

Report to Council



Date: July 10, 2017
File: 1405-06
To: City Manager
From: Jerry Dombowsky, Transit and Programs Manager
Subject: Transit Improvement Program (TIP) 3-year MOU and 2017 Service Adjustment

Recommendation:

THAT Council receives for information, the report from the Transit and Programs Manager dated July 10, 2017, with respect to the Transit Improvement Program (TIP) 3-year MOU and 2017 Service Adjustment;

AND THAT Council approves the conventional transit service adjustments to be implemented on September 3, 2017;

AND THAT Council authorizes the Mayor and City Clerk to execute the 3-year Memorandum of Understanding on behalf of the City of Kelowna for transit service over the 2018 – 2021 service years.

Purpose:

To provide Council with information and seek approval for planned transit service adjustments for fall 2017, and to seek Council approval in principle for transit expansion planned from 2018 – 2021.

Background:

Fall 2017 Service Adjustments

Conventional Transit Service

Transit expansions since the major Rapid Bus service improvements in 2014 have been modest and generally limited to minor service adjustments to accommodate growth pressure and overload situations. With respect to 2017, the adjustments comprise reinstatement of seasonal service as well as addressing some on-time performance issues and improving some weekend service on core transit routes. Resources saved from summer seasonal reductions are being re-invested back into the system to provide hours for the on-time adjustments, for a zero net budget impact.

In September, service on a lower performing portion of the #13 Quail Ridge (Quail Run and Brindisi) will be reduced, with the service hour savings added to increase the frequency of main Quail Ridge service to every 20-25 minutes, as well as expanding service during the midday shoulder. Responding to growing demand, additional trips will be added to the Saturday #8 service, to provide 30-minute frequency in early morning, and evening times. A report detailing the proposed service changes, and the #13 Quail Ridge route adjustment is attached.

Transit Improvement Program (TIP) Process

The Transit Improvement Program communicates to local governments the expansion initiatives proposed for the next three years. It seeks the commitment to the expansion initiatives from the local government which thereby allows BC Transit to proceed with securing sufficient funding within the Provincial Budget.

Each year, a Memorandum of Understanding related to the TIPS expansion is signed by the local government. It sets out the City's intention to proceed. This is subject to annual City Council budget deliberation each fall, but the lag time associated with ordering buses means that BC Transit must commit to purchase up to a year in advance of actual receipt of an expansion bus. As a result, the expansion bus purchase for 2018/19 will be a firm commitment by both partners.

With respect to impact upon City of Kelowna budget, this is mitigated by the Federal Gas Tax funding that is being applied to the pre-payment of bus lease fees. The 2018/19 proposed Conventional expansion will be covered under this funding so there is no actual financial risk of additional cost impact other than basic maintenance.

2018 – 2021 Proposed Service Expansion

OK College, Mid-town, Glenmore and University Connector

With anticipated completion of John Hindle Drive in early 2018, a new transportation route will connect the Glenmore Valley directly to UBCO, Mid-Town and Okanagan College. This provides an opportunity to re-structure existing service from Glenmore to UBCO which is presently provided circuitously via Sexsmith Road. A detailed report with service options is attached. In addition to re-structuring the Glenmore service, new service is proposed to be introduced to serve the Academy Way neighbourhood. Additional engagement will take place in the fall 2017 to discuss these options further with key stakeholders and the public as part of the Transit Future Action Plan process.

No expansions are proposed for the 2019/20 service period.

For the 2020/21 service period, Rutland route re-structuring is planned in conjunction with completion of the Rutland Transit Exchange (Phase 2). This project will require additional service expansion hours to improve service to the Rutland area.

Proposed Expansion Initiatives						
AOA period	In-service date	Annual Hours	Vehicle Requirement	Estimated Annual Revenue	Estimated Annual Costs	Estimated Annual Net Municipal Share
2018/19	Sept - 18	5,000	2*	\$75,892	\$532,148	\$207,796
		Description	Based on the results of the Transit Future Action Plan, these resources will be used for the introduction of expanded service to UBCO via John Hindle Drive as well as the realignment of existing services to Glenmore to Mid-Town and Pandosy. In addition, new service will also be introduced to the Academy Way neighbourhood and improve on-time performance with Core Transit Services.			
2020/21	Sept - 20	5,000	2	\$75,892	\$650,601	\$305,975
		Description	These resources will be used for the Rutland route realignment project that will be finalized as part of the Transit Future Action Plan process. On-time performance will also be improved on Core Transit services.			

*The local share of lease fees for the 2 vehicles required for the 2018/19 expansion will be covered through Regional Gas Tax funding, which is reflected in the estimated annual municipal share figures outlined above.

The scope of service changes outlined in this report are recommended as they will respond to increasing pressure on the transit system by improving the network, attract new ridership and adhering to the goals outlined in the Central Okanagan Transit Future Plan with minimal disruption to existing customers. Once these service changes have been implemented, an extensive monitoring review will take place on the impacts of these changes, and any need to pursue alternative actions can be evaluated.

A copy of the MOU in respect to the TIPS process is attached to this report.

Council's approval of the above service adjustments is sought in this regard.

Internal Circulation:

Divisional Director, Financial Services
Divisional Director, Infrastructure
Transportation Planner
Financial Analyst

Financial/Budgetary Considerations: Net cost for Conventional transit to be considered for the 2018 budget is estimated at \$51,949 with the full year annual estimated costs of \$207,796 to be considered for the 2019 budget. Net cost for Conventional transit to be considered for the 2020 budget is estimated at \$76,494 with the full year estimated annual cost of \$305,975 to be considered for the 2021 budget.

External Agency/Public Comments: BC Transit has reviewed and approved the report and attachments.

Considerations not applicable to this report:

Legal/Statutory Authority
Legal/Statutory Procedural Requirements
Existing Policy
Personnel Implications
Communications Comments
Alternate Recommendation

Submitted by:



J. Dombowsky, Transit and Programs Manager

Reviewed & approved by: R. Villarreal, Department Manager, Integrated Transportation

Approved for inclusion:



A. Newcombe, Divisional Director, Infrastructure

Attachments:

1. Midtown Connector and Glenmore Transit Restructuring report;
2. Transit Improvement Program (TIP) 3-year MOU City of Kelowna 2018-2021;
3. Route #13 Quail Ridge Service Change 2017;
4. Kelowna Transit September 2017 Service Changes
5. MOU Document for Execution Form

cc: Divisional Director, Financial Services
Divisional Director, Infrastructure
Financial Analyst
R. Williams, Regional Transit Manager, BC Transit
M. Boyd, Planning Manager, BC Transit