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**REPORT TO ELECTORAL AREAS COMMITTEE  
MEETING OF WEDNESDAY, OCTOBER 9, 2024**

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**SUBJECT**     **BC Active Transportation Grant – Infrastructure Grant Application – Pender Island, Schooner Way – School Trail**

**ISSUE SUMMARY**

To seek support to submit a BC Active Transportation Infrastructure Grants application to fund Phase 2 of the construction of the Schooner Way – School Trail, an active transportation infrastructure initiative on North Pender Island within the Southern Gulf Islands Electoral Area (SGI EA).

**BACKGROUND**

There is an opportunity for the CRD to submit a grant application under Active Transportation Infrastructure stream of the British Columbia Active Transportation Infrastructure Grants Program. The program enables applications to be submitted for different communities within a Regional District. This project is being led by the Pender Parks and Recreation Commission (PIPRC), which operates the CRD community parks service on Pender Island.

The Schooner Way – School Trail project is a 1.638km long, up to 3 metre wide, multi-use active transportation trail between the Danny Martin Park (Buccaneers Road & Schooner Way) and the Pender Island Elementary and Middle School and the Health Centre on Canal Rd. This trail will eventually connect to an island wide trail and will especially benefit the 1930 residents of Pender's largest and most densely populated neighbourhood, Magic Lake Estates, by connecting them directly to community services and amenities.

The Schooner Way Trail will be built over 2 phases; Phase 1 was funded in last year's application and is progressing. This application is for Phase 2. The Ministry of Transportation and Infrastructure (MOTI) will be providing bulk-rock from another road project they have on Pender, and this enables CRD to save over \$400,000 in both phases of the project, as well as reduce greenhouse gas emissions. The partnership between MOTI and CRD creates tremendous cost savings for this project.

The Commission has confirmed its support for the submission of an application to the Grant Program. Goals identified by the Commission include improving public safety and access between the school and the high-density neighbourhood of Magic Lake.

Previously the strategic planning phase and public consultation have been completed. The recent public open houses yielded 100% support for the project. As well private donation/pledges have been received in the amount of \$200,000 for this first phase.

Applications to the Grant Program are required to be submitted by October 31, 2024, and the submission of a supporting Board Resolution is required by December of 2024.

## **ALTERNATIVES**

### *Alternative 1*

The Electoral Areas Committee recommends to the Capital Regional District Board:

- 1) That the shovel-ready Schooner Way-School Trail on Pender Island be considered a priority project.
- 2) That an application to the Province of British Columbia Active Transportation - Infrastructure Grant Program for \$500,000 be progressed for the purpose of construction of Phase 2 of the Schooner Way-School Trail on North Pender Island within the required timeline.
- 3) That the funding provided through the British Columbia Active Transportation - Infrastructure Grant Program will be supported with contributions from the Pender Island Parks and Recreation Commission's Financial Plan; and
- 4) That staff be instructed to apply for, negotiate, and if successful, enter into an agreement and do all such things necessary for accepting Active Transportation - Infrastructure Grant funds and overseeing grant management for the proposed project.

### *Alternative 2*

That staff be instructed to re-evaluate the application to the Active Transportation Network - Infrastructure Grant Program.

## **IMPLICATIONS**

### *Alignment with Board & Corporate Priorities*

The CRD 2023-2026 Corporate Plan initiative 16b-1 provides direction to work with commissions to enhance and manage community parks, recreation facilities and trail networks and to deliver service improvements where needed.

### *Alignment with Existing Plans & Strategies*

This Active Transportation proposal is in alignment with the SGI Active Transportation Plan (2022); SGI Transportation Integration Plan (2022); Gulf Islands Regional Trail Plan (2018).

### *Environmental & Climate Action*

The project will provide the largest community in the Southern Gulf Islands, an opportunity to shift away from vehicles to active and integrated modes of travel which ultimately reduces Green House Gas (GHG) emissions. MOTI has provided bulk rock from another roads project on Pender, eliminating the need to transport materials on BC Ferries, and reducing emissions. This rock will be processed into the prescribed aggregate sizes on-island, and then moved a short distance to the project site. Relative to other projects that do not have a source of aggregate nearby, the partnership between MOTI and CRD creates tremendous energy savings for this project.

### *Financial Implications*

The Active Transportation Infrastructure Grant program requires that the local government contribute a minimum of 30% of the project costs associated with developing the project.

The total grant request from the Province is \$500,000. The total estimated project cost after accounting for the contribution of bulk-rock from MOTI is \$1.1 million for Phase 2. PIPRC has

raised \$200,000 in donations/pledges for Phase 1 and will need to raise an additional \$250,000 for Phase 2 towards the \$600,000 applicant share. The remaining funds will be provided through a combination of additional Community Works Funds, and PIPRC Capital Reserve Funds.

#### *First Nations Reconciliation*

W̱SÁNEĆ Leadership Council and CRD have quarterly meetings to review projects that require land alteration for consideration of archaeology and cultural heritage. This project has been reviewed in the field with the three First Nation Bands, CRD's archaeologist, and CRD's project manager. A plan for project oversight during critical sections has been agreed to.

#### *Intergovernmental Implications*

The Ministry of Transportation and Infrastructure (MOTI) is the authority having jurisdiction for subdivision and road construction and maintenance in the Electoral Area. A License of Occupation is required for this roadside trail and they have confirmed that it will be provided to secure tenure for the trail.

This route is identified in the Official Community Plan for North Pender Island (Islands Trust).

#### *Service Delivery Implications*

The Schooner Way Trail will become an asset managed by the Pender Island Parks and Recreation Commission that will follow CRD's best practices for the management and maintenance of Active Transportation infrastructure.

### **CONCLUSION**

There is an opportunity for the CRD to receive grant funding under the BC Active Transportation Infrastructure Grant program. Regional Governments are permitted to apply for funding for each community within, which enables CRD to apply for grants for Salt Spring Island and islands in the Southern Gulf Island's Electoral Area. If awarded, PIPRCs would fund their portion through SGI Community Works Funds, Public Donations and the PIPRC capital reserve. To be able to potentially access this grant, CRD staff need to apply for, negotiate, and if successful, enter into an agreement, and do all such things necessary for accepting the grant funds and overseeing grant management for the proposed projects. The BC Government only considers applications that include a supportive Board resolution confirming that an Active Transportation trail is intended as a priority and for a local government to contribute a share to the provincial grant funding provided.

### **RECOMMENDATION**

The Electoral Areas Committee recommends to the Capital Regional District Board:

- 1) That the shovel ready Schooner Way-School Trail on Pender Island be considered a priority project.
- 2) That an application to the Province of British Columbia Active Transportation - Infrastructure Grant Program for \$500,000 be progressed for the purpose of construction of Phase 2 of the Schooner Way-School Trail on North Pender Island within the required timeline.
- 3) That the funding provided through the British Columbia Active Transportation - Infrastructure Grant Program will be supported with contributions from the Pender Island Parks and Recreation Commission's Financial Plan; and
- 4) That staff be instructed to apply for, negotiate, and if successful, enter into an agreement and

do all such things necessary for accepting Active Transportation Infrastructure - Grant funds and overseeing grant management for the proposed project.

Submitted by:	Stephen Henderson, Senior Manager, Real Estate and Southern Gulf Islands
Concurrence:	Kristen Morley, J.D., General Manager, Corporate Services & Corporate Officer
Concurrence:	Nelson Chan, MBA, FCPA, FCMA, Chief Financial Officer
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**ATTACHMENT**

Appendix A: Location Map and Draft Engineering Trail Design