



Regional District of Central Kootenay  
WEST TRANSIT SERVICES COMMITTEE  
Open Meeting Agenda

**Date:** Wednesday, March 4, 2026  
**Time:** 9:00 am  
**Location:** Hybrid Model - In-person and Remote

Directors will have the opportunity to participate in the meeting electronically. Proceedings are open to the public.

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Pages

**1. ZOOM REMOTE MEETING INFO**

To promote openness, transparency and provide accessibility to the public we provide the ability to attend all RDCK meetings in-person or remote (hybrid model).

**Meeting Time:**

9:00 a.m. PST

**Join by Video:**

<https://rdck-bc-ca.zoom.us/j/96001000438?pwd=eKcw3CG9ablfpqvmvbhPRSLczHIjrc.1>

**Join by Phone:**

833 958 1164 Canada Toll-free

\*6 to unmute or mute

\*9 to raise or lower your hand

**Meeting ID:** 960 0100 0438

**Meeting Password:** 417141

**In-Person Location:**

RDCK Board Room

202 Lakeside Dr. Nelson

**2. CALL TO ORDER & WELCOME**

RDCK Staff/Manager called the meeting to order at \_\_\_\_\_ a.m.

**3. ELECTION OF WEST TRANSIT SERVICES COMMITTEE CHAIR**

**3.1 CALL FOR NOMINATIONS (3 TIMES)**

**3.2 OPPORTUNITY FOR CANDIDATES TO ADDRESS THE WEST TRANSIT SERVICES COMMITTEE**

Two minutes per address.

**3.3 VOTE BY SECRET BALLOT (WILL INCLUDE ELECTRONIC VOTING RDCK PROCEDURE BYLAW NO. 2898, 2024)**

**3.4 DECLARATION OF ELECTED CHAIR**

**3.5 DESTROY BALLOTS**

**RECOMMENDATION:**

That the ballots used in the election of the West Transit Services Committee Chair be destroyed.

**4. CHAIR'S ADDRESS**

**5. COMMENCEMENT OF REGULAR WEST TRANSIT SERVICES COMMITTEE**

**5.1 TRADITIONAL LANDS ACKNOWLEDGEMENT STATEMENT**

We acknowledge and respect the Indigenous peoples within whose traditional lands we are meeting today.

**5.2 ADOPTION OF THE AGENDA**

**RECOMMENDATION:**

The agenda for the March 4, 2026 West Transit Services Committee meeting be adopted as circulated.

**5.3 RECEIPT OF MINUTES**

The November 19, 2025 West Transit Services Committee minutes, have been received.

4 - 7

**6. WTSC ITEMS**

**6.1 BC TRANSIT UPDATE**

The presentation dated March 4, 2026 from Daynika White, Government Relations Manager, BC Transit, re: BC Transit Update, has been received.

8 - 25

**6.2 RURAL TRANSIT OPERATING MODEL FEASIBILITY ASSESSMENT**

The Committee Report dated March 4, 2026 from Alex Leffelaar,

26 - 44

Community Action Assistant and Tom Dool, Research Analyst, re: Rural Transit Operating Model Feasibility Assessment, has been received.

**6.3 FOR INFORMATION: TRANSIT SERVICE LEVEL UPDATES**

45 - 49

The Committee Report dated March 4, 2026 from Tom Dool, Research Analyst, re: Transit Service Level Updates , has been received.

**7. PUBLIC TIME**

The Chair will call for questions from the public and members of the media at \_\_\_\_\_ a.m./p.m.

**8. ADJOURNMENT**

**RECOMMENDATION:**

The West Transit Services Committee meeting adjourn at \_\_\_\_\_ a.m./p.m.



## Regional District of Central Kootenay

### WEST TRANSIT SERVICES COMMITTEE

#### Open Meeting Minutes

Wednesday, November 19, 2025

1:00 pm

Hybrid Model - In-person and Remote

#### COMMITTEE

##### MEMBERS PRESENT

Director G. Jackman	Electoral Area A
Director A. Watson	Electoral Area D
Director C. Graham	Electoral Area E
Director T. Newell	Electoral Area F – In Person
Director H. Cunningham	Electoral Area G
Director W. Popoff	Electoral Area H – In Person
Director A. Davidoff	Electoral Area I
Director H. Hanegraaf	Electoral Area J
Director T. Weatherhead	Electoral Area K
Chair M. McFaddin	City of Castlegar – In Person
Director S. Hewat	Village of Kaslo
Director A. McLaren-Caux	Village of Nakusp
Director D. Lockwood	Village of Salmo – In Person
Director L. Main	Village of Silverton
Director J. Lunn	Village of Slocan

##### STAFF PRESENT

T. Dool	Research Analyst
Alex Leffelaar	Climate Action Assistant
C. Feeney	Meeting Coordinator

## 1. ZOOM REMOTE MEETING INFO

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### Meeting Time:

1:00 p.m. PST

### Join by Video:

<https://rdck-bc-ca.zoom.us/j/96001000438?pwd=eKcw3CG9ablfpqvmvbhPRSLczHIjrc.1>

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\*9 to raise or lower your hand

**Meeting ID:** 960 0100 0438

**Meeting Password:** 417141

### In-Person Location:

RDCK Board Room

202 Lakeside Dr, Nelson BC

## 2. CALL TO ORDER & WELCOME

Chair McFaddin called the meeting to order at 1:01 p.m.

### 2.1 TRADITIONAL LANDS ACKNOWLEDGEMENT STATEMENT

We acknowledge and respect the Indigenous peoples within whose traditional lands we are meeting today.

### 2.2 ADOPTION OF THE AGENDA

Moved and seconded,

And resolved:

The agenda for the November 19, 2025 West Transit Services Committee meeting be adopted as circulated.

**Carried**

### 2.3 RECEIPT OF MINUTES

The September 10, 2025 West Transit Services Committee minutes, have been received.

## 3. WTSC ITEMS

### 3.1 Budget Development - S237 Castlegar and Area Transit, S238 North Shore & Slocan Valley Transit & S239 Kootenay Lake West Transit

The Presentation dated November 19, 2025 from Tom Dool, Research Analyst re: Budget Development, has been received.

**DIRECTOR PRESENT:** Director Davidoff joined the meeting at 1:05 p.m.

**DIRECTOR PRESENT:** Director Hewat joined the meeting at 1:17 p.m.

Tom Dool, Research Analyst, provided an overview to the Committee of the proposed apportionment changes for Services S237, S238 and S239, noting that they require approval from the Board, the Local Government Inspector, and the Electors before they can take effect. Tom explained that the outlined transit service budgets were prepared with the new apportionment model in mind, assuming there are no changes to service levels. Tom explained that staff are also preparing contingency plans should the proposed apportionment not be approved in time for budget adoption. BC Transit is currently reviewing existing service levels and will be engaging with Regional District staff for further discussions.

Tom also reviewed transit performance & costs across the three service areas noting that increased ridership is contributing positively to revenue but rising operating costs and recent fare product changes are affecting cost recovery and reducing revenue per trip. He also noted that Health Connections funding from IHA is expected to double from 2025–2030, which will help stabilize costs and positively impact future budgets.

Tom answered the Committee's questions.

**DIRECTOR PRESENT:** Director Lunn joined the meeting at 2:16 p.m.

**RECESS/** The meeting recessed at 2:37 p.m. and reconvened at  
**RECONVENE** 2:46 p.m.

**DIRECTOR ABSENT:** Director Popoff & Graham left the meeting at 3:00 p.m.

#### 4. 2025 WEST TRANSIT SERVICES COMMITTEE SCHEDULE

The proposed 2026 West Transit Services Committee meeting schedule is as follows:

- January 15, 2026
- June 9, 2026
- September 8, 2026
- November 10, 2026

#### 5. PUBLIC TIME

The Chair called for questions from the public and members of the media at 3:10 p.m.

No public or media were present.

**6. ADJOURNMENT**

Moved and seconded,  
And resolved:

The West Transit Services Committee meeting adjourned at 3:11 p.m.

**Carried**

Digitally approved

Maria McFaddin, Chair



# BC Transit Update

March 4, 2026

# Introduction

## Government Relations Manager

- Main point of contact to local government partners
- Supported by a team of subject matter experts
- Leads Annual Partner Communication process
- Monitors and communicate transit system performance
- Monitors and identifies program and reputational risks to BC Transit, its leadership, and our local government partners



# Agenda

- UPASS Update
- Summer 2026 Service Change
- Performance Summary
- Capital Projects

# U-PASS at Selkirk College

## What is a U-PASS?

The U-PASS program gives students unlimited access to transit services in their local transit system for a heavily discounted rate. All eligible students are required to pay the U-PASS fee.

## Who Receives a U-PASS?

Most U-PASS programs provide semester passes to all students that pay student union fees and have at least one course on campus during the given semester. Unique considerations specific to a post-secondary institution can be included in the planning of a U-PASS agreement to allow for opt-out or opt-in clauses as required.



# U-PASS Benefits

- **Affordability:** Increased affordability for students to access transit for a reduced fee, supporting those facing financial hardship
- **Create Lifelong Transit Users:** When surveyed, 68% of post-grad transit users said they continued to use transit due to their familiarity as a student using a UPASS
- **Convenience:** Students have the convenience of a UPASS “just in case”, even when driving
- **Environmental:** Reduce traffic congestion, vehicle emissions, and contribute to climate-friendly transportation goals
- **Reduced Parking Demand:** Free up parking space on campus, benefiting faculty, administration, and students
- **Transit Partnership:** As a UPASS partner, Selkirk College would have a more formalized stake in transit decisions relating to access to transit on campus
- **Secure Transit Revenue:** Secure annual fare revenue ensures transit can continue to be meet the needs of riders

# Selkirk College U-PASS Cost

- U-PASS offers great value to students when compared to existing transit fare options provided in the West Kootenay Transit System
- The proposed U-PASS rate of \$60 (tied to the Adult 30-Day Pass) has been endorsed by the West Kootenay Transit Committee, pending formal adoption by local government partners

	Semester Rate	Monthly Rate	Single Ride Use \$2.25 for 30 Trips/Month over 4 months
Existing Fares	\$125	\$45	\$270
U-PASS Rate	\$60	\$15	\$60
Student Semester Savings	<b>\$65</b>	<b>\$120</b>	<b>\$210</b>



# Steps for U-PASS Introduction

October 2025	Provisional approval on the U-PASS rate (Semester Fee aligns with Adult Pass fare) granted by the West Kootenay Transit Committee
Winter 2026	Selkirk College Student Union Board of Directors grants board approval of U-PASS student referendum
Fall 2026	Student engagement on campus to promote benefits of U-PASS with students
Spring 2027	General election to approve U-PASS program for Selkirk College
Summer 2027	Pending a positive referendum outcome, formal approval granted by local government partners to approve U-PASS program
September 2028	U-PASS Implemented for Fall 2028 Semester



Sample engagement poster for UBCO referendum

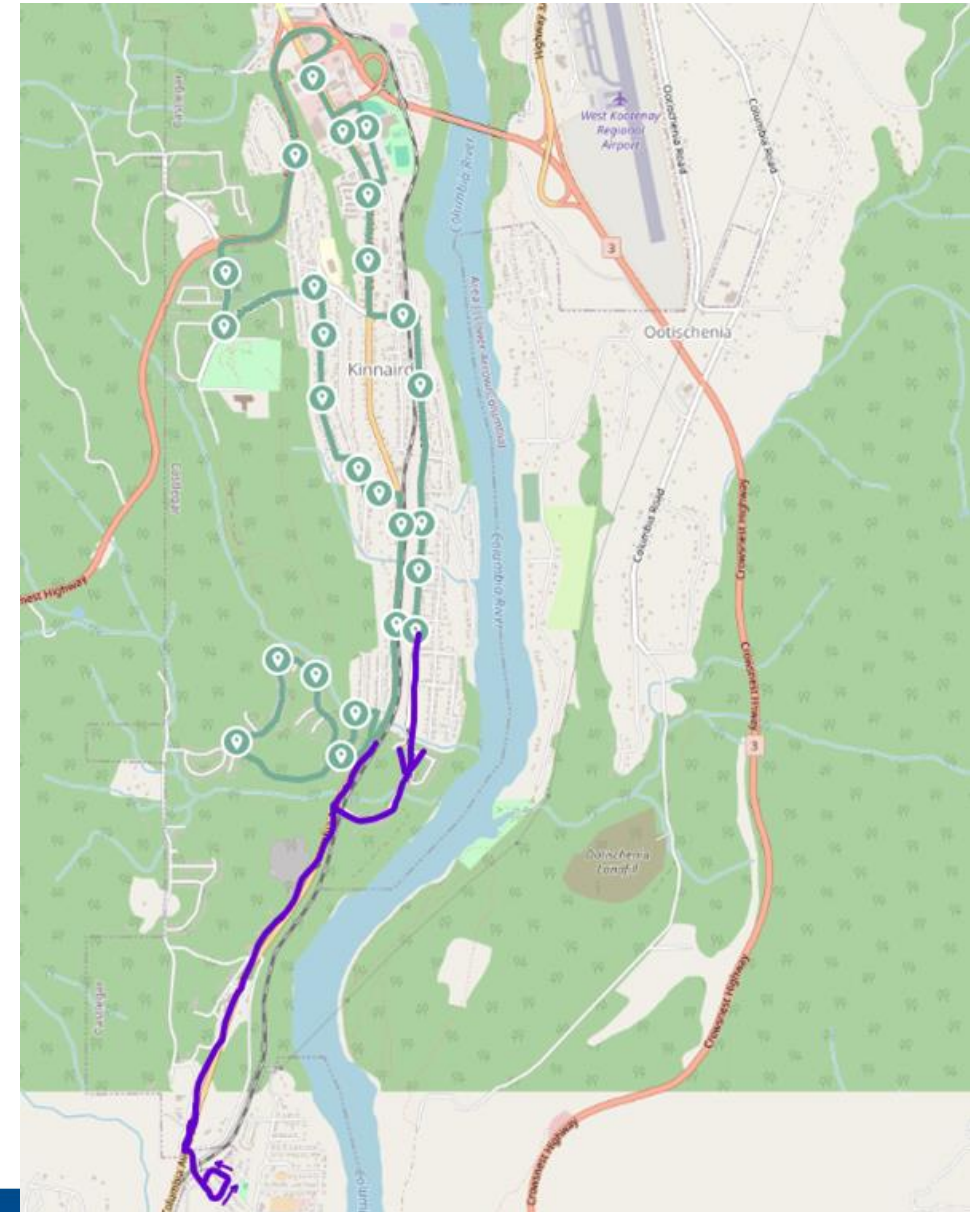
# Summer 2026 Service Change

- BC Transit is preparing to implement minor schedule and routing changes to the local transit service on June 29, 2026
- Service change will coincide with a transition to a new transit facility.
- Transit service for Castlegar and Trail will operate out of 1175 Lower China Creek Road, Genelle.



# Castlegar

- Minor adjustments to trip times on local routes to improve on time performance
- Route 34 will be adjusted to mitigate an unsafe railroad crossing at 32<sup>nd</sup> Street.
  - Route will extend farther south on 5 Ave
  - additional bus stops will be introduced on 5 Ave
  - At peak times of day, the route will deviate to Blueberry
- The Route 98 Regional Connector between Trail and Castlegar will bypass Blueberry.



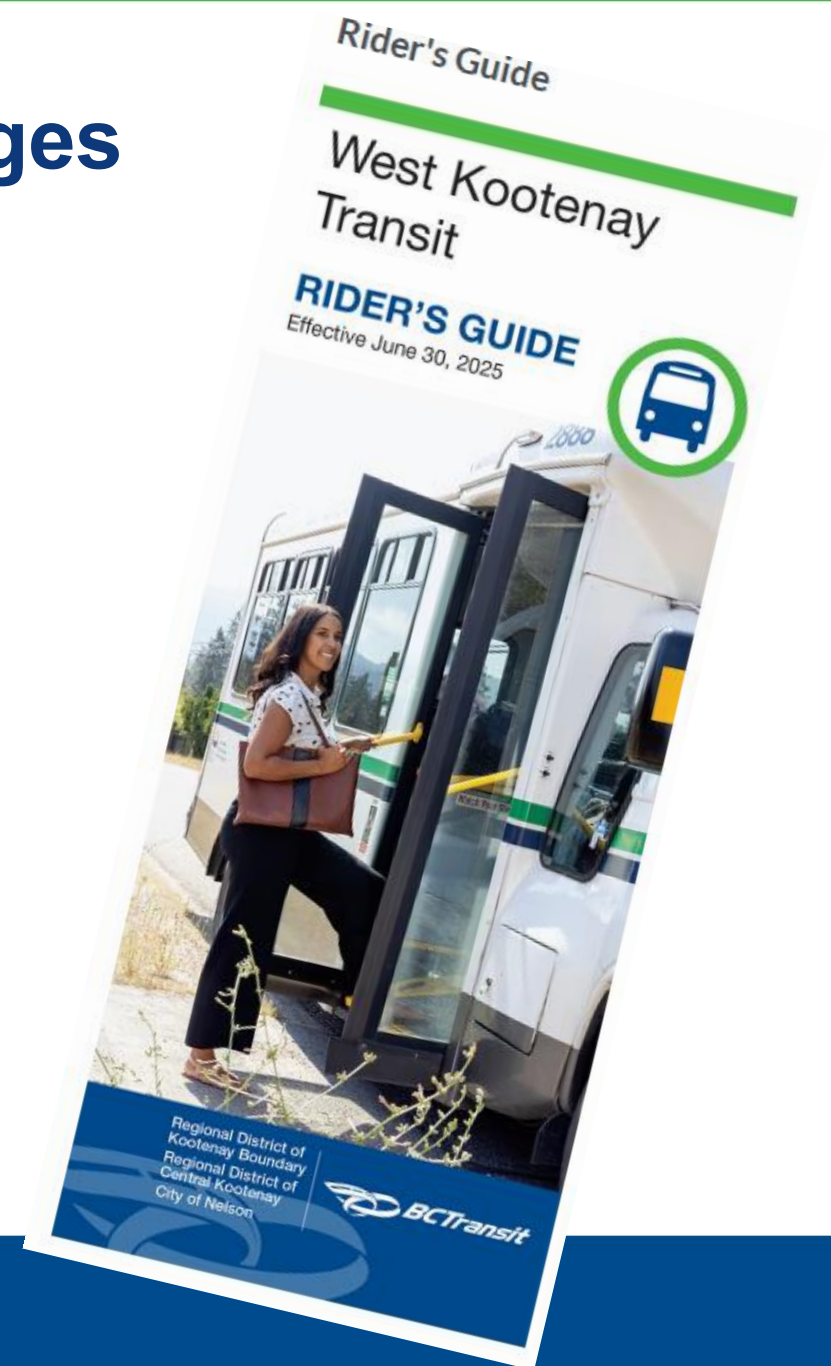
# Nakusp

- Overall level of local transit service is high and OnRequest service has been underutilized
- Reallocate local OnRequest service hours to fixed route service that better aligns with demand and destinations
- 1 additional round trip for Route 52 Slocan  
4 additional round trips for Route 51 Hot Springs
- Net reduction of 4 service hours/week to the local service



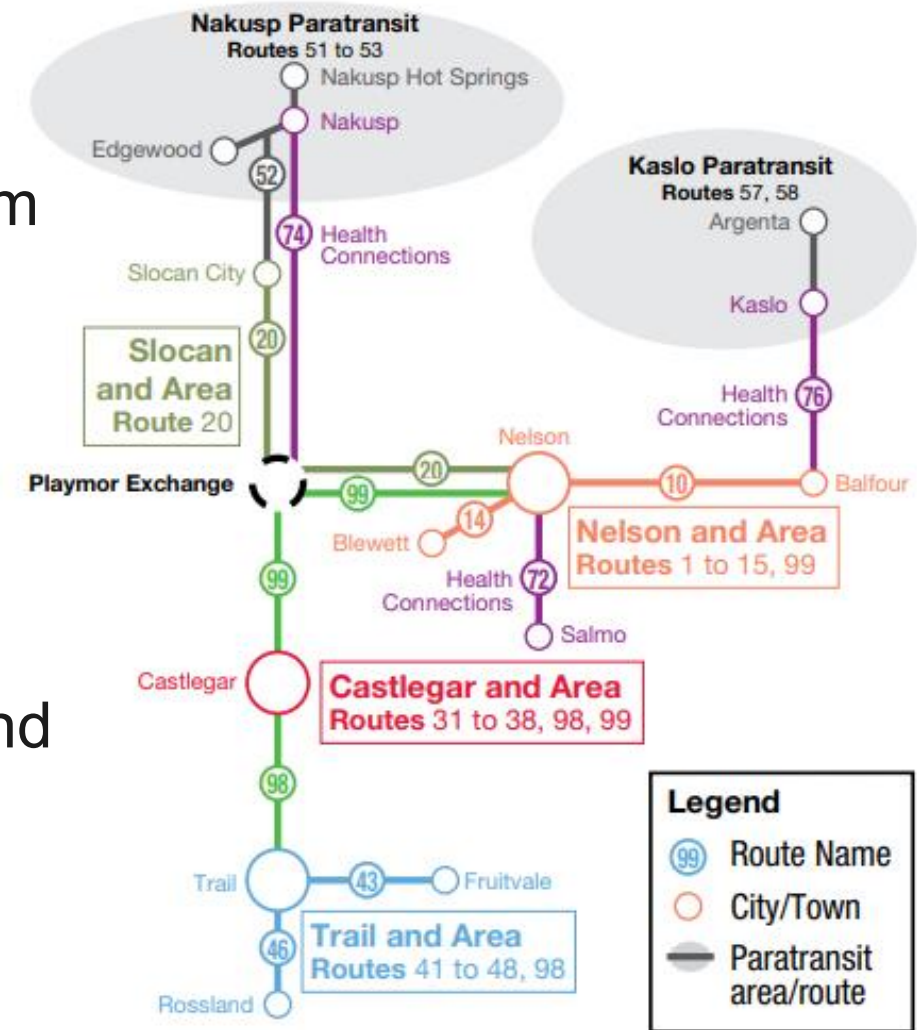
# Other Proposed Scheduling Changes

- Route 72 Salmo-Nelson adjust morning trip time to better suite commuters.
- Suspend Route 15 Perrier. Route 72 will provide coverage.
- Reduce service on Route 14 Blewett to align with demand. Suspend 4:00pm trip.
- Eliminate redundant service on Route 20 Slocan. Suspend 6:25am trip.



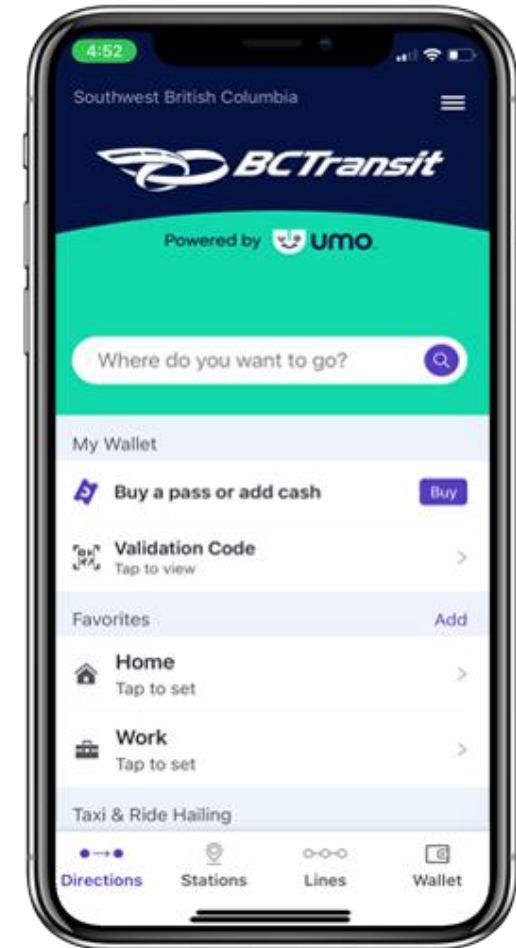
# Fare and Service Reviews

- Fare review of the West Kootenay Transit System planned to start Spring 2026
- Service review of the West Kootenay Transit System planned to start Summer 2026
  - Review existing service and performance
  - Focus on optimizing existing resources and improving regional connectivity
  - Explore options to reallocate resources within the system



# Umo is On Board

- Umo contactless payment system now installed in West Kootenay Transit System
- Riders have ability to pay with the Umo Mobility App or reloadable smart card
- Cash will always remain payment option
  
- BC Bus Pass is now integrated
- Coming Soon: "Open Loop" credit/debit cards this year



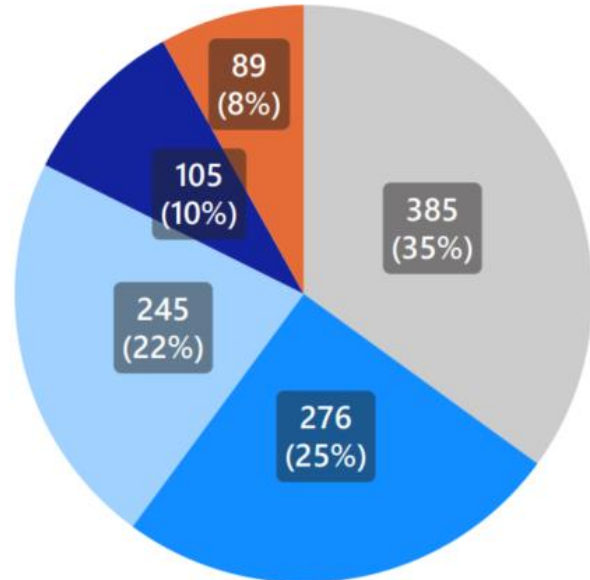
# Umo Data

## West Kootenay Transit System

### January 2026 Umo Pass Net Sales & Stored Value Usage



MONTHLY NUMBER OF PASS SALES



**Products**

- Student Semester Pass
- 10 Rides
- DayPASS
- 30 Day Concession Pass
- 30 Day Adult Pass

**Conventional**

Product	Sales (\$)
10 Rides	\$5,381.53
30 Day Adult Pass	\$5,340.00
30 Day Concession Pass	\$4,725.00
DayPASS	\$1,161.00
Stored Value	\$5,915.25
Student Semester Pass	\$48,125.00
<b>Total</b>	<b>\$70,647.78</b>

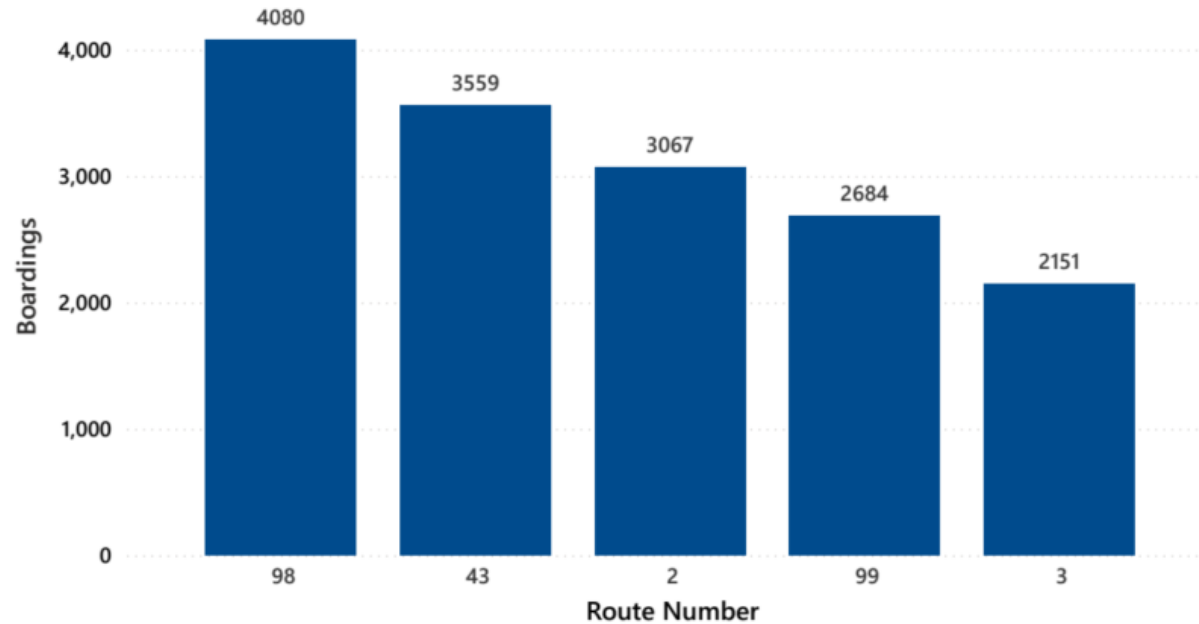
# Umo Data

## West Kootenay Transit System



### January 2026 Umo Boardings

TOP 5 ROUTES BY BOARDINGS



Route Number	Umo Boardings	% of Boardings by Route Number
98	4080	14.26%
43	3559	12.44%
2	3067	10.72%
99	2684	9.38%
3	2151	7.52%
Default	2023	7.07%
31	1915	6.69%
10	1371	4.79%
46	1178	4.12%
43X	978	3.42%
1	895	3.13%
32	831	2.90%
33	775	2.71%
44	707	2.47%
34	630	2.20%
20	519	1.81%
41	255	0.89%
10X	246	0.86%
36	130	0.45%
2R	126	0.44%
42	112	0.39%
45	95	0.33%
14	84	0.29%
76	58	0.20%
4	39	0.14%
<b>Total</b>	<b>28606</b>	<b>100.00%</b>

The table visual is limited to displaying the top 20 boarding routes for the system due to space constraints.

# New Transit Exchange in Nelson



Completed Summer 2025

# New Transit Exchange in Trail



Construction expected to begin this summer for a Fall 2026 completion

# Thank You!

Daynika White  
Government Relations Manager  
djwhite@bctransit.com  
(672) 974-1176





# ***West Transit Service Committee***

- ***Rural Transit Operating Model  
Feasibility Assessment***
- ***CRIS Grant***

***Presenters:***

***Alex Leffelaar, Community Action Assistant***

***Tom Dool, Research Analyst***

***March 4th, 2026***

## Current Operating Models Within In West Kootenay Transit

### Conventional

- High frequency regularly scheduled services
- #99 Kootenay Connector, #10 North Shore, #20 Slocan Valley

### Health Connections

- Lower frequency regularly scheduled services between rural areas and medical hubs

### HandyDART

- Door to door on demand service for registered clients
- Within larger centers

### ParaTransit

- Rural areas and smaller communities
- On request or scheduled infrequently
- Lower ridership



## **Advantages to using the current models**

- Cost sharing between local government and BC Transit.
- Access to grant funding for capital developments
- Fleet management
- Operator management
- Planning and financial services
- Governance support and community engagement
- For 98% of the rides provided this is an excellent system.



## **Disadvantages to using the current models**

- These models require a minimum scale to realize value
- Fleets are managed and optimized for the entire system
- Procurement is done for the entire system
- Transit is managed in a reliable and consistent fashion for the entire Province
- Some transportation needs will not be met with current operating models



## **The Opportunity For A Comparison**

- With the implementation of Automated Person Counters (APC) and electronic fare collection (UMO) we are now developing reliable data on which to base performance indicators
- The Committee has established Transit Service Values to guide the provision of service
- Operating costs are well defined and transparent for existing transit routes



## Rural Transit Operating Model Feasibility Assessment

### #58 Kaslo Argenta

- The service is important to community members
- Offers 2 round trips a day on Thursdays from Kaslo to Argenta and back
- 216 Operating Hours Annually at a cost of approximately \$39,700
- In 2025 we estimate there were 410 rides served

### #53 Edgewood Nakusp

- This service is important to community members
- Offers 2 round trips a day on Fridays from Edgewood to Nakusp and back
- 255 Operating Hours Annually at a cost of approximately \$47,175
- In 2025 we estimate there were 2438 rides served



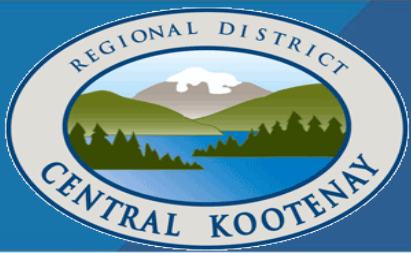
## Rural Transit Operating Model Feasibility Assessment

Identify opportunities to

- Improve service availability
- Get more seats filled
- Review the pricing model
- Reduce operating costs
- Reduce the burden on the tax payer



**Questions?**





# West Transit Services Committee Report

## Rural Transit Operating Model Feasibility Assessment

<b>Authors:</b>	Alex Leffelaar & Tom Dool
<b>File Reference:</b>	8020
<b>Electoral Area/Municipality:</b>	AREAS D & K
<b>Services Impacted</b>	S239 Kootenay Lake West

### 1.0 STAFF RECOMMENDATION

That the Board direct staff to submit an application to the Climate Ready Infrastructure Service (CRIS) fund for up to \$20,000 in consultant support to undertake the Rural Transit Operating Model Feasibility Assessment.

### 2.0 BACKGROUND/HISTORY

There are four transit service models provided within West Kootenay Transit.

**High Frequency Conventional Transit Services** such as the #99 Kootenay Connector #10 North Shore, and #20 Slokan Valley provide regularly scheduled services along major transportation corridors connecting service hubs throughout the region to smaller centers.

**Health Connections Services** provide regularly scheduled services at lower frequencies connecting rural communities to health service centers.

**HandyDART Services** provide on demand services in urban areas to registered clients with documented mobility challenges.

**ParaTransit Services** provide low frequency scheduled and on request services in and around rural communities.

These are the standard transit service models provided by BC Transit, in partnership with Local Government, to transit systems across the province.

Any evaluation of existing or alternative service models should take into account the Transit Service Values identified by the Committee in 2025 Transit Values & Cost Apportionment Study.

There are advantages, for local governments, to partnering with BC Transit with these service models including:

- Cost sharing between local government and BC Transit.
- Access to grant funding for capital developments

- Fleet management
- Operator management
- Planning and financial services
- Governance support and community engagement

Existing models excel at the provision of large conventional and HandyDART services. These services are capital and infrastructure intensive and would be cost prohibitive for local governments to fund and operate without the support of BC Transit.

BC Transit does attempt to meet the full scope of community transportation needs with its current service models. Small, rural, low-capacity services may not benefit in the same way that larger, more capital-intensive services do. Smaller services do not require the same degree of capital investment or client services and may not be as well served by the same fleet requirements as more conventional higher capacity types of public transit.

### 3.0 PROBLEM OR OPPORTUNITY DESCRIPTION

The West Transit Services Committee may choose to examine existing and alternative service models to determine how best to align services with Transit Service Values.

#### 3.1 Legislative Considerations

Section 6 Duties of the Committee of West Transit Services Committee (WTSC) Bylaw No. 2909, 2023 allows that the committee may

- Consider specific transit-related matters not directly associated with the administration of RDCK transit services.
- Review and comment on draft reports, studies, and other initiatives relevant to transit services; and
- Review and recommend priorities for grant application intakes related to RDCK transit services.

The proposed feasibility study directly supports priorities identified by the Rural Mobility Community Advisory Committee and aligns with interests expressed by the West Transit Service Committee following recent transit apportionment decisions.

### 4.0 PROPOSED SOLUTION

A grant funded Rural Transit Operating Model Feasibility Assessment would evaluate alternative service models for existing transit routes and provide a comparison of existing and alternative service models.

A draft version of the grant application is included as Attachment A to this report.

#### 4.1 Financial Considerations of the Proposed Solution

The Climate Ready Infrastructure Service (CRIS) fund provides small local governments and communities in Canada with up to \$20,000 in expert consulting support to help integrate climate resilience into infrastructure planning and decision-making. Staff have reviewed the CRIS criteria and feel that it is a good fit for the proposed project.

As specified in the grant description above the funding would be awarded to a consultant with expertise on the matter. Consultant expenses would not exceed the amount of the grant. Regional District procurement processes ensure oversight on the matter.

Staff time would be funded through existing LGCAP resources allocated by the Board to the Rural Mobility Community Advisory Committee and related investigations.

#### **4.2 Resource Allocation and Workplan Impact**

Oversight and engagement would be provided by the Regional District Climate Action Assistant. Data and analysis support would be provided by the Regional District Research Analyst.

#### **4.6 Measuring Success**

Supporting the West Transit Service Committee to better align transit services and transit values in rural low frequency service areas.

### **7.0 OPTIONS SUMMARY**

**Option 1: That staff apply to the Climate Ready Infrastructure Service (CRIS) fund for up to \$20,000 in consultant support to undertake the Rural Transit Operating Model Feasibility Assessment.**

#### **Advantages**

The proposed Rural Transit Operating Model Feasibility Assessment will assist the committee in better aligning transit service options and Transit Service Values for parts of the public transit system.

#### **Disadvantages**

None

**Option 2: That staff take no further action on the matter.**

#### **Advantages**

Staff time may be directed to other matters.

#### **Disadvantages**

The West Transit Services Committee currently does not have a means of ascertaining whether there are transit service options that may better align the provision of transit services with Transit Service Values.

### **8.0 RECOMMENDATION**

That the Board direct staff to submit an application to the Climate Ready Infrastructure Service (CRIS) fund for up to \$20,000 in consultant support to undertake the Rural Transit Operating Model Feasibility Assessment.

## CONCURRENCE

Mike Morrison – Corporate Officer

### ATTACHMENTS:

Attachment A – CRIS Grant Application

# Climate Ready Infrastructure Service (CRIS)

## Local Government Submission Form

### 1. Tell us about you and your community

---

**Project Submission Type:**

- General Infrastructure Project  
 Special Call for Projects: National Road Resilience Project
- 

**First Name:** Alex

**Last Name:** Leffelaar

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**Email:** aleffelaar@rdck.bc.ca

---

**Phone:** 250.608.4678

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**Local Government or Community Name:**

Regional District of Central Kootenay – Electoral Areas D, and K

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**Province or Territory:** British Columbia

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**Population of Community:** 3,246

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**Name of Project Lead:** Alex Leffelaar

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**Title of Project Lead:** Climate Action Assistant

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**Division or Agency leading the project:** Regional District of Central Kootenay

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**Has your community completed a climate action plan or climate strategy?**

(Response does not affect eligibility)

- Yes  
 No  
 In progress  
 Other:
- 

**Have you identified an expert you would like to work with?**

- Yes  
 No  
 Other:

**If yes, please provide their name, title, and e-mail address**

**Name:** Andrew Martin

**Title:** Senior Transportation  
Planner

**Email:**

amartin@wattconsultinggroup.com

---

**Which official languages is your team able to conduct work in?**

(Select all that apply)

- English  
 French

### 2. Tell us about your project

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**Please provide a brief description of your project, including:**

- **The problem or challenge you're aiming to address**
- **The type of infrastructure involved (e.g., housing, water, transportation)**
- **Any climate-related hazards or mitigation goals**

Current public transit services provide extremely limited service in rural areas of the RDCK. Many communities in Electoral Areas D and K only receive transit service once per week. Previous planning work identified a need to improve service levels to several rural communities. High operating costs and the structure of the existing transit service model limits potential expansion. RDCK would like to explore the feasibility of different operating models to provide residents of rural areas with more transit choices. We are seeking to develop a Rural Transit Operating Model Feasibility Assessment, which would explore the costs and benefits of different transit service operating models in rural parts of the RDCK.

*For example: We are planning an affordable housing development and want to reduce greenhouse gas emissions. We're seeking expert advice on how to improve the building envelope for better energy efficiency and climate resilience.*

**How do you envision developing this project to support low-carbon and climate resilience goals?**

Transportation-related emissions make up 70% of all GHGs generated within the RDCK. Transit options are currently extremely limited and do not provide viable alternatives for most trips for rural residents, as evidenced by past community engagement results collected as part of the RDCK Transit Cost Apportionment Study. The RDCK's Ideas for Climate Action lists increasing public transit options and ridership as an action to support the region's climate goals. The current transit operations model has high costs that prevent expansion or modification of services to better meet rural travel needs. The way that funding is split also limits expansion to when all partners are able to make investments simultaneously. An operating model feasibility study would allow RDCK to understand the benefits and costs of different service models for rural areas, including potential for increased service, ridership, economic development opportunities, and resilience. In addition to supporting climate goals, this work will support RDCK transit initiatives such as the West Kootenay Transit Future Action Plan and the recent creation of a Rural Mobility Community Advisory Committee, which has a mandate to explore reducing environmental impacts from transportation and improving regional transportation networks through partnerships between government and local community groups.

Beyond potential GHG reductions, many rural RDCK residents face mobility challenges that become more acute during adverse climate events. Improved transit services will provide transportation alternatives, build local transportation capacity, and improve resiliency for residents who are unable to drive during adverse weather and climate events. Based on current ridership of transit in the region, benefits of the project will primarily benefit seniors, youth lower income residents, and those with accessibility requirements, providing an equitability aspect to the project.

*Feel free to share your initial ideas or priorities and let us know how you'd like our experts to support you in shaping the project.*

**What is your anticipated timeline for this project?**

- Within the next 12 months
- 1-3 years
- 3-5 years
- More than 5 years

To be determined

**What is the estimated value of the capital project?**

- <\$10,000
- \$10,000 - \$100,000
- \$100,000 - \$1,000,000
- \$1,000,000 - \$5,000,000
- \$5,000,000 - \$10,000,000
- Other: N/A

**Who owns/will own the infrastructure asset?**

The feasibility study will explore ownership models for capital assets, which could include transit vehicles, bus stop infrastructure and vehicle storage/maintenance options. Current transit fleet assets are owned by BC Transit, a crown corporation. Alternative service models could include RDCK and/or another partnering entity owning transit assets.

**Who manages/will manage the infrastructure asset?**

Current transit services are managed by BC Transit, a crown corporation. Alternative service models could see operations assumed by the RDCK or another entity.

**Is this project included in a formal plan, budget or council resolution? (Select all that apply)**

- Asset Management Plan
- Capital Plan
- Operational Plan
- Climate Action Plan
- Community Energy and Emissions Plan
- Budget
- Council Resolution
- Other (please expand below)

The RDCK Board have supported this application through a resolution at the March 19<sup>th</sup>, 2026 Board meeting following related discussion at the West Transit Services Committee meeting on March 4<sup>th</sup>.

This feasibility study supports RDCK's Ideas for Climate Action's goal to increase transit options and ridership. Improvements to service to these communities is listed as both short and long-term priorities in the 2021 West Kootenay Transit Future Action Plan. Investigating the feasibility of alternative operations models was also identified as a priority of by the Rural Mobility Community Advisory Committee.

**Please provide any additional information that shows formal prioritization or sponsorship by the municipality in support of the project (i.e. inclusion in Official Plan or strategic plans etc.)**

The feasibility assessment supports:

- 2026 Supporting resolution by the RDCK Board of Directors, moved from discussions at the West Transit Services Committee
- 2025 Creation of Rural Mobility Community Advisory Committee with focus on improving rural transportation options and reducing transportation's environmental impact
- 2024 RDCK Ideas for Climate Action's identified need to increase regional public transportation options
- 2024 RDCK Transit Cost Apportionment Study
- 2021 West Kootenay Transit Future Action Plan's short and long-term goals of improving service levels to several rural communities

**Proof of Documentation** (Please upload documents illustrating the formal prioritization of this project)

*Applicants, including Indigenous governments, are invited to follow their own principles for data sharing and governance.*

*Proof of documentation is considered community-specific knowledge and intellectual property, and your organization retains ownership over this documentation. Documentation is only used to verify your eligibility for the program and is not shared publicly. Your proof of documentation may be made available to your expert to support with project scoping. Proof of documentation will be stored on a private SharePoint site only accessible to the Canadian Urban Institute.*

*If you have questions about the use of your information, please contact the Canadian Urban Institute.*

**What phase is the project currently at?**

- Idea
- Concept
- Pre-feasibility assessment
- Feasibility assessment
- Design
- Procurement
- Construction
- Other (please expand below)

**Which departments are involved in this project?** (Select all that apply)

- Public Works
- Environmental Services
- Planning and Development
- Finance
- Community Services
- Other (please expand below)

Corporate Administration (Transit)  
Development & Community Sustainability

**What is the size of the team working on this project?**

- Less than 10
- 10-20
- More than 20
- Other:

**Has any work been completed to date to assess climate-related risks to the project?**

- Yes
- No
- Other:

If you answered yes to the previous question, please provide a brief description.

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Please list any project partners. (i.e First Nations, Inuit, Metis Governments/Communities, Towns, Villages, Cities, Unincorporated Communities)

Organization	Key Contact Name	Key Contact Phone	Key Contact Email

Please list any additional communities who will benefit from the infrastructure supported through this project. (i.e First Nations, Inuit, Metis Governments/Communities, Towns, Villages, Cities, Hamlet, Unincorporated Communities)

Community	Population
Village of Nakusp	1,589
Village of Kaslo	1,049

### 3. Final Comments

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**The information provided is collected by the CUI/CRIS for program administration and communications. Consent may be withdrawn at any time.**

If accepted, I consent to CRIS using project details for case studies, presentations, newsletters, and social media to illustrate program outcomes.

I understand that upon acceptance, project information (including asset class, population, and municipality name) may be shared on the CRIS website.

#### How did you hear about us?

##### Referral:

An expert referred me

A colleague referred me

##### Program Partner:

AIM Network

IAMA

FPEIM

Quest

SUMA

NAMS Canada

Other:

##### Promotion:

Newsletter or Email

Webinar

LinkedIn

**If other, please specify:**

**Do you have any additional comments or information to provide regarding your submission?**



# West Transit Service Committee Report For Information

March 4, 2026

## Transit Service Level Update

<b>Author:</b>	Tom Dool, Research Analyst
<b>File Reference:</b>	8020
<b>Electoral Area/Municipality:</b>	CASTLEGAR, NAKUSP, NEW DENVER, SILVERTON, SLOCAN, SALMO, D, E, F, G, H, K.
<b>Services Impacted</b>	S238 & S239

### 1.0 PURPOSE OF REPORT

This report updates the committee on the status of proposed 2026 West Kootenay Transit service changes.

### 2.0 BACKGROUND AND UPDATE

#### Background

Watt Consulting was contracted to facilitate the RDCK Transit Values and Cost Apportionment Study, which was presented at the January 10<sup>th</sup>, 2025 West Transit Services Committee meeting. Based on consultation with members of the West Transit Services Committee the report recommended a set of common transit values of potential apportionment methods aligned with those values.

At the April 15<sup>th</sup>, 2025, West Transit Services Committee Meeting staff presented an analysis of the RDCK Transit Values and Cost Apportionment Study and made recommendations regarding the best fit for apportionment models.

At the April 17<sup>th</sup>, 2025, Open Board Meeting the Board resolved that:

*(219/25) That the Board direct staff to prepare an amendment bylaw for Electoral Areas E & F and Slokan Valley Transit Local Service Area Establishment Bylaw 1415, 2000 to remove the Village of Slokan from the service; Update the method of apportionment to reflect Section 4.0 the proposed solution as per Transit Cost Apportionment Committee Report prepared by Tom Dool, Research Analyst; and limit the apportionment of costs to the land annexed by the City of Nelson and now referred to as Old E, Old F, and Old H.*

At the June 19<sup>th</sup>, 2025 Open Board Meeting staff presented bylaw amendments which applied the values based apportionment method to services S238 North Shore Slokan Valley Transit and S239 Kootenay Lake West Transit. At that meeting the Board resolved that:

*(319/25) That Electoral Areas E & F and Slocan Valley Transit Local Service Establishment Amendment Bylaw No. 3035, 2025 be read a FIRST and SECOND time.*

*(320/25) That Kootenay Lake West Transit Service Establishment Amendment Bylaw No. 3036, 2025 be read a FIRST and SECOND time.*

In August, 2025 staff initiated conversations with BC Transit regarding potential service level changes intended to better align transit outcomes with the goals of service participants.

At the September 18<sup>th</sup> Open Board Meeting the Board resolved that:

*(467/25) That Electoral Areas E & F and Slocan Valley Transit Local Service Area Establishment Amendment Bylaw No. 3035, 2025 be read a THIRD time by content.*

*(468/25) That Kootenay Lake West Transit Service Establishment Amendment Bylaw No. 3036, 2025 be read a THIRD time by content.*

On January 21, 2026 staff met with Ministry of Housing and Municipal Affairs (MoHMA) to discuss administrative changes to the bylaws including errors resulting from previous amendments and changes to definitions.

Staff updated the bylaws with direction given by MoHMA staff and submitted the updated bylaws for Board consideration.

At the February 19<sup>th</sup> Open Board meeting the Board resolved that

*(69/26) That the THIRD reading of Electoral Areas E & F and Slocan Valley Transit Local Service Area Establishment Amendment Bylaw No. 3035, 2025 BE RESCINDED.*

*(70/26) That the Electoral Areas E & F and Slocan Valley Transit Local Service Area Establishment Amendment Bylaw No. 3035, 2025 be read a THIRD time, as amended.*

*(71/26) That the THIRD reading of Kootenay Lake West Transit Service Establishment Amendment Bylaw No. 3036, 2025 BE RESCINDED.*

*(73/26) That the Kootenay Lake West Transit Service Establishment Amendment Bylaw No. 3036, 2025 be read a THIRD time, as amended.*

Staff anticipate adoption of the proposed amendments at the March Board meeting.

Proposed service level changes will be implemented starting in June 2026 with a goal of seeing full implementation by September 2026 prior to the regular annual education commute surge.

### **Proposed Service Change: #14 Blewett**

The #14 Blewett currently operates 4 trips per day through Blewett requiring approximately 1011 operating hours per year. Automated passenger counter data suggests a ridership of 4036 rides annually. Operations staff have noted that 16:00 trip leaving Nelson has very low ridership, averaging 3 riders per trip.

Staff have proposed suspending the 16:00 trip. The proposed service for the Blewett #14 would require 758 operating hours annually with service leaving Nelson at 7:50, 11:15, and 17:46.

Proposed changes would result in a savings of 253 operating hours and a reduction in service cost to Area E of approximately \$46,000.

Staff have discussed the proposed changes with the Director from Electoral Area E and received concurrence on the condition that staff will monitor ridership and report on the impact of service level changes in years 1, 2, and 3.

### **Proposed Service Change: #15 Perrier Road**

The #15 Perrier Road Trip operates 3 times a day on Mondays and Wednesdays. The service currently requires 71 operating hours a year to operate at a cost of approximately \$13,200 a year. Ridership is estimated at 116 rides per year.

A review of ridership and associated costs suggests that this route is poorly utilized by the ridership. The #72 Salmo-Nelson travels through this service area 3 times a day on Tuesdays, Thursdays, and Fridays. Staff recommend that the #15 Perrier be cancelled and that service be provided with a minor route change for the #72 Salmo-Nelson.

Staff have discussed the proposed changes with the Director from Electoral Area E and received concurrence on the condition that staff will monitor ridership and report on the impact of service level changes in years 1, 2, and 3.

### **Proposed Service Change: #20 Slocan Valley**

A review of scheduling and ridership has identified some service redundancy. There is a Nelson bound #20 leaving Playmor Junction at 06:48, a second #20 leaving at 07:01, and a #99 leaving at 07:09. All of these buses arrive in Nelson within the same 15 minute span.

A review of ridership levels suggest that that adequate service could be provided with two buses. Staff have proposed that the 06:48 Nelson bound trip be cancelled and that the 06:05 Route 20 from Slocan modified to operate as a Bonnington/Beasley variant to maintain coverage. Trip may need to be moved earlier to maintain early morning access to the Hospital that the current schedule provides.

Proposed changes will result in a savings of 195 operating hours and a reduction in service cost to Area H of approximately \$36,000.

Staff have discussed the proposed changes with the Director from Electoral Area H and received concurrence on the condition that staff will monitor ridership and report on the impact of service level changes in years 1, 2, and 3.

**Proposed Service Change: Nakusp On-Demand/#51 Hot Springs**

The Village of Nakusp is currently served by 10 on demand weekly service hours and 2 Monday round trips to the Nakusp hot springs. The current service is not well utilized. On demand services are poorly understood by the community and ridership on the regularly scheduled hot springs trip is low.

On demand service is currently provided on Mondays, Wednesday, and Friday mornings. The operator has suggested that the service get 2-3 riders a day. Ridership on the #51 Hot Springs service was estimated to be 362 rides a year or 181 round trip passengers. That’s an average of two passengers per trip.

Regional District and BC Transit staff met with Village of Nakusp staff who indicated that the Village would like to see transit used, in part, to promote the use of the Hot Springs. To this end the Village has committed to half price Hot Springs admission for clients who take public transit to the Hot Springs.

Staff are proposing to change the schedule as follows:

**Monday:** Reduce on request service from 4 hours to 2 and maintain the two Monday trips to the hot springs.

**Wednesday:** Reduce on request service from 4 hours to 1 hour. Add two hot springs trips on the #51.

**Friday:** Add two #51 Hot Springs round trips.

- Monday      Reduce on request service from 4 hours to 2 and maintain the two Monday trips to the hot springs.
- Wednesday    Reduce on request service from 4 hours to 1 hour. Add two hot springs trips on the #51.
- Friday:        Add two #51 Hot Springs round trips.

The proposed changes would result in an annual reduction of 208 operating hours and would reduce the cost of transit to the Village of Nakusp by approximately \$17,500.

Staff have begun preliminary discussions with Nakusp staff regarding how to best engage residents in Nakusp, Area K, Area H, Silverton, New Denver, and Slokan to let them know about public transit opportunities and the hot springs.

**Proposed Service Change: #98 Columbia Connector Blueberry Stop**

BC Transit audited the stop at the intersection of Highway 22 and 100<sup>th</sup> Ave and noted a significant safety concern. To address the concern the stop had to be moved. Accessing the stop has resulted in an additional 243 hours of service annual at a cost of approximately \$21,000 to local government.

The #98 Columbia Connector services the location 10 times a day. Ridership from this location is 2-3 riders a day. Staff do not support this degree of service for additional cost required and recommend that the location no longer be serviced by the #98.

Staff presented the proposed change to Castlegar Council. Service change will occur in the summer of 2026.

**Proposed Service Change: #34 Kinnaird/Southeridge**

BC Transit audited the stop at the intersection of Highway 22 and 32<sup>nd</sup> Ave and noted a significant safety concern. Prior to taking the right off 32<sup>nd</sup> Ave on to Highway 22 the bus is required to stop on a railway track. Two options were developed to address the issue.

Option 1. Reverse the direction of the bus route. While addressing the safety concern this option also resulted in a considerable expense. Changing the direction of the route requires that several of the shelters on the route be moved to the other side of the road.

Option 2. Reroute the service. BC Transit has proposed to extend the service into south Castlegar, including Blueberry, 3 times a day. This would require an additional 90 hours annually at a costs of approximately \$8500 to the municipality.

Staff will proceed with Option 2. This will ensure continued transit services in Blueberry once it is no longer serviced by the #98 and extend transit services into south Castlegar as requested by Castlegar City Council. Staff presented the proposed change to Castlegar Council. Service change will occur in the summer of 2026.

**3.0 NEXT STEPS AND TIMELINE**

Proposed service level changes will occur between June and September of 2026. Staff will report back to the committee regarding the service level changes and resulting budgetary implications.

Respectfully submitted,  
Tom Dool, Research Analyst

**CONCURRENCE**

CO – Mike Morrison