



Sunshine Coast Transit Service

SCRD Committee of the Whole
June 8, 2023

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Transit Service Update and Expansion Priorities Discussion

Agenda

- Overview of SCR D & BC Transit Services Partnership
- Ridership Update
- Current Transit Initiatives
- Transit Improvement Program – Expansion Priorities discussion



BC Transit Shared Services Model



Roles and Responsibilities

BC Transit

- Allocates Provincial operating funding
- Plans transit systems to achieve local & provincial objectives
- Arranges for the operation of transit systems by contract or partnership
- Determines the fleet & facilities requirements of local transit plans
- Develops and manages capital budget and asset acquisition
- Provides financial and accounting services
- Provides contract management and overall operator / operations oversight
- Marketing, (media & public) relations and strategic branding
- Environmental Management Services
- Training, Safety & Security



Roles and Responsibilities

Local Government

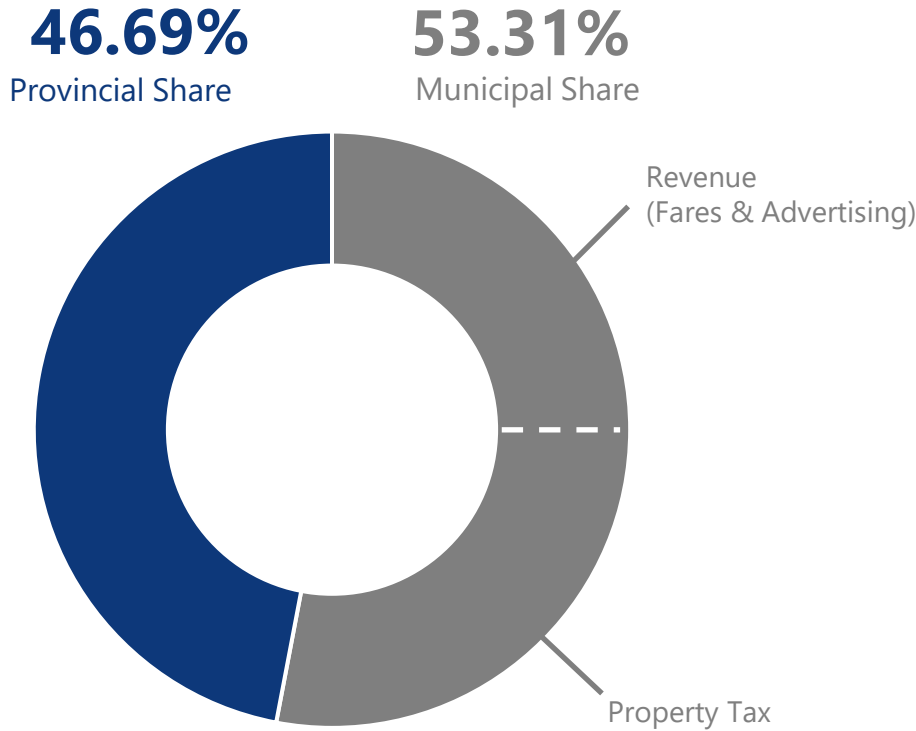
- Approves OCP, transit vision, expectations and policies
- Sets fares and manages the sale of fare products
- Approves transit related agreements and budgets
- Determines service priorities
- Sets routes and service levels
- Sets local funding
- Transit service consultation
- Establishes and maintains bus stops
- Manages the local roadway system

Operating Company

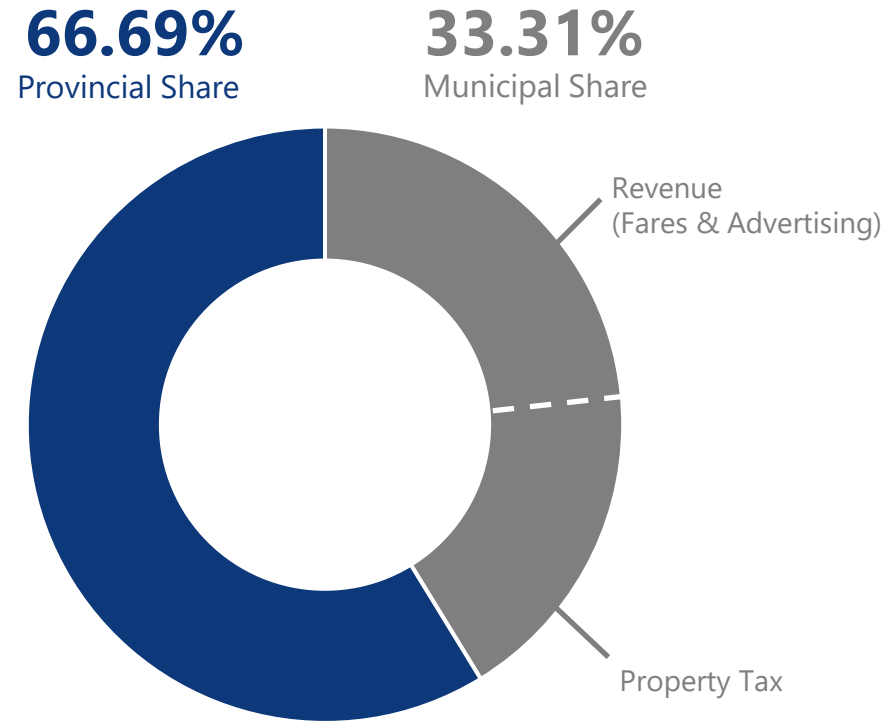
- Delivers specified transit services as directed by BC Transit
- Provides customer service (lost and found, transit phone line)
- Hires and trains drivers, mechanics and other staff and manages labour relations
- Collects passenger revenue
- Serve the needs of customers



BC Transit Shared Services Model



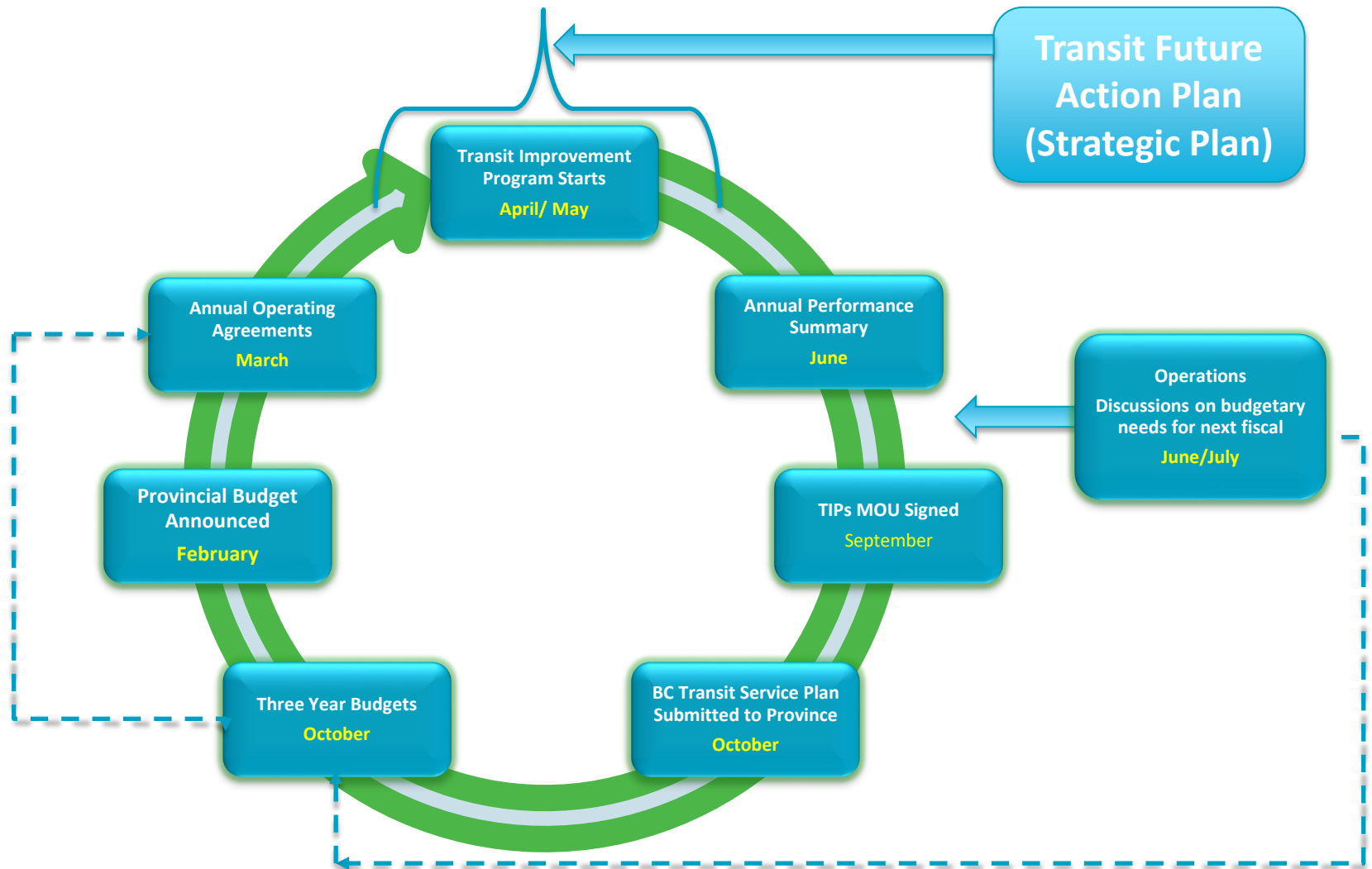
Conventional Transit



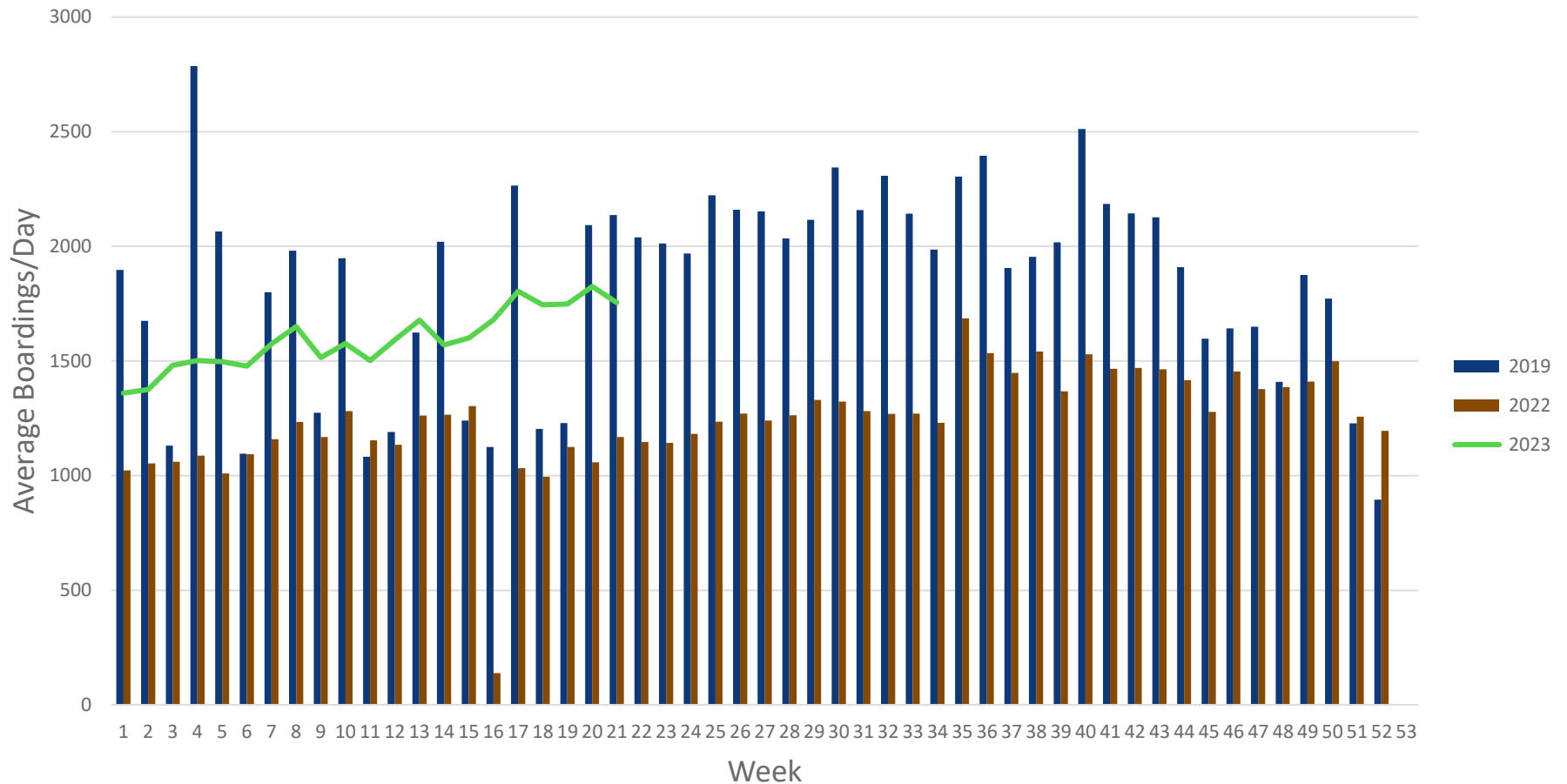
Custom Transit (handyDART)

Local Government retains 100% of revenue to offset local costs

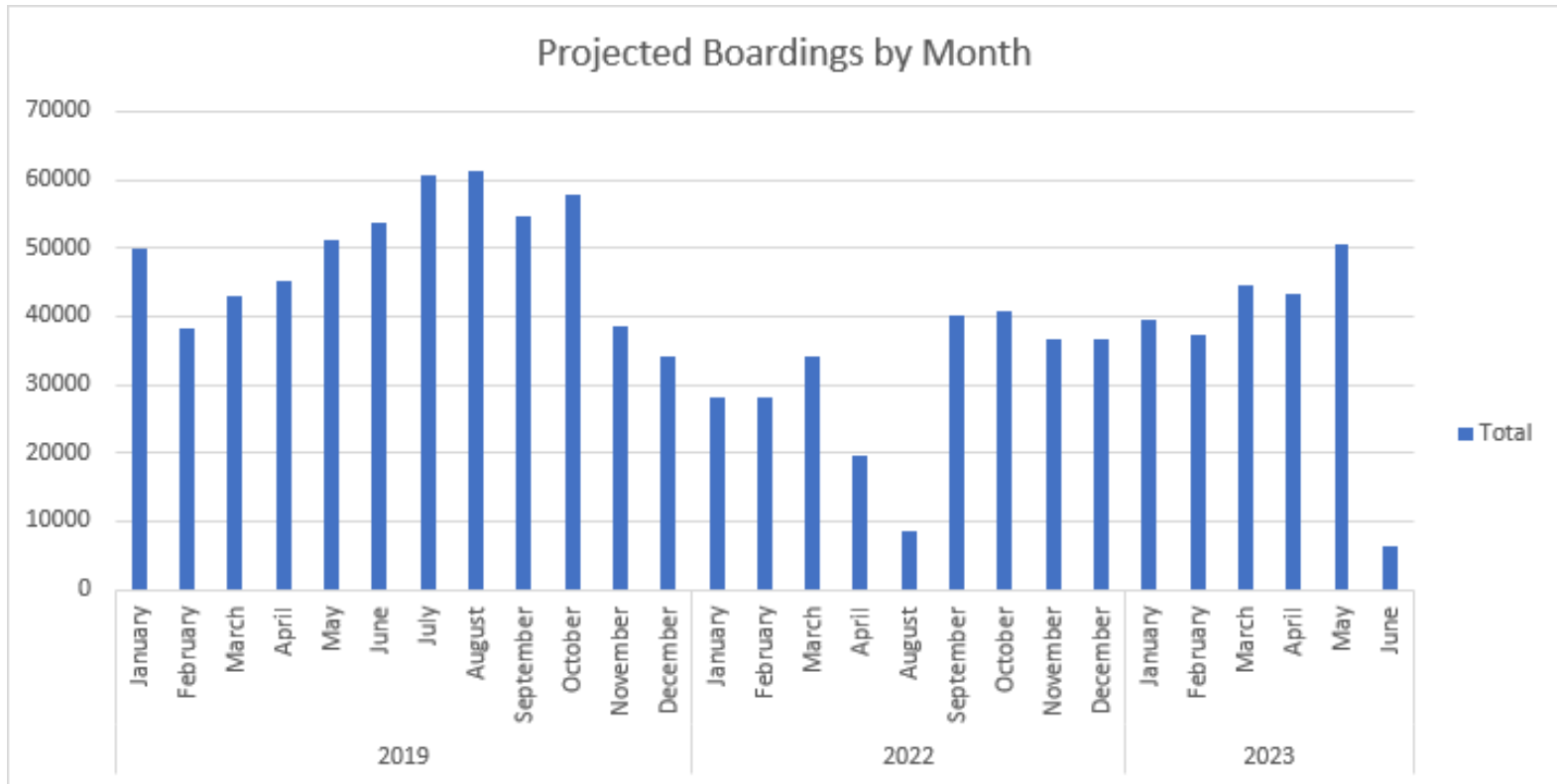
BC Transit Annual Partner Communication



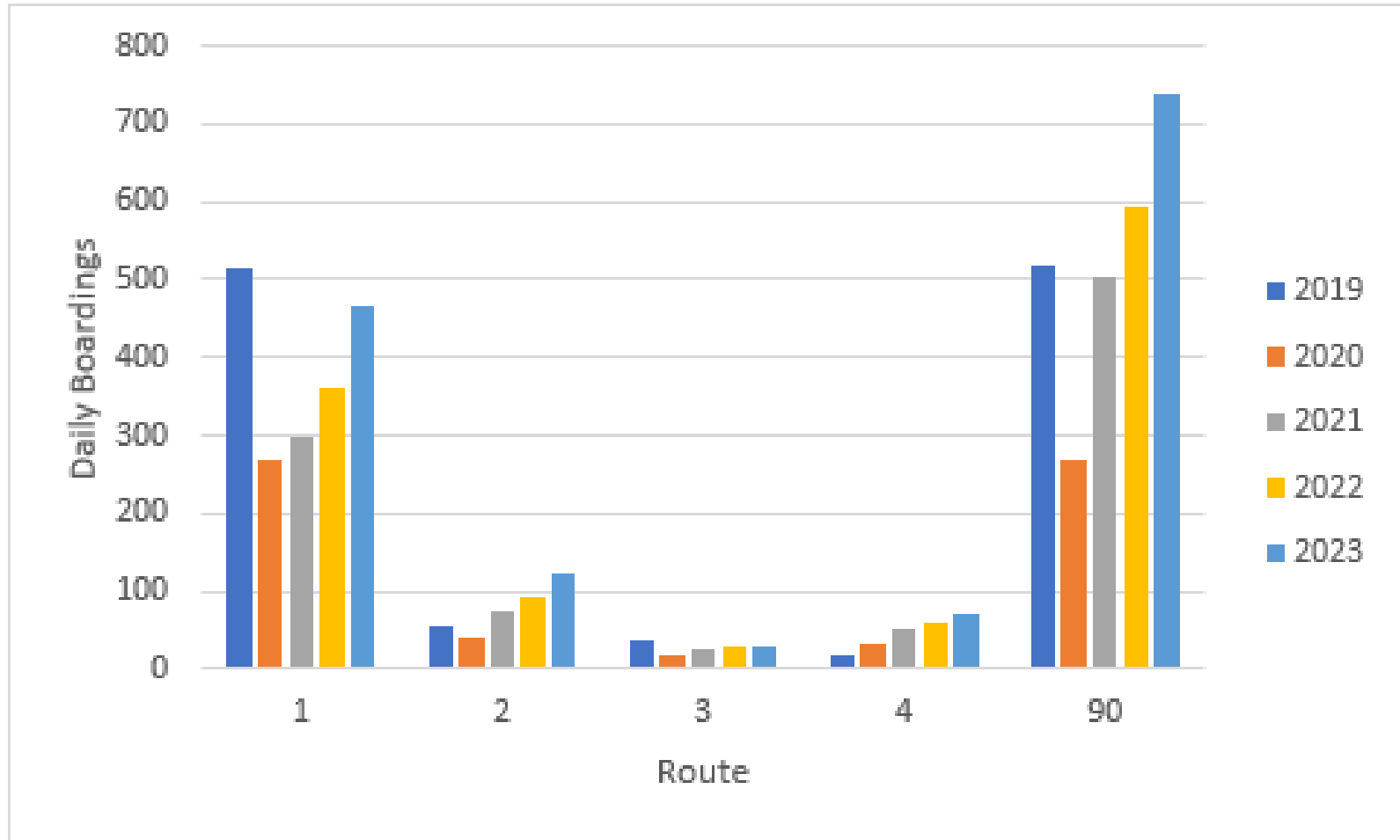
Ridership Recovery: 2023 vs 2019 and 2023 vs 2022 - 1



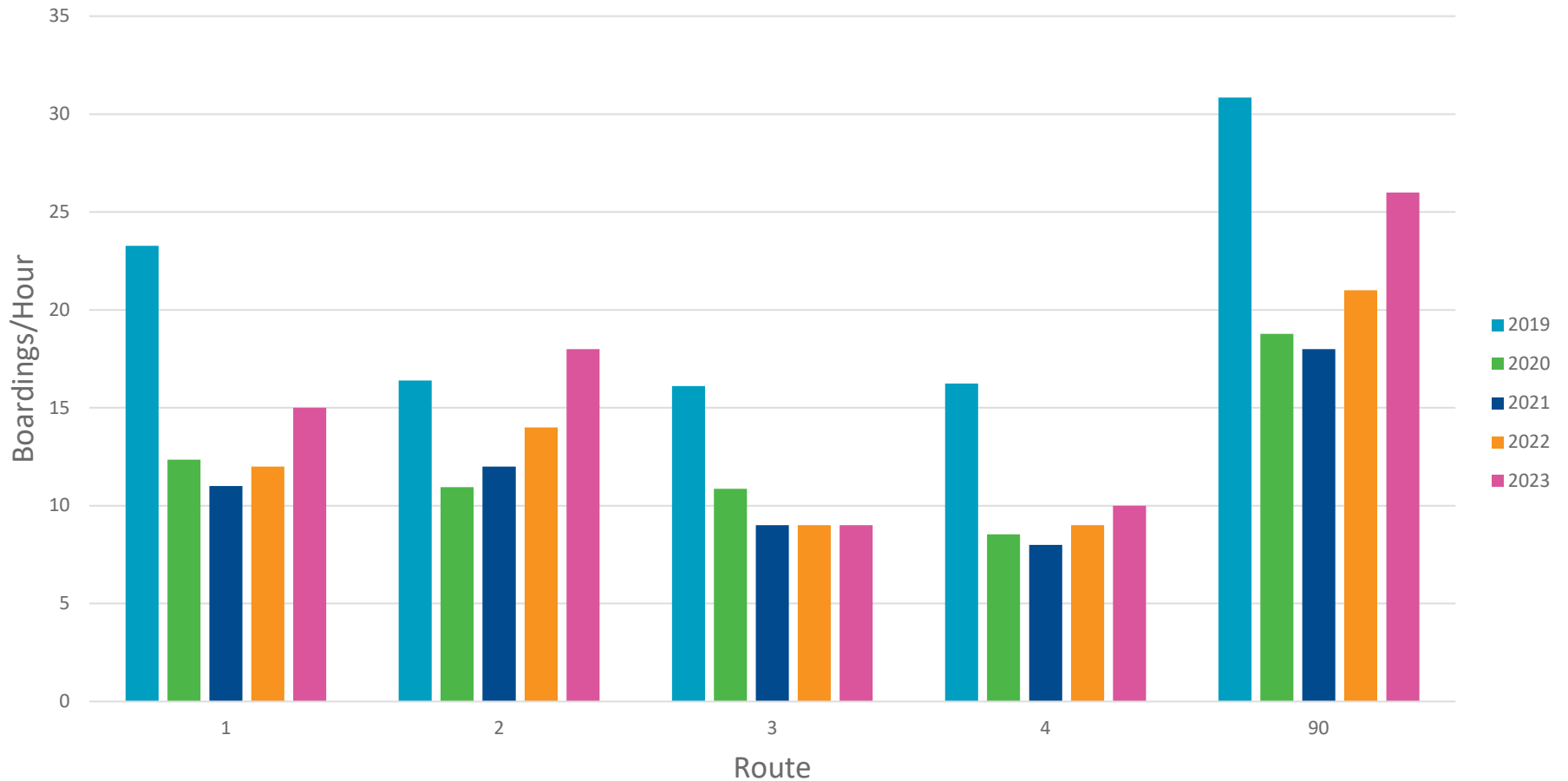
Ridership Recovery 2023 vs 2019 and 2023 vs 2022 - 2



Ridership by Route

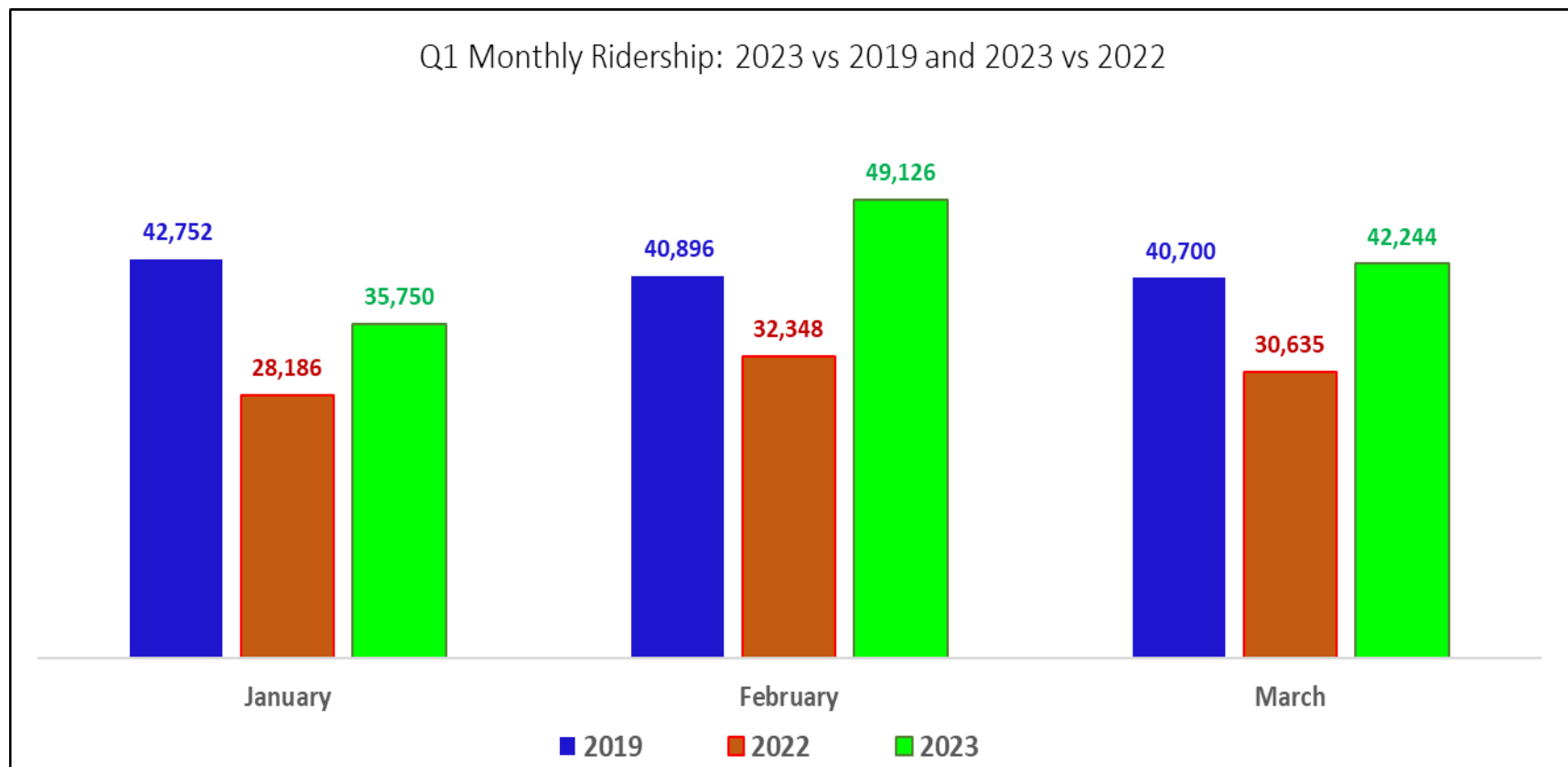


Route Performance - Productivity



Ridership Recovery: 2023 vs 2019 and 2023 vs 2022 - 2

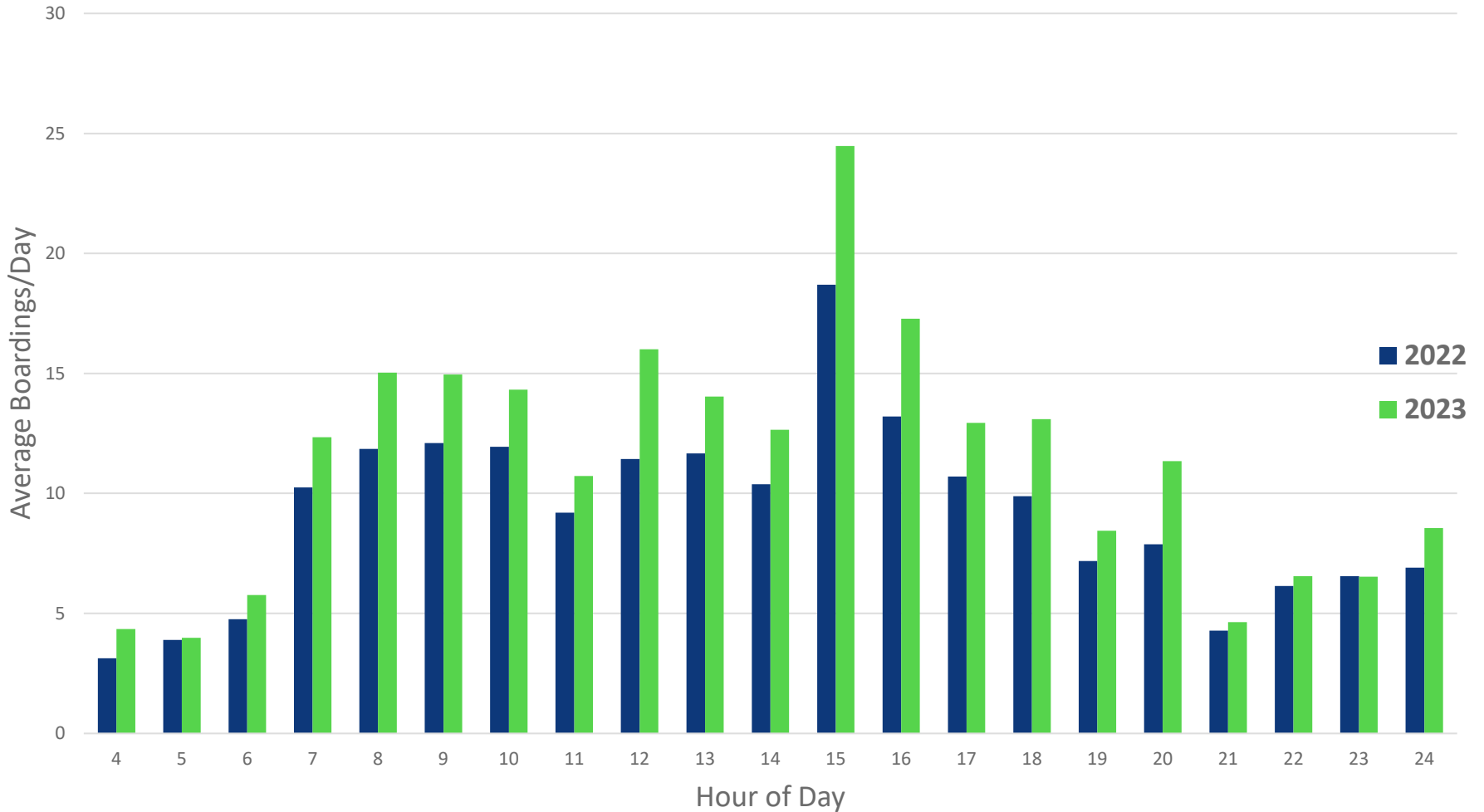
Q1 Ridership			Ridership Increase	
2019	2022	2023	2019 vs 2023	2022 vs 2023
124,348	91,169	127,120	↑ 2.2%	↑ 39.4%



*BC Transit Revenue Ridership Data

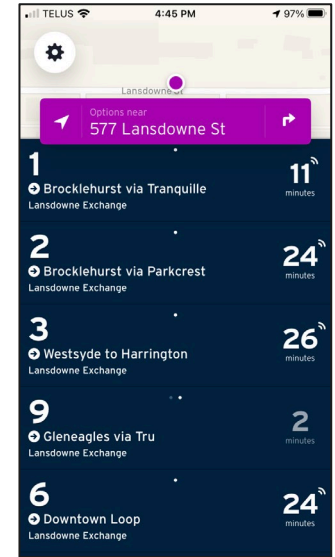
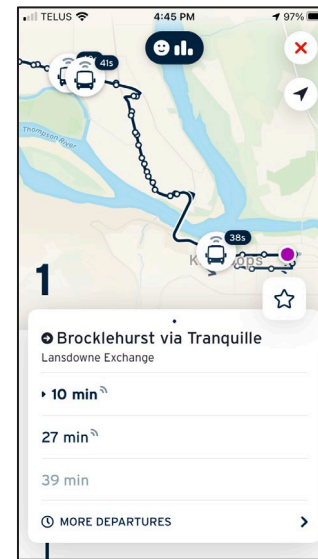


Temporal Performance: 2022 vs 2023



NextRide

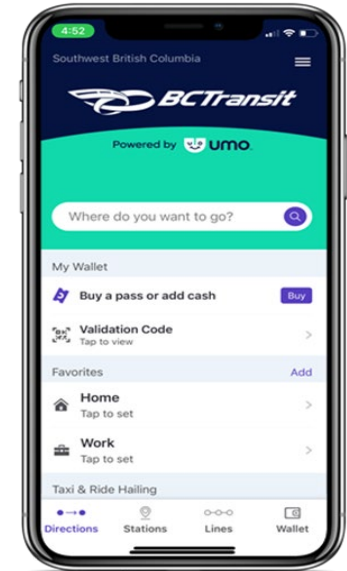
- NextRide uses automatic vehicle location technology to allow customers to see real time bus locations and anticipated arrival times
- Visual displays and audio announcements provide information for the visual and hearing impaired
- Trip Planning function & Notifications
- Data, On time performance, bus stop hot mapping all help to improve performance and planning
- Data used for SCRD quarterly reports



Electronic Fare Collection - UMO

● Project Details

- BC Transit's new fare collection technology
- Replaces end of life older system and designed to meet the expectation of today's riders with more fare payment options:
 - mobile app and reloadable fare card
 - onboard fare validator
 - future ability to pay with debit and credit card tap
- Translink integration being explored
- SCRD roll out in the fall of 2023 after engagement and education in the area



Low Carbon Fleet Program

Program was announced in 2019 based on:



Provincial carbon emission reductions targets:

- 16% by 2025
- 40% by 2030
- 60% by 2040
- 80% by 2050



BC Transit has committed to transition to an electric fleet by 2040

Managing the Transition to Electric

- **Phase 1 (Present to 2025/26)**

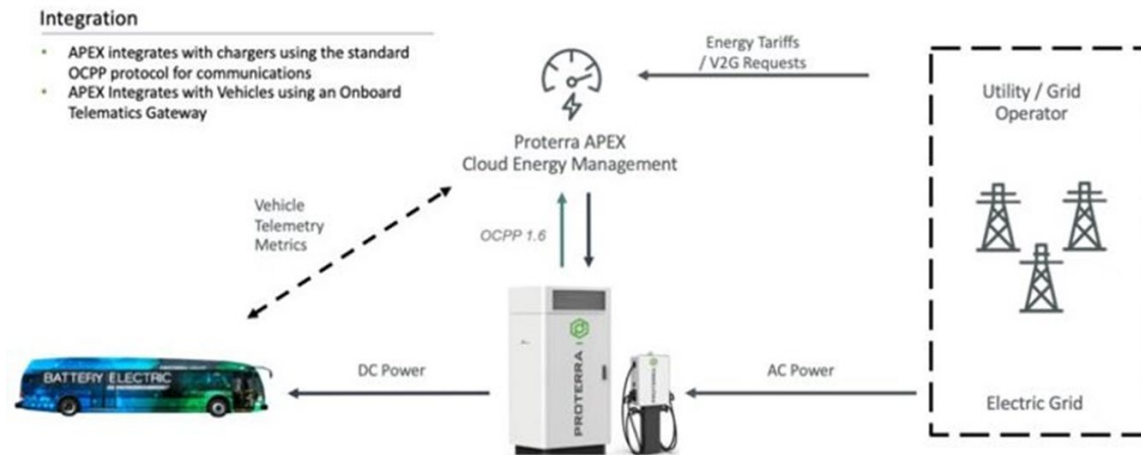
- Renewable fuels will support the near-term greenhouse gas reductions, as the transition to electric buses begins in parallel
- Ten heavy duty battery electric buses will deploy out of the Victoria Transit Centre (VTC) starting late summer 2023
- Pilot deployments of other fleet types targeted for 2025/26



Managing the Transition to Electric

- **Phase 2 (2026/27 and beyond)**

- Currently in the planning stages for years 2026/27 onwards
- Increases complexity of operations that rely on daytime charging, layover charging at exchanges, depot management, and third-party locations
- Requires electrification of other fleet types beyond pilots and corresponding maturity of industry options
- Requires more sophisticated software systems to support electric bus operations (charging, yard management, scheduling/dispatch, etc)



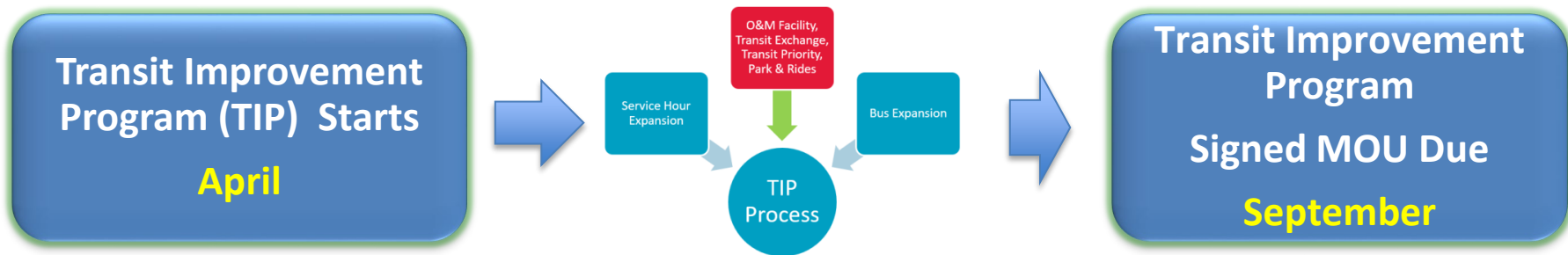
Mason Road Yards – Expansion Planning



Custom (handyDART) Planning

- BC Transit and SCRD to conduct a Custom Transit Review in 2023
 - Review current performance and improvement options
 - Scope of review in draft, to begin in the fall 2023
 - User group and community consultation
 - Final report in Q1 2024





- The TIP communicates to local governments the expansion initiatives proposed for the next three years.
- Seeks a commitment via MOU to the expansion initiatives and costs from LG
- Allows BC Transit to proceed with securing funding from the Province
- Expansion Priorities determined by:
 - » Previously determined expansion priorities
 - » SCRD Transit Future Plan
 - » Local initiatives and priorities
 - » Capital and Infrastructure initiatives necessary for the development of the transit system.

Transit Future Action Plan Priorities

09 Service Priorities 2022-2026

Priority	Description
Phase 1: Route 90 increase frequency to 30 minutes from 6 a.m. to 6 p.m.	Increase frequency to offer 30 minutes service between Sechelt and Langdale from 6 a.m. to 6 p.m. on weekdays. The service would be more reliable by effectively eliminating the need to wait for any late ferries.
Phase 2: Route 90 increase frequency to 30 minutes for the entire service span on weekdays	Build upon Phase 1, this priority will increase frequency to 30 minutes service between Sechelt and Langdale on all weekdays for the entire service span. Phase 2 priority should be implemented along with the modification of route 1 to balance the service hour expansions and costs.
Modification of route 1 Sechelt/Langdale Terminal	New route 1 will provide service between Field Rd. and Langdale Terminal, with limited service to Downtown Sechelt, Trail Bay Mall. This priority should be implemented alongside with frequency improvements on route 90.
Service Optimization	Pursue opportunities to reallocate underperforming service to high ridership growth areas.
Improve existing connections	Short term - improve timing and connections with West Sechelt to the Arena, and Halfmoon Bay onwards to Sechelt and Langdale. Long term- increase frequencies to route 1 and 90. Engagement revealed better connections was strongly preferred by respondents not only benefiting tourists but also residents through improved ferry connections.



Transit Future Action Plan Priorities

09 Service Priorities 2022-2026

Priority	Description
Increase frequency to route 2 Sechelt to 60 minutes Monday to Saturday, 30 minutes at peak times	The Transit Future Network proposes that this would become a Frequent Transit Network due to the existing population density and expected future development. This service expansion would increase the frequency on Route 2 to hourly service with service every 30 minutes at peak times.
Modifying route 2 Sechelt from circular route to a two-way bi-directional service	Provide two-way service on route 2 would improve access for local transit users and improved service. This service would match existing service on the road today with hourly service during the week, and reduced service on weekends and holidays.
New Service to Pender Harbour	a local flex-route service in Pender Harbour (route 6) with a separate connector service between Pender Harbour and Halfmoon Bay (route 7), enabling passengers to connect to route 4 to continue on to Sechelt.
New Service to Earls Cove Ferry Terminal/Egmont	New service priority linking Sechelt/Halfmoon Bay to the Earls Cove Ferry and Egmont.

*Vehicle resources are calculated separately for each priority, and may change as other priorities are implemented

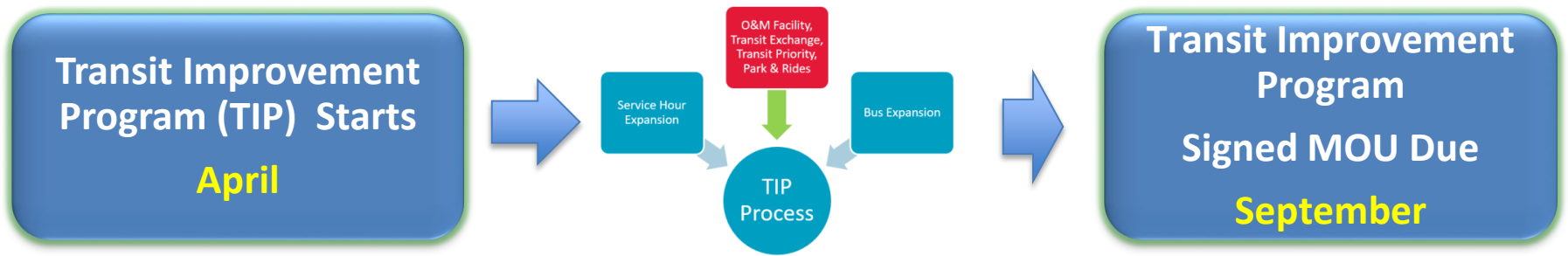


Transit Future Action Plan Priorities

10 Beyond 2026 Service Priorities

Priority	Description
Phase 1: Increase route 90 frequency to 30 minutes on weekends and holidays between 8 a.m. and 6 p.m.	Increase frequency on route 90 to 30 minutes on weekends and holidays between 8 a.m. and 6 p.m. to support future ridership.
Phase 2: Increase route 90 frequency to 30 minutes on weekends and holidays	Build upon Phase 1, this priority will increase frequency on route 90 to 30 minutes from 5 a.m. to 10 p.m. all days including weekends and holidays, route 90 service level reaches the FTN design standards.
Increase Frequency to route 4 Halfmoon Bay to 60 minutes Monday to Saturday	Increase frequency on route 4 to hourly service between Monday and Saturday to support ridership and future population growth in the area.
Extending route 3 to provide Service to East Porpoise Bay Rd.	Provide service to Shishalh First Nations residential development and potentially also the new industrial site on Sechelt Inlet Crescent, as well as a campground, outdoor sports adventure facility and additional developments. Provide service up to Dusty Rd.
New Service to Sandy Hook and Tuwanek	Would increase mobility and access to amenities for residents of Sandy Hook and Tuwanek. Potential to service a local camping ground and provide a closer access point adventure sports facility.
Introduce New route 5 Connector, Re-align route 1 and Increase Frequency to 60 minutes	Restructure route 1 and provide a local commuter shuttle between Langdale/Upper/Lower Gibsons to better service the community. New route 5 will share the same bus with route 1, with future expansion to increase frequency to 30 minutes at peak times.





- Between now and the fall, BCT and the SCRCD will work together to quantify the identified priorities for the next 3 years
- This information will be brought back to the SCRCD for deliberation in September
- Will seek a commitment via MOU to the expansion initiatives and costs
- Allows BC Transit to proceed with securing funding from the Province and SCRCD to prepare budgets accordingly

Transit Future Action Plan – Proposed MOU Priorities Year 1

PROPOSED CONVENTIONAL EXPANSION INITIATIVES – YEAR 1						
AOA Period	In Service	Annual Hours	Vehicle Requirements	Estimated Annual Revenue	Estimated Annual Total Costs	Estimated Annual Net Municipal Share
2023/24	September	1,800	0	\$25,946	\$199,292	\$80,297
		Description	Increase weekday frequency on route 90.			

PROPOSED HandyDART EXPANSION INITIATIVES – YEAR 1						
AOA Period	In Service	Annual Hours	Vehicle Requirements	Estimated Annual Revenue	Estimated Annual Total Costs	Estimated Annual Net Municipal Share
2023/24	July	275	0	\$349	\$26,273	\$8,403
		Description	Introduce handyDART service on Sundays, aligning with Saturday service span.			
2023/24	July	275	0	\$349	\$26,273	\$8,403
		Description	Extend evening handyDART service on weekdays by one hour to 5:30 pm			



Transit Future Action Plan – Proposed MOU Priorities Year 2

PROPOSED FEASIBILITY STUDY INITIATIVE YEAR 2					
In Service	Annual Hours	Vehicle Requirements	Estimated Annual Revenue	Estimated Annual Total Costs	Estimated Annual Net Municipal Share
	0	0	\$0	\$50,000	\$26,655
April	Description	Feasibility Study to provide analysis on potential service to Earl's Cove and inter regional connection opportunities			



Thank-you! & Questions?

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