

FINANCIAL MANAGEMENT COMMITTEE

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

SUBJECT: TRAFFIC FINE REVENUE SHARING PROGRAM

RECOMMENDATION:

1. THAT Council receive this report for information.

REPORT

The Financial Management Committee, at its meeting held on 2018 July 11, received and adopted the *attached* report providing information on the Provincial 2017 Traffic Fine Revenue Sharing Grant received by the City. The \$2,424,747 received in 2017 was used to support community Policing services and programs, including the following: *Mental Health, Public Safety, Road Safety, Youth and Motorcycle Safety Skills Training.*

Respectfully submitted,

Councillor D. Johnston
Chair

Councillor C. Jordan
Vice Chair

Copied to:	City Manager Director Finance Director Public Safety & Community Services OIC, RCMP – Burnaby Detachment
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TO: CHAIR AND MEMBERS
FINANCIAL MANAGEMENT COMMITTEE

DATE: 2018 June 29

FROM: DIRECTOR FINANCE
DIRECTOR PUBLIC SAFETY AND
COMMUNITY SERVICES

FILE: 7500-01

SUBJECT: TRAFFIC FINE REVENUE SHARING PROGRAM

PURPOSE: To inform Council on the 2017 Traffic Fine Revenue Sharing Grant received and utilized for programs by the City.

RECOMMENDATION:

1. **THAT** this report be received for information.

REPORT**1.0 BACKGROUND**

The Strategic Community Investment Fund (SCIF) agreement between the City and the Province ended in 2014. The Province advised that the Traffic Fine Revenue Sharing (TFRS) Grant which was a component of the SCIF program would be continually provided to municipalities on an annual basis without the need of a new agreement in place. For 2018, the Minister of Community, Sport and Cultural Development provided the 2018 unconditional grant funding for the Traffic Fine Revenue Sharing Program in one installment on 2018 June 26 totaling \$2,380,337.

2.0 POLICY SECTION

The initiatives and activities undertaken as a result of the Traffic Fine Revenue Sharing Grant Program are aligned with the City of Burnaby's Corporate Strategic Plan by supporting the following goals and sub-goals of the plan:

A Safe Community

- Crime prevention and reduction
- Community amenity safety
- Transportation safety

An Inclusive Community

- Celebrate diversity
- Create a sense of community

To: *Financial Management Committee*
From: *Director Finance and Director Public Safety and Community Services*
Re: *TRAFFIC FINE REVENUE SHARING PROGRAM*

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A Healthy Community

- Healthy environment
- Community involvement

3.0 2017 REPORT

The Traffic Fine Revenue Sharing Grant is an unconditional grant provided by the Provincial Ministry of Community, Sport and Cultural Development to municipalities for the purpose of assisting them in promoting community safety and addressing community strategic priorities.

The purpose of this report is to advise Council that 100% of the Traffic Fine Revenue Sharing Grant received has been used or is being used to provide City policing services. Grant money received in 2017 totaled \$2,424,747. Some highlights of the 2017 policing programs that utilized the grant are noted below.

- *Mental Health:*

Burnaby RCMP continued to staff a full time Mental Health Coordinator position. This position, staffed by a RCMP Constable, is responsible for liaising with the local health authorities on mental health related issues as well as providing front line assistance to the general duty members of the Burnaby Detachment so as to reduce the strain recurrent calls of a mental health nature can cause on the operational tempo of the Detachment. In addition, a Homelessness Coordinator position was staffed this past year. The Homelessness Coordinator visits homeless camps in Burnaby, often with Burnaby Bylaws staff. The coordinator assists Bylaws staff with removal of camps that contravene City Bylaws and provides information on services to homeless persons.

- *Public Safety:*

The Bike Squad used specially equipped mountain bikes during the summer and fall months to patrol those areas of Burnaby which are harder to reach. They also provided a more approachable police presence in the City's communities. Throughout the year, Community Response Team paired up with partners on public safety initiatives at malls and Skytrain stations to engage the public on various topics related to public safety and to hand out pedestrian reflectors to increase awareness relating to pedestrian safety. Burnaby's Crime Prevention Unit provided numerous presentations throughout the year to senior citizens, new citizens and secondary students on various topics related to public safety. They also worked with staff from various neighbourhood centers to present on the Block Watch program to increase participation in the City. Targeted enforcement by Burnaby's Strike Force Unit reduced the incidences of personal robberies by 14% in the City in this past year. Furthermore, targeted enforcement by the Prolific Offender Suppression Team resulted in a 4% decrease in break and enters in the past year.

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- *Road Safety:*

Distracted driving has now outpaced impaired driving as the number one cause of collisions in British Columbia. As part of the Provincial Distracted Driving Campaign held each March, Burnaby RCMP Traffic Services, along with ICBC conducted a month of enforcement and awareness which included a social media campaign. In addition, pedestrian safety was the focus of numerous enforcement campaigns throughout the year.

- *Youth:*

During 2017, Burnaby Youth Services facilitated a number of retail theft circles. These workshops are aimed at young people who come into contact with police due to shoplifting. The workshop is focused on making these young people aware of the consequences of shoplifting. In addition, Youth Investigative Services launched the “Fatal Vision” goggles tool to help demonstrate to youth how alcohol and marijuana can impair motor skills and cognitive ability.

- *Motorcycle Safety Skills Training:*

On May 23, 2017, the Burnaby Traffic Section held a third annual Motorcycle Safety Skills Challenge. This was an event which allowed the general public to attend, test their driving skills on a motorcycle obstacle course as well as receive safety tips from trained motorcycle officers and be kept abreast of current laws regarding motorcycling in BC. It was a great opportunity for riders and police officers to interact in a positive way by discussing motorcycle safety.

The following chart outlines the Traffic Fine Revenue Sharing Grants received by the City to date:

Year	Grant Received (\$)
2010	1,080,152
2011	3,847,295
2012	3,838,656
2013	1,874,865
2014	1,881,990
2015	2,716,650
2016	2,581,870
2017	2,424,747
2018	2,380,337
Total	\$22,626,562

The City of Burnaby will continue to use these grant funds to strengthen policing services in the community in supporting crime reduction and improving safety. Grant funds help to reduce the impact of police costs on property taxes.

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4.0 RECENT COMMUNICATIONS ON TRAFFIC FINE REVENUE SHARING PROGRAM

In early 2018 May, the Provincial government advised the Union of BC Municipalities (UBCM) its intention to amend the TFRS funding (Attachment 1). The Province intends to complete a consultation process with UBCM by the end of 2018 July.

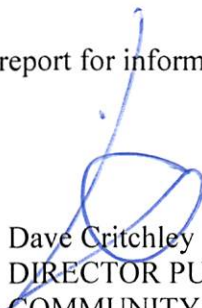
The City of Langley recently shared a report to their Council with all Metro Vancouver municipalities requesting that the Province continue to provide 100% of the traffic fine revenue to municipalities including fines generated by the proposed speed enforcement cameras located at high risk intersections.

5.0 RECOMMENDATION

It is recommended that Council receive this report for information.



Noreen Kassam
DIRECTOR FINANCE



Dave Critchley
DIRECTOR PUBLIC SAFETY AND
COMMUNITY SERVICES

NK:RG/mm

Attachment 1: Traffic Fine Revenue Sharing Communications

Copied to: City Manager
OIC, RCMP

Province Intends to Amend Traffic Fine Agreement

May 2, 2018

The provincial government has advised UBCM of its intention to amend the Traffic Fine Revenue Sharing (TFRS) agreement. This was communicated to UBCM in [correspondence](#) from the Honourable Selina Robinson, Minister of Municipal Affairs and Housing. The current agreement provides an unconditional grant to local governments, returning 100% of net provincial traffic fine revenue.

Minister Robinson, in accordance with s. 276 of the *Community Charter* and the [2004 Consultation Agreement](#) between the Province and UBCM, has indicated that the Province would like to immediately begin consultation regarding potential changes to the TFRS agreement. The Province would like to complete the consultation process by the end of July 2018.

UBCM has [responded](#) to the Minister with a letter that outlines concerns regarding the Province's rationale for seeking changes to the current TFRS agreement, while also providing examples of new policing cost pressures faced by local governments.

The Province's rationale for amending the agreement is largely based on the expansion of automated traffic enforcement, which has the potential to generate additional traffic fine revenue. However, the overall state of policing in B.C. is one where local governments continue to face escalating costs, and stand to absorb a number of new policing costs (e.g. RCMP unionization, new Auxiliary Program, etc.).

Background

The TFRS agreement is an unconditional grant that returns 100% of net provincial traffic fine revenue (violation ticket fines minus provincial recovery costs) to local governments. While local governments over 5,000 in population receive a percentage of traffic fine revenue from the Province, local governments under 5,000 in population receive traffic fine revenue through a reduction in the Police Tax. Traffic fine revenue is not allocated based on the jurisdiction where a ticket is issued, but rather the ratio of a local government's policing costs to aggregate local government policing costs in BC.

There is a two-year delay from when violation tickets are issued to when traffic fine revenue is distributed to local governments. For example, in 2017/18, local governments received \$53.4 million in traffic fine revenue, based on violation tickets issued in 2015/16. While the intention is for TFRS grants to be spent on enhancing community safety, ultimately it is up to the discretion of the local government.



April 5, 2018

Ref: 235064

Wendy Booth, President
Union of British Columbia Municipalities
60-10551 Shellbridge Way
Richmond BC V6X 2W9

Dear President Booth:

Thank you for our recent phone conversation regarding the Traffic Fine Revenue Sharing (TFRS) program. As a follow-up to that conversation, I thought it would be helpful to outline some of the key issues we discussed.

Under the terms of a January 2005 provincial letter of understanding from then-Minister Murry Coell, the Province of British Columbia agreed to provide 100 percent of net traffic fine revenue back to local governments through the TFRS program. This acknowledged local governments' role and costs in both the manual issuing of traffic tickets and the promotion of community safety.

While this arrangement has historically worked well for all parties, there are some fundamental current and proposed changes underway related to traffic enforcement that may impact the TFRS program.

One example is the ongoing expansion of automated traffic enforcement (i.e., intersection safety and targeted speed activation cameras). This includes the full, 24/7 activation of the 140 existing red-light safety cameras that are located across 26 communities in British Columbia, as well as plans for some of these cameras to be used for speed enforcement at specific high-risk intersections.

Unlike violation traffic tickets issued by a police officer, this expansion in automated enforcement and its associated traffic fine revenue does not require additional local government or law enforcement resources. In fact, the Province hopes that these changes will provide police agencies in British Columbia with greater flexibility in choosing how and where to deploy officers based on the public and road safety needs within their individual communities.

The Province wants to better leverage traffic fine revenue for initiatives that improve road safety and driver behaviour at high risk locations – leading to reduced collisions – which will be critical in both decreasing claims costs for the Insurance Corporation of British Columbia (ICBC), and reducing injuries and saving lives in communities around the province. This is timely as ICBC is facing significant financial losses.

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Wendy Booth

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As these new sources of traffic fine revenue, and associated expenses, were not contemplated when the TFRS program was first established, the Province now hopes to update the TFRS program to better reflect these changes and address public safety pressures experienced throughout British Columbia, including improvements to high-risk municipal and provincial roads and intersections.

On behalf of my colleagues at the Ministry of Attorney General and the Ministry of Public Safety and the Solicitor General, and in accordance with s. 276 of the *Community Charter* and the 2004 Consultation Agreement between the Province and Union of British Columbia Municipalities, I am formally notifying you that the Province would like to commence a consultation regarding potential changes to the TFRS program. Provincial representatives would like to begin the consultation process with UBCM in short order, and have it completed before the end of July 2018.

The Attorney General's Office and the Ministry of Public Safety and Solicitor General will lead this consultation on behalf of the Province and will contact UBCM staff in the near future to formalize timing and details of a consultation plan. If you or your staff have any questions about this work, please contact Jeff Groot, Executive Director, Corporate Priorities and Strategic Engagement, Attorney General's Office, at: 778 698-5200, or by email at: Jeff.Groot@gov.bc.ca.

I hope this consultation will be productive and ultimately result in public safety benefits for local governments, the Province and the citizens of British Columbia.

Sincerely,



Selina Robinson
Minister

pc: Honourable David Eby
Attorney General

Honourable Mike Farnworth
Minister of Public Safety and Solicitor General

Honourable Claire Trevena
Minister of Transportation and Infrastructure

Jeff Groot, Executive Director
Corporate Priorities and Strategic Engagement
Ministry of Attorney General

April 30, 2018



The Honourable Selina Robinson
Minister of Municipal Affairs and Housing
Parliament Buildings
Victoria, B.C.
V8V 2C2

Re: Traffic Fine Revenue Sharing Program

Dear Minister Robinson,

I write to you in response to your April 5, 2018 letter regarding the Traffic Fine Revenue Sharing (TFRS) program and intention to change the current agreement. While UBCM is open to hearing your concerns and rationale for considering amendments, we wish to register our concerns regarding your intention to change the TFRS agreement.

Suggesting that the TFRS program should be changed because of the expansion of automated traffic enforcement and other unnamed changes is a one-sided perspective that ignores the state of policing in British Columbia. According to provincial data, in 2014, 75 B.C. local governments spent \$1.08 billion on policing services. By 2016, that number rose to \$1.19 billion, an increase of over \$100 million per year in policing costs borne by local governments. In comparison, local governments received only \$58.1 million in traffic fine revenue in 2016/17.

Much of the substantial increase in annual policing costs from 2014-2016 can be attributed to rising costs for independent police departments who face significant cost pressures from arbitrated settlements. With RCMP Members currently seeking a bargaining agent, RCMP unionization could have a similar effect on policing costs for the majority of B.C. local governments that pay for RCMP policing. Local governments also face rising policing costs related to outstanding/unresolved issues (e.g. costs associated with the new RCMP 'E' Division Headquarters), opioid response, cadet training, the new Auxiliary Program, and other necessary training and equipment. These are just some of the many areas of policing that are experiencing rising costs.

Should electronic roadside ticketing be fully implemented, the provincial government has projected an increase of \$44 million to traffic fine revenue over the first 10 years. While this would be welcomed, it would not come close to the increase in policing costs that local governments are expected to manage through limited sources of income.

In 2015/16, UBCM's membership expressed significant concern with the provincial decision to transfer DNA analysis costs to local governments. Given our history, and the fact that the TFRS program represents a much larger financial impact to local governments, it is likely that our membership will have concerns with the Province's intent.

This request comes at a difficult time when many local governments are already spending upwards of 30% of their budgets on protective services, with other major enforcement cost pressures looming. I have asked our staff to make this a priority issue for our Board to discuss with you at the May 18, 2018 UBCM Executive meeting. I look forward to further discussion at that time.

Kind Regards,

A handwritten signature in black ink that reads "Wendy Booth". The signature is written in a cursive, flowing style.

Wendy Booth
UBCM President

cc: *The Honourable Mike Farnworth, Minister of Public Safety and Solicitor General*

The Honourable David Eby, Attorney General

Jeff Groot, Executive Director, Corporate Priorities and Strategic Engagement, Attorney General's Office