



Kelowna Regional Transit System

Regional District of Central Okanagan
Electoral Area Services Committee
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Presentation Topics

- ❑ BC Transit Overview
- ❑ Electronic Fare Collection
- ❑ Operations and Maintenance Facilities Project



BC Transit Overview

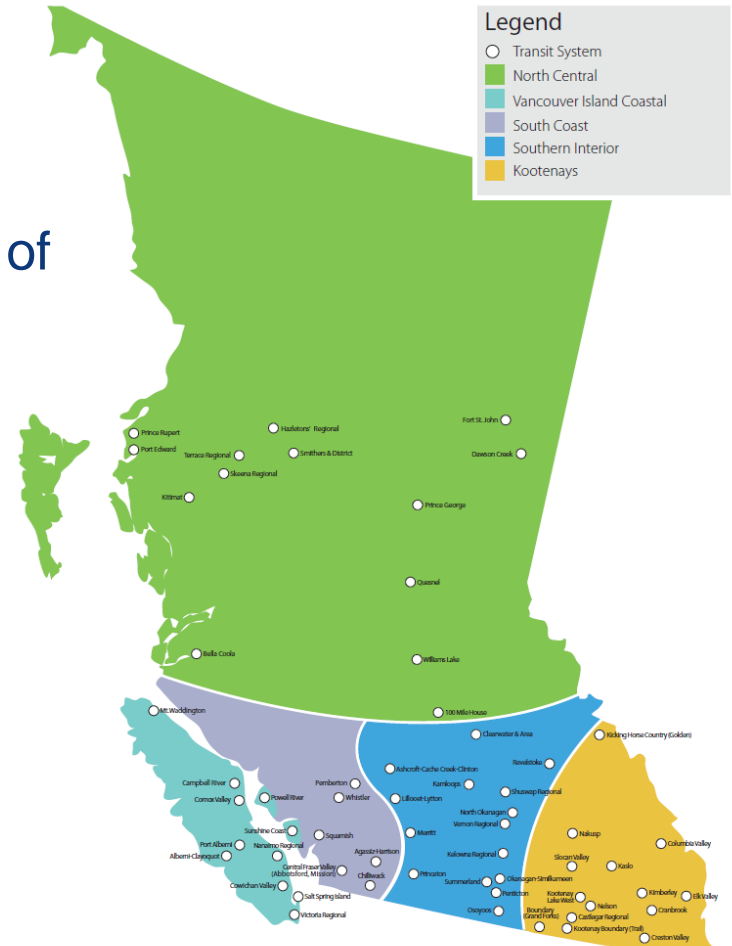


Who is BC Transit?

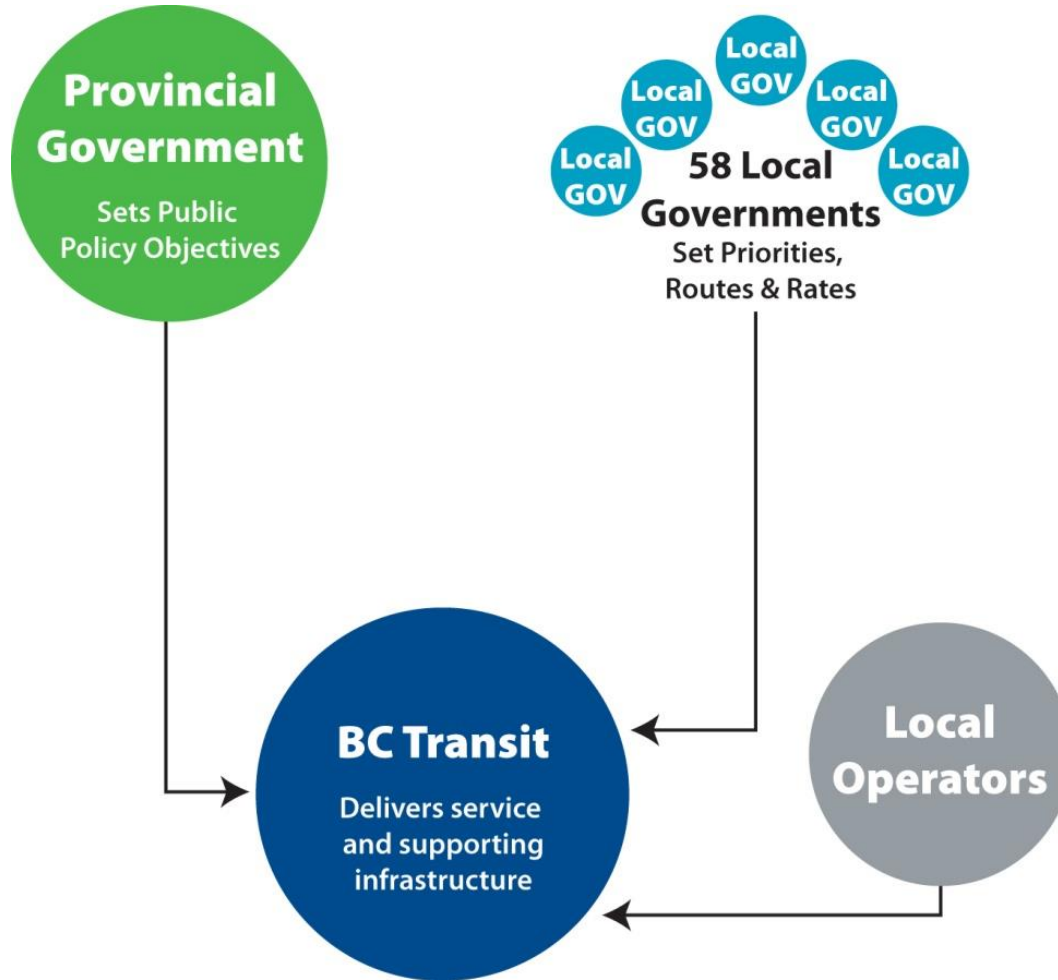
- Provincial authority responsible for the planning, funding and operation of all transit throughout the Province outside of Metro Vancouver
 - » 51+ million passenger trips
 - » 1,100 buses in a range of sizes
 - » 42 million rides in 22/23 (budgeted)
 - » 130 Communities, 88 transit systems

Partnerships:

- 58 local government partners
- 18 private management companies, 5 public organizations, 14 non-profits



BC Transit Partnership Model



Roles and Responsibilities

BC Transit

- **Allocates provincial funding**
- **Plans transit systems to achieve local and provincial objectives**
- **Arranges for the operation of transit systems by contract or partnership**
- **Procures & owns fleet** - Determines the fleet & facilities requirements
- **Other professional services required to plan, finance and implement transit systems**

Local Government

- **Sets local funding**
- **Sets routes and service levels** with BC Transit, ongoing review
- **Sets fares and manages the sale of fare products**
- **Establishes and maintains bus stops, shelters and amenities**

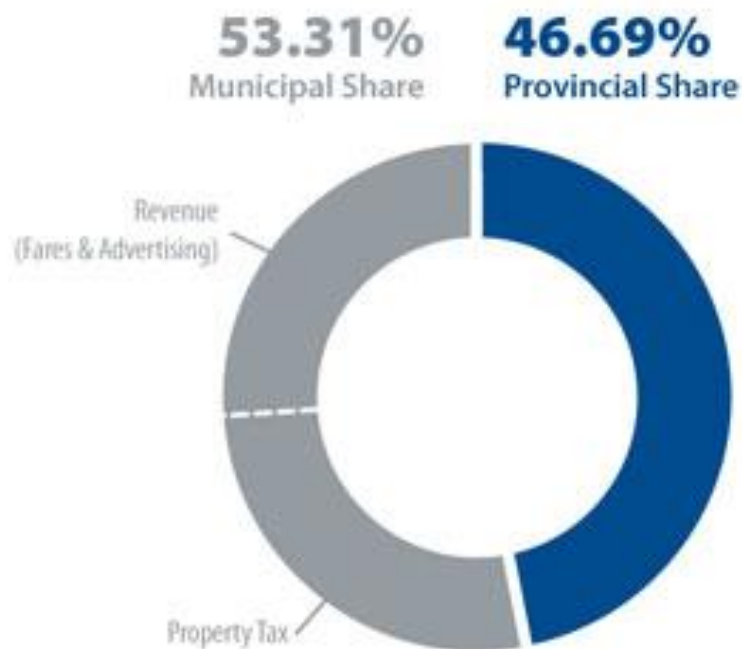
Local Operating Company

- **Delivers specified transit services** as directed by BC Transit
- **Hires , trains and provides drivers**
- **Manages labour relations**
- **Collects fare revenue on behalf of the Local Government**
- **Provides day to day customer service** (info line, lost & found inquiries, etc.)

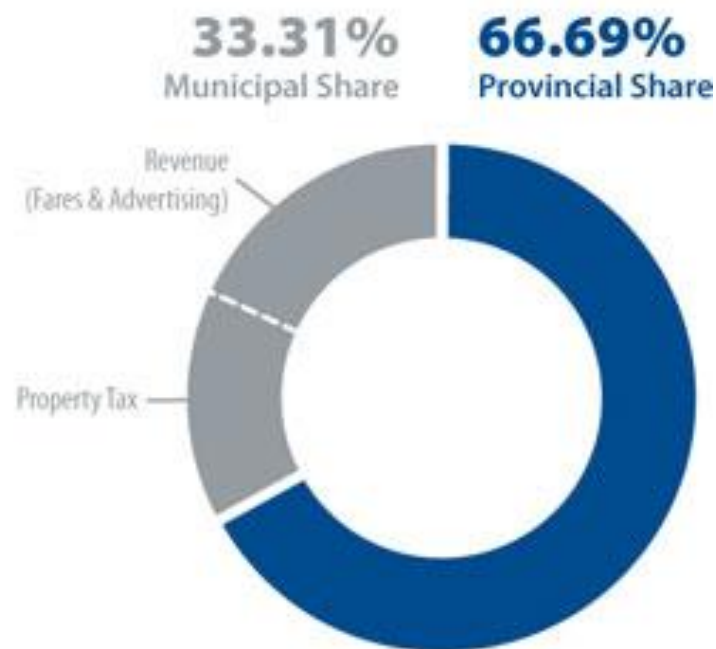


Shared Services Model

Regional Transit System – Legislated Funding Formula



Conventional Transit



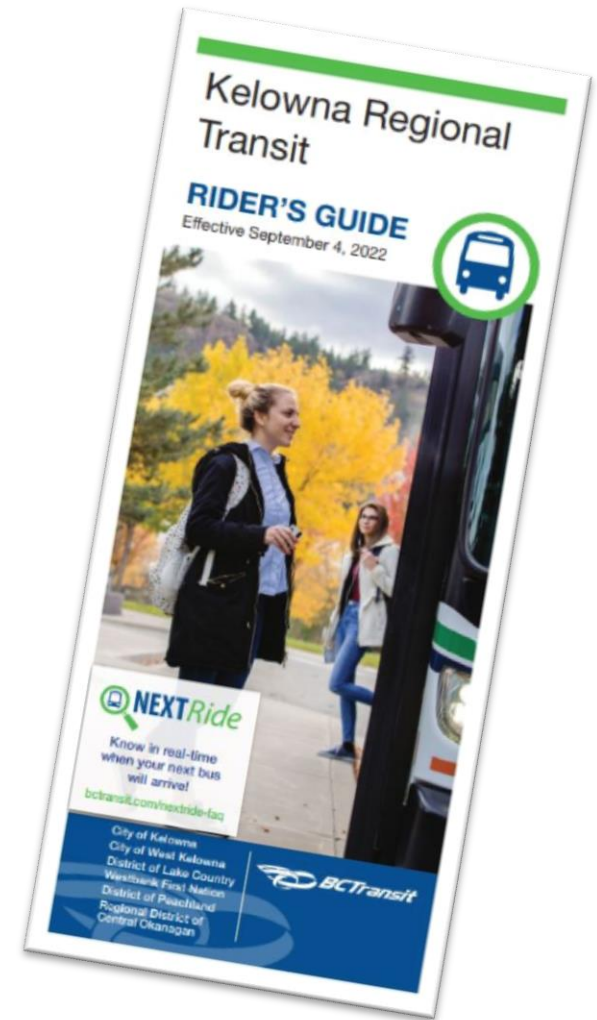
Custom Transit (handyDART)

- Local Government retains 100% of revenue to offset local costs



Kelowna Regional Transit System

- **6 Local Government Partners**
 - » City of Kelowna
 - » City of West Kelowna
 - » District of Lake Country
 - » Westbank First Nation
 - » District of Peachland
 - » Regional District of Central Okanagan
- **Regional Transit System**
 - » One single Rider's Guide
 - » One fare structure
 - » Connects Peachland through to Lake Country
 - » Regional connectors to Vernon and Penticton



Kelowna Regional Transit

Conventional (Fixed-Route) Transit:

- 201,000 hours (2021/22)
- 4,585,810 passenger trips (2021/22)
- 29 routes

Operations:

- First Transit
- Transit service 7 days per week

Fleet:

- 75 conventional buses;
- 12 community buses;
- 23 custom transit buses

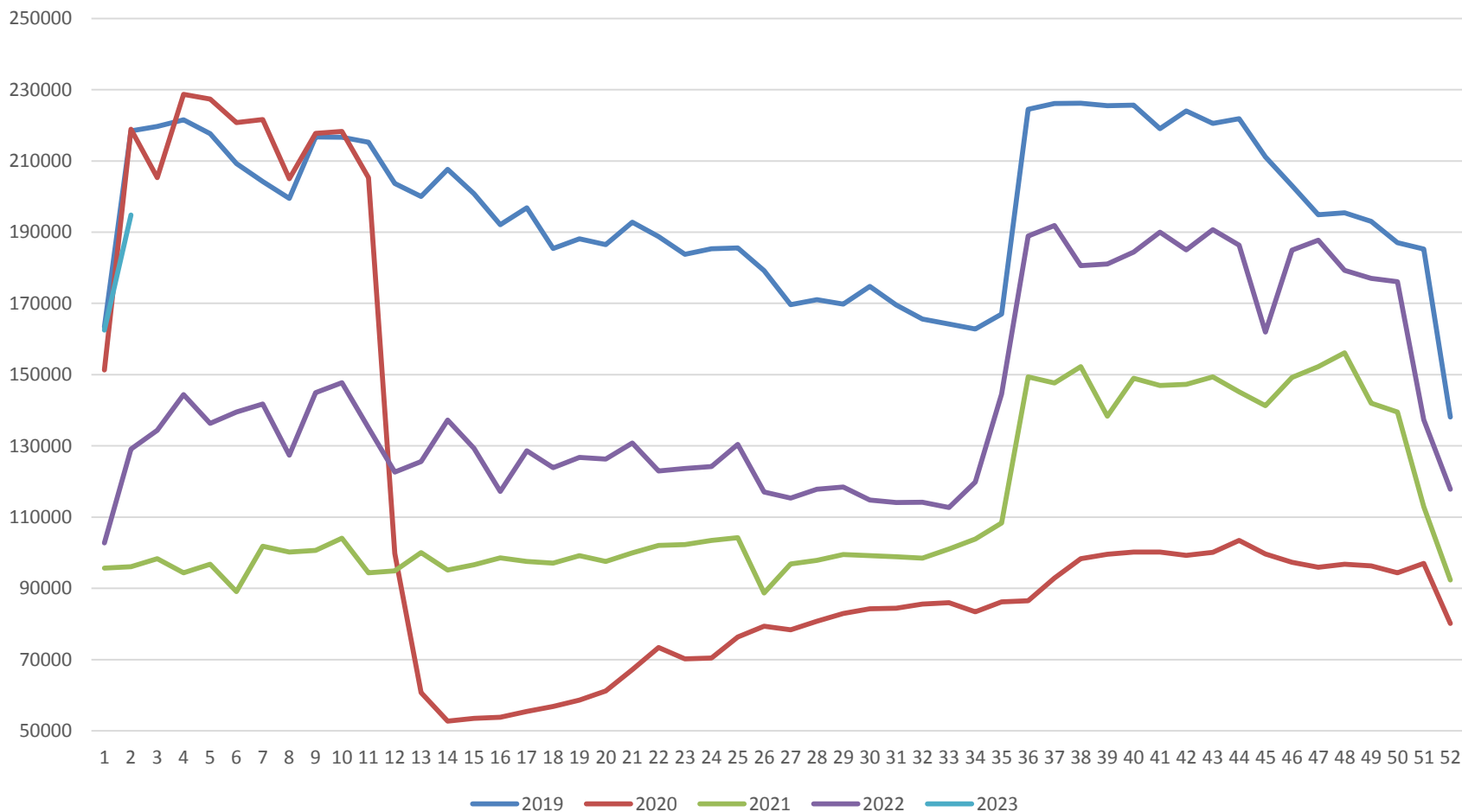


Kelowna Regional Transit Governance Structure

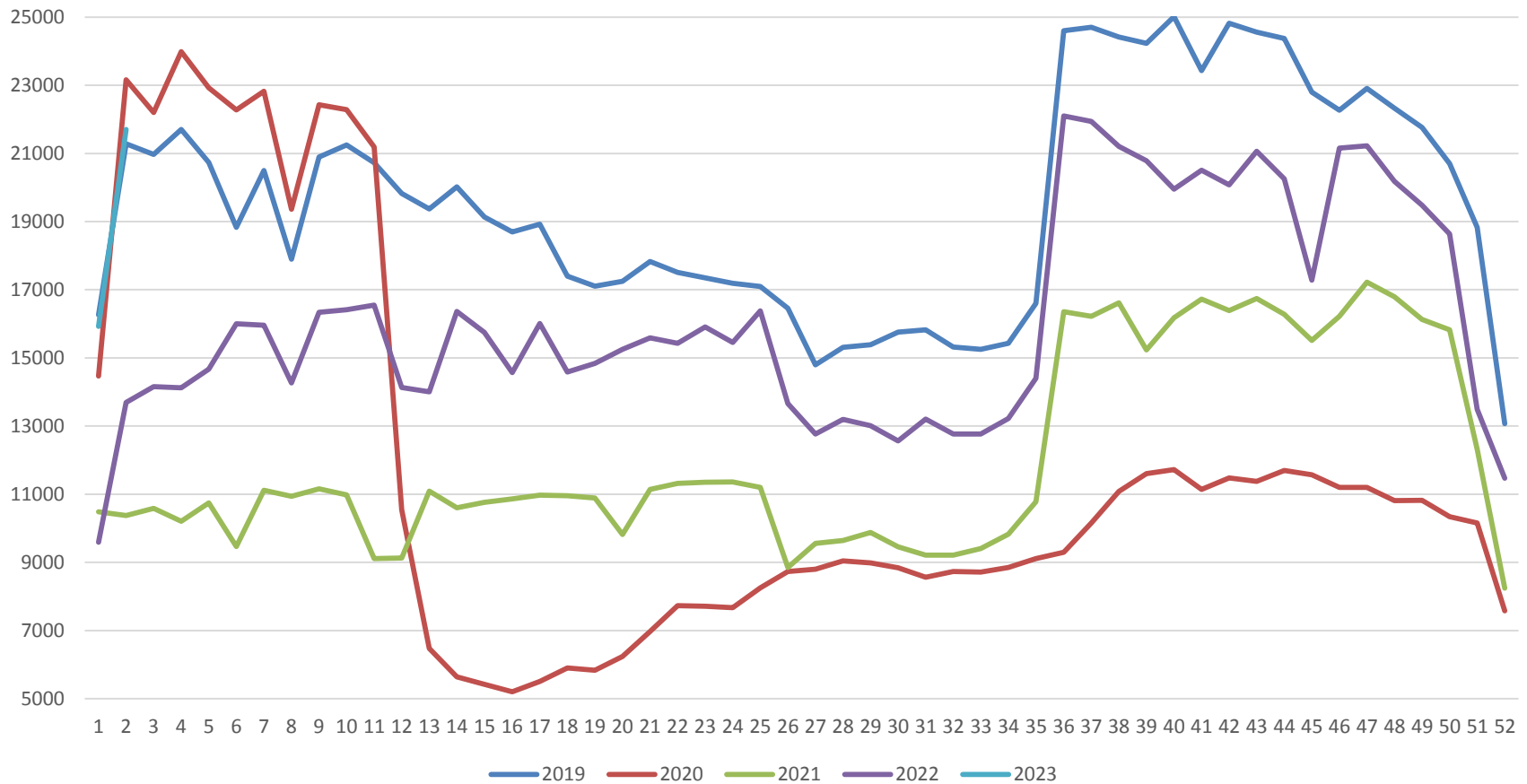
- **Local Cost Sharing** – determined by the total percentage of service hours delivered in each local government jurisdiction.
- **Local Revenue Sharing** – split by total percentage of ridership (75%) and service hours (25%) in each local government jurisdiction.
- **Change Mgmt.** – service changes requested by each LGP to BCT, revenue and cost %'s adjusted accordingly.



Impacts of COVID-19: Ridership in BC



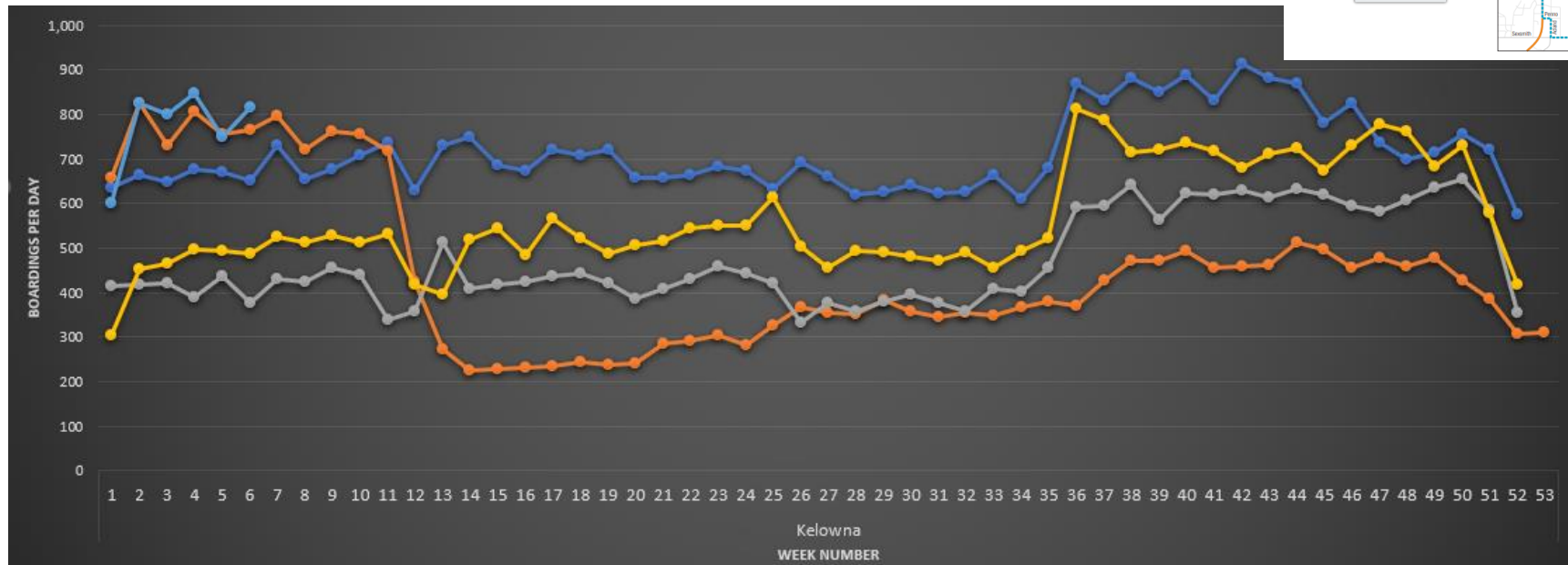
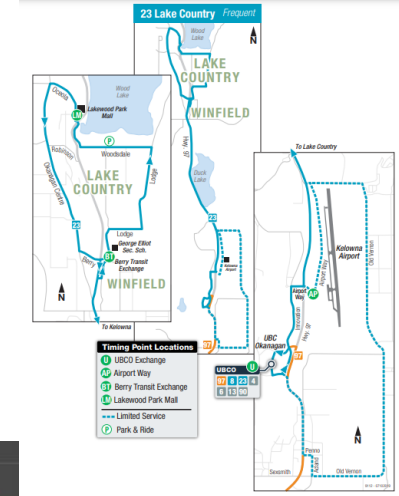
Impacts of COVID-19: Ridership in the Kelowna Regional Transit System



RDCO Transit

Conventional (Fixed-Route) Transit:

- Route 23 Lake Country



Sum of Boardings Per Day 2019 Sum of Boardings Per Day 2020 Sum of Boardings Per Day 2021 Sum of Boardings Per Day 2022 Sum of Boardings Per Day 2023

Electronic Fare Collection System (Umo)

- Introduce new contactless ways to pay
- Improve planning and decision making by utilizing additional data sources
- Increased customer convenience
- System design and integration underway
- Anticipated implementation late summer 2023
- Minor changes to existing fare policies will be required



Operations and Maintenance Facilities Project



Presentation Overview

Presentation Objectives:

- Provide an update on Transit Operations & Maintenance Facility Planning and seek support to advance projects for a Federal Funding Application

Presentation Overview:

- Context
- Project Development Process
- Transit Facility Master Plan
- Funding
- Next Steps



Strategic Plans to Support Community Growth

- **Official Community Plan**

Transit is a preferred mode with supportive transit policies

- **Community Climate Action Plan-**

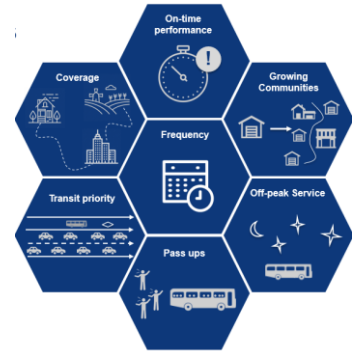
Increased ridership & transit mode share, decarbonizing of transportation

- **Transit Future Action Plan –**

Transit strategy to support the communities future land use and transportation plans

- **Low Carbon Fleet Program -**

Transitioning of fleet to zero emission electric propulsion



Context - Hardy Transit Operating Centre

- Located at 1494 Hardy Street
- Property leased from the City
- 1998 designed for 70 buses
- Site is 3.06 HA Or 7.6 Acres
- Building
 - » Maintenance Area 740 sq.m.
 - » Admin/Ops Area 440 sq.m.
 - » Fuel Isle 165 sq.m.
 - » Bus Wash 165 sq.m.
- Today 109 buses
 - » 74 HD/MD
 - » 35 LD
 - » 10 Non Revenue Vehicles
- 6 maintenance bays (1 bay is used for stores)



Red hatched area is future right of way for a road.

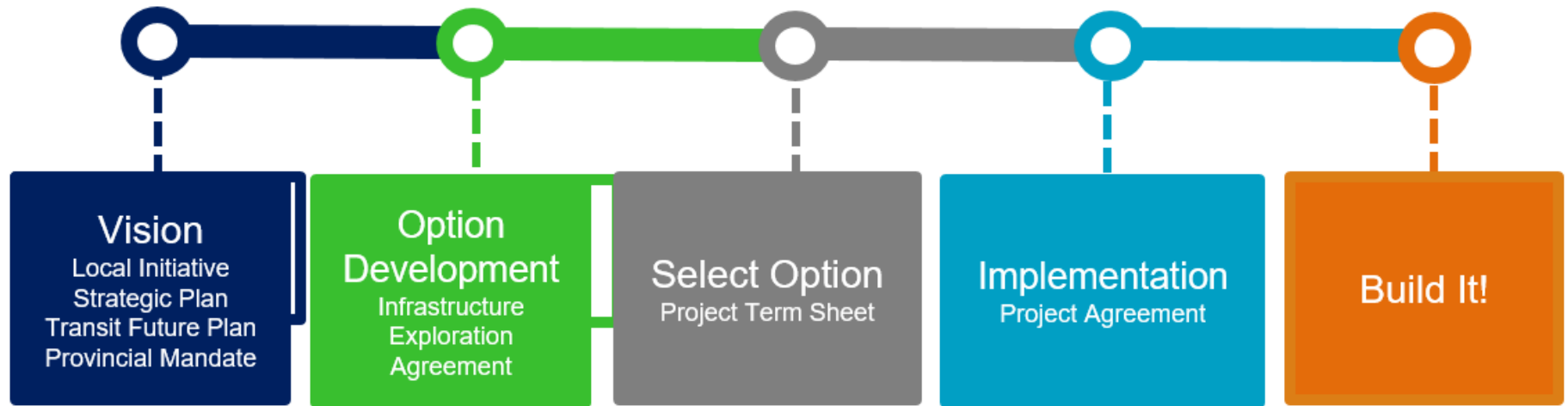
The site is owned by the City of Kelowna and is under a long-term lease arrangement with BC Transit.

ICIP (Investing in Canada Infrastructure Program) Overview

- ICIP Funding secured by the Province of B.C. in the deadline to submit applications is March 31, 2023
- Provides multiple years of funding for eligible transit related projects
- Projects are approved on an application basis
 - Cost sharing for infrastructure projects:
 - 20% local government(s)
 - 40% Federal government
 - 40% Province of B.C.
- Cost sharing for Property and Pre-Project Planning activities:
 - Traditionally funded (53.69% / 46.31%)



Project Development Process



The advancement of projects require:

- Coordinated project planning with local governments and the Province to advance design concepts, cost estimates, cost sharing
- Project approvals at the local government level
- Prepare business cases and applications for funding
- Project planning typically takes 3-7 year depending on the project scope



Operations and Maintenance Facilities Master Plan

The Plan

- Battery electric bus and transit service expansion
- Functional planning for future needs
- Assessment of potential sites
- Improvements to modernize the existing operations centre at Hardy to support bus expansion
- Recommendations to advance expanded operations centres to support long-term growth



Master Plan Scenarios

25-year Scenarios were developed and assessed that included combinations of the following

- The Hardy Transit Centre,
- A new HandyDART Centre (Crowley),
- A new Conventional Operating Centre (Hollywood)

Option to be advanced:

- Retain the Hardy Transit Centre (up to 130 buses) until a new facility is ready AND
- Construct a new facility at Hollywood Road
 - Advancement of two design options for either 150 bus or 230 bus facility based on the Stantec Kelowna Facility Master Plan concepts



Project Planning & Advancement

Agreement to pursue federal and provincial funding for the investments in the Hardy Site and construction of a new transit facility at Hollywood Road

- **Hardy Transit Centre** –An ICIP application to refurbish the existing Transit Centre \$8.75M
- **Hollywood Project** – Planning and Design \$4M budget to resource and advance planning for a new facility to secure future federal funding, activities include
 - » Rezoning/subdivision, site investigations
 - » Project design, engagement (general public & indigenous) and business case preparation



Scenario for Planning & Design - Hollywood

A Transit Operating Facility to support battery electric bus at the Hollywood Rd site for up to 230 buses

- An administrative, operations and maintenance building, including maintenance bays, requisite equipment and bus parking;
- Built to accommodate a fully battery electric bus fleet including battery charging and temporary diesel fueling infrastructure;
- Inventory storage space, including shipping and receiving facilities;
- Automated drive through bus wash;
- Mixed-use parking;
- Hollywood Road from John Hindle Drive to termination point as required at subdivision;
- Related ancillary infrastructure (e.g. utilities, curb painting landscaping, irrigation)



ICIP Application Process

ICIP applications and business cases are needed by March 31st 2023

- Pre-implementation activities are underway
- Business cases currently being developed
- Internal BC Transit approval February 15th
- Letters of support required from 6 local government partners
- First Nations Notifications



Future Stages – Securing Funding & Project Consultations

BC Transit led planning studies/projects for similar projects in other communities have included:

- Approval of a Project Agreement by funding parties
- Technical advisory committees
- Presentations to Council/Boards within the jurisdiction of the project
- Engagement with First Nations as appropriate
- Active projects include meetings with local stakeholders
- May include the formation of local advisory committees



Funding Options

- Federal funding opportunity to reduce local government share of planning and construction costs to 20%
- Local government share of the cost of capital projects could be funded through a lease fee as part of the annual operating agreement.
- Lease fees start at the in-service date of the project.
- If the project does not proceed costs will be recovered in the annual operating agreement



Property costs are not ICIP eligible and are cost shared at traditional funding rate



Funding - Current Cost Share (based on service hours)

	2023 KELOWNA SPLITS (ACTUALS)		
	Conventional	Community Bus	Blended Split
Kelowna	82.59%	42.06%	75.67%
West Kelowna	9.69%	32.64%	13.61%
WFN	1.94%	15.50%	4.25%
Lake Country	5.59%	5.41%	5.56%
RDCO	0.20%	0.00%	0.16%
Peachland	0.00%	4.39%	0.75%
Total	100%	100%	100%



Local Government Capital Lease Fees Estimations

Total Project Cost	Lease Fee Traditional	Lease Fee Federal Funding	Asset Life
	RTS	RTS	
\$10 million	\$1,100,000	\$260,000	10 Years
\$50 million	\$1,735,000	\$650,000	30 Years
\$100 million	\$3,467,000	\$1,300,000	30 Years

*RTS = Regional Transit Systems



Next Steps

- Complete Preliminary Local Government Engagement on the Facility Projects
- Complete business cases and prepare plans to submit applications for Provincial and Federal Government funding
- If funding applications are successful
 - » Hardy Transit Centre – Development of a Project Agreement
 - » New Hollywood Transit Centre – Begin Planning and Design Project



Action Item

- BC Transit requests a letter of support from Local Government Partners for the two ICIP applications
 - » To advance the refurbishment of the Hardy Transit Centre
 - » The pre-implementation planning necessary to further develop designs and cost estimates for a new Transit O&M Facility at Hollywood Road



Questions?



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