



August 10, 2022

Attn: Emma DalSanto  
TDM Coordinator  
Resort Municipality of Whistler  
4325 Blackcomb Way  
Whistler BC  
V0N 1B4

**Re: Transit Improvement Program - 3 Year Transit Expansion and Infrastructure Initiatives**

Dear Emma,

The purpose of this letter is to confirm transit service expansion plans for 2023/24, approve transit expansion priorities for the subsequent two years and identify transit infrastructure initiatives required to support transit system growth.

BC Transit confirms service expansion plans with local government partners on an annual basis to coordinate the development of three-year budgets and capital plans with the Provincial Service Plan. Confirmation of next year's desired level of transit service expansion is also required to support the procurement of buses. This year, facility infrastructure requirements have been added to inform your multi-year budget development and ensure that infrastructure investments are advanced to align with proposed transit service expansion.

As your transit system has service initiatives requiring expansion funding, we have attached a Memorandum of Understanding (MOU) to formalize the process of securing provincial funding on your behalf. This MOU summarizes specific transit expansion initiatives for the next three operating years from 2023-2024 through to 2025-2026, as well as future capital initiatives required to support transit service. These initiatives are derived from recommendations outlined in the most recent service plan(s) received by your Council/Board and validated in collaboration with local government staff.

Transit service expansion and infrastructure investments are important components to sustaining and growing a successful transit system. These investments in your transit system come with several considerations. To support Council/Board decision making, we have provided updated order-of-magnitude costing for each Transit Service and Infrastructure Initiative. These are based on the estimated annual increase to revenue service hours, the estimated increases to the Taxi Supplement budget for Custom Transit (if applicable) and the estimated facility lease fees associated with future facilities and transit infrastructure.

There are a few key considerations when reviewing your initiatives. When a proposed expansion is dependent on an infrastructure investment, it will be shown in the proposed expansion table. Additionally, estimated lease fees for infrastructure projects are shown in a separate table. If your expansion requires additional vehicles, this is identified and factored into estimated total costs. Should vehicles be procured following MOU signoff and a decision is made to not pursue service expansion, the lease fees for the new vehicles will still be added to your operating budget for a

minimum of one year. If expansion requests exceed available provincial funding, BC Transit's service prioritization process will be used to determine which projects receive funding.

One of the key challenges we continue to face through this process is the higher probability that demand for expansion vehicles will exceed the availability in each fleet category. More advanced lead times are required for procurement and delivery of buses, and bus orders need to be strategically timed to align with our deployment plans. While every effort is made to align bus orders with demand, some expansion initiatives will likely be impacted by the limited availability of certain vehicle types. Despite these challenges, we continue to work with our local government partners to identify and develop expansion priorities, and to align our expansion initiatives with our overall fleet procurement plans.

By conveying proposed transit service expansion and capital initiatives as far in advance as possible, we are seeking to achieve four important goals:

1. Ensure 3-year expansion initiatives are consistent with the expectations of local governments.
2. Provide local government partners with enhanced 3-year forecasts that identify longer term funding requirements.
3. Ensure transit system infrastructure investments needed to support transit service expansion plans are aligned with transit service expansion initiatives identified in both local government and BC Transit's 3 year operating budgets and the long-term capital plans.
4. Attain a commitment from local governments that allow BC Transit to proceed with the procurement and management of resources necessary to implement transit service expansions.

Upon confirmation of your Council/Board's commitment to the expansion initiatives, we will include your request in BC Transit's draft Service Plan funding request to the Province. Following confirmation of the provincial budget, I will confirm with you if supporting provincial funding was secured and initiate a transit service implementation plan and work with local government to advance capital infrastructure planning as required to ensure alignment with transit service expansion initiatives. I look forward to working with you on the continued improvement of your transit service and encourage you to contact me if you have any questions regarding these proposed initiatives.

We ask that a signed copy of this letter be returned to BC Transit by August 31, 2022. If you are unable to meet this deadline, please contact me at your earliest convenience.

Yours truly,



Rob Ringma  
Senior Manager, Government Relations  
BC Transit

## Three-Year Transit Expansion Plan and Capital Initiatives for Information

<b>Date</b>	August 10, 2022
<b>Expiry</b>	September 30, 2022
<b>System</b>	Whistler Conventional Transit System

### Proposed Transit Service Expansion Initiatives

The table below outlines expansion initiatives for the 2023/24 fiscal year with an estimated costing based on the hourly rates of your existing system. Confirmation of next year's transit service expansion is required for provincial budgeting and the procurement of buses. Please ensure that these initiatives are consistent with your local government expectations. Upon receipt of this MOU, we will confirm funding from the Province on your behalf. Please keep in mind that should vehicles be procured to support your expansion following agreement to the MOU and a determination is made that an expansion is no longer desired by the local government, the lease fees related to the new vehicles will still be added to your operating budget for a minimum of one-year.

PROPOSED WHISTLER 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	April	<b>5,000</b>	<b>0</b>	<b>\$89,025</b>	<b>\$727,185</b>	<b>\$298,637</b>
		<b>Description</b>	Route 10 Valley Express improvements and related improvements in Route 20's and 30's (3000 hours). Additionally, expand seasonality to ensure each season operates for the typical duration that existed prior to the pandemic (2000 hours)			

The table below outlines expansion initiatives for year two and three of the three-year transit service expansion initiatives with an estimated costing based on the hourly rates of your existing system. Please ensure that these initiatives are consistent with your local government expectations. Upon confirmation of your local government's intent to commit to the expansion and budget, we will proceed with the request to secure funding from the Province on your behalf.

PROPOSED WHISTLER CONVENTIONAL EXPANSION INITIATIVES – YEAR 2						
AOA Period	In Service	Annual Hours	Vehicle Requirements	Estimated Annual Revenue	Estimated Annual Total Costs	Estimated Annual Net Municipal Share
2024/25	April	<b>2,750</b>	<b>2</b>	<b>\$48,964</b>	<b>\$472,560</b>	<b>\$234,367</b>
		<b>Description</b>	Improve frequency on route 30 Emerald (1000 hours) and 25 Whistler Creek (750 hours), and increase span on route 10 Valley Express (1000 hours)			

PROPOSED WHISTLER CONVENTIONAL EXPANSION INITIATIVES – YEAR 3						
AOA Period	In Service	Annual Hours	Vehicle Requirements	Estimated Annual Revenue	Estimated Annual Total Costs	Estimated Annual Net Municipal Share
2025/26	April	2,900	3	\$51,635	\$664,151	\$350,951
		<b>Description</b>	Frequency improvements on route 20 Cheakamus (2900 hours) and improvements on route 21 Spring Creek (500 hours). Additionally, Introduce bidirectional service on route 6 Blueberry, removing deviations on route 10 .			

**Approval**

On behalf of the Resort Municipality of Whistler, I/we are confirming to BC Transit to proceed with the request for funding to the Province on our behalf for the 2023/24 Fiscal year, and that we will budget accordingly for the initiatives identified above and will review and confirm on an annual basis as per the advice provided and with the knowledge a more detailed budget will follow as service details and capital initiatives are confirmed.

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Name: \_\_\_\_\_

Position: \_\_\_\_\_


Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Name: \_\_\_\_\_

Position: \_\_\_\_\_

**On behalf of BC Transit**

Signature:  \_\_\_\_\_

Date: **Aug 11,2022** \_\_\_\_\_

Name: **Rob Ringma** \_\_\_\_\_

Position: **Senior Manager, Government Relations**