



# WHISTLER

## MINUTES

### REGULAR MEETING OF TRANSIT MANAGEMENT ADVISORY COMMITTEE

MONDAY, JUNE 6, 2022, STARTING AT 11:00 A.M.

Remote Meeting  
Held via Zoom

PRESENT	Mtgs. YTD
Council Representative and Chair, J. Ford	2
BC Transit, Senior Manager Government Relations, R. Ringma	2
BC Transit, Senior Transit Planner, B. Bullivant (alternate)	2
RMOW GM Infrastructure Services, J. Hallisey	2
RMOW TDM Coordinator, E. DalSanto	2
Recording Secretary, D. Taveira	2
Whistler Transit Ltd., C. Selfridge (alternate)	1
<b>GUESTS</b>	
Mayor, Jack Crompton	1
RMOW Julie Sakamoto	1
RMOW Acting Communications Manager, Jill Brooksbank	1
<b>REGRETS</b>	
Whistler Transit Ltd., Juan-Carlos Gomez	1

### CALL TO ORDER

The Transit Management Advisory Committee *recognized The Resort Municipality of Whistler is grateful to be on the shared, unceded territory of the Lil'wat People, known in their language as Liłwat7úl, and the Squamish People, known in their language as Skwxwú7mesh. We respect and commit to a deep consideration of their history, culture, stewardship and voice.*

### ADOPTION OF AGENDA

Moved by B. Bullivant  
Seconded by J. Hallisey

**That** Transit Management Advisory Committee adopt the TMAC Committee Agenda of June 06, 2022

CARRIED

**ADOPTION OF MINUTES** for the May 3, 2022 TMAC meeting were deferred to the next meeting.

## PRESENTATIONS/DELEGATIONS

### Whistler Transit Strike Update

C. Selfridge from Whistler Transit Ltd. to present an update on the Transit Strike.

- J.C. Gomez sends his regrets as he currently in union negotiations with Vince Ready, the provincially appointed special mediator regarding the strike.
- Negotiations are scheduled for June 6 and 7 and Whistler Transit Ltd. is optimistic that they will get a deal even though these are only mediated sessions and not binding arbitration.
- Things have been challenging on the union side of things.

*Emma has assigned Craig to enter the breakout room while the meeting continues.*

BC Transit, R. Ringma to present an update on the Unifor Local 114 job action

- A tentative agreement that was agreed to by the union and the bargaining committee, then it went to the membership for vote, it was voted 36 to 32 and 24 drivers not voting.
- There were discussions with the labour minister.
- The Minister of Labour appointed Vince Ready as a special mediator for 10 mediated sessions that start today and tomorrow.
- If the two parties do not come to some sort of agreement after 10 sessions, then these sessions will be extended.
- The options are:
  - the two sides come to an agreement, and the Union can bring that back to the union membership to vote.
  - If the two sides do not come to an agreement there is an option for the mediator to bring the final and best offer to the union membership for a vote.
- Everyone is hopeful and the two sides are close to an agreement and the mediator will get the ball rolling.

TMAC Questions:

- It appears that there is no certainty with the timeline and the mediation could carry on for another 5 weeks. Is BC Transit prepared to do anything should the mediator not get the job done?
  - The challenge all along is that BC Transit cannot interfere as part of the collective bargaining process and also this is not binding arbitration.
  - The labour minister has chosen to move forward with mediated session and has not committed to binding arbitration yet.

- If this is the Squamish drivers versus the Whistler drivers, does there come a time where they can separate even though they are one union yet different systems?
  - BC Transit's general understanding of this is that the labour pool is shared. From a seniority perspective, the most senior drivers would get first pick at the work. The work pool is not confined to just Squamish or Whistler.
  
- Is there a plan for resumption of transit service? What is the Marketing plan?
  - BC Transit is planning to reintroduce the spring/summer/fall service that existed in fall 2021 and will generally follow service change marketing and communications plans

*C. Selfridge entered the meeting again at 11:23am*

2022/23 AOA

A discussion regarding the 2022/23 Annual Operating Agreement (AOA)

- 2022/2023 Annual Operating Agreement has been circulated to staff to be reviewed with costs related to pre-strike information.
- BC Transit asked that the agreement be signed by Council by June 30<sup>th</sup>
- RMOW staff asked if there was some leeway regarding the June 30 deadline due to the job action.
  - This is not on the Council agenda for June but it is tentatively scheduled for a Council meeting in July
- The AOA is a representation of what BC Transit provided in the 3 year budgets back in October 2021.
  - ~74,800 Total service hours (includes the Route 8 – Lost Lake Shuttle and Summer Extra Weekend service)
    - Schedule B – detailed allocation of service hours can change via letter agreement after Council has authorized the AOA
    - Transit service optimization for winter 2022 schedule can still occur without returning to Council as long as the total service hours remain within the ~74,800 envelop and the associated budget envelop.
- The AOA presents the budget for the planned system. BC Transit no longer bills on budgets just actuals. Therefore, the RMOW is only being invoiced for costs incurred in the system and once service resumes the variable costs start to be charged.
- The Transit Service Agreement (TSA) defines the agreement between BC Transit and the RMOW as well as the general transit service. The AOA is the affirmation of the budget and the service hours. The transit service is covered by the TSA whereas the AOA confirms the budget year to year.

Winter 2022/23  
Service Optimization

A presentation by BC Transit, Senior Transit Planner, Bronson Bullivant and discussion regarding winter 2022/23 Service Optimization.

- There are no opportunities for true optimization based on the fact that BC Transit and the RMOW have been doing this every year, especially in the winter season.
- The ridership was strong going into the end of COVID 2021-2022.
- There is little opportunity for optimization of the existing winter schedule without expansion hours.
  - The lowest ridership routes are already at the minimum service levels. If service is reduced further, this would impact the public perception as we would be moving to inconsistent schedules and up to two hour waits for service especially in the evening when it's dark.
- BC Transit recommends that winter service starting in December should remain consistent and be similar to winter 2021/22 because it was very effective.
- Northbound Route 10 had strong ridership in December 2021 and January 2022. Therefore, there may be an opportunity to expand that service. However, there are no resources to do that at the moment.

Other proposed changes include:

- Reallocating the hours on Route 8-Lost Lake Shuttle in the summer to the Route 10 in the Spring, Summer, Fall in 2023 and beyond as the schedule for Fall 2022 starting September 6<sup>th</sup> is complete and no more changes are permitted
  - There will be an additional am trip on Route #4 at 7:25 a.m. for Early Winter 2022 in addition to the SSF service optimization previously presented.
  - For 2022/23, those hours will be allocated to starting full winter service up to seven days earlier in December.
- Looking at the winter and seeing how it would go moving forward for spring, summer, and fall of next year.

The following questions were posed to BC Transit:

- How do we improve the allocation of hours between our services and how do we get there quicker? How can BC Transit be more nibble? Is this a conversation that Local Government needs to have with BC Transit's Board to request quicker movement?
  - In terms of improving the Route 10-Valley Express, every year BC Transit improves and optimizes Route 10 and in conjunction with the Route 20's and 30's.
  - In the September 6<sup>th</sup> schedule, we took resources out of Routes 20 and 30. We put them towards to Route 10 and Route 31. This was an opportunity to expand Route 10 by removing duplication of service.
  - In terms of BC Transit being more nibble, BC Transit has moved from an 18-month timeline for expansions to a more streamlined 4-6 process.
- The RMOW understands BC Transit's provincial responsibilities, however Whistler has a fluctuation of busy times and business and the economic conditions tends to change much faster in Whistler. We need

to be more responsive to the needs of our community and things need to change quicker to reflect the needs of this community.

- BC Transit hears the RMOW's concerns and would like to remind the RMOW that there has been two major optimization improvements for the Route 10 over the past two years, each happening in September 2020 and September 2022. Both of these did occur take place with less than three months of lead time.
- It is challenging for an organization as large as BC Transit to move much faster than this but we keep looking for ways to improve and appreciate that the RMOW is nudging us and both the RMOW and Whistler Transit Ltd have worked as a team to make these service improvements happen.
- Expansion hours are required to improve the Route 10-Valley Express without affecting some of the other routes. If Council wants to see more aggressive moves on the Route 10, this can happen but it will come with some extra costs.

**ACTION 1:**

The RMOW and BC Transit start working on that communication plan to get the word out there that there will be a schedule change September 6, 2022 including the Route 10 Valley Express Pilot Project Route Deviation and Route 30 and 31 service optimization.

**ACTION 2:**

BC Transit will forward the draft 2023-2026 expansion MOU to RMOW staff for review.

*12:04pm Bronson Bullivant left the meeting*

**OTHER BUSINESS**

- Transit Infrastructure Updates
  - VGB Bus Shelter: project is half way completed
  - GTEX Shelters: being restained and painted
- Rapid Transit Network Study Terms of Reference: reviewed at our last meeting. Discussions have started between the BC Transit planning team and the Ministry of Transportation and Infrastructure and who will be leading this project.

**MOTION TO TERMINATE**

Moved by R. Ringma  
Seconded by J. Hallisey

**That** the Transit Management Advisory Committee meeting of Monday, June 06, 2022 be terminated at 12:11 p.m.

CARRIED

Chair, J Ford

Recording Secretary, D. Taveira