9</strong>: Earlier Saturday Service—Earlier trips on the 2 Fulford Harbour and 6 SS Connector to meet early ferries at Fulford and Vesuvius and make Saturdays consistent with Weekdays.</td>
</tr>
<tr>
<td><strong>Option 10</strong>: Flexible Ganges Local Shuttle + Rural Transit Trip Windows—A route enabling door-to-door service for people with disabilities living near the Ganges core as well as limited service to currently unserved areas on the north and south ends of the Island.</td>
</tr>
<tr>
<td><strong>Option 11</strong>: Earlier Sunday and Holiday Service—Earlier trips on the 2 Fulford Harbour and 6 SS Connector to meet ferries and make Sundays consistent with the rest of the week.</td>
</tr>
<tr>
<td><strong>Option 12</strong>: Consideration of Limited Service to Other Areas—Consideration of limited service to other currently unserved areas of the island as population changes and service becomes viable.</td>
</tr>
</tbody>
</table>

The document also includes a number of priority supporting strategies relating to marketing the system, fares and fare products and supporting infrastructure.

I look forward to discussing these further with you and the SSITC at the January 26, 2015 meeting.

Sincerely,

Myrna Moore  
Senior Regional Transit Manager  
BC Transit

Cc: Ineke de Jong, Ganges Faerie Minishuttle  
Elicia Elliott, Tania Wegwitz, BC Transit
## Appendix A: Service Review Service Option Cost and Ridership Details

### Salt Spring Island Transit System

**Service Option Summary: Preliminary Estimated Additional Annual Impacts**

<table>
<thead>
<tr>
<th>Service Option</th>
<th>Buses</th>
<th>Additional total kms</th>
<th>Service Hours</th>
<th>Rides</th>
<th>Total Revenue</th>
<th>Total Costs</th>
<th>Net Local Share of Costs</th>
<th>BC Transit Share of Costs</th>
<th>Rides per Hour</th>
<th>Cost per Ride</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Options for Immediate Implementation (Within the next 12 months):</strong></td>
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<td></td>
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</tr>
<tr>
<td>Option 1: Expanded Weekend Evening Service</td>
<td>0</td>
<td>12,600</td>
<td>400</td>
<td>2,800</td>
<td>$4,800</td>
<td>$24,300</td>
<td>$6,700</td>
<td>$12,800</td>
<td>7.1</td>
<td>$8.66</td>
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<td>Option 2: Summer Service to Ruckle Park</td>
<td>0</td>
<td>8,200</td>
<td>260</td>
<td>2,300</td>
<td>$3,900</td>
<td>$15,800</td>
<td>$3,600</td>
<td>$8,300</td>
<td>8.9</td>
<td>$6.85</td>
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<td><strong>Short Term Service Options (1-5 Years):</strong></td>
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</tr>
<tr>
<td>Option 3: Additional Winter Morning Service</td>
<td>0</td>
<td>25,800</td>
<td>820</td>
<td>7,900</td>
<td>$13,400</td>
<td>$49,800</td>
<td>$10,200</td>
<td>$26,200</td>
<td>9.7</td>
<td>$6.29</td>
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<td>Option 4: Increased Summer Saturday Frequency on 2 Fuford Harbour</td>
<td>1</td>
<td>3,800</td>
<td>120</td>
<td>1,900</td>
<td>$3,200</td>
<td>$34,600</td>
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<td>15.8</td>
<td>$4.75</td>
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<td>Option 5: Introductory Service to Beddis &amp; Cusheon Lake Roads</td>
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<td>17,700</td>
<td>560</td>
<td>2,900</td>
<td>$4,900</td>
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<td>$11,200</td>
<td>$17,900</td>
<td>5.2</td>
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<td>420</td>
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<td>6.9</td>
<td>$8.78</td>
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<td><strong>Medium Term Options (6-15 Years):</strong></td>
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<tr>
<td>Option 7: Separation of Fernwood &amp; Walker's Hook, Additional Peak Service</td>
<td>1</td>
<td>42,800</td>
<td>1,360</td>
<td>14,000</td>
<td>$23,800</td>
<td>$109,800</td>
<td>$41,600</td>
<td>$44,400</td>
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<td>$6.02</td>
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<td>Option 8: Additional Fuford peak service, and year-round service to Ruckle Park</td>
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<td>56,100</td>
<td>1,780</td>
<td>13,900</td>
<td>$23,600</td>
<td>$108,000</td>
<td>$27,500</td>
<td>$56,900</td>
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<td>$7.77</td>
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<td>Option 9: Earlier Saturday Service</td>
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<td>4,100</td>
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<td>$4,200</td>
<td>5.1</td>
<td>$11.26</td>
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<tr>
<td>Option 10: Flexible Ganges Local Shuttle + Rural Transit Trip Windows</td>
<td>2</td>
<td>66,800</td>
<td>2,120</td>
<td>4,900</td>
<td>$8,300</td>
<td>$182,000</td>
<td>$104,100</td>
<td>$69,600</td>
<td>2.3</td>
<td>$26.95</td>
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<td>Option 11: Earlier Sunday &amp; Holiday Service</td>
<td>0</td>
<td>9,200</td>
<td>290</td>
<td>1,400</td>
<td>$2,400</td>
<td>$17,600</td>
<td>$5,900</td>
<td>$9,300</td>
<td>4.7</td>
<td>$12.56</td>
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</tbody>
</table>

**Consideration of Limited Service to Other Areas:**

To be determined based on future development and system performance.

### Notes:
- Based on 2014/15 ADA Budget. Final costs may change based on final budgets and confirmation of final operational details.
- All costs are the net cost to the District of Cowichan. The vehicle requirements shown are for diesel buses, but could be confirmed by BC Transit's Fleet Standards department closer to the implementation date.
- Annual lease fee costs for a medium-duty vehicle used in these estimates is $25,000. Options 5 & 6 use the vehicle in Option 4. Option 8 builds on the service added in Option 1.

Version: November 2014
June 14, 2019

Karla Campbell
Senior Manager
Salt Spring Island Electoral Area
Capital Regional District
#108 – 121 McPhillips Avenue
Salt Spring Island, BC V8K 2T6

Re: 3 Year Transit Expansion Initiatives

Dear Karla,

As your transit system has service initiatives requiring expansion funding, we have attached a Memorandum of Understanding (MOU) to formalize the process of securing provincial funding on your behalf. This MOU summarizes specific initiatives for the subsequent three operating years of 2020-2021 through to 2022-2023. These initiatives are derived from recommendations outlined in the most recent service plan(s) received by your Board and validated in collaboration with local government staff.

Expansion initiatives are an important component to sustaining and growing a successful transit system. This investment in your transit system comes with several considerations. To support Board decision making, we have provided updated order-of-magnitude costing for each Conventional Transit initiative. These are based on the estimated annual increase to revenue service hours.

There are a few key considerations when reviewing your initiatives. It is important to realize that where proposed expansion is dependent on other infrastructure investment, this dependency will be noted in the proposed expansion initiatives table. Similarly, if your expansion requires additional vehicles, this is also identified and is factored into your estimated total costs. Please keep in mind that should fleet be procured to support your initiative following agreement to the MOU and a determination is made that expansion is no longer desired by the local government, the lease fees related to the new vehicles will still be added to your operating budget for a minimum of a one-year period. Finally, in the event expansion requests exceed the available funding, it is important to note a prioritization process is used to determine which projects receive funding.

By communicating proposed expansion initiatives as far in advance as possible we are trying to achieve three important goals:

1. Ensure 3-year expansion initiatives are aligned with the expectations of local governments.
2. Attain a commitment from local governments that allow BC Transit to proceed with the procurement and management of resources necessary to implement transit service expansions.

3. Provide local government partners with enhanced 3 year forecasts that identify longer term funding requirements.

Upon confirmation of your Board’s commitment to the expansion initiatives, we will include your request in BC Transit’s draft Service Plan to the Province to seek the matching funding required for operating and capital costs. If your proposed expansion requires additional vehicles in 2020-2021, a commitment from your Board is required by June 28th, 2019 to ensure sufficient time for BC Transit to include your requirements in our procurement process.

Following confirmation of the provincial budget, I will confirm with you if sufficient funding was secured and initiate an implementation plan, including the development of more detailed costing based on routing and schedules. I look forward to working with you on the continued improvement of your transit service and encourage you to contact me if you have any questions regarding these proposed expansion initiatives.

Yours truly,

Myrna Moore
Senior Manager, Government Relations
BC Transit
Expansion Memorandum of Understanding

<table>
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<tr>
<th>Date</th>
<th>June 24, 2019</th>
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</thead>
<tbody>
<tr>
<td>Expiry</td>
<td>August 30th, 2019</td>
</tr>
<tr>
<td>System</td>
<td>Salt Spring Island Transit System</td>
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</table>

Expansion Initiatives Agreement
The following outlines expansion initiatives identified for your transit system along with a high level annual costing based on the hourly rates of your system. Please confirm these initiatives are aligned with the expectations of your local government. Upon confirmation of your local government's intent to commit to the expansion and budget, we will proceed with the request to secure funding from the Province on your behalf.

### PROPOSED EXPANSION INITIATIVES

<table>
<thead>
<tr>
<th>AOA Period</th>
<th>In Service Date</th>
<th>Annual Hours</th>
<th>Vehicle Requirements</th>
<th>Estimated Annual Revenue</th>
<th>Estimated Annual Total Costs</th>
<th>Estimated Annual Net Municipal Share</th>
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</thead>
<tbody>
<tr>
<td>2020/21</td>
<td></td>
<td>No Expansion</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>2021/22</td>
<td>Jun-21</td>
<td>560</td>
<td>0</td>
<td>$8,550</td>
<td>$43,978</td>
<td>$12,256</td>
</tr>
</tbody>
</table>

**Description**: Introductory service to Beddis and Cusheon Lake Road (3 trips/day)

| 2021/22    | Jun-21          | 290          | 0                    | $4,370                   | $22,774                     | $6,404                              |

**Description**: Earlier Sunday and holiday service

| 2022/23    | Jun-22          | 1,360        | 1                    | $20,900                  | $138,566                    | $59,703                             |

**Description**: Separation of Fernwood and Walker's Hook to increase peak service

| 2022/23    | Jun-22          | 1,780        | 1                    | $27,360                  | $172,539                    | $69,316                             |

**Description**: Additional Fulford peak service and year-round service to Beaver Point/Ruckle Park

| 2022/23    | Jun-22          | 1,250        | 1                    | $19,190                  | $129,669                    | $57,204                             |

**Description**: Flexible Local Ganges Shuttle
Approval

On behalf of the Capital Regional District, I am confirming to BC Transit to proceed with the request for funding to the province on our behalf for the 2019/20 Fiscal year, and that we are committed to budget accordingly for the 3 year expansion but will review and confirm on an annual basis as per the advice provided and with the knowledge a more detailed budget will follow as service details are confirmed.

Signature: ___________________________ Date: ___________________________
Name: ______________________________ Position: __________________________

Signature: ___________________________ Date: ___________________________
Name: ______________________________ Position: __________________________

On behalf of BC Transit, prepared by

Signature: ___________________________ Date: June 24, 2019
Name: Myrna Moore Position: Senior Manager, Government Relations
May 10, 2019

Attn: Karla Campbell
Senior Manager, Salt Spring Island Electoral Area
Capital Regional District
108 – 121 McPhillips Avenue
Salt Spring Island, BC V8K 2T6

Dear Karla,

SUBJECT: 2019-20 Annual Operating Agreement

Further to the information provided in your budget forecast and subsequent budget discussions, please find enclosed your final 2019-2020 Annual Operating Agreement (AOA) for approval.

The transit industry continues to evolve, and the transportation landscape has changed significantly since 2009 when BC Transit completed its first strategic plan. With emerging technologies, evolving customer expectations, and significant funding opportunities, the next decade will likely alter the industry for years to come. In response to this, BC Transit is in the process of updating our Strategic Plan, which will guide our priorities and decision-making over the next five to ten years.

As your participation is integral to our strategic plan, we encourage you to join us at this year’s BC Transit Workshop where we will be discussing and envisioning the future in support of this effort. This year’s Workshop will be held from June 3-6, 2019 at the Coast Kamloops Hotel and Conference Centre. Our Workshop provides an opportunity to collectively influence transit on a provincial scale and participate in dialogue with partners from various roles and backgrounds within the provision of public transit. Some of this year’s topics will include Going Green: BC Transit Low Carbon Fleet Strategy, The Future of Fares and Technology and our annual Local Government Roundtable session. I hope to see you there!

BC Transit continues to capitalize on the significant investment in transit infrastructure made possible by the Government of Canada and the Province of British Columbia through the Investing in Canada Infrastructure Program (ICIP). This funding is currently supporting the construction of new infrastructure projects around the province, and the on-going implementation of our SmartBus program. This program includes technologies that enable real time information to passengers via the NextRide platform and advanced fare payment options.

As you may recall from previous years, the budget schedule attached to the AOA has been streamlined to facilitate information sharing and publication, and to protect commercially-confidential information subject to protection by the Freedom of Information & Protection of Privacy Act. Detailed budget information is provided separately to staff.
If you have any questions regarding your AOA, or have any feedback on how we can most effectively support local government decision making around transit system budgets, please contact me at your convenience.

Sincerely,

M. Moore

Myrna Moore
Senior Manager, Government Relations
BC Transit
June 17, 2019

Karla Campbell
Senior Manager, Salt Spring Island Electoral Area
Capital Regional District
145 Vesuvius Bay Road
Salt Spring Island, BC
V8K 1K3

Dear Karla:


An amendment to the Salt Spring Island Transit System Annual Operating Agreement will be forthcoming for your approval electronically. Effective June 26th, 2019, this amendment reflects increased Saturday morning service for Routes 1 Ganges Local, 3 Vesuvius, 4 Long Harbour, 6 Salt Spring Connector. This service expansion aims to align select routes in the transit system with the weekday service. Also, this seasonal service change is expected to accommodate the usual increase in ridership during the summer months and includes the reinstatement of Route 9 Ruckle Park reconnecting Fulford Harbour with Beaver Point and Ruckle Park.

The amendment includes:

- Schedule “B” – Service Specifications reflecting the increase in service hours for 19/20
- Schedule “C” – Budget reflecting costs relating to the increase in service hours

Once the agreement amendment has received approval from the CRD Board, please return via electronic means for execution by BC Transit.

Please call if you have any questions regarding this amendment.

Myrna Moore
Senior Manager, Government Relations
Vancouver Island Coastal
BC Transit
SCHEDULE "B": SERVICE SPECIFICATIONS

Salt Spring Island Service:

Effective June 26, 2019:

The Local Transit Service Area for Salt Spring Island transit service shall be: defined as the Electoral Area ‘F’ of the Capital Regional District

The Annual Service Level for Salt Spring Island transit service shall be 8,300 Revenue Service Hours

The Exception Days recognized annually for the Salt Spring Island transit service are:

<table>
<thead>
<tr>
<th>Exception Days</th>
<th>Service Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>Good Friday</td>
<td>Sunday</td>
</tr>
<tr>
<td>Easter Monday</td>
<td>Sunday</td>
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<tr>
<td>Victoria Day</td>
<td>Sunday</td>
</tr>
<tr>
<td>Canada Day</td>
<td>Sunday</td>
</tr>
<tr>
<td>BC Day</td>
<td>Sunday</td>
</tr>
<tr>
<td>Labour Day</td>
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</tr>
<tr>
<td>Thanksgiving Day</td>
<td>Sunday</td>
</tr>
<tr>
<td>Remembrance Day</td>
<td>Sunday</td>
</tr>
<tr>
<td>Christmas Day</td>
<td>No Service</td>
</tr>
<tr>
<td>Boxing Day</td>
<td>Sunday</td>
</tr>
<tr>
<td>New Years Day</td>
<td>No Service</td>
</tr>
<tr>
<td>Family Day</td>
<td>Sunday</td>
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</table>
SCHEDULE "C": BUDGET

SALT SPRING ISLAND PARA TRANSIT

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
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<tbody>
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<td>TOTAL REVENUE</td>
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<td>TOTAL OPERATING COSTS</td>
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<tr>
<td>TOTAL COSTS (including Local Government Share of Lease Fees)</td>
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<tr>
<td>NET LOCAL GOVERNMENT SHARE OF COSTS</td>
<td>$194,715</td>
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</tbody>
</table>
Development Referral Response

Development Location: 132 Corbett Road

Transit System: Salt Spring Island Transit System

Background:

BC Transit has been requested to review opportunities to change the routing on Route 1 Ganges Local to route on Corbett Road.

Transit Impacts:

Transit routes are designed to be direct and convenient for all customers, while providing access to key destinations. The development, located at 132 Corbett Road, is less than 400m (5-minute walk-distance) from the nearest bus stop servicing Route 1 Ganges Local. Based on a preliminary review, there may be an opportunity to install a bus stop on Crofton Road. This would minimize the walk-distance to 150m (2-min walk-distance) to the proposed development. Prior to the implementation of this bus stop on Crofton Road, the location would need to be reviewed from a safety and operating perspective. BC Transit's Safety and Training representative, in collaboration with the Ministry of Transportation and Infrastructure, will determine if it is safe for the bus to board and alight customers at the proposed stop on Crofton Road. BC Transit is not recommending routing deviations to service Corbett Route at this time as it would be less direct for customers, thus impacting travel time and require expansion hours.

Figure 1: Existing Route 1 Ganges Local

Figure 2: Bus Stop Location
We continuously monitor our transit systems to best meet the needs of our customers. We appreciate the opportunity to provide our feedback on this development proposal.

Sincerely,

Kailey Laidlaw
Transit Planner
BC Transit
520 Gorge Road East, PO Box 9861 Victoria, BC V8W 9T5
250-995-5641 | kailey_laidlaw@bc Transit.com | bc transit.com
4 June 2019

Ministry of Transportation and Infrastructure
Vancouver island District
240 – 4460 Chatterton Way,
Victoria, BC V8X 5J2
Attention: Nikki Schneider

Dear Ms. Schneider,

Regarding: Application for Permission to Discontinue, close and Acquire Land in a Public Road adjacent to 105 Lower Ganges Road, Salt Spring Island
File: 2018-06679

At their most recent meeting, the Board of Trustees of the Salt Spring Island Fire Protection District asks that the Ministry of Transportation and Infrastructure hold in abeyance our application to close the road fronting the Ganges Fire Hall pending a decision regarding where to rebuild Fire Rescue facilities.

Both the Islands Trust and Capital Regional District have expressed concerns to District staff and elected officials about our application. The Board has just recently struck a “New Fire Hall Advisory Working Group” (Advisory Working Group) that will make recommendations for reimagined fire hall facilities that will meet the existing and future needs of our community. The Advisory Working Group has been asked to will determine the adequacy of existing facilities including the main Ganges Fire Hall. If replacement of the Ganges Fire Hall is recommended, the Advisory Working Group must then determine whether to “relocate” or rebuild on the existing Lower Ganges Road site. The Advisory Working Group may recommend rebuilding on an enlarged existing site that incorporates some of the road allowance fronting the property.

Should you have any questions about this request please contact me directly.

Yours truly,

[Signature]
Andrew D. Peat
Corporate Administrator
Salt Spring Island Fire Protection District

CC: Islands Trust, Capital Regional District
### Salt Spring Island Community Transit
#### Monthly Revenue Report

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<th></th>
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<td>- Concession</td>
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<td>$ -</td>
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<td>$ -</td>
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<td>$ -</td>
<td>$ -</td>
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<tr>
<td><strong>Prepaid Fare Tickets</strong></td>
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<tr>
<td>Collected from fareboxes *</td>
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<td>$ -</td>
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<td>$ -</td>
<td>6,394</td>
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<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
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<td><strong>Cumulative Totals</strong></td>
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</tr>
<tr>
<td>YTD Revenue</td>
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<td>30,559</td>
<td>48,369</td>
<td>63,993</td>
<td>84,504</td>
<td>84,504</td>
<td>84,504</td>
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<td>84,504</td>
<td>84,504</td>
<td>84,504</td>
<td>84,504</td>
<td>82,781</td>
</tr>
<tr>
<td>Unearned Revenue *</td>
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<td>(63)</td>
<td>(95)</td>
<td>(751)</td>
<td>(1,722)</td>
<td>(1,722)</td>
<td>(1,722)</td>
<td>(1,722)</td>
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<td>(1,722)</td>
<td>(1,722)</td>
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<td>Other Adjustments</td>
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<td>$ -</td>
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<td>$ -</td>
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<td>$ -</td>
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<tr>
<td><strong>Reconciliation to GL</strong></td>
<td>13,456</td>
<td>36,311</td>
<td>47,183</td>
<td>62,903</td>
<td>82,350</td>
<td>82,350</td>
<td>82,350</td>
<td>82,350</td>
<td>82,350</td>
<td>82,350</td>
<td>82,350</td>
<td>82,350</td>
<td>84,073</td>
</tr>
</tbody>
</table>

* Unearned Revenue is the difference between Prepaid Fare Tickets sold and Prepaid Fare Tickets used by riders (collected from fareboxes).

### Revenue Comparisons

<table>
<thead>
<tr>
<th>Year</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
<th>Jul</th>
<th>Aug</th>
<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018 Monthly Revenue</td>
<td>12,723</td>
<td>13,648</td>
<td>18,592</td>
<td>14,537</td>
<td>17,296</td>
<td>22,920</td>
<td>20,574</td>
<td>26,116</td>
<td>17,970</td>
<td>16,380</td>
<td>18,075</td>
<td>13,174</td>
<td>212,005</td>
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<tr>
<td>2017 Monthly Revenue</td>
<td>12,359</td>
<td>14,409</td>
<td>16,790</td>
<td>15,196</td>
<td>15,907</td>
<td>21,765</td>
<td>20,363</td>
<td>21,981</td>
<td>22,047</td>
<td>16,342</td>
<td>12,905</td>
<td>14,255</td>
<td>205,318</td>
</tr>
<tr>
<td>2016 Monthly Revenue</td>
<td>12,324</td>
<td>13,571</td>
<td>12,677</td>
<td>15,760</td>
<td>19,891</td>
<td>16,364</td>
<td>18,522</td>
<td>23,998</td>
<td>20,363</td>
<td>13,412</td>
<td>13,422</td>
<td>16,663</td>
<td>185,968</td>
</tr>
<tr>
<td>2014 Monthly Revenue</td>
<td>12,995</td>
<td>11,734</td>
<td>10,005</td>
<td>16,435</td>
<td>16,433</td>
<td>16,515</td>
<td>21,145</td>
<td>21,918</td>
<td>19,953</td>
<td>12,450</td>
<td>13,153</td>
<td>15,051</td>
<td>189,566</td>
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<tr>
<td>2013 Monthly Revenue</td>
<td>9,687</td>
<td>12,821</td>
<td>10,005</td>
<td>12,384</td>
<td>15,284</td>
<td>17,046</td>
<td>16,926</td>
<td>21,918</td>
<td>15,366</td>
<td>15,962</td>
<td>12,136</td>
<td>13,560</td>
<td>173,094</td>
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<td>2012 Monthly Revenue</td>
<td>9,578</td>
<td>8,652</td>
<td>14,540</td>
<td>10,240</td>
<td>14,945</td>
<td>21,786</td>
<td>7,030</td>
<td>21,926</td>
<td>15,374</td>
<td>12,785</td>
<td>12,888</td>
<td>11,850</td>
<td>161,365</td>
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<tr>
<td>2011 Monthly Revenue</td>
<td>4,899</td>
<td>5,540</td>
<td>6,822</td>
<td>6,043</td>
<td>7,221</td>
<td>10,116</td>
<td>10,954</td>
<td>15,731</td>
<td>11,024</td>
<td>8,650</td>
<td>7,912</td>
<td>9,737</td>
<td>104,648</td>
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<tr>
<td>2010 Monthly Revenue</td>
<td>5,640</td>
<td>5,344</td>
<td>7,523</td>
<td>6,646</td>
<td>8,103</td>
<td>10,651</td>
<td>11,070</td>
<td>10,318</td>
<td>8,719</td>
<td>5,387</td>
<td>5,957</td>
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<td>92,083</td>
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<tr>
<td>2009 Monthly Revenue</td>
<td>6,424</td>
<td>5,963</td>
<td>7,480</td>
<td>6,820</td>
<td>7,678</td>
<td>8,246</td>
<td>11,571</td>
<td>10,284</td>
<td>7,781</td>
<td>7,812</td>
<td>5,131</td>
<td>6,939</td>
<td>92,169</td>
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<td>2008 Monthly Revenue</td>
<td>1,942</td>
<td>3,734</td>
<td>4,074</td>
<td>4,635</td>
<td>5,571</td>
<td>6,493</td>
<td>9,318</td>
<td>10,228</td>
<td>8,612</td>
<td>7,192</td>
<td>5,895</td>
<td>8,810</td>
<td>78,903</td>
</tr>
</tbody>
</table>

ZVEN 78,270.47
SSI PR understated 0.93
Chamber of Commerce Jan 474.81
Chamber of Commerce Feb 865.92
Chamber of Commerce Mar 372.89
Chamber of Commerce Apr 972.16
Chamber of Commerce May 479.22
Chamber of Commerce May 2,282.42
Country Grocer May 611.52
Difference (0.01)
B.C. Transit
To Dale Campbell,
Salt Spring.

Dear Transit,

I would like you to review the 'Summer Problem' which has already raised its head in our bus system.

We really need a dedicated Fulford bus run; as the 'bottle neck' of the ferry line up' causes problems that affect the whole bus system.

Today my bus was 30 mins late - due to Fulford line ups.

We still have to wade through June - July & August!

I look forward to your reply.

Paul Adams

(Copy to Snake)
Tracey, Please forward a copy of this email to the SSI Transportation Commission for information.

To: Jennica Jones, Mainroad Contracting.
I live in the Vesuvius area and frequently cycle to and from Ganges. While the roads are kept clear of winter gravel, the shoulders still have substantial amounts of gravel which are dangerous for cyclists. Often, I am forced to veer into the road surface to avoid the unsafe sections of shoulder. This is especially necessary on the downhill sections of the road near the golf course and the hill from Country Grocer into Ganges. With more resident cyclists on the road and the increasing number of visiting cyclists, I urge you to have all road shoulders, wherever they exist, swept clear of loose gravel as soon as possible. Better still, can you collect the gravel for further use in winter months?

I totally support the efforts to get more people walking or cycling and out of their cars but the current condition of the islands road shoulders is not helping. We now have an excellent network of off-road pathways for pedestrians but the paved surface of the road shoulders are better for cyclists. It is already May and the tourist season has begun.

Let’s make Salt Spring a safe place to cycle wherever possible.

Peter Lamb
Sunya Wright

We are in receipt of your email dated April 16, 2019 wherein you expressed frustration with a bus trip to Vesuvius Bay ferry terminal. The posted transit schedule states a bus arrival time of 8:16 pm at the Vesuvius Bay terminal. With the current budget limitations there is only one bus on the road at that time. The bus comes from Fulford at 8 pm. It therefore cannot meet the 8:15 pm Vesuvius ferry departure on its SS Connector route which leaves Ganges at 8 pm. All bus routes that directly serve ferry terminals are vulnerable to minor on-time performance issues due to ferry schedule delays. In particular, the challenge with the Vesuvius Bay ferry terminal is it is not reliable for being on time and experiences regular delays; therefore making it difficult to schedule transit to coordinate with a ferry schedule. Route 3 Vesuvius - a route covering the northwest area of the Island, is to link residents and visitors to Vesuvius Bay and its ferry terminal and area neighbourhoods; and Route 6 SS Connector - a route that operates as an “express” service that is directional dependent on the time of day, linking northwest and north neighbourhoods to Ganges Village. Essentially, this route combines the Route 3 Vesuvius and the Route 5 Fernwood trips at commuter times to enable connections to and from Fulford Harbour.

Transit service on Salt Spring Island is provided through a partnership between BC Transit, the CRD, and the local operating company. This partnership is formalized through series of agreements. The service needs and the CRD’s and BC Transit’s capacity to fund transit improvements may change over time. Therefore, options which require expansion to service hours or vehicles are reviewed and confirmed on an annual basis for the subsequent year as part of the budget approval. The implementation of any option requiring expansion is dependent on BC Transit’s fiscal year budget, total provincial funding, and the limitations within CRD’s maximum taxing requisition to subsidize transit services on Salt Spring Island.

Your email will be shared with the Transportation Commission to consider in future budget impacts to expand the service to the Vesuvius Bay terminal through BC Transit’s service review process.

In future, when you contact the CRD or the local Transit operator with concerns we ask that you refrain from language that is verbally abusive to our staff and those of BC Transit. Both the local transit operator and the CRD staff person who received your call handled it professionally and you were not treated rudely.

Karla Campbell, BPA
Senior Manager, Salt Spring Island Electoral Area

Capital Regional District
108 – 121 McPhillips Avenue, Salt Spring Island, BC, V8K 2T6
T: 250.538.4300 | F: 250.537.4456 | E: kcampbell@crd.bc.ca

From: Karla Campbell
Sent: Wednesday, April 24, 2019 4:05 PM
To: 'Sunya Wright'
Subject: FW: FW: Contact Us - Submission
The following message was received through the form at 'https://www.crd.bc.ca/contact-us?r=ssi-transportation-commission'. Neither the name nor the e-mail address can be confirmed as accurate.

*********************************

**Your Name:**
Sunya Wright

**Your Email Address:**

**Message:**
Hello

I called to complain about a problem with your bus schedule not meeting the 815pm vesuvius ferry. I was treated rudely by the CRD office. Basically being told 'that's the way it is' and 'to complain to BC Transit'. After calling BC Transir and submitting a complaint online, I was told to contact the Transit Commision... which is run by the CRD.

So here I am again..

Vesuvius bus arrives at ferry 816 PM

Ferry departs 815

Please fix your bus schedule by 5 minutes.

Ridiculous problem, ridiculous customer service from the SSI CRD office.

SWRIGHT

Submitted at: 4/16/2019 1:29:33 PM
Submitted via: https://www.crd.bc.ca/contact-us?r=ssi-transportation-commission
User Agent: Mozilla/5.0 (Linux; Android 8.0.0; SAMSUNG SM-A520W Build/R16NW) AppleWebKit/537.36 (KHTML, like Gecko) SamsungBrowser/9.2 Chrome/67.0.3396.87 Mobile Safari/537.36
User Host Address: 96.54.158.136

This message is intended only for the use of the individual or entity named above, and may contain information that is privileged, confidential or exempt from disclosure under applicable law. If you are not the intended recipient or their employee or agent responsible for receiving the message on their behalf your receipt of this message is in error and not meant to waive privilege in this message. Please notify us immediately, and delete the message and any attachments without reading the attachments. Any dissemination, distribution or copying of this communication by anyone other than the intended recipient is strictly prohibited. Thank you. Please consider the environment before printing this email.