



Kelowna Regional Transit System

District of Lake Country Council

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Presentation Topics

- ❑ BC Transit Overview
 - ❑ System Performance
- ❑ Electronic Fare Collection System (Umo)
- ❑ Operations and Maintenance Facilities Project



BC Transit Overview

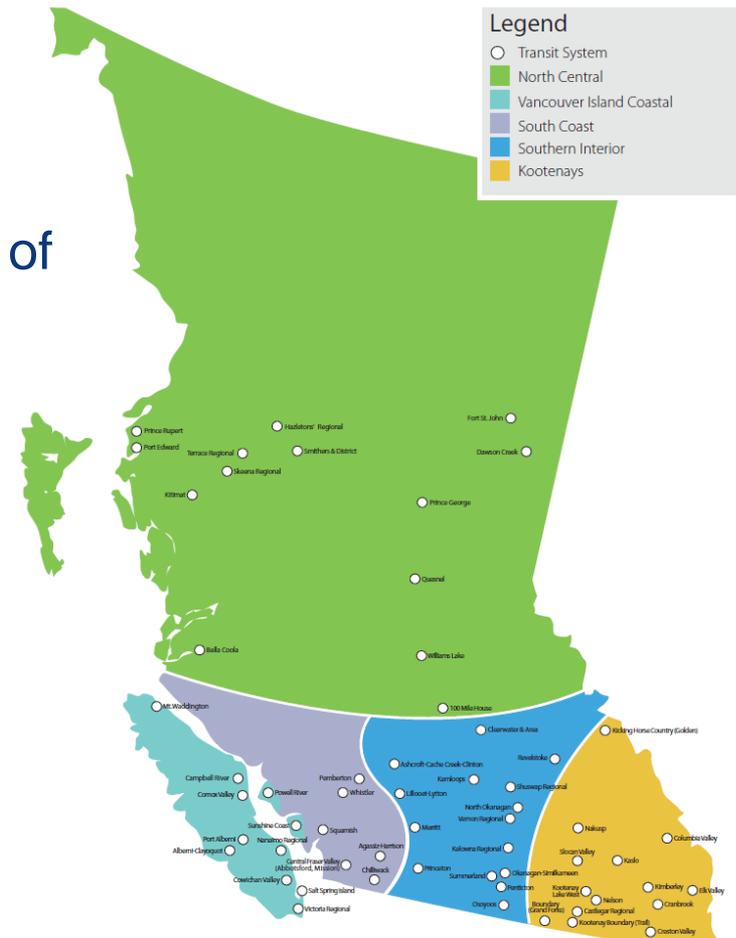


Who is BC Transit?

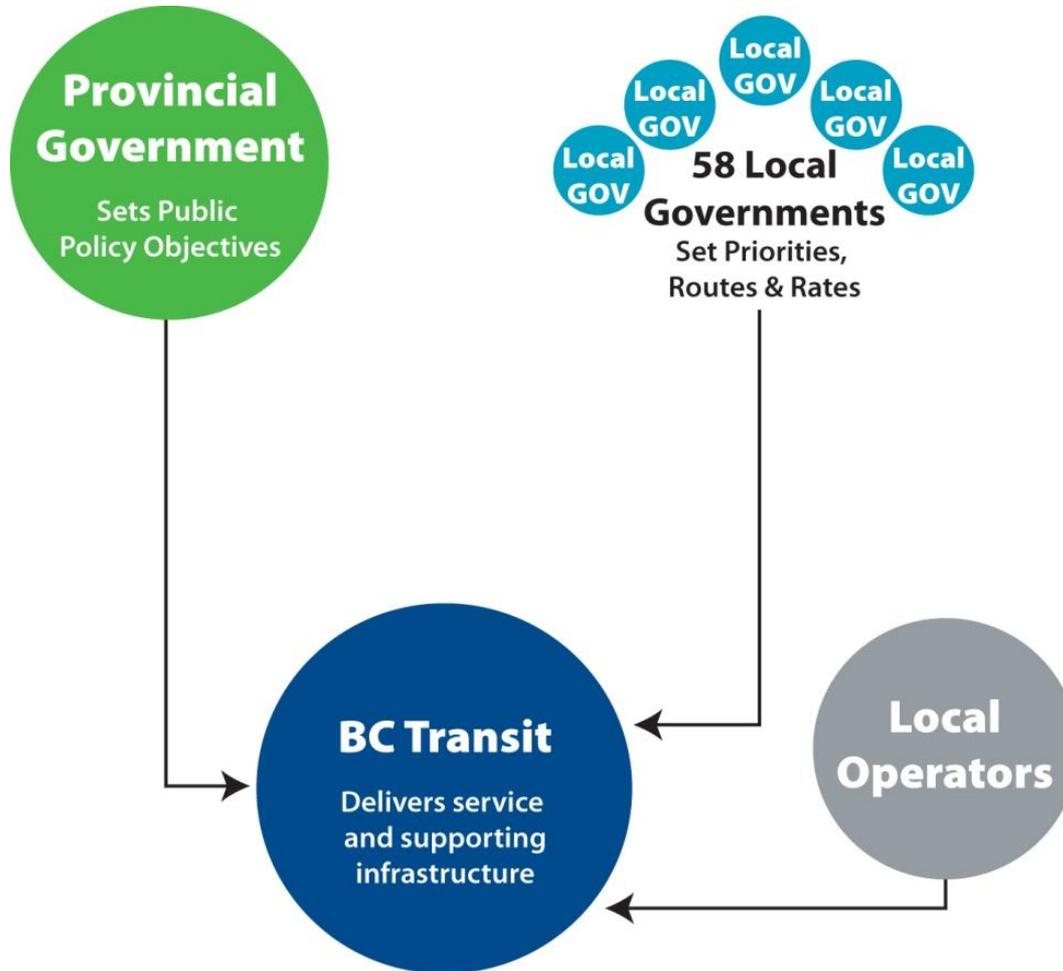
- Provincial authority responsible for the planning, funding and operation of all transit throughout the Province outside of Metro Vancouver
 - » 51+ million passenger trips
 - » 1,100 buses in a range of sizes
 - » 42 million rides in 22/23 (budgeted)
 - » 130 Communities, 88 transit systems

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**

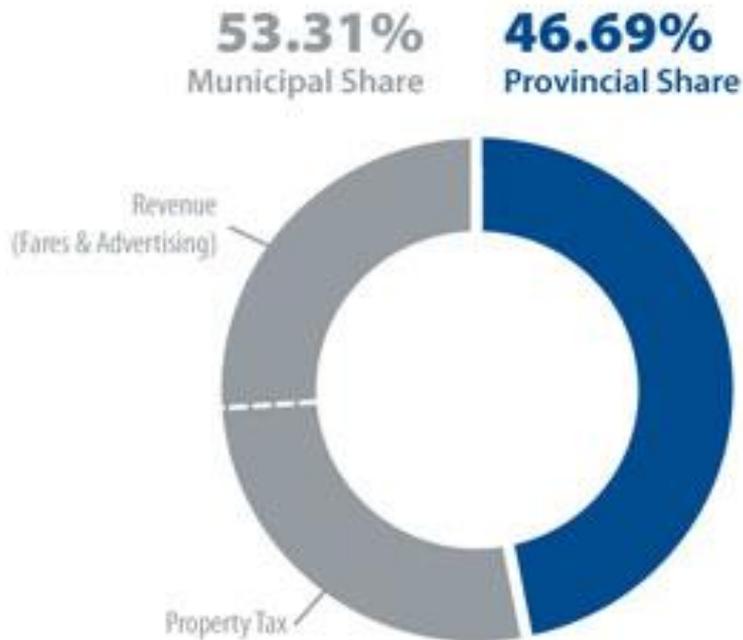
Local Operating Company

- **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.)

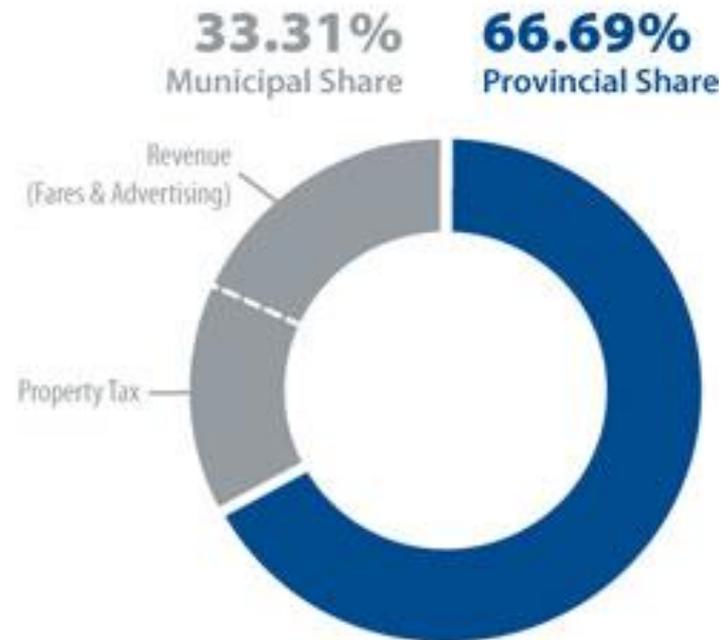


Shared Services Model

Regional Transit System – Legislated Funding Formula



Conventional Transit



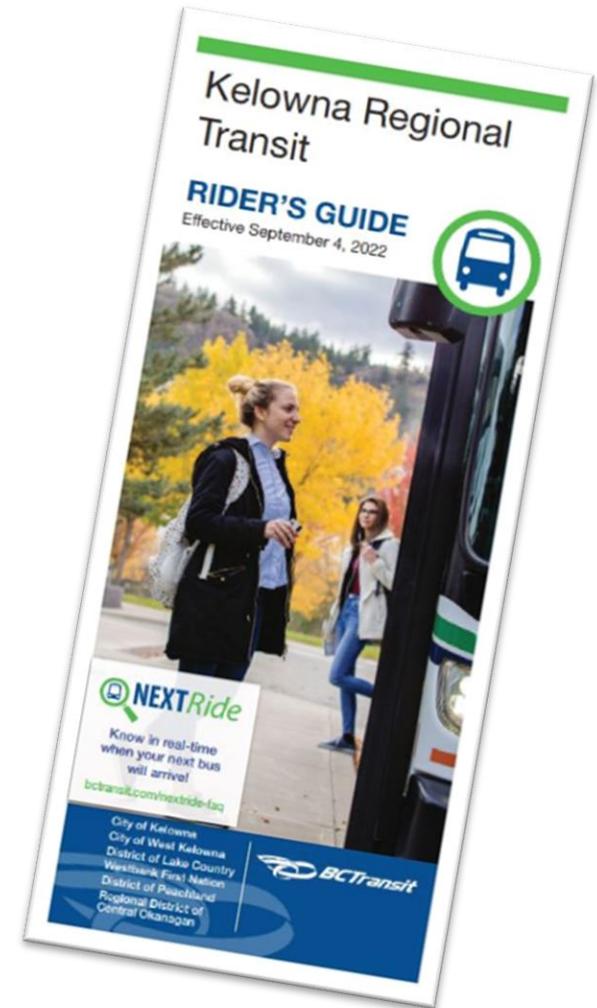
Custom Transit (handyDART)

- 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

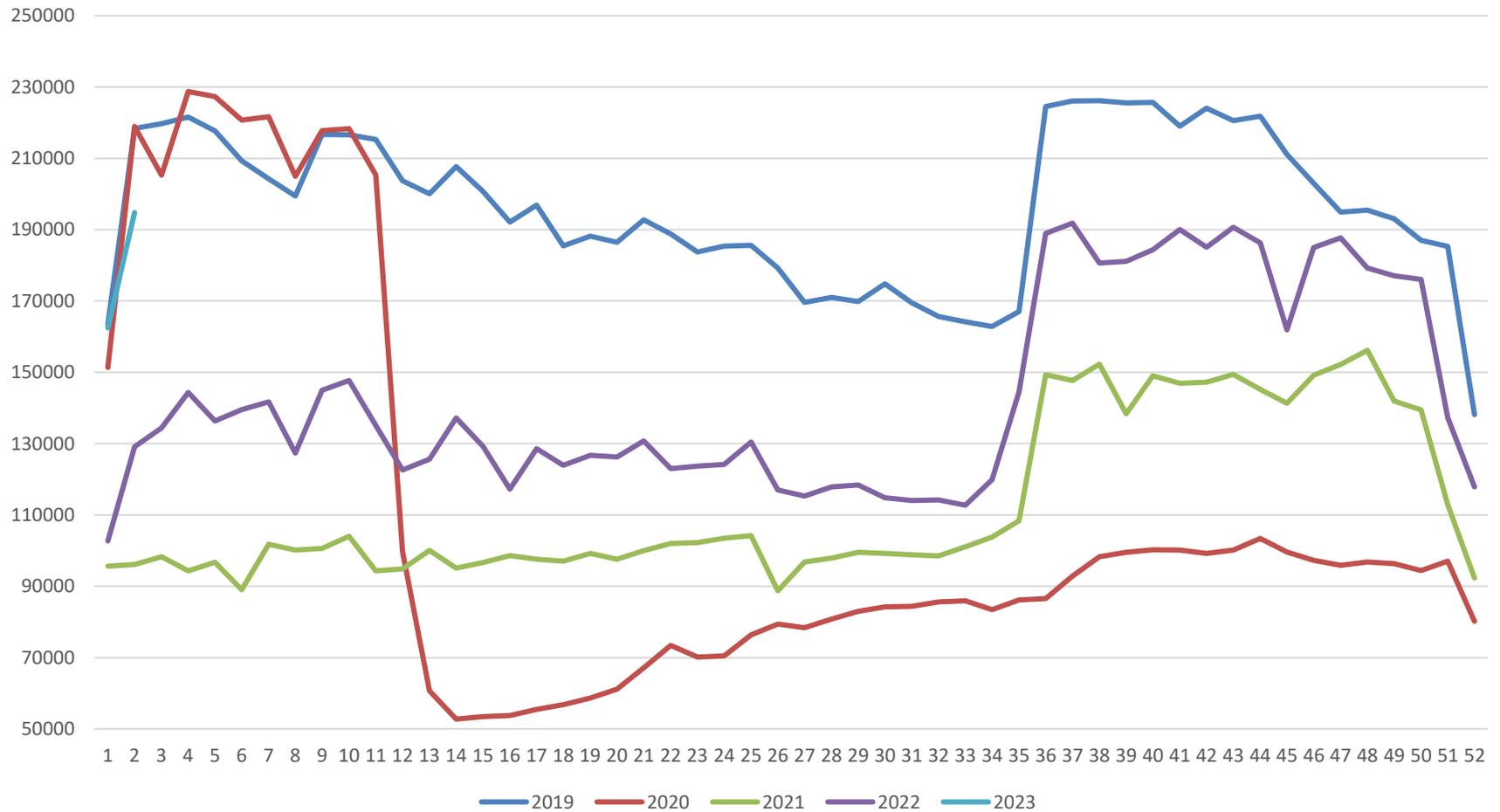


Kelowna Regional Transit Governance Structure

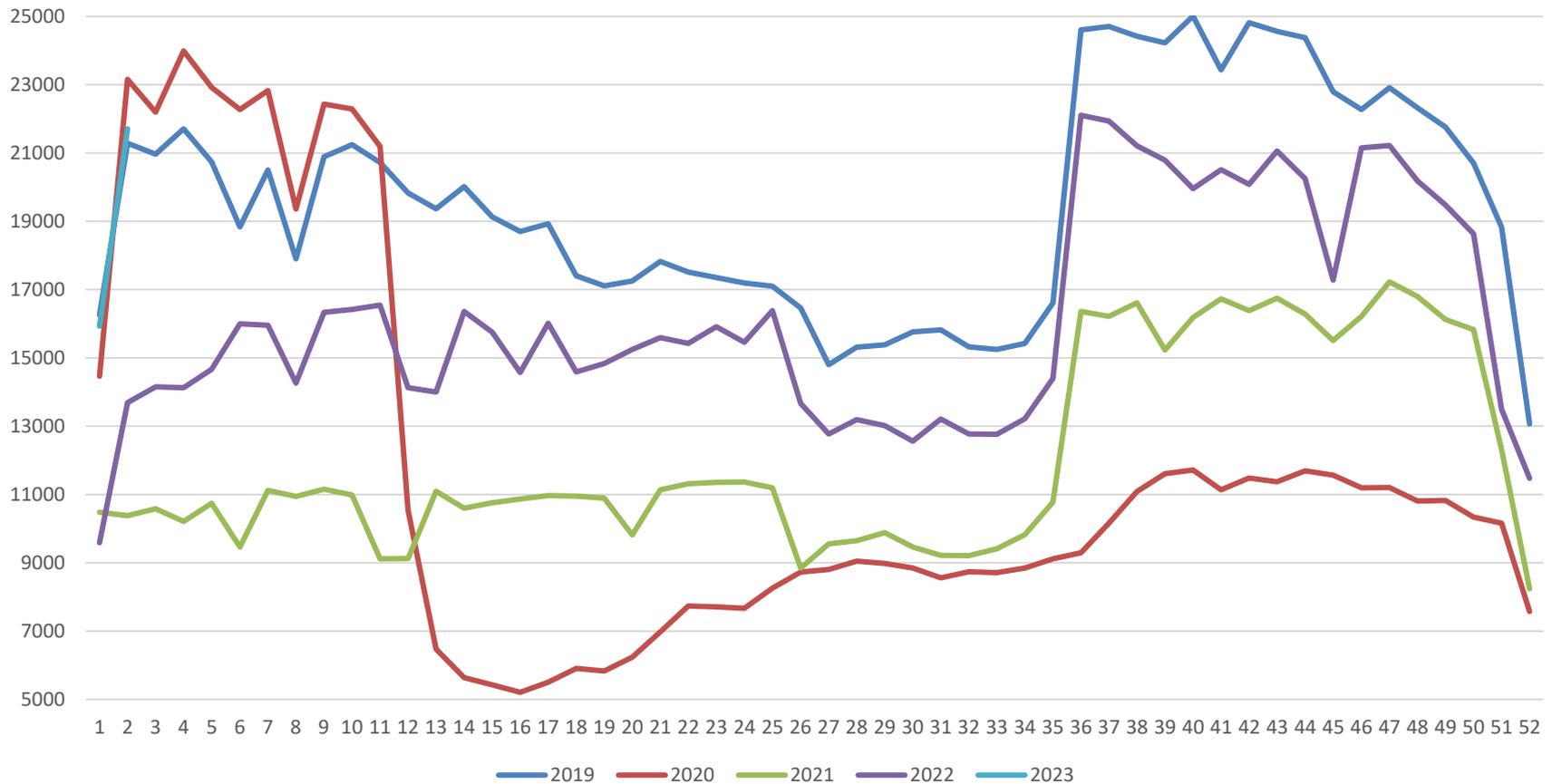
- **Local Cost Sharing** – determined by the total percentage of service hours delivered in each local government jurisdiction.
- **Local Revenue Sharing** – split by total percentage of ridership (75%) and service hours (25%) in each local government jurisdiction.
- **Change Mgmt.** – service changes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



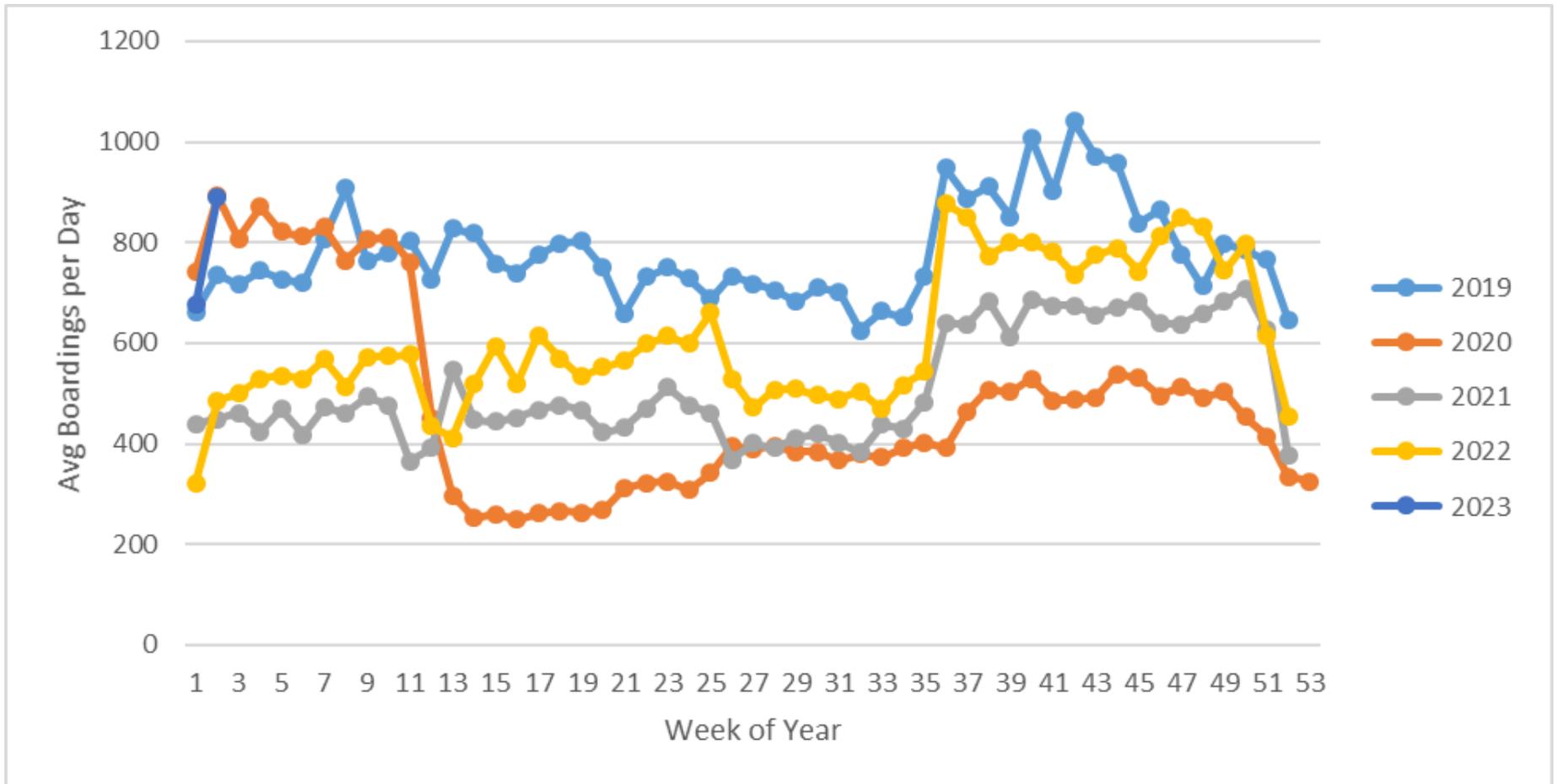
Impacts of COVID-19: Ridership in BC



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

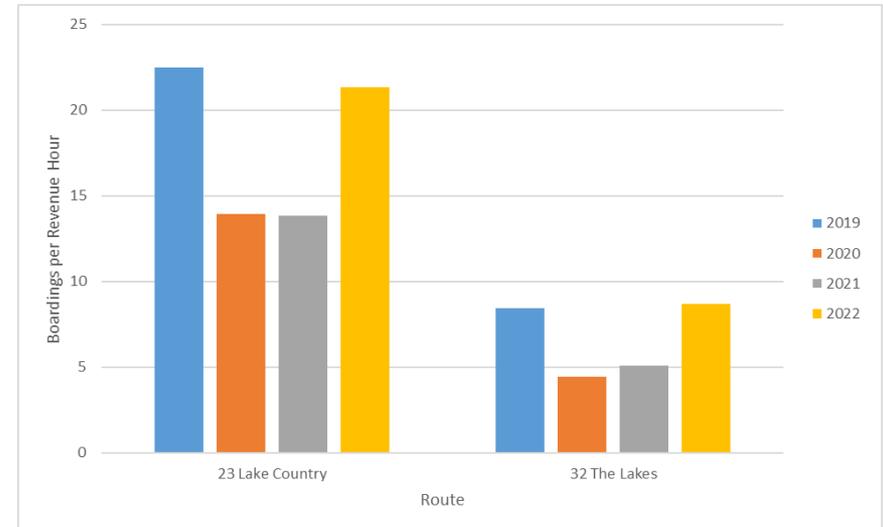
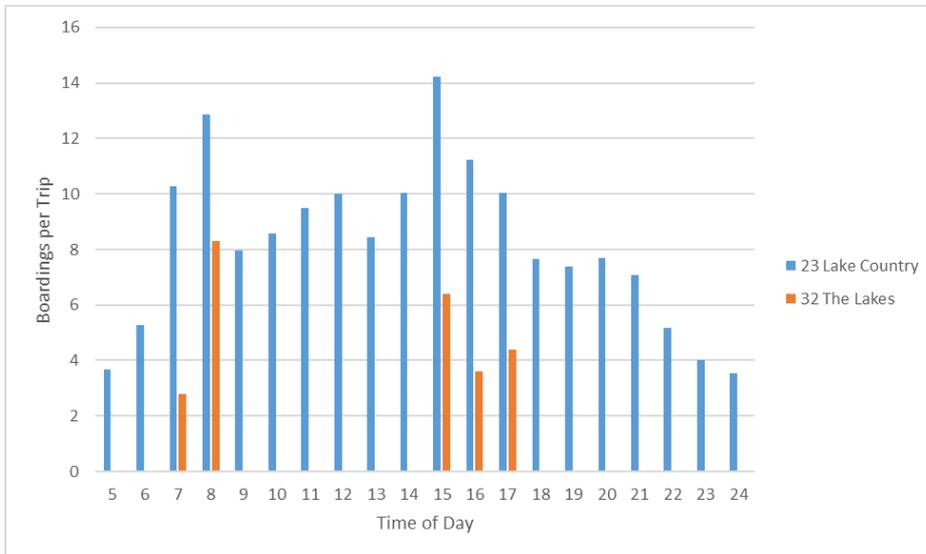


Impacts of COVID-19: Ridership in Lake Country



Ridership in Lake Country

- Boardings per Revenue hour are still below Transit Service Guidelines, but recovering to pre-pandemic levels



- Busy times are still around 7am to 8am, and 3pm to 5pm



Kelowna Regional Conventional and Community – 2021/22 Performance

	Passenger Trips	Total Revenue	Revenue Per Trip
2019-20	5,939,000	\$7,646,000	\$1.24
2020-21	2,642,000	\$4,153,000	\$1.47
2021-22	4,585,810	\$6,546,588	\$1.43



Kelowna Regional Conventional and Community – 2021/22 Performance

	Passengers per Hour	Operating Cost per passenger	Operating Cost Recovery
2019-20 Performance	34.12	\$3.13	41.08%
2020-21 Performance	16.51	\$7.17	21.93%
2021-22 Performance	22.85	\$5.22	27.34%



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
 - » 30-day pass replacing monthly pass and modified transfer policy



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



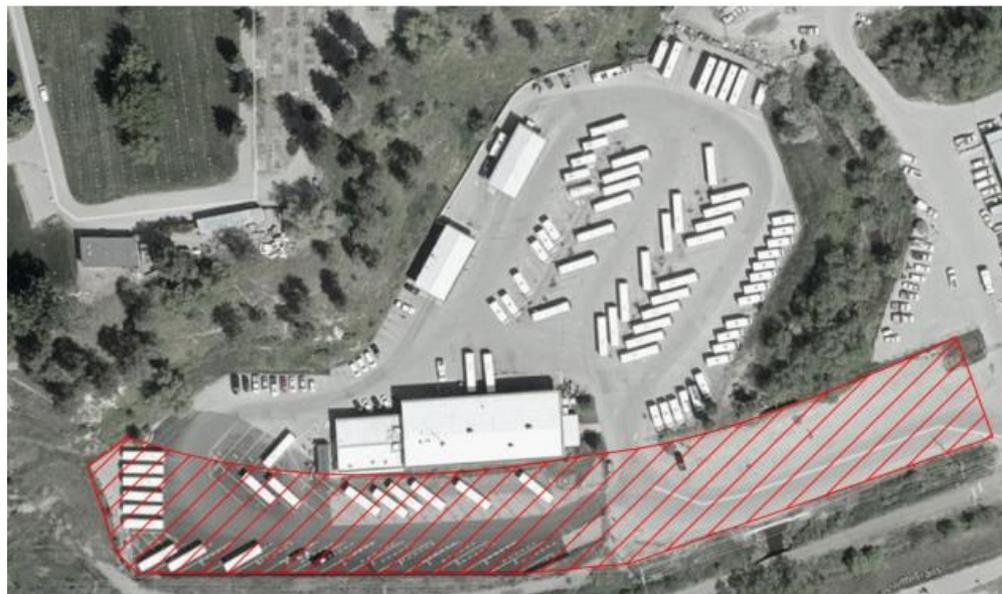
Strategic Plans to Support Community Growth

- **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.

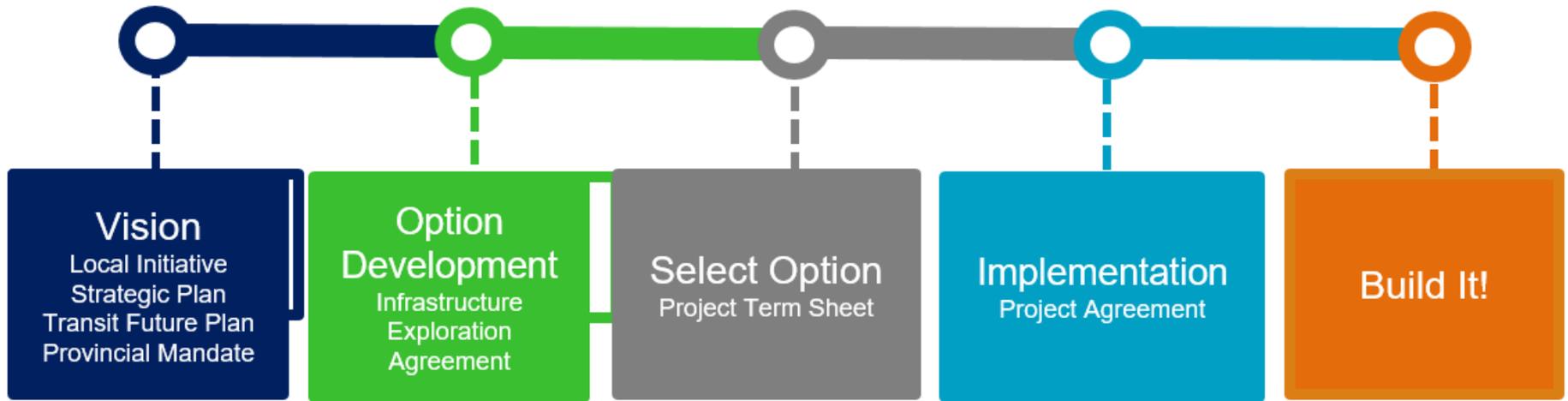


ICIP (Investing in Canada Infrastructure Program) Overview

- 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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