

ETSI-BC Regional Transportation Initiatives and Updates Webinar

October 9, 2024

Who we are

- We're one of 3 Regional Economic Trusts in BC
- \$60 million received from Province of BC since 2006
- Mandate: help the region's economy grow & diversify

Strong economy = Stronger communities

Who we serve

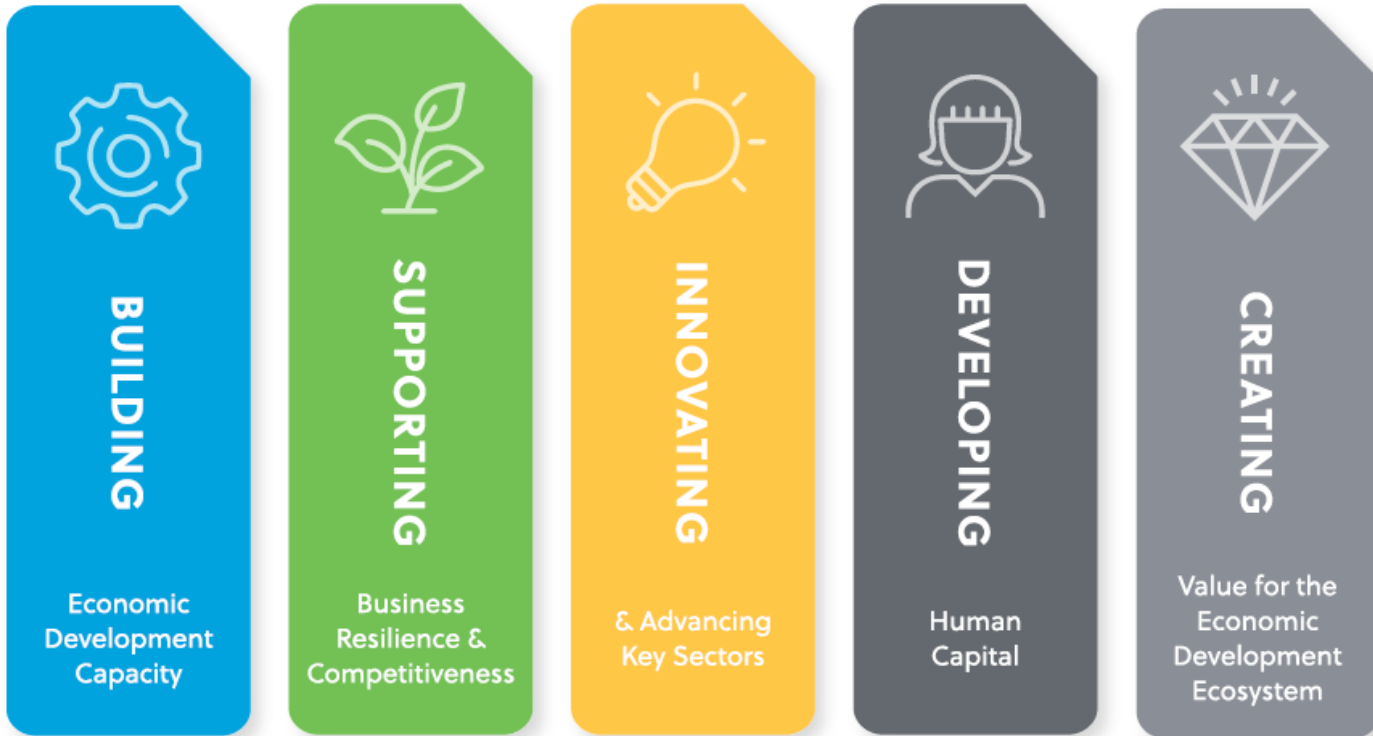
Population of 758K, spanning:

- 33 First Nations (6 in the Columbia-Kootenay)
- 9 Regional Districts
- 53 Municipalities

ETSI-BC Service Area



Our Strategic Pillars

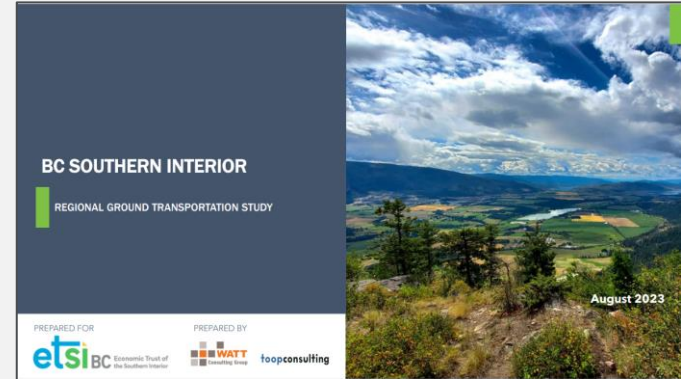


Supporting your community with grant funding, training, and resources...

Regional Transportation Initiative

1. Comprehensive study of the region's ground passenger transportation gaps, opportunities.
2. RTE Funding Program to address recommendations.

Funding from the BC Ministry of Transportation & Infrastructure (MOTI).



RTE Funding Program:
to address some recommendations
from the
[BC Southern Interior Regional Ground
Transportation Study final report.](#)

Regional Transportation Study

Who We Heard From



186 Survey Respondents



41 Working Group and Roundtable Participants



827 Total Comments

Challenges Identified



REGIONAL CONNECTIVITY



ACCESS TO MEDICAL SERVICES



TOURISM



ACCESS TO HOUSING



ECONOMIC DEVELOPMENT

Engagement Results

CHALLENGES & OPPORTUNITIES: CURRENT SERVICE SATISFACTION LEVELS

SUBSTANTIAL DISSATISFACTION WITH:

- Trip or service frequency (84%)
- Closeness of transportation service to key destinations outside community (83%)
- Days of the week of operation (77%)
- Closeness of transportation service to your community (70%)
- Accessibility to people with a disability (65%)

MOST SATISFIED WITH:

- Value for the money / fares (38%)
- Feeling of personal safety while using or waiting for the service (37%)
- Comfort of vehicles (33%)

	Very Dissatisfied	Dissatisfied	Somewhat Dissatisfied	Neutral/ Unsure	Somewhat Satisfied	Satisfied	Very satisfied
Trip or service frequency	42%	29%	13%	9%	5%	2%	0%
Closeness of transportation service to key destinations outside of your community	37%	30%	15%	6%	6%	5%	0%
Days of the week of operation	36%	28%	13%	12%	7%	3%	2%
Closeness of transportation service to your community	28%	26%	15%	9%	13%	6%	2%
Accessibility to people with a disability	34%	16%	15%	22%	4%	7%	1%
Access to information on transportation services that are available	18%	22%	20%	16%	15%	6%	2%
Ability to book a trip online or over the phone	22%	16%	11%	33%	12%	6%	1%
Value for the money / fares	14%	12%	8%	29%	15%	13%	10%
Feeling of personal safety while using/waiting for the service	12%	7%	13%	31%	12%	14%	10%
Comfort of vehicles	16%	6%	7%	38%	14%	14%	5%

Figure 16. Current Service Satisfaction Levels

Study Results – Opportunities

08 Opportunities

LAYER 1: INTER-REGIONAL CONNECTIONS

Figure 23 provides an example of a conceptual depiction of the inter-regional connections. Building on existing connections, it shows key corridors and connections between Regional Centres within the Southern Interior, as well to major centres in neighbouring provinces (Alberta) and other regions within B.C. (Metro Vancouver, Prince George).

Note: Key communities are shown on the map to improve its legibility, however service is considered for all communities along the way.

- Major Interregional Centre
- Interregional Centre
- Regional Centre
- Community
- Interregional connections

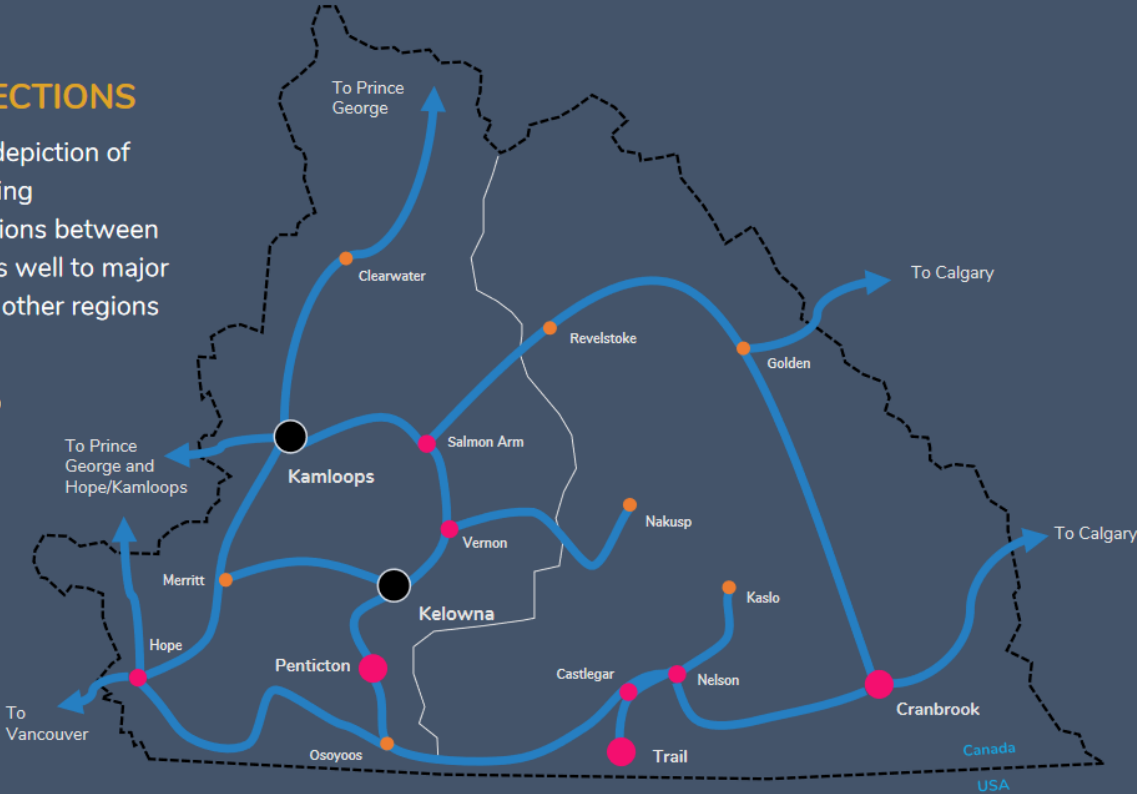


Figure 23. Inter-Regional Connections Conceptual Map

08 Opportunities

LAYER 2+3: REGIONAL & LOCAL CONNECTIONS

Figure 24 presents the subsequent layers of regional services, as well as local connections between outlying rural communities and the adjacent centres. This example shows how the inter-regional and regional layers work together to improve service. It also shows a conceptual example of how connections within larger sub-regions (Thompson-Nicola, Okanagan, West Kootenay, Columbia-East Kootenay) could be strengthened, similar to work that communities within the West Kootenay Transit System have already been undertaking.

Note: Key communities are shown on the map to improve its legibility, however service is considered for all communities along the way.

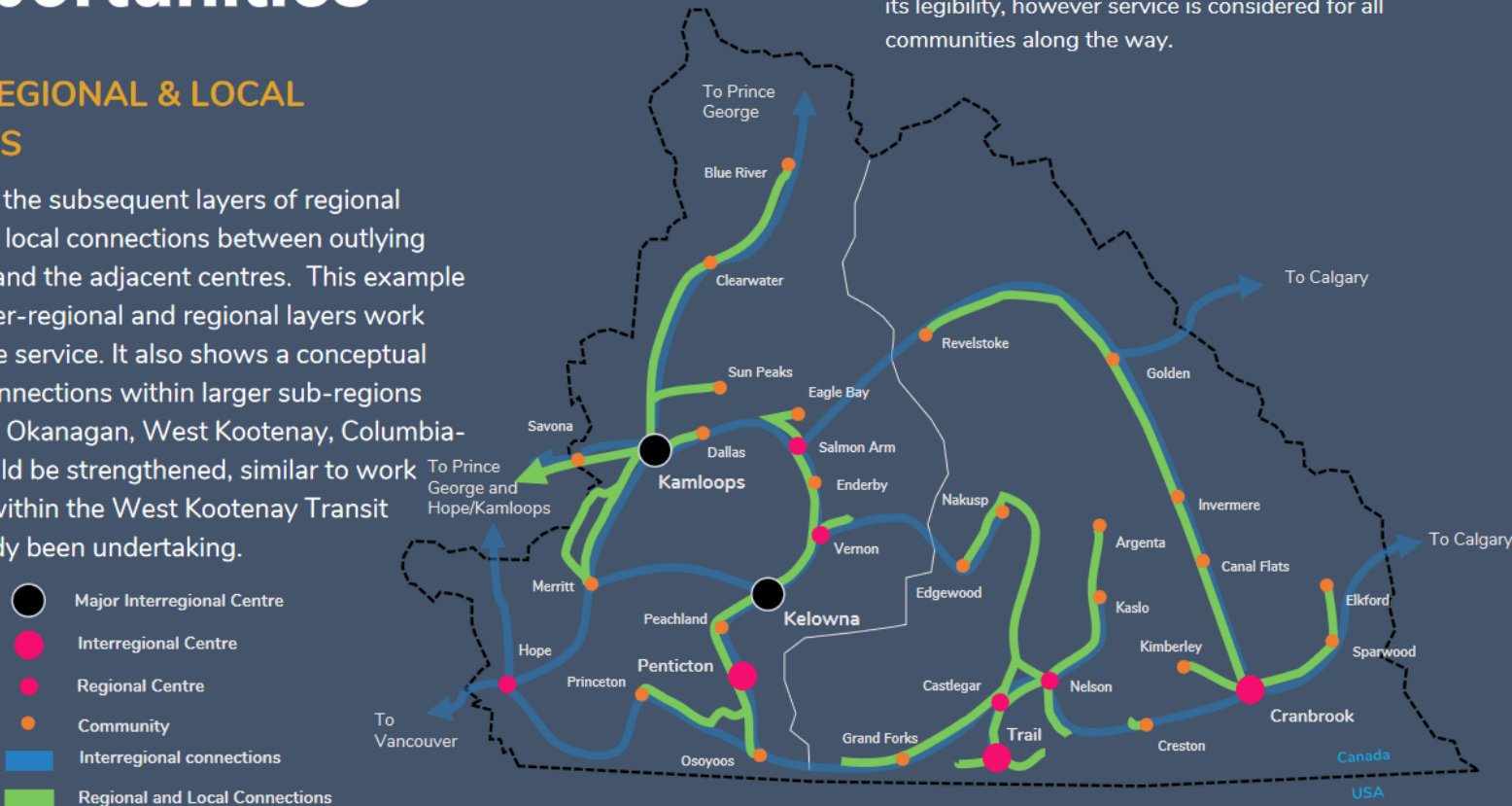


Figure 24. Regional and Local Connections Conceptual Map

Study Results – Opportunities (3)

Funding Entity	Example Related Funding Programs
Infrastructure Canada	Rural Transit Solutions Fund , Public Transit Infrastructure Fund, Canada Community-Building Fund, Active Transportation Fund, Investing in Canada Infrastructure Program – Rural and Northern Communities Stream
MOTI	Transit Minor Betterments Program, BC Active Transportation Grant Program, Passenger Transportation Accessibility Program
BC Transit	Transit Shelter Program

Update – Canada Public Transit Fund

<https://housing-infrastructure.canada.ca/cptf-ftcc/index-eng.html>

Metro-Region Agreements

Metro-Region Agreements will support the long-term development of public transit infrastructure in large urban areas. Through these agreements, the federal government will allocate funding and work with our partners to support the planning and construction of a broad range of projects, including major expansion.

Baseline Funding

Baseline Funding will provide predictable, long-term funding to communities with existing transit systems to support routine investments, with an expected focus on public transit and active transportation system expansions, improvements, and state of good repair.

Targeted Funding

Targeted Funding will provide flexible, call-specific funding to address federal priorities that meet local needs. Funding will cover areas such as rural transit, active transportation and zero emission solutions.

Study Results - Recommendations

SUMMARY OF ACTIONS

The following pages provide a set of recommendations for the consideration of the Provincial Government and potential partners. The recommendations are summarized as follows:

Technology & Coordination



- **1A:** Sponsor an **overarching technology** at the provincial level to better enable citizens to view and book trips with the many transportation options that already exist.
- **1B:** Seek an opportunity for critical partners collaborate and **determine a framework for the inter-regional and regional priority corridors.**

Funding



- **2A:** Consider **increasing Health Connections funding.**
- **2B:** Implement **grant programs** for locally operated shuttle and volunteer driver programs
- **2C:** **Leverage existing long-distance operators** by offering subsidies to grow the network, provide more trips and better coordinate services.
- **2D:** Continue to **expand funding for BC Transit** led regional and inter-regional services.
- **2E:** Explore a **funding partnership with the tourism sector** to expand shuttle services.

Policy and Regulatory Frameworks



- **3A:** Consider **changes to Local Government Act** to more easily enable **Regional Districts** to support and expand regional and interregional transportation options
- **3B:** Consider for **amendments to Passenger Transportation Board regulatory requirements** to create more flexibility for private intercity services.
- **3C:** **Amend the BC Transit Act** to enable **Indigenous communities** to be sponsoring partners, modernize the suite of transportation options it delivers.
- **3D:** Advocate for **amendments to the Housing Supply Act** to include Southern Interior communities.

Technical Studies



- **4A:** Explore the **feasibility of ride-hailing and on-demand transit solutions** in lower density communities.
- **4B:** Undertake a study to determine options for how to make **airport taxi service** viable to support residents and visitors.

RTE Funding Program Objectives



Help strengthen the economy of the Southern Interior, by:

- Enhancing transportation plans, partnerships, technology, service communication and seasonal connections between communities in the Southern Interior of BC.
- Addressing local, regional, or inter-regional gaps in seasonal service.
- Assisting First Nations and other small communities access services and amenities in larger hub communities or off major highway corridors.
- Building on Health & Tourism transportation services already offered to the public in the Southern Interior.

RTE Funding Program Components

A total of \$650,000.00 was available to fund projects delivered between January 1, 2024 and October 15, 2024.

Three funding streams :

RTE 1
**Planning & Partnership
Development**

100% of eligible costs to
a max of \$25,000

RTE 2
**Technology & Service
Communication**

100% of eligible costs to
a max of \$25,000

RTE 3
**Seasonal Service
Delivery/Expansion**

Up to 80% of eligible costs
to a max of \$65,000

RTE 1 Funding – Projects

Organization	Project	Stream
Castlegar & District Chamber of Commerce	West Kootenay Regional Shuttle Feasibility Study	RTE 1
Christina Gateway Community Development Ass'n	Christina Lake on the Move	RTE 1
Columbia Valley Chamber of Commerce	Columbia Valley Transit Review and Needs Assessment	RTE 1
Community Futures Central Kootenay	Rural ride-hailing feasibility study	RTE 1
District of Lake Country	The District of Lake Country's Integrated Transit Strategy: Phase 3	RTE 1
Kootenay Employment Service Society	Feasibility Study for Affordable Housing Shared Transportation in Creston Valley	RTE 1
Okanagan College & Community Futures Okanagan Similkameen	Okanagan College Transportation Review	RTE 1
Regional District of Central Kootenay	Establishing a Values Based Approach To Governance	RTE 1
Silver Star Resort Association	Transportation Connectivity to Silver Star - Vernon & North Okanagan	RTE 1
Thompson Okanagan Tourism Association	Thompson Okanagan Transportation Connectivity Engagement	RTE 1
Tourism Fernie Society	Planning for Future Transportation Partnership Options & Services	RTE 1
Whispering Pines Clinton Indian Band	Economic Transit Planning Feasibility Study	RTE 1
Castlegar and District Community Services Society	Volunteer Driver Services in the West Kootenay Boundary Region: Planning & Partnership Development	RTE 1

RTE 2 and 3 Funding – Projects

Organization	Project	Stream
Kootenay Carshare Cooperative	Air Carshare Communication Enhancement Project	RTE 2
Kootenay Rockies Tourism	Supporting the Ride Share Economy in BC	RTE 2
Tourism Fernie Society	Local Tourism Shuttle App & E-Commerce Development	RTE 2
Tourism Golden Association	Golden-Kicking Horse Connector Community Service Expansion	RTE 3
Arrow and Slocan Lake Community Services	ASLCS Medical Bus Expansion	RTE 3
Tourism Big White Society	Big White Mountain Community Shuttle	RTE 3
Whitewater Ski Resorts	Whitewater Ski Resort Shuttle expansion	RTE 3

RTE Final Reporting Deadline – Oct 30

RTE 1 Planning & Partnership Development

RTE 1 Report Templates:

- Project Reporting Form
- Project Budget Actuals Form
- Include the Final Study Report with your submission

RTE 2 Technology & Service Communication

RTE 2 Report Templates:

- Project Reporting Form
- Project Budget Actuals Form
- Include any reporting / communication materials with your submission, if applicable

RTE 3 Seasonal Service Delivery/Expansion

RTE 3 Report Templates:

- Project Reporting Form
- Project Budget Actuals Form
- RTE 3 Monthly & Daily Service Summary Sheet

RTE Project Highlights



1. Analysis of Public Transportation Gaps for Okanagan College Students
2. Transportation Connectivity Engagement for Thompson Okanagan
3. Central Kootenay Rural Ride-hailing Feasibility Study Results



ANALYZING PUBLIC TRANSPORTATION GAPS FOR OKANAGAN COLLEGE CAMPUSES

Funding support through ETSI BC Regional Transportation Enhancement



Overview

Project Goal: Identify the gaps in transportation for Okanagan College campuses

- Using GIS analyze bus schedules and routes against student schedules
- Deliver a student survey to gain transportation insights for current students
- Identify transportation gaps (primarily public transportation) within each College community

Public Transportation

```
###CLASS SCHEDULES###

#Get the earliest class start time for each day of the week

DayList = ["M", "T", "W", "R", "F", "S", "U"]
class_schedule = {day: "9999" for day in ['M', 'T', 'W', 'R', 'F', 'S', 'U']}

with open(scheduleTable, 'r') as csvfile:
    csvreader = csv.reader(csvfile)
    next(csvreader) # Skip the header row if there is one
    for row in csvreader:
        if row[8] in ("In-Person", "Hybrid"):
            if row[7] == "P":
                for d in DayList:
                    if d in row[13]:
                        current_time = int(float(row[11]))
                        if current_time < int(float(class_schedule[d])):
                            class_schedule[d] = current_time

print("PENTICTON")
print("Class Schedule:")
print(class_schedule)

###BUS SCHEDULES###

#Get the earliest class start time for each day of the week

bus_schedule = {day: "9999" for day in ['M', 'T', 'W', 'R', 'F', 'S', 'U']}

with open(busTablePen, 'r') as buscsvfile:
    buscsvreader = csv.reader(buscsvfile)
    next(buscsvreader) # Skip the header row if there is one
    for row1 in buscsvreader:
```

- Using Python, combined class schedules with bus schedules
- **Question:** Will busses arrive early enough for students to get to the first class of the day and leave late enough for students to get home from the last class of the day.

Public Transportation - Kelowna

- **Question:** Will busses arrive early enough for students to get to the first class of the day and leave late enough for students to get home from the last class of the day.

Kelowna class start and end times compared to bus arrival and departures						
Day of Week	Class Start Time	Bus Arrival Time	Bus Arrival on Time	Class End Time	Bus Departure Time	Bus Departs on Time
Monday	7:00a	5:55a	Y	10:50p	> Midnight	Y
Tuesday	7:00a	5:55a	Y	10:50p	> Midnight	Y
Wednesday	7:00a	5:55a	Y	10:50p	> Midnight	Y
Thursday	6:30a	5:55a	Y	10:50p	> Midnight	Y
Friday	6:30a	5:55a	Y	10:50p	> Midnight	Y
Saturday	9:00a	6:26a	Y	3:50p	> Midnight	Y
Sunday	N/A	6:25a	N/A	8:50p	> Midnight	Y

Public Transportation - Penticton

- **Question:** Will busses arrive early enough for students to get to the first class of the day and leave late enough for students to get home from the last class of the day.

Penticton class start and end times compared to bus arrival and departures						
Day of Week	Class Start Time	Bus Arrival Time	Bus Arrival on Time	Class End Time	Bus Departure Time	Bus Departs on Time
Monday	7:00a	6:38a	Y	8:50p	9:33p	Y
Tuesday	7:00a	6:38a	Y	8:50p	9:33p	Y
Wednesday	7:00a	6:38a	Y	9:20p	9:33p	Y
Thursday	7:00a	6:38a	Y	8:50p	9:33p	Y
Friday	7:00a	6:38a	Y	8:50p	9:33p	Y
Saturday	9:00a	8:05a	Y	3:20p	9:33p	Y
Sunday	N/A	N/A	N/A	N/A	N/A	N/A

Public Transportation - Revelstoke

- **Question:** Will busses arrive early enough for students to get to the first class of the day and leave late enough for students to get home from the last class of the day.

Revelstoke class start, and end times compared to bus arrival and departures						
Day of Week	Class Start Time	Bus Arrival Time	Bus Arrival on Time	Class End Time	Bus Departure Time	Bus Departs on Time
Monday	10:00a	7:43a	Y	1:50p	5:58p	Y
Tuesday	9:30a	7:43a	Y	12:20p	5:58p	Y
Wednesday	10:00a	7:43a	Y	1:50p	5:58p	Y
Thursday	9:30a	7:43a	Y	12:20p	5:58p	Y
Friday	N/A	7:43a	N/A	N/A	5:58p	Y
Saturday	N/A	7:43a	N/A	N/A	5:58p	Y
Sunday	N/A	N/A	N/A	N/A	N/A	N/A

Public Transportation - Salmon Arm

- **Question:** Will busses arrive early enough for students to get to the first class of the day and leave late enough for students to get home from the last class of the day.

Salmon Arm class start, and end times compared to bus arrival and departures						
Day of Week	Class Start Time	Bus Arrival Time	Bus Arrival on Time	Class End Time	Bus Departure Time	Bus Departs on Time
Monday	8:00a	7:20a	Y	4:50p	7:20p	Y
Tuesday	7:30a	7:20a	Y	8:50p	7:20p	N
Wednesday	7:30a	7:20a	Y	6:20p	7:20p	Y
Thursday	7:30a	7:20a	Y	9:20p	7:20p	N
Friday	7:30a	7:20a	Y	4:50p	8:20p	Y
Saturday	9:00a	9:20a	N	3:20p	7:20p	Y
Sunday	N/A	9:40a	N/A	N/A	5:40p	N/A

Public Transportation - Vernon

- **Question:** Will busses arrive early enough for students to get to the first class of the day and leave late enough for students to get home from the last class of the day.

Vernon class start and end times compared to bus arrival and departures						
Day of Week	Class Start Time	Bus Arrival Time	Bus Arrival on Time	Class End Time	Bus Departure Time	Bus Departs On Time
Monday	7:00a	6:40a	Y	8:50p	8:43p	N
Tuesday	7:00a	6:40a	Y	9:20p	8:43p	N
Wednesday	7:00a	6:40a	Y	8:50p	8:43p	N
Thursday	7:00a	6:40a	Y	9:20p	8:43p	N
Friday	7:00a	6:40a	Y	5:50p	8:43p	Y
Saturday	N/A	8:07a	N/A	N/A	8:08p	N/A
Sunday	N/A	8:53a	N/A	N/A	6:43p	N/A

Public Transportation - Campus Residence

- New residence developed in Salmon Arm (60 students) and Vernon (100 students)
- Additional housing developed in Kelowna (360 total students)
- New residence announced for Penticton for 2026 (101 students)
- **Question:** Will on-campus residents be able to get to and from work or activities using public transport after class hours



Public Transportation - Campus Residence

- **Question:** Will on-campus residents be able to get to and from work or activities using public transport after class hours

Kelowna

Bus Departure Time
> Midnight
> Midnight
> Midnight
> Midnight
> Midnight
> Midnight
> Midnight

Penticton

Bus Departure Time
9:33p
9:33p
9:33p
9:33p
9:33p
9:33p
N/A

Salmon Arm

Bus Departure Time
7:20p
7:20p
7:20p
7:20p
8:20p
7:20p
5:40p

Vernon

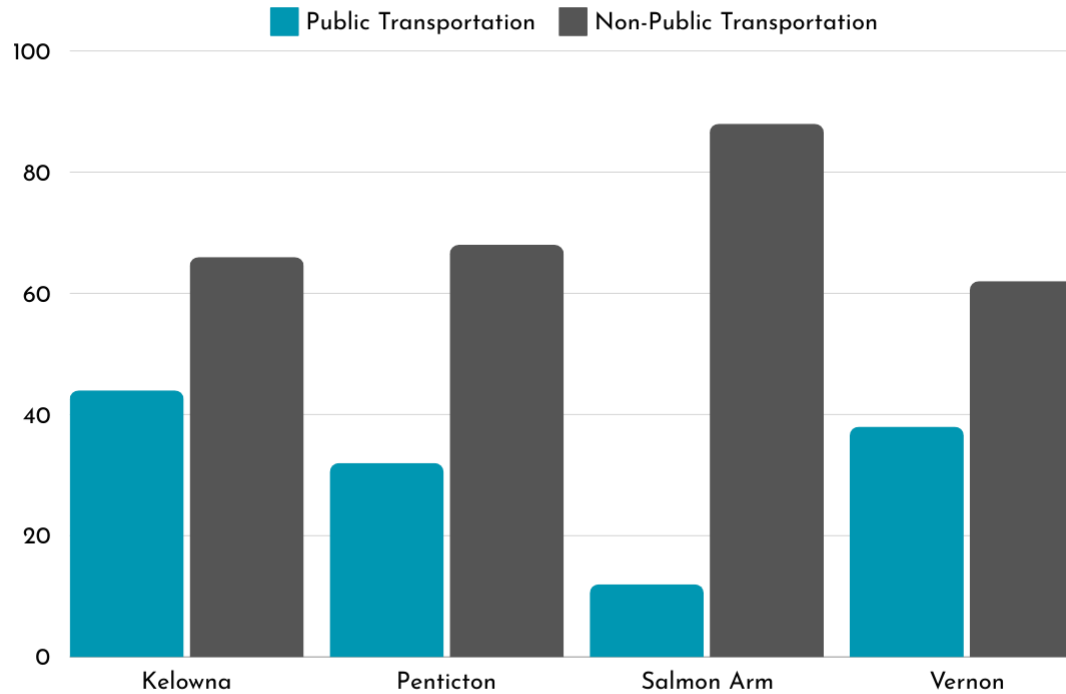
Bus Departure Time
8:43p
8:43p
8:43p
8:43p
8:43p
8:08p
6:43p

Student Survey

- 1934 Respondents
 - Kelowna - 63%
 - Penticton - 8%
 - Salmon Arm - 5%
 - Vernon 14%
 - Online/Other - 10%



Student Survey - Preliminary Results



Student Survey - Preliminary Results

Identified Gaps with Public Transportation

- Scheduling does not accommodate class times
- Lack of accessible bus stops
- Safety
- Overcrowded busses
- Prefer the convenience of personal vehicles

40% of on-campus respondents do not use public transportation

Student Survey - Preliminary Results

Reasons students take public transportation

- Only 30% said they took public transport due to convenience
- 55% said it is cost effective
- 16% take public transport for environmental reasons
- 58% have no vehicle, and
- 39% have no drivers license

40% of on-campus respondents do not use public transportation

Student Survey - Preliminary Results

Improvements suggested for active transportation

- Increase safety of bike lanes
- Better connectivity of trail networks
- More sidewalks and better maintenance of current sidewalks
- Safety measures for students walking alone
- Increased bike storage on campus

62% of on-campus respondents use some form of active transportation

Thank you

Shelley Desautels - Mighty Owl Mapping
mightyowlmapping@gmail.com





Thompson Okanagan Tourism Association

Inter-community Transportation
Engagement

Land Acknowledgement

Rich in Indigenous culture, the Thompson Okanagan region lies on the unceded, ancestral, and traditional territory of three **Interior Salish nations**: the **Syilx**, **Secwépemc**, and **Nlaka'pamux** peoples.



Quaaout Lodge & Spa



Indigenous World Winery



Merritt Pow Wow



Nk'Mip Desert Cultural Centre

Learn More at TOTABC.org/Land-Acknowledgement

Inter-Community Transportation Engagement

Purpose:

- Attain resident and visitor opinions on the future of community to community travel through a public survey
- Continue to move the conversation forward in the Thompson Okanagan around vital infrastructure improvements required over the next 10-20 years



Survey Creation

- Working with UBCO, created a survey
- Wanted to keep it simple, easy to complete
- 3 different sets of survey questions based on answering as:
 - Resident
 - Business Owner
 - Visitor
- Primary question centered around choosing an ideal option for community to community transportation: Bus Services, Train System, Ride Sharing, Personal Vehicle, Rental Vehicle



Hydrail Visualization
Andrew Halfhide

Survey Promotion

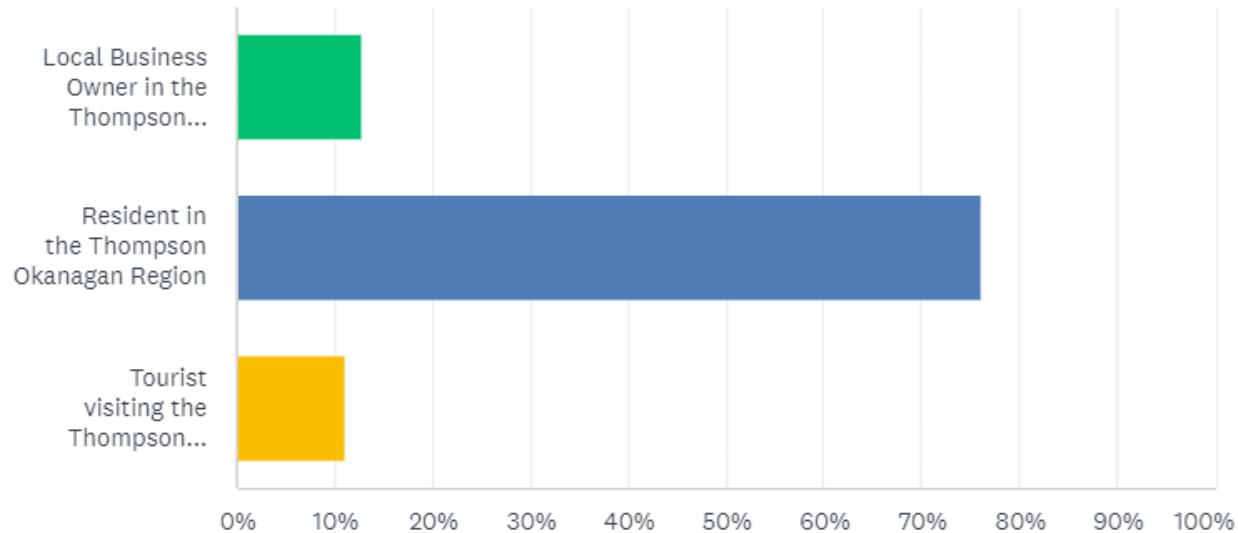
- Major component of project was the promotion of the survey
- Survey Stayed open for approx 2 months
- Worked with marketing team to promote survey through social channels and newsletters
- Worked with partner organizations to leverage reach
- Our relationship with Community DMO's allowed us to extend our community reach
- Finished with 924 Surveys completed



Snapshot

Which of the following best represents you as a survey respondent?

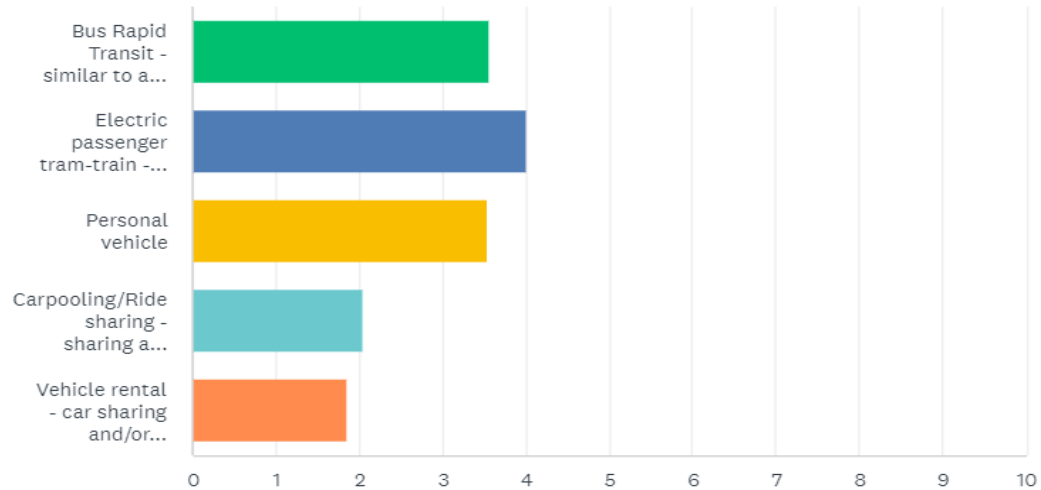
Answered: 924 Skipped: 0








Snapshot

We have identified 5 feasible inter-community transportation options. Assuming all five options were available, please rank them based on your preference for traveling between communities?

Answered: 647 Skipped: 277



Snapshot

	1	2	3	4	5	TOTAL	SCORE
 Bus Rapid Transit - similar to a city bus or highway coach	18.08% 117	40.19% 260	26.28% 170	11.59% 75	3.86% 25	647	3.57
 Electric passenger tram-train - light rail rapid transit vehicles running on, parallel to, or alongside Highway 97 (e.g., NAPA Valley wine train)	48.69% 315	26.28% 170	10.05% 65	6.34% 41	8.66% 56	647	4.00
 Personal vehicle	32.77% 212	20.71% 134	24.57% 159	10.36% 67	11.59% 75	647	3.53
 Carpooling/Ridesharing - sharing a vehicle with others traveling in the same direction (e.g., poparide.com)	0.00% 0	6.49% 42	23.18% 150	38.95% 252	31.38% 203	647	2.05
 Vehicle rental - car sharing and/or short-term rental vehicles (e.g. modo.coop; budget.ca)	0.46% 3	6.34% 41	15.92% 103	32.77% 212	44.51% 288	647	1.85

Next Steps

- Analyze results and create publicly available report
- Host in person community engagements to review results and gather further information
- Speak with local and provincial government officials to further discuss top options represented in survey results



Ride Sharing Project

- Worked with Kootenay Rockies Tourism Association to identify ride sharing companies that operate throughout BC.
- Poparide is a private business that provides safe reliable ride sharing options for people across bc
- Expanding to more rural areas is a priority for the company and for our tourism regions
- Created video content for promotion with objective to highlight the social, economic and environmental impacts of carpooling, with a twist on tourism and discovering the beautiful Southern Interior



Thank you



Community Futures Central Kootenay

Rural Ride-hailing Feasibility

October 9, 2024



Knowledge.
Insight.
Integrity.





Squared

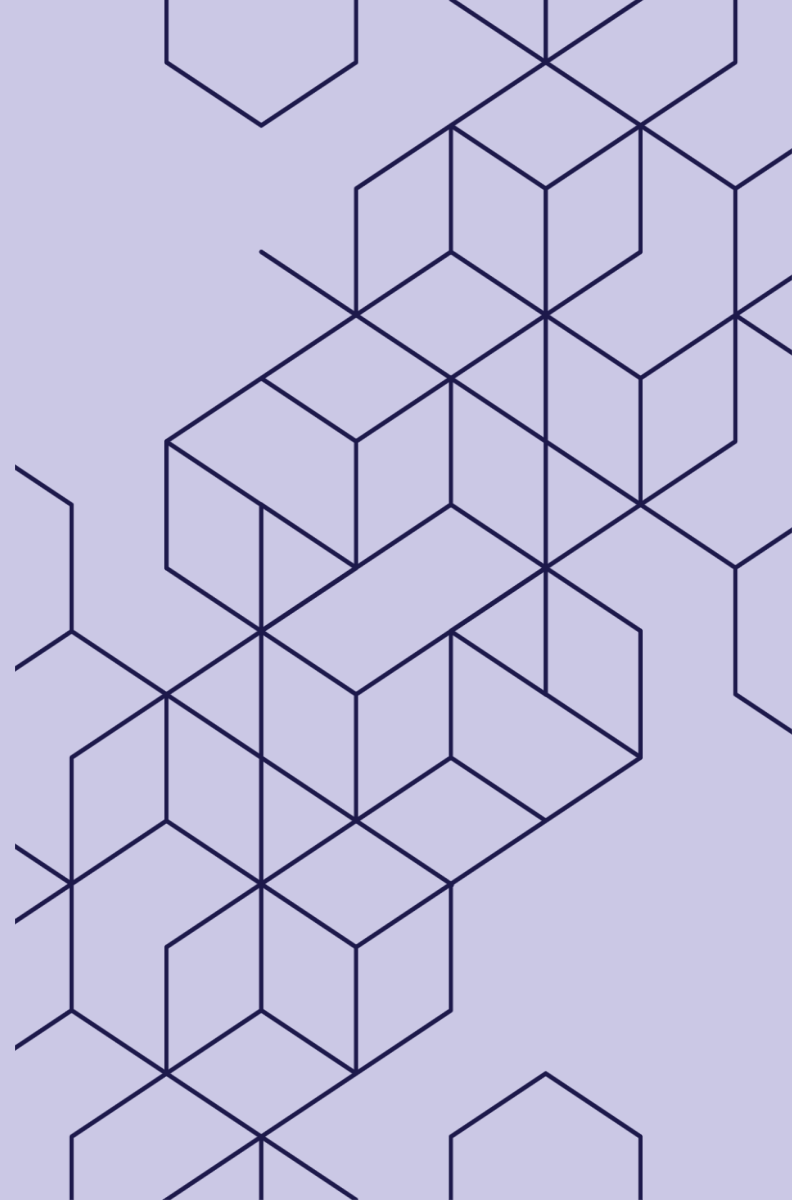
CONTENT

- ❑ Ride-hailing and shared mobility
- ❑ Shared mobility in the Kootenays
- ❑ Ride-hailing in BC
- ❑ Rural ride-hailing alternatives
- ❑ Conclusions and recommendations
- ❑ Next steps

Ride-hailing and Shared Mobility



Knowledge.
Insight.
Integrity.



SHARED MOBILITY

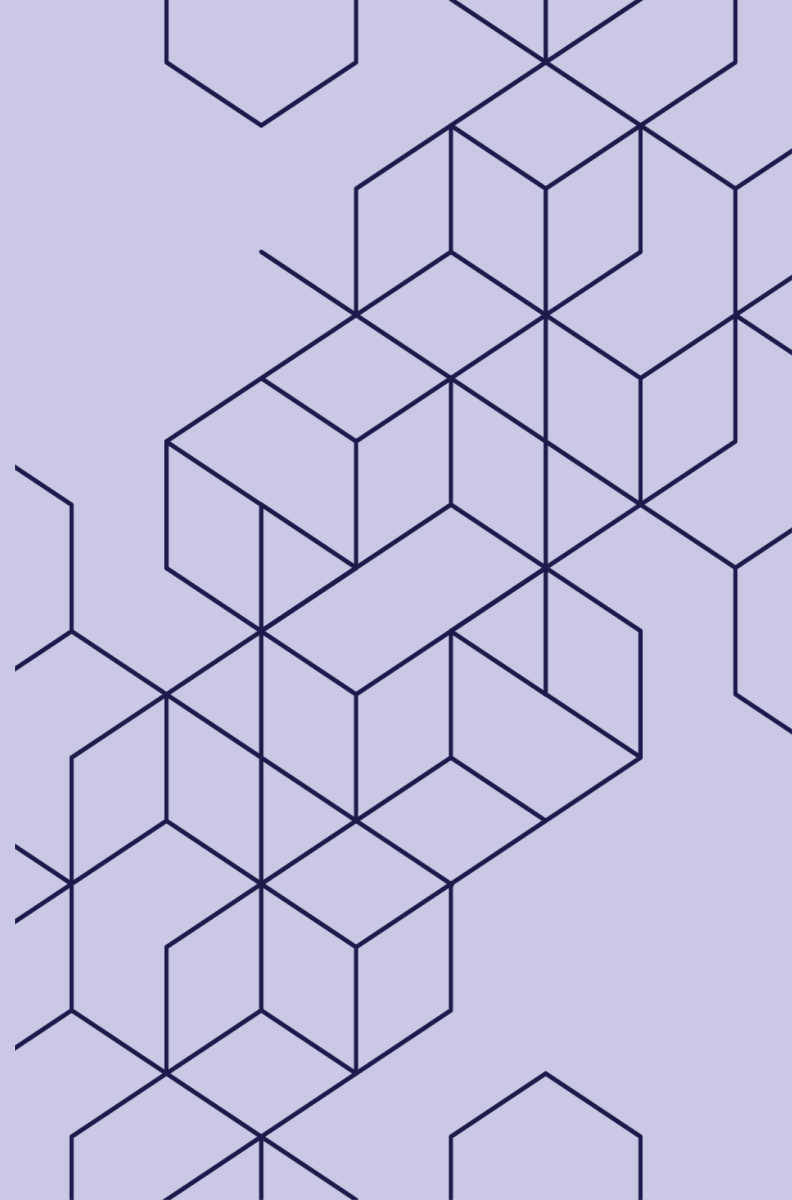
- Shared mobility - transportation modes that complement traditional auto owner drivers and transit passengers

Shared Mobility Types	Trip Type	Examples (May 2024)
Ride-hailing	Short one-way trips	Uber Lyft Uride (Kelowna, Kamloops, Penticton) Coastal Rides (Sunshine Coast, Comox Valley)
Taxi	Short one-way trips	Glacier Cabs (Nelson) Castlegar Taxis (Castlegar)
On-demand transit Microtransit Demand responsive transit	Short, regular trips (commuting)	Zunga bus (Powell River)
Car sharing (company)	Pricing generally allows for wide range of trip types, from short local trips to longer inter-regional ones	Kootenay Car Cooperative, Modo (Vancouver, Victoria, Kelowna & Nanaimo), EVO (Vancouver & Victoria)
Car sharing (individual)	Longer distance leisure trips	Turo
Shared micromobility	Short trips in urban areas	Mobi (Vancouver), Lime (Richmond), Dropbike (Kelowna)
Ridesharing/carpooling	Longer distance, pre-planned trips	Kootenay Rideshare, Poparide, ridesharing.com

Shared Mobility in the Kootenays



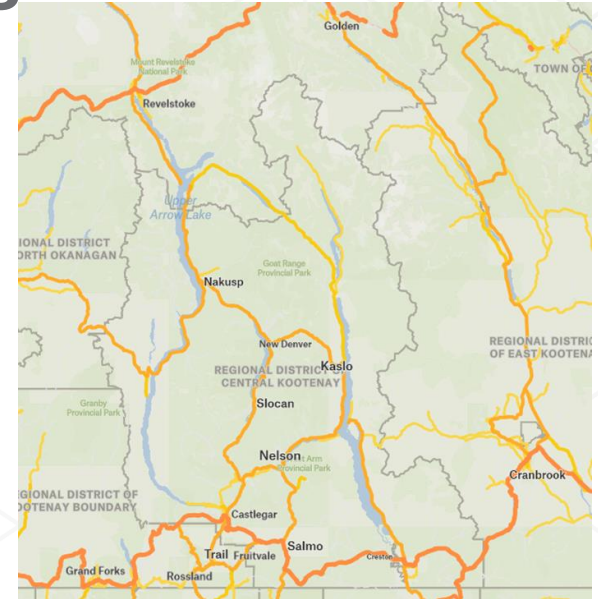
Knowledge.
Insight.
Integrity.



SHARED MOBILITY IN KOOTENAYS

- ❑ BC Transit
- ❑ Taxis
- ❑ Kootenay Carshare Cooperative
- ❑ Kootenay Rideshare

- ❑ Limited services across a large region with low population density

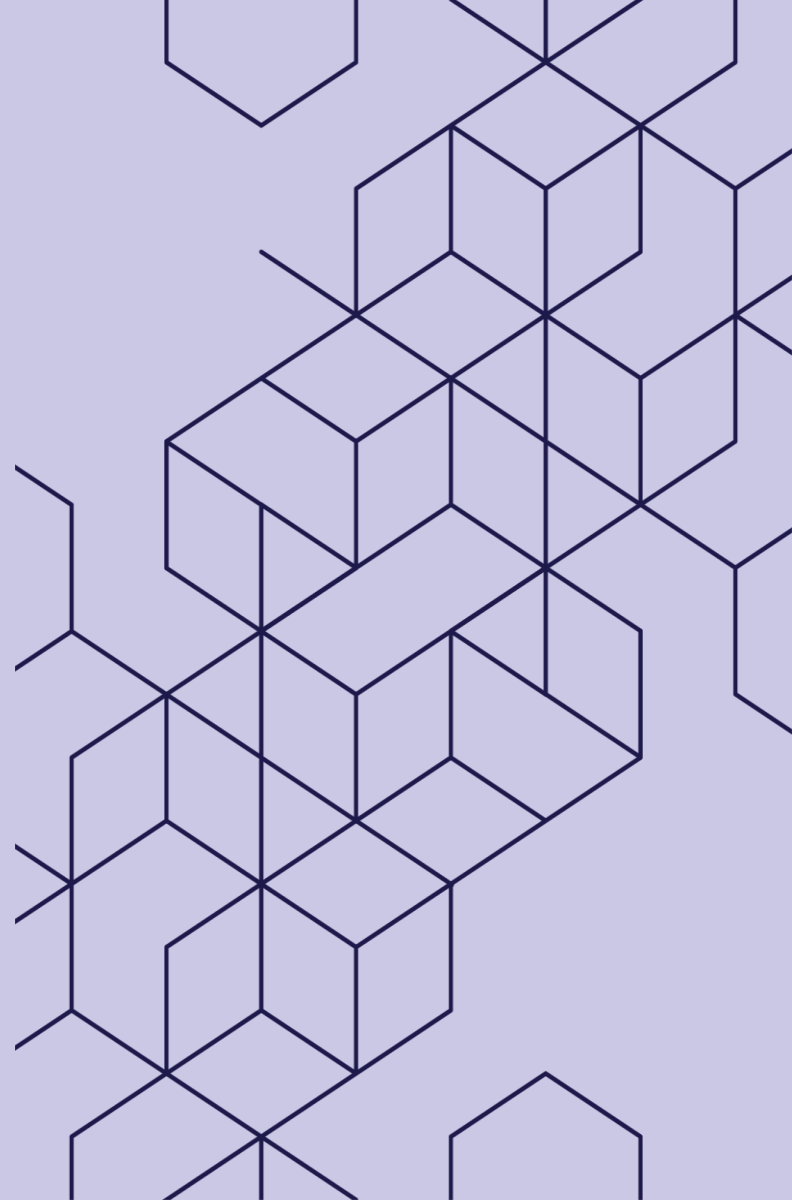


Regional District	Population Density (per km ²)	Ride-hailing Provider
Metro Vancouver	1,023	Uber, Lyft
Capital (Victoria)	196	Uber
Central Okanagan (Kelowna)	85	Uber, Uride
Thompson-Nicola (Kamloops)	4	Uride
Comox Valley	46	Coastal Rides, Uride
Sunshine Coast	9	Coastal Rides
Central Kootenay	3	-

Ride-hailing in BC

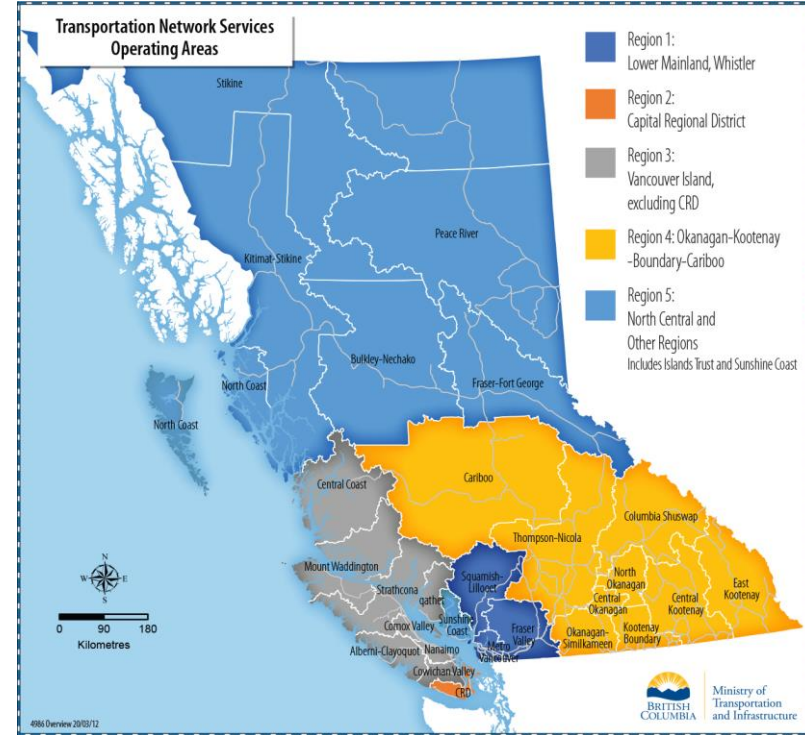


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BACKGROUND

- ❑ First ride-hailing licences were approved in BC by the Passenger Transportation Board (PTB) in 2019.
- ❑ Ride-hailing companies can now apply to the PTB for a Transportation Network Service (TNS) licence at any time.
- ❑ Licenses applicable to specific regions
- ❑ Kootenay is in Region 4



RIDE-HAILING LICENSES

Region 4 Licenses

Company	Status
Kabu	Not operating
Ripe Rides	Not operating
Safe Ride Sharing	Not operating
Tappcar	Not operating
Uber	Operating in Vancouver, Victoria and Kelowna
Uride	Operating in Kamloops, Kelowna, Lake Country, Penticton, Summerland, Nanaimo and Prince George



License requirements:

- ❑ Class 1, Class 2 or Class 4 commercial driver's licence issued in BC
- ❑ Police record check
- ❑ Vehicle that meets all requirements and has passed a vehicle inspection
- ❑ Commercial driving record, commonly known as an (N) print or National Safety Code abstract

PASSENGER DIRECTED VEHICLES REPORT

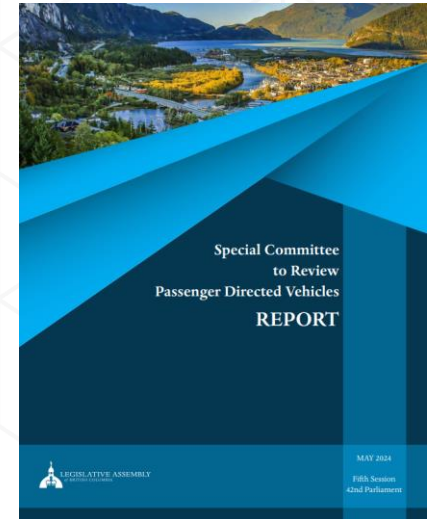
Legislative Assembly completed in May 2024 a review of Passenger Directed Vehicles (PDV) in BC which includes vehicles for hire (taxi and ride-hailing) that operate under a company licence.

The report highlighted the following viability challenges of commercial passenger transportation businesses in low density/rural areas:

- Greater distances
- Lower ridership
- Wide disparities in service wait times
- Increased deadheading
- Varying levels of competition
- Unique geography, density patterns and size of BC

License requirements:

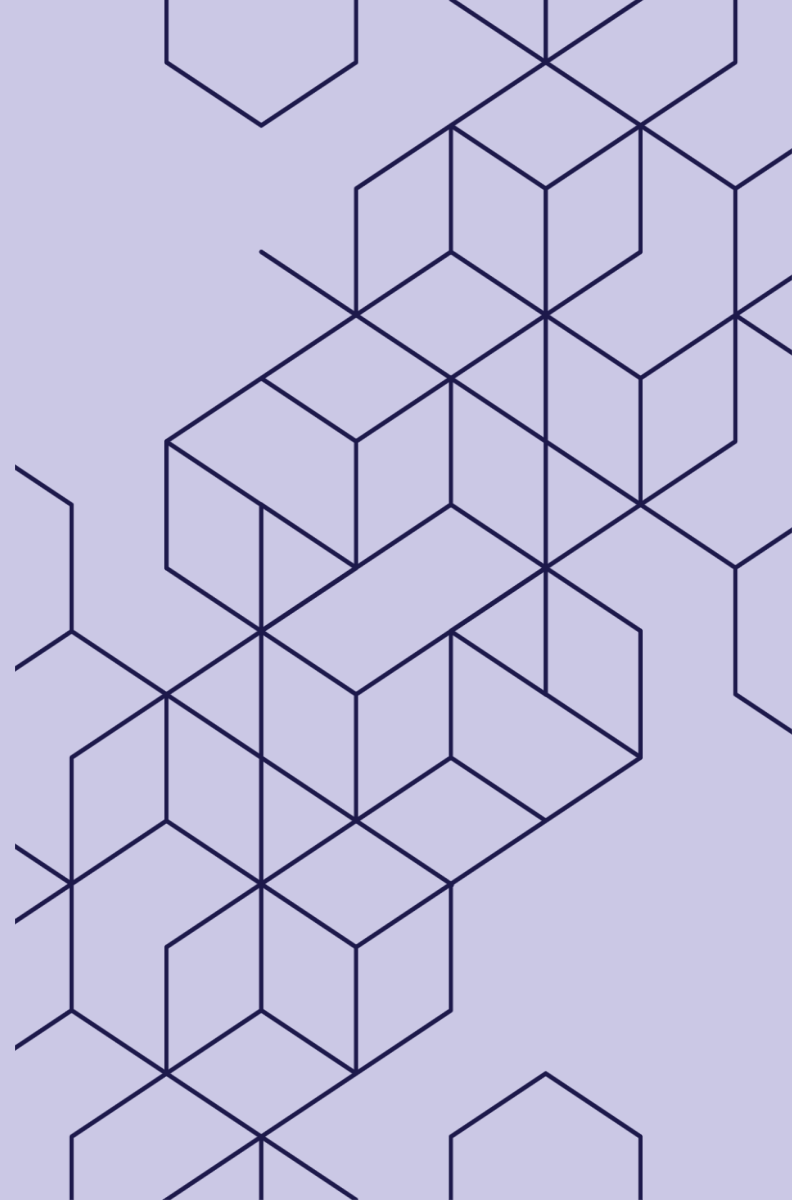
- Class 1, Class 2 or Class 4 commercial driver's licence issued in B.C.
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Rural Ride-hailing Alternatives



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CAR SHARING

- ❑ Kootenay Carshare Cooperative offers carsharing in 5 branches across the Kootenays with a focus on Nelson.
- ❑ Car fleet is aging and cost to repair/replace their vehicle fleet is growing.
- ❑ Working on new peer-to-peer program (Air Carshare) by offering revenue for people to share their car.
- ❑ MODO (cooperative): Vancouver, Victoria, Kelowna and Nanaimo
- ❑ EVO (BCAA): Vancouver and Victoria



RIDESHARING

POPARIDE

- ❑ Offered by not-for-profit (Kootenay Rideshare) but limited exposure/marketing
- ❑ Current legislation prohibits carpooling as a profit-making enterprise and drivers are only permitted to recover their operating costs (currently capped at 18 cents/km)
- ❑ Discussion with Poparide (commercial provider) identified minimum practical distance for trips of around 50km (\$10 per seat) and 'sweet spot' for trips between 50km-100km for regular, high traffic commuter routes e.g. Squamish and Vancouver (65km).
- ❑ Poparide discussion identified potential for commuter/regularly travelled trips between Nelson to Trail (70km) with Nelson to Castlegar (45km) being a more borderline case.
- ❑ Current pilot between Poparide and Kootenay Rocky Tourism

OTHER INITIATIVES

Innisfil, Ontario

- ❑ Population of 36,500
- ❑ ‘Transit system’ accessed through the Uber app
- ❑ When you travel anywhere within Innisfil, you save \$4 off the standard Uber rate and travel to/from specific locations enjoy discounted fares
- ❑ High cost (\$730,000 in subsidy)



OTHER INITIATIVES

Prince Edward County, Ontario

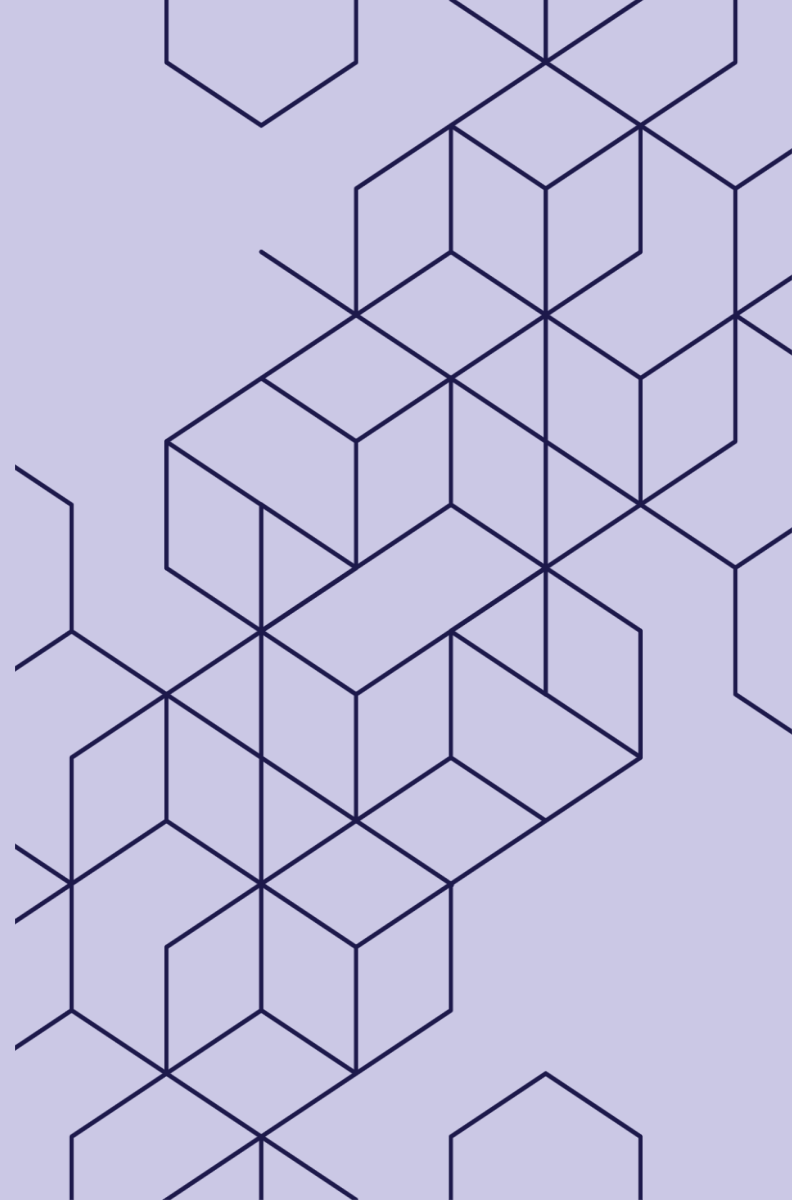
- ❑ Population of 25,000
- ❑ Uride provides ride-hailing services through pilot programs.
- ❑ The pilot programs include a wage subsidy to be paid from the Municipal Accommodations Tax (MAT) and provides Uride exemptions from the taxi bylaw.
- ❑ \$50,000 subsidy in 2022-2023. \$30,000 subsidy approved for 2024.
- ❑ Uride operations would not be sustainable in the absence of the funding subsidy.



Conclusions and Recommendations



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CONCLUSIONS AND RECOMMENDATIONS

1. Challenge to operate ride-hailing on a self-sustaining basis in the region. Subsidy or grant would be needed to get an operator on board. Likely one of the smaller ride-hailing firms (Uride or Coastal Rides) and unlikely that Uber or Lyft would be interested.
2. Review the potential to publicise and/or integrate current transport providers (BC Transit, taxis, Kootenay Car Cooperative). This could range from relatively 'simple' (marketing/publicity) to more complex such as website/platform.
3. Support Kootenay Car Cooperative in their operating model shift to letting individuals share their own vehicles (Air Carshare).
4. Communication and coordination with the various Regional Transportation Enhancement (RTE) Funding Program projects (see next slide)
5. Ridesharing as alternative to ride-hailing and this could be developed in tandem with current ridesharing providers.

NEXT STEPS

#	Recommendation	Next Step
1	Ride-hailing potential	Contact Uride (Region 4 license) and Coastal Rides (operating in the Sunshine Coast) to understand their interest and indicative grant/subsidy requirements to operate in the region.
2	Shared mobility marketing/integration	Review potential measures to improve exposure of current shared mobility operators (BC Transit, taxis and KCC).
3	Kootenay Car Cooperative	Discuss with KCC potential measures to support their transition to peer-to-peer car sharing business model (Air Carshare).
4	Regional Transportation Enhancement (RTE) Funding Program projects coordination	Liaise to understand findings and status of the various projects to explore key lessons learnt and cross-project opportunities.
5	Ridesharing potential	Coordinate with Poparide on the status of their RTE project (Supporting the Ride Share Economy in BC with Kootenay Rocky Tourism) and discuss potential for further application elsewhere in the Kootenays.



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REGIONAL TRANSPORTATION ENHANCEMENT (RTE) FUNDING PROGRAM PROJECTS

- ❑ Air Carshare Communication Enhancement Project (Kootenay Car Cooperative)
- ❑ Supporting the Ride Share Economy in BC (Kootenay Rocky Tourism)
- ❑ Planning for Future Transportation Partnership Options & Services (Tourism Fernie Society)
- ❑ Local Tourism Shuttle App & E-Commerce Development (Tourism Fernie Society).

Questions?

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Questions?



Regional Transportation Opportunities

- What are the top public transportation priorities for our region?

RTE Questions? Who to Contact

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Program Administrator

Email: mary@etsi-bc.ca

Phone: 236.420.3680 ext. 1

LinkedIn

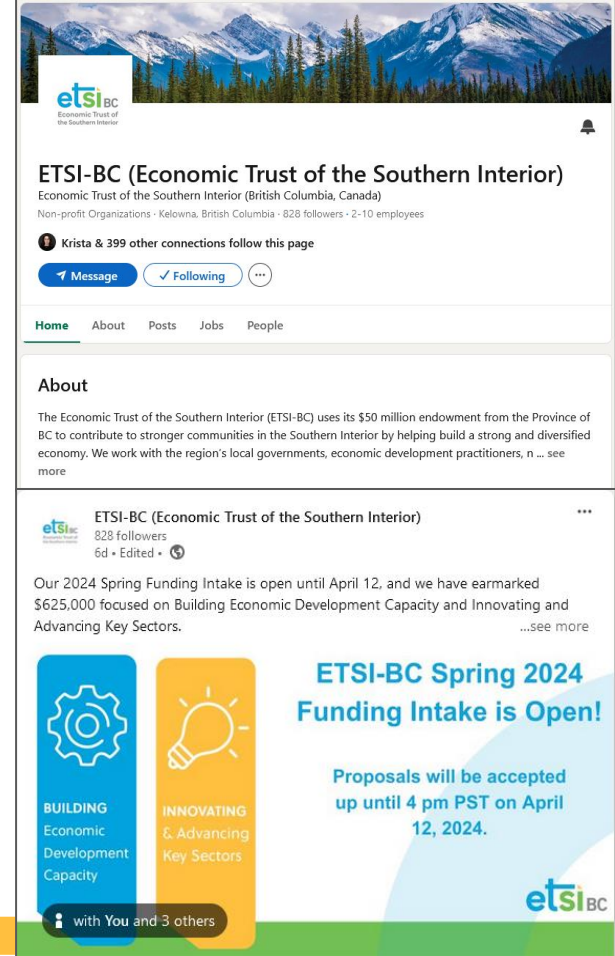
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