

REGIONAL DISTRICT OF NANAIMO

REGULAR BOARD MEETING TUESDAY, OCTOBER 23, 2007

ADDENDUM

PAGES

DELEGATIONS (Requires motion)

- 3-4 **Barbara Park and Josie Louie, Coast Salish Employment and Training Society,** re Follow-up on Mayors' Invitation to the Gathering of Nations IV November 21-23.
- 5 **Helen Sims, Oceanside Development & Construction Association,** re Sustainability.
- 6 **Vaughan Roberts, Oceanside Development & Construction Association,** re Sustainability.
- 7 **Robin Robinson, The Friends of French Creek Conservation Society,** re Nodal Development in the French Creek Harbour Centre Area – Area 'G'.
- 8 **John Moore, French Creek House & French Creek Estates,** re Proposed OCP Nodal Community at French Creek Harbour Centre.

COMMUNICATIONS/CORRESPONDENCE

- 9 **P. Perry,** re DP Application No. 60734 (Redman & Malcolm Roads – Area 'F').

SCHEDULED STANDING, ADVISORY STANDING AND SELECT COMMITTEE REPORTS

- East Wellington and Pleasant Valley Parks and Open Space Advisory Committee.** (All Directors – One Vote)
- 10-12 Minutes of the East Wellington and Pleasant Valley Parks and Open Space Advisory Committee meeting held on September 10, 2007. (for information)
- Transit Select Committee.** (All Directors – One Vote)
- 13-46 Minutes of the Transit Select Committee meeting held on October 18, 2007. (for information)

(Nanaimo, Lantzville, Parksville, Qualicum Beach, Electoral Areas 'A', 'C', 'E' 'G'
– Weighted Vote)

1. *That the Board approve in principal BC Transit's service expansion proposal for 2009 as presented in their letter dated August 31, 2007 and direct staff to confirm in writing to BC Transit that the Regional District of Nanaimo supports the expansion.*
2. *That staff be directed to implement a 5% fare increase effective December 31, 2007.*
3. *That the Board approve the following project applications:*
 - i. *Bus Shelter Upgrading;*
 - ii. *Bus Wash and Fueling Facility;*
 - iii. *Electronic Fare Box;*
 - iv. *Malaspina Exchange;*
 - v. *Biodiesel Pool Vehicles;*
 - vi. *Priority Lighting;*
 - vii. *Automated Vehicle Locator;*
 - viii. *Prideaux Street Exchange Upgrade.*

Burgoyne, Linda

From: Barbara Park [Barbara.Park@csets.com]
Sent: Thursday, October 18, 2007 1:56 PM
To: Burgoyne, Linda
Subject: delegation to Oct 23 RDN mtg

October 18th, 2007

Attn. Regional District of Nanaimo

Re. Delegation Oct 23rd

As requested this is a written request to attend the Regional District of Nanaimo Oct 23 meeting as a delegation.

Name: Coast Salish Employment and Training Society

Individuals presenting: Communications Officer – Barbara Park and Assistant Executive Director – Josie Louie

201- 5462 Trans Canada Hwy, Duncan, BC V9L 6W4

Phone: 1-888-811-3919 (ext 31)

Subject: follow up on mayors' invitation to the Gathering of Nations 1V November 21 – 23

We would like to provide a follow up to the invitation sent to individual mayors in early September.

Coast Salish Employment and Training Society represents 19 First Nations and 3 Friendship Centres on southern Vancouver Island.

CSETS has developed a Coast Salish Healthier Communities Strategic Action Plan. At the November meeting the Chiefs will gather to endorse the plan, and break out groups will provide an opportunity for mayors or their representatives on southern Vancouver Island to dialogue with First Nations leaders and community members about ways to collaborate in the mutually beneficial goals the Plan articulates, in particular Goal 2, Safer Communities.

CSETS is also inviting mayors represented in the Cowichan Valley Regional District and the Capital Regional District.

CSETS received UBCM Community to Community funding to invite mayors.

Thanks very much. Please contact me for further information.

Sincerely,

Barbara Park

10/18/2007

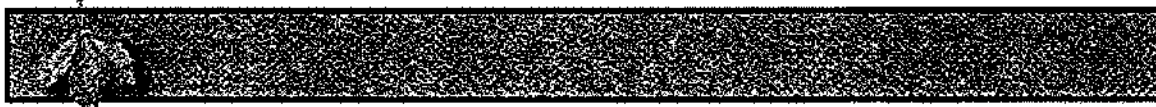
Barbara Park, M.A.

Communications Officer

Coast Salish Employment and Training Society

Barbara.park@csets.com

Toll Free: 1-888-811-3919 (Ext. 31)





Oceanside Development & Construction Association
 P.O. Box 616, Parksville, BC V9P 2G7
 E-mail: odca@shaw.ca

Telephone: 250-752-6214
 Fax: 250-752-6216
 Email: odca@shaw.ca
 Website: www.odca.ca

FAX TRANSMISSION

Date: October 18, 2007

Attention: Nancy Tonn **Fax #:** 250-390-4163

Company: Regional District of Nanaimo

From: Marilyn Hayden, Administrative Secretary, ODCA

RE: Delegation Request

On behalf of the Oceanside Development & Construction Association, would you please add Helen Sims as a delegation to the Board Agenda on October 23, 2007. Helen will be addressing "Sustainability".

Many thanks,



Oceanside Development & Construction Association
 P.O. Box 616, Parksville, BC V9P 2G7
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FAX TRANSMISSION

Date: October 18, 2007

Attention: Nancy Tonn

Fax #: 250-390-4163

Company: Regional District of Nanaimo

From: Marilyn Hayden, Administrative Secretary, ODCA

RE: Delegation Request

On behalf of the Oceanside Development & Construction Association, would you please add Vaughan Roberts as a delegation to the Board Agenda on October 23, 2007. Vaughan will be addressing "Sustainability".

Many thanks,

Lee, Clair

From:
Sent: October 22, 2007 1:25 PM
To: Lee, Clair
Subject: Board delegation for Oct 23, 2007

This is a request to make a delegation presentation before the RDN Board on October 23, 2007.

From: Robin Robinson
Representing: The Friends of French Creek Conservation Society
Topic: Nodal development in the French Creek Harbour Centre area located in RDN Area 'G'
Request to Board: That the Board remove the requirement for the French Creek Harbour Centre area as a designated nodal centre from the Area 'G' OCP.

Thank you please send acknowledgement of receipt of this request.

22/10/2007

Burgoyne, Linda

From: DJ Moore [djmoore@creekhouseressort.com]
Sent: Tuesday, October 23, 2007 2:24 PM
To: Burgoyne, Linda
Subject: RDN Board Meeting Oct 23, 2007 7:00pm

Dear Linda,

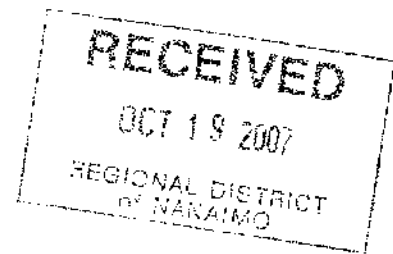
We hereby request to be placed on the above noted agenda to address the Board of Directors.

Name: French Creek House and French Creek Estates
Address: 1-1025 Lee Road, Parksville, BC V9P 2E1
Telephone: 248 3713

Topic: Proposed OCP Nodal Community at French Creek Harbour Centre

Sincerely,
John Moore

Perry B. Perry
890 Epron Road
Qualicum Beach, BC V9K 1x7
pbroc69@hotmail.com



October 18, 2007

RDN Board of Directors
& Development Services
Regional District of Nanaimo
6300 Hammond Bay Road
Nanaimo, BC V9T 6N2
planning@rdn.bc.ca

To the RDN Board of Directors and to Development Services:

**RE: Development Permit Application with Variance No. 60734
3715/3721 Malcolm Road, Electoral Area 'F'**

As the owner of Strata Lot C, I have reviewed the above application.

I have no objection as long as these conditions are met:

- The proposed use of the subject properties is consistent with Area F guidelines and bylaws.
- No through access from Malcolm Road across these properties to Strata Lot A or C is allowed to vehicles (either mechanized or bicycles) or to pedestrians.

and Minister PBP

Currently there is a problem concerning access – Strata C Lot in particular is being used as a thoroughfare from Malcolm/Chatsworth Roads to the Alberni Highway. This access passes through the middle of my new septic drain field (location mandated by Health and Environment). Efforts to direct pedestrians and mechanized vehicles to choose another route have failed. For example, verbal requests are usually ignored. Signage is usually ripped down and sometimes burned.

This situation is unsafe. Children visiting my property cannot play safely outside the immediate vicinity of my dwelling. People using the property as a pass-through create a fire hazard by discarding cigarettes butts and trash along the way (not to mention the burned private property signs). Occasionally those passing through are discovered passed out for whatever reason, but I expect the reason involves alcohol, etc.

My wish is that the proposed variance not aggravate this situation and that we can use this occasion to find a solution to the pass-through situation.

Sincerely,

Perry B. Perry

A handwritten signature in cursive script that reads "Perry B. Perry".

REGIONAL DISTRICT OF NANAIMO

**MINUTES OF THE EAST WELLINGTON AND PLEASANT VALLEY
PARKS AND OPEN SPACE ADVISORY REGULAR COMMITTEE MEETING
MONDAY, SEPTEMBER 10, 2007**

Attendance: Rick Heikkila, Chairperson
Rina Lawson
Bruce Erickson
Jennifer Merner
Judith Wilson
Director Maureen Young

Staff: Joan Michel, Parks and Trails Coordinator

CALL TO ORDER

Chairperson R. Heikkila called the meeting to order at 7:00 pm.

MINUTES

Director Young requested that the last sentence under the Fire Hall and Search and Rescue Site Update component of Business Arising from the Minutes be amended as follows: "A petition from the Mountain Fire Protection District, in support of land donation for Fire Hall use, is being circulated within the community."

MOVED J. Merner, SECONDED M. Young, that the Minutes of the May 7, 2007, East Wellington and Pleasant Valley Parks and Open Space Advisory Committee be approved, as amended.

CARRIED

BUSINESS ARISING FROM THE MINUTES

• Fire Hall and Search and Rescue Site Update

Director Young addressed proposals by the Mountain Fire Protection Improvement District (MFPIID) and Nanaimo Search and Rescue (NSAR) to use part of Meadow Drive Community Park. A report to the Regional Board prepared by RDN Development Services staff is recommending negotiations proceed with both groups on long-term leases for use of parts of the Community Park. The Committee noted the lack of community consultation surrounding the NSAR proposal and the extent and nature of the proposed footprint (fenced building and parking lot). The Committee concluded that it could not support moving forward with negotiations on NSAR use of the Community Park but did support advancing on the MFPIID proposal.

MOVED J. Merner, SECONDED J. Wilson, that staff be directed to negotiate with the Mountain Fire Protection Improvement District for the long-term lease of a portion of Lot 11, Section 14, Range 3, Mountain Land District, Plan VIP80079 to accommodate fire department use.

CARRIED

MOVED J. Wilson, SECONDED J. Merner, that the request from Nanaimo Search and Rescue Society for the long-term lease of a portion of Lot 11, Section 14, Range 3, Mountain Land District, Plan VIP80079, to accommodate an operations building and parking lot be denied.

CARRIED

The Committee discussed the MFPID proposal to grade and address drainage issues at the north-east corner of Meadow Drive Community Park, possibly with the assistance of Malaspina College's Heavy Equipment Operators Training Program. Wendy Marshall, RDN Parks Services Manager and Elaine McCullough, RDN Parks Planner, will work with the MFPID on a site plan prior to operations commencing. The Committee looks forward to a status report on this work.

MOVED J. Merner, SECONDED B. Erickson, that in order not to hold up the process on the development of the fire hall property, the East Wellington – Pleasant Valley Parks and Open Space Advisory Committee supports staff meeting with the MFPID to discuss grading issues in and around the park boundary adjacent to the MFPID lot boundary. Other items like drainage issues should also be discussed including the possible use of volunteer resources such as the Malaspina College's Heavy Equipment Operators Training Program.

CARRIED

- Meadow Drive Community Park Planning Process

It was again agreed that park planning for the Meadow Drive park property must await conclusion of an agreement with the MFPID and associated site planning by RDN Parks staff.

REPORTS

- Director's Update

Director Young reported on her discussions with School District 68 and Ministry of Transportation staff regarding the addition of a bus stop on Jingle Pot Road. The School and Ministry will examine the proposal.

- Regional and Community Parks Function Reports for April and May 2007.

The reports, distributed with the agenda prior to the meeting, were briefly reviewed. The August completion of the Regional Trail System bridge over the Englishman River (Top Bridge Crossing) and its planned official opening on BC Rivers Day were discussed and photos circulated. J. Michel provided an overview of the next Trail System bridges in planning stage including a crossing of the Nanaimo River as part of the Trans Canada Trail.

- Creekside Community Park Update

The Committee was advised that planned summer 2007 work on trail and bridge at Creekside Community Park had not been accomplished and would now be dealt with in the 2008 work program. An amount of \$10,000 has been set aside for the bridge. It was agreed that the Committee would meet at the Park for a site visit and general orientation at 6 p.m. September 18th.

MOVED J. Wilson, SECONDED B. Erickson, that the Reports be received.

CARRIED

COMMITTEE INFORMATION

Next meeting – Monday, November 5, 2007, at 7:00pm
East Wellington Fire Hall

ADJOURNMENT

MOVED R. Heikkila, SECONDED R. Lawson, that the meeting be adjourned at 9:05p.m. CARRIED

R. Heikkila
Chairman

REGIONAL DISTRICT OF NANAIMO

MINUTES OF THE TRANSIT SELECT COMMITTEE MEETING HELD ON TUESDAY, OCTOBER 18, 2007 AT 12:00 NOON IN THE COMMITTEE ROOM

Present:

Director L. McNabb	Chairperson
Director J. Burnett	Electoral Area 'A'
Director M. Young	Electoral Area 'C'
Director G. Holme	Electoral Area 'E'
Director J. Stanhope	Electoral Area 'G'
Director D. Brennan	City of Nanaimo
Director B. Holdom	City of Nanaimo
Director J. Manhas	City of Nanaimo
Director S. Herle	City of Parksville
Director T. Graff	District of Lantzville

Also in Attendance:

C. Mason	Chief Administrative Officer
D. Trudeau	General Manager, Transportation Services
L. Kiteley	Manager, Transportation Services
P. Murray	BC Transit
J. Van Schaik	BC Transit
J. Pope	Manager, Fleet and Transit Planning
F. McFarlane	Recording Secretary

CALL TO ORDER

The meeting was called to order at 12:00pm by the Chair.

MINUTES

MOVED Director Stanhope, SECONDED Director Holme, that the minutes of the Transit Select Committee meeting held on August 21, 2007 be adopted. CARRIED

CORRESPONDENCE

September 21, 2007 letter from Peggy White, General Manager, Woodgrove Centre re Transit Service at Woodgrove Centre

August 31, 2007 correspondence from Dave Burns, Planning Manager, Municipal Systems Program, BC Transit re 2008/09 Core Service and Proposed Service Expansion Budgets

MOVED Director Westbroek, SECONDED Director Herle, that the correspondence be received for information. CARRIED

D. Trudeau reviewed the correspondence from BC Transit regarding 2008/09 core service and the proposed service expansion budgets.

MOVED Director Stanhope, SECONDED Director Westbrook, that the Board approve in principal BC Transit's service expansion proposal for 2009 as presented in their letter dated August 31, 2007 and direct staff to confirm in writing to BC Transit that the Regional District of Nanaimo supports the expansion.

BC TRANSIT UPDATE

P. Murray presented a PowerPoint presentation on the *Nanaimo On Board Passenger Survey*, that was conducted September 26, 2007. Six surveyors rode the buses, asking riders a series of questions, with just over 900 responses received. The last survey of this type was completed in 2003 using a different methodology so when comparing results, this was taken into account.

- *Trip Purpose* was dominated by work and school trips (commuter trips), accounting for 68% of RDN's total ridership, rising from 45% in 2003;
- *Frequency of Use* was 78%, up from 62% in 2003, again, showing a trend towards commuter based trips;
- *Other Transportation Options* revealed only 11% of ridership have no other options and are the 'core transit dependent riders', whereas Vehicle (Driver) results demonstrated a response of 23%, representing the 'core choice riders'. This demonstrates a clear shift toward RDN transit attracting a higher choice ridership which could relate back to the shift in commuter based trips;
- *Overall Satisfaction* indicated 51% were satisfied or very satisfied with the service, while the *Average Satisfaction* was down slightly from 2003, with the largest drop in service frequency. The response showed the riders surveyed were most satisfied with the courteous and professionalism demonstrated by the drivers;
- *Passengers by Age* (demographic information) showed the largest group of riders is the 18-24 year olds, with Malaspina University-College students an important part of this. Females typically account for more transit riders than males which is consistent with most transit systems.

Two suggestions for improving service were to increase the service frequency and introduce Sunday and statutory holiday service.

ADMINISTRATION

Fare Review

At the direction of the Board, the Nanaimo Regional Transit Fare Review report, which was presented at the August 28th meeting, has been reviewed by staff. A review of the fares has been completed and a report prepared that outlines three options for future fares: 0%, 5% and a 10% increase.

MOVED Director Westbrook, SECONDED Director Stanhope that staff be directed to implement a 5% fare increase effective December 31, 2007. CARRIED

Gas Tax Capital Project Funding Report

D. Trudeau presented a report outlining recommendations for project submissions under the Public Transit Agreement and Public Transit Infrastructure Program funding programs. These grants, specifically targeted for transit projects, have a total of \$1.77 million that can be utilized by the RDN to fund capital projects. Eight specific projects have been identified and were reviewed briefly. D. Trudeau noted that a motion is required from the Board in order for the RDN to be able to apply for these grants.

MOVED Director Westbrook, SECONDED Director Herle, that the Board approve the following project applications:

1. Bus Shelter Upgrading;
2. Bus Wash and Fueling Facility;
3. Electronic Fare Box;
4. Malaspina Exchange;
5. Biodiesel Pool Vehicles;
6. Priority Lighting;
7. Automated Vehicle Locator;
8. Prideaux Street Exchange Upgrade.

CARRIED

Director Brennan queried funding improvements to the downtown exchange at Fitzwilliam and Prideaux and expressed concern at the message this sends to the public. Temporary improvements such as planters, trees, and washroom facilities are many of the concerns being heard from citizens in the area. Director Manhas noted that the exchange has been at that location for two years already and needs to have these improvements.

NEW BUSINESS

RDN Task Force on Branding (Imaging) Update

L. Kiteley referred to Progress Report 2, dated October 17, 2007. She noted that the Task Force has gone through two phases, Research and Image Development, and that the final meeting, which will focus on developing the brand, is scheduled for October 19th. L. Kiteley noted that a report will be brought forward at a later date.

Daily News Article – Buses hardly best example of green efforts

D. Trudeau distributed a copy of the above article, which appeared in the October 11, 2007 edition of the *Daily News* and also passed out copies of the letter written in response and signed by Director Stanhope and Director McNabb.

U-PASS

Director Manhas asked if there had been any progress made on U-PASS. D. Trudeau advised that we had nothing further to report at this time but that it was felt the U-PASS has the support of administration at Malaspina University-College. He also noted that despite a not so favourable article in the student newspaper, the President of the Students' Union had indicated previously that he would support a referendum on the U-PASS.

ADJOURNMENT

MOVED Director Holme, SECONDED Director Stanhope, that this meeting adjourn. CARRIED

NEXT MEETING

The next meeting of the Transit Select Committee will be held Thursday, January 17, 2007.

L. McNabb, Chair

Nanaimo Regional Transit On Board Passenger Survey

An on-board passenger survey was undertaken on September 26, 2007. Six surveyors were hired to distribute survey questionnaires on a representative sample of transit trips. A total of 901 completed surveys were collected, representing roughly 10% of daily ridership. The tabulated results are attached. These results will help to identify key transit markets and needed improvements to the transit system. Some key highlights include the following:

- The results of this survey have been compared with the results from the last on-board survey done in 2003. The 2003 survey used somewhat different methodology, so some caution should be used when comparing the results. Nonetheless, there did appear to be some significant trends between the two surveys.
- **Ridership by Time Period and Route (Questions 1 and 2):** These questions show the distribution of respondents by time period and route. Results from these questions are not used to obtain information on ridership by time period and route, since much better information on this can be obtained from the two week passenger count. Rather, these questions are included as a check that the on-board survey respondents form a representative sample of all riders on the transit system. A comparison of the distribution of on-board respondents by time period and route with that from the two week count shows that the proportions are roughly similar, and indicates that sample is reasonably representative.
- **Trip Purpose (Question 3):** Trip purpose is dominated by work (30%) and post secondary (27%) trips. Along with high school trips (11%), this means that commuter trips accounted for 68% of the total. In the 2003 survey, only 45% of all trips were commuter trips (including 25% for work trips). Shopping trips dropped from 28% in 2003 to 13% in 2007. While it's likely that these changes are partly due to the differences in methodology between the two surveys, there does still seem to be a trend towards increased commuter orientation for the transit system. Systems typically evolve from "shopper oriented systems" to commuter systems as the community and the transit system grow.
- **Transfers (Question 6):** While 54% of trips did not involve a transfer, 18% transferred at Country Club while 11% transferred at Prideaux Street. In 2003, 16% transferred downtown while 15% transferred at Country Club. The decline in transfers downtown may be due in part to the relocation of the transit exchange.
- **Frequency of Use (Question 7):** 78% of respondents are regular transit riders, using the system 4 days per week or more. This is up from 62% in 2003 and again indicates a trend to increased commuter orientation.
- **Transportation Alternatives (Question 8):** Only 11% of transit users had no other transportation options available. These represent the core "transit dependent" riders. 23% of transit users could have made their trip as an automobile driver, representing the core "choice" riders. Those who cite other transportation options, such as walking or vehicle passenger, tend to fall somewhere between the core transit dependent and choice groups. In fact, walking (60%) was the most frequently cited transportation alternative. (It should be noted that respondents could provide up to 3 answers to this question so the total adds to more than 100%.) Compared with the 2003 survey, there seems to be a shift away from transit dependent riders to more

choice riders. Those citing "no other option" dropped from 31% to 11% while those citing "vehicle driver" increased from 12% to 23%.

- **Overall Satisfaction (Question 9):** Overall, 51% of respondents were satisfied or very satisfied with the current service.
- **Satisfaction by Aspect of Service (Question 10):** Among individual aspects of the service, people were least satisfied with frequency of service while they were most satisfied with courteousness of drivers. Compared with the 2003 survey, satisfaction levels were generally down slightly, with the biggest drop related to service frequency.
- **Service Improvements (Question 11):** The most common request was for more frequent service (44% of respondents mentioned this), followed by more Sunday and/or holiday service (29%). Evening service (16%) and fares (7%) were the next most frequently requested improvements. (As with Question 8, respondents could provide up to 3 answers to this question so the total adds to more than 100%.)
- **Rider Demographics (Question 12):** The largest group of riders was in the 18-24 age group (41%), with many of these likely being Malaspina students. Females accounted for 58% of riders, which is quite typical for most transit systems.

Nanaimo On-Board Passenger Survey Results

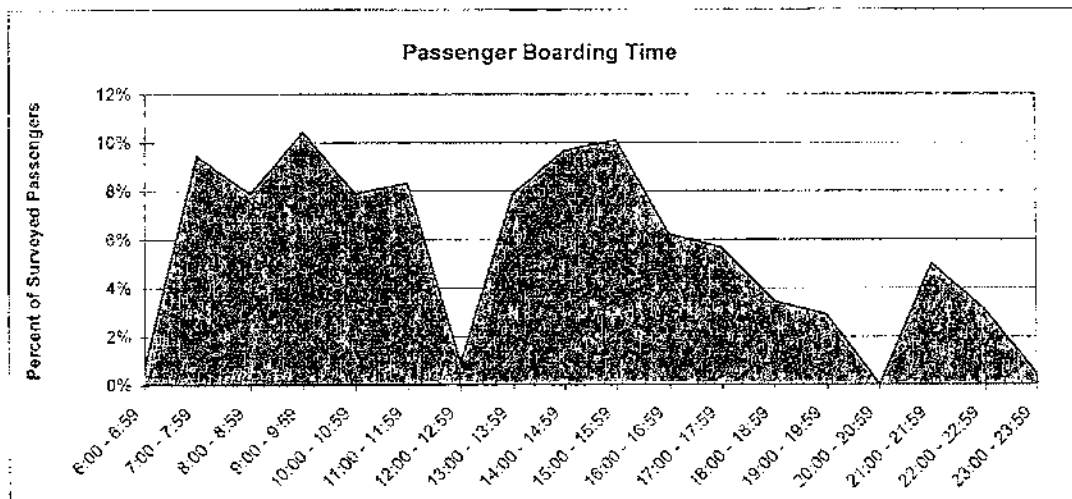
Based on a survey conducted September 2007

Number of respondents: 901

1. Boarding Time

6:00 - 6:59	7	1%
7:00 - 7:59	85	9%
8:00 - 8:59	71	8%
9:00 - 9:59	94	10%
10:00 - 10:59	71	8%
11:00 - 11:59	75	8%
12:00 - 12:59	8	1%
13:00 - 13:59	71	8%
14:00 - 14:59	87	10%
15:00 - 15:59	91	10%
16:00 - 16:59	56	6%
17:00 - 17:59	51	6%
18:00 - 18:59	31	3%
19:00 - 19:59	26	3%
20:00 - 20:59	0	0%
21:00 - 21:59	45	5%
22:00 - 22:59	28	3%
23:00 - 23:59	4	0%
Total	901	100%

	On board	On board %	TWC %
AM Peak	163	18%	22%
Midday	406	45%	41%
PM Peak	198	22%	26%
Evening	134	15%	12%
Total	901	100%	100%



Nanaimo On-Board Passenger Survey Results

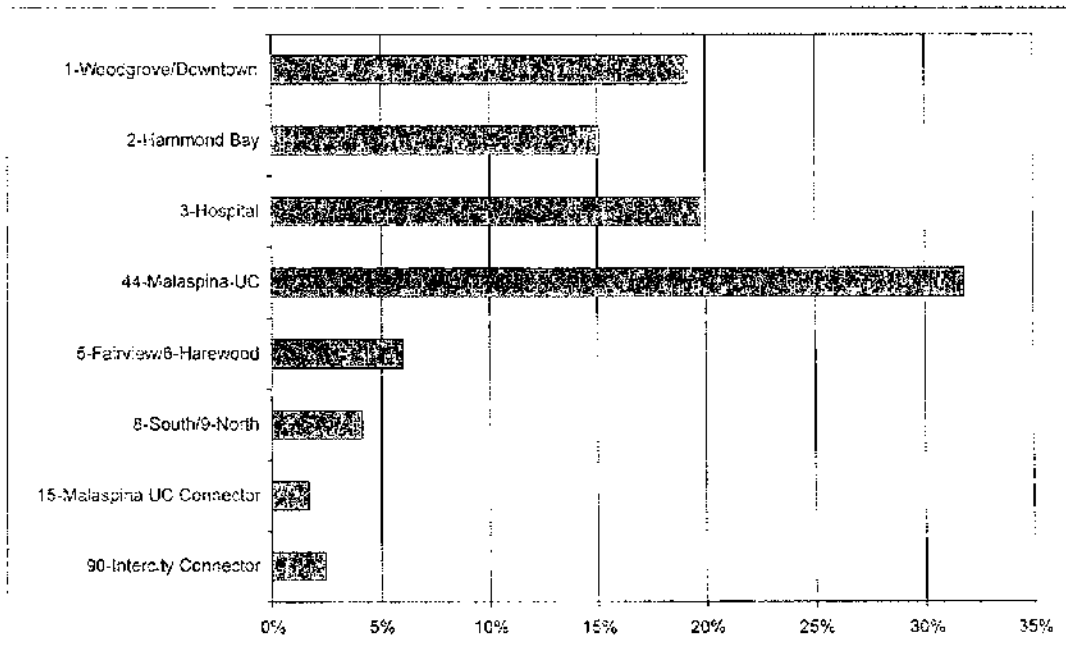
Based on a survey conducted September 2007

Number of respondents: 901

2. Bus Route

1-Woodgrove/Downtown	173	19%
2-Hammond Bay	136	15%
3-Hospital	178	20%
44-Malaspina-UC	286	32%
5-Fairview/6-Harewood	54	6%
8-South/9-North	37	4%
15-Malaspina UC Connector	15	2%
90-Intercity Connector	22	2%
Total	901	100%

TWC %
23%
13%
11%
25%
9%
8%
5%
4%
98%



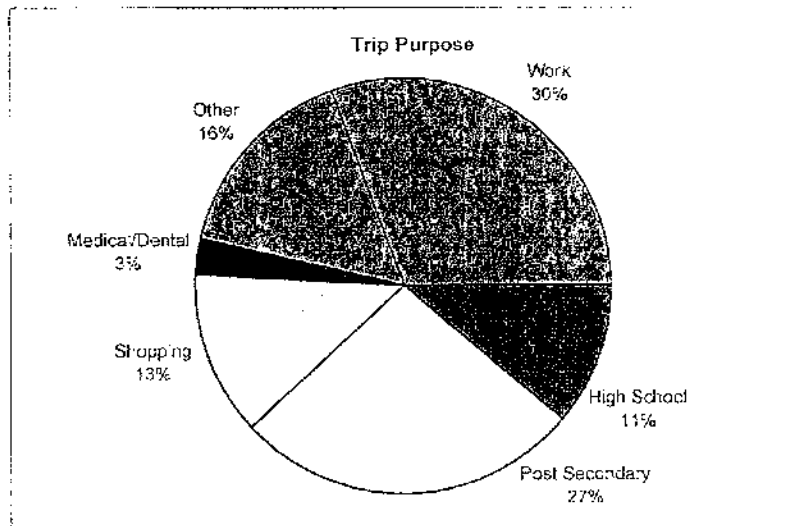
Nanaimo On-Board Passenger Survey Results

Based on a survey conducted September 2007

Number of respondents: 901

3. What is the main purpose of your trip?

Work	272	30%
High School	99	11%
Post Secondary	242	27%
Shopping	113	13%
Medical/Dental	26	3%
Other	140	16%
Total	892	100%
No Response	9	1%



Nanaimo On-Board Passenger Survey Results

Based on a survey conducted September 2007

Number of respondents: 901

4. Where did you begin your trip?

Downtown Nanaimo	154	18%
Mal-U/NDSS	102	12%
Townsite	31	4%
Harewood/Fairview	53	6%
Chase River	9	1%
Cedar	7	1%
Departure Bay	60	7%
Long Lake	3	0%
Bowen Road	71	8%
Nanaimo Regional Hospital	70	8%
Country Club	110	13%
Rutherford	22	3%
Woodgrove	58	7%
Dover/Hammond Bay	43	5%
Lantzville	5	1%
Parksville/Qualicum Beach	20	2%
Jinglepot	9	1%
Other	53	6%
Total	880	100%
No Response	21	2%

5. Where will you end your trip?

Downtown Nanaimo	145	16%
Mal-U/NDSS	171	19%
Townsite	22	2%
Harewood/Fairview	47	5%
Chase River	6	1%
Cedar	3	0%
Departure Bay	37	4%
Long Lake	4	0%
Bowen Road	44	5%
Nanaimo Regional Hospital	49	5%
Country Club	107	12%
Rutherford	22	2%
Woodgrove	96	11%
Dover/Hammond Bay	44	5%
Lantzville	2	0%
Parksville/Qualicum Beach	25	3%
Jinglepot	6	1%
Other	65	7%
Total	895	100%
No Response	6	1%

Nanaimo On-Board Passenger Survey Results

Based on a survey conducted September 2007

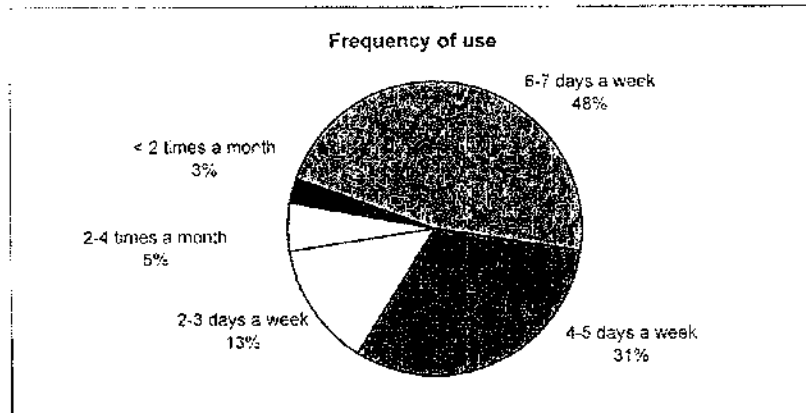
Number of respondents: 901

6. If your trip involved a transfer, where did you change buses?

No transfer	458	54%
Prideaux St. Exchange	90	11%
Country Club	155	18%
Woodgrove	72	9%
Rutherford Mall	5	1%
Brooks Landing	12	1%
Wembley Mall	3	0%
Mal-U	15	2%
Other	34	4%
Total	844	100%
No Response	57	6%

7. On average, how frequently do you ride the bus?

6-7 days a week	415	47%
4-5 days a week	278	31%
2-3 days a week	119	13%
2-4 times a month	47	5%
< 2 times a month	25	3%
Total	884	100%
No Response	16	2%



Nanaimo On-Board Passenger Survey Results

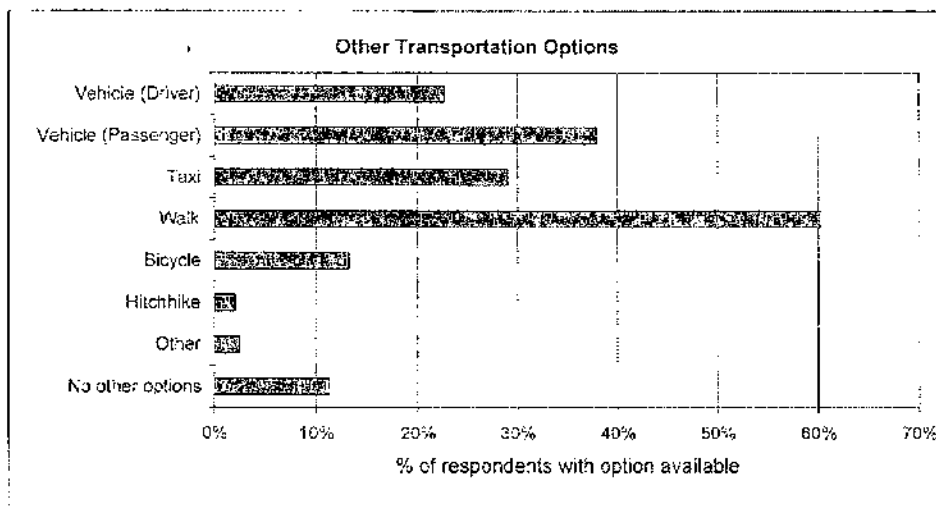
Based on a survey conducted September 2007

Number of respondents: 901

8. What other transportation options are usually available to you?

Vehicle (Driver)	200	23%
Vehicle (Passenger)	335	38%
Taxi	256	29%
Walk	532	60%
Bicycle	117	13%
Hitchhike	18	2%
Other	22	2%
No other options	99	11%
Total*	1579	NA
No Response	17	2%

*If respondents selected more than one choice, all were counted.



Nanaimo On-Board Passenger Survey Results

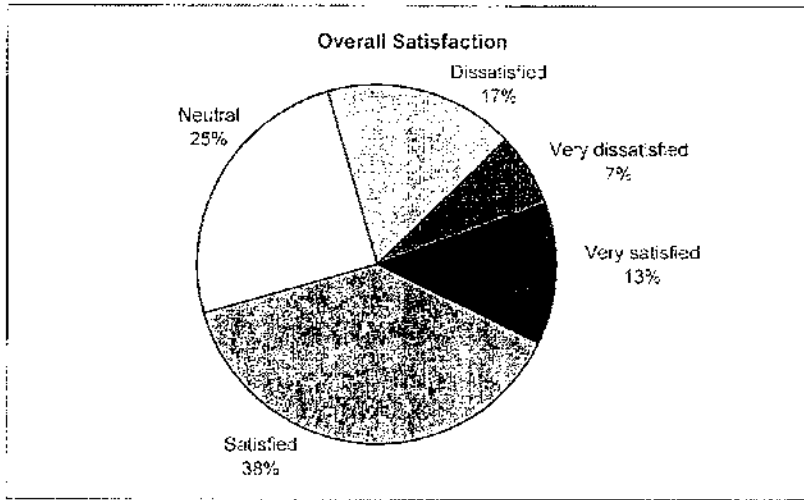
Based on a survey conducted September 2007

Number of respondents: 901

9. Overall, how satisfied are you with your present bus service?

Average score: 3.3

Very satisfied	111	13%
Satisfied	332	38%
Neutral	217	25%
Dissatisfied	149	17%
Very dissatisfied	58	7%
Total	867	100%
No Response	34	4%



Nanaimo On-Board Passenger Survey Results

Based on a survey conducted September 2007

Number of respondents: 901

10. How satisfied are you with the following aspects of transit service?

a) Drivers are courteous & professional

Average score: 4.1

Very satisfied	332	38%
Satisfied	332	38%
Neutral	137	16%
Dissatisfied	42	5%
Very dissatisfied	20	2%
Don't know	14	2%
Total	877	100%
No Response	24	3%

b) Buses are clean & comfortable

Average score: 3.9

Very satisfied	216	25%
Satisfied	413	47%
Neutral	169	19%
Dissatisfied	48	5%
Very dissatisfied	19	2%
Don't know	8	1%
Total	873	100%
No Response	28	3%

c) Buses are on time

Average score: 3.4

Very satisfied	136	16%
Satisfied	299	35%
Neutral	257	30%
Dissatisfied	118	14%
Very dissatisfied	46	5%
Don't know	6	1%
Total	862	100%
No Response	39	4%

d) Buses run often enough

Average score: 2.5

Very satisfied	71	8%
Satisfied	127	15%
Neutral	166	19%
Dissatisfied	261	30%
Very dissatisfied	235	27%
Don't know	5	1%
Total	868	100%
No Response	33	4%

e) Fares

Average score: 3.2

Very satisfied	118	14%
Satisfied	227	27%
Neutral	297	35%
Dissatisfied	133	16%
Very dissatisfied	98	8%
Don't know	15	2%
Total	856	100%
No Response	45	5%

Nanaimo On-Board Passenger Survey Results

Based on a survey conducted September 2007

Number of respondents: 901

f) On-street information

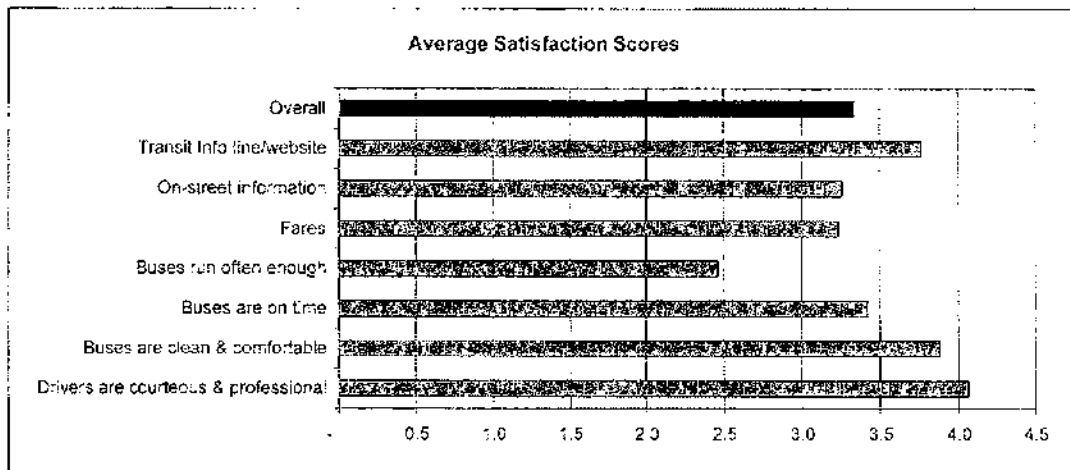
Average score: 3.3

Very satisfied	105	12%
Satisfied	263	31%
Neutral	259	30%
Dissatisfied	119	14%
Very dissatisfied	71	8%
Don't know	45	5%
Total	862	100%
No Response	39	4%

g) Transit Info line/website

Average score: 3.8

Very satisfied	202	24%
Satisfied	276	32%
Neutral	197	23%
Dissatisfied	43	5%
Very dissatisfied	32	4%
Don't know	109	13%
Total	859	100%
No Response	42	5%



Nanaimo On-Board Passenger Survey Results

Based on a survey conducted September 2007

Number of respondents: 901

11. How can we make the bus service better for you?

More frequent service	293	44%
More Sunday and/or Holiday service	189	29%
More evening service	108	16%
Fares/fare products	47	7%
New routes, improved service coverage	42	6%
Buses on time	39	6%
More early morning service	34	5%
Improved transfers	34	5%
Improve drivers' attitudes and safety	29	4%
Improved signage, information	23	3%
Faster, more direct service	18	3%
Improve comfort & cleanliness of buses	11	2%
Improve bus stops or exchange	7	1%
More bus stops	6	1%
Personal safety issues	4	1%
Other	39	6%
Service, drivers are good. etc.	34	5%
Total	957	NA
No Response	238	26%

Nanaimo On-Board Passenger Survey Results

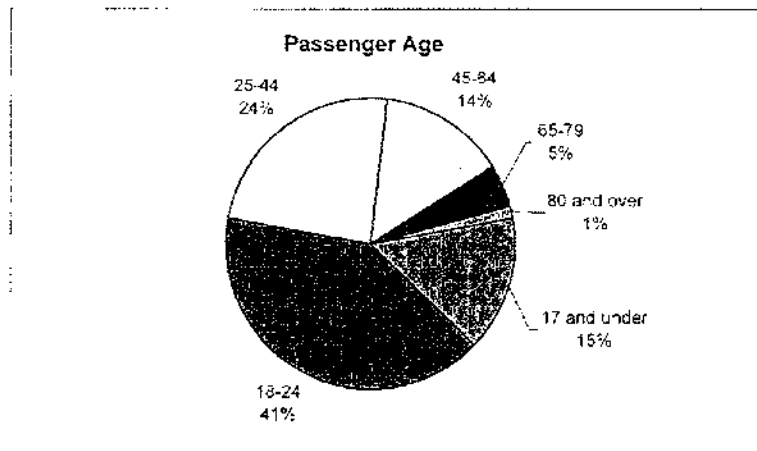
Based on a survey conducted September 2007

Number of respondents: 901

12. To help us better understand who rides the Nanaimo Regional Transit System, can you please indicate...

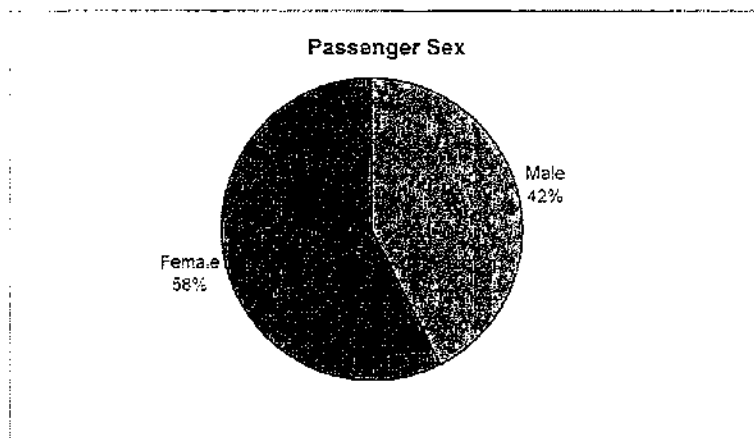
a) ... your age?

17 and under	131	15%
18-24	354	41%
25-44	209	24%
45-54	124	14%
65-79	42	5%
80 and over	12	1%
Total	872	100%
No Response	29	3%



b) ... your sex?

Male	262	42%
Female	355	58%
Total	617	100%
No Response	284	32%

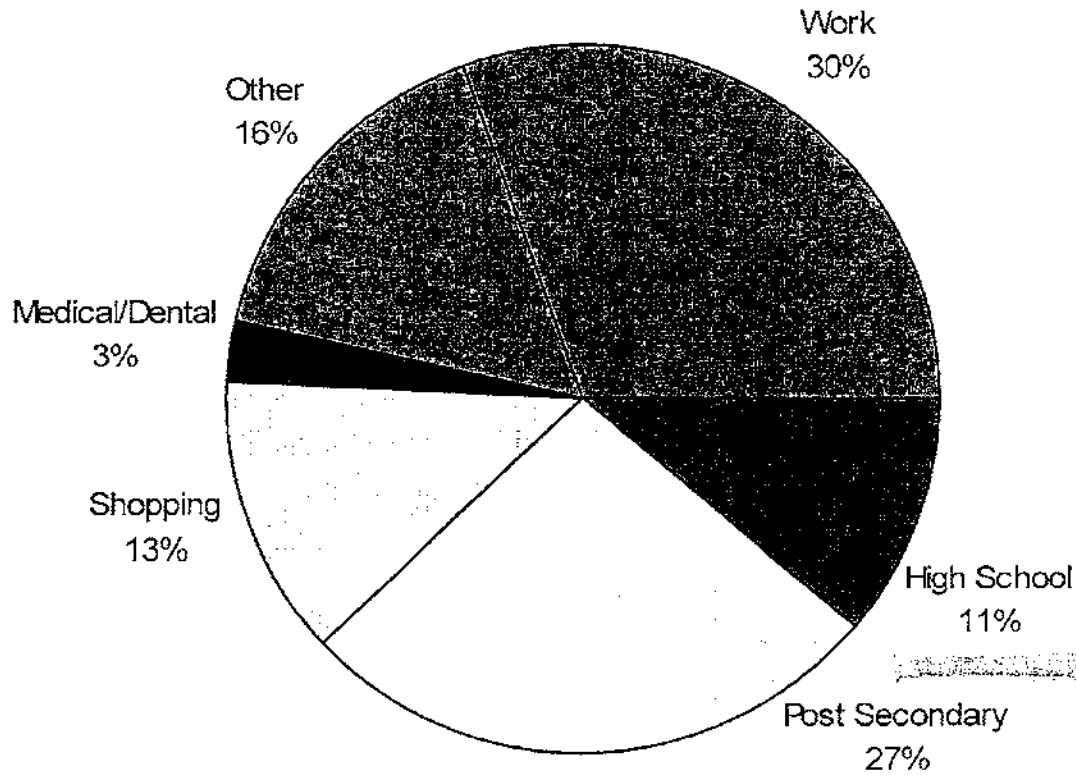


Nanaimo On Board Passenger Survey

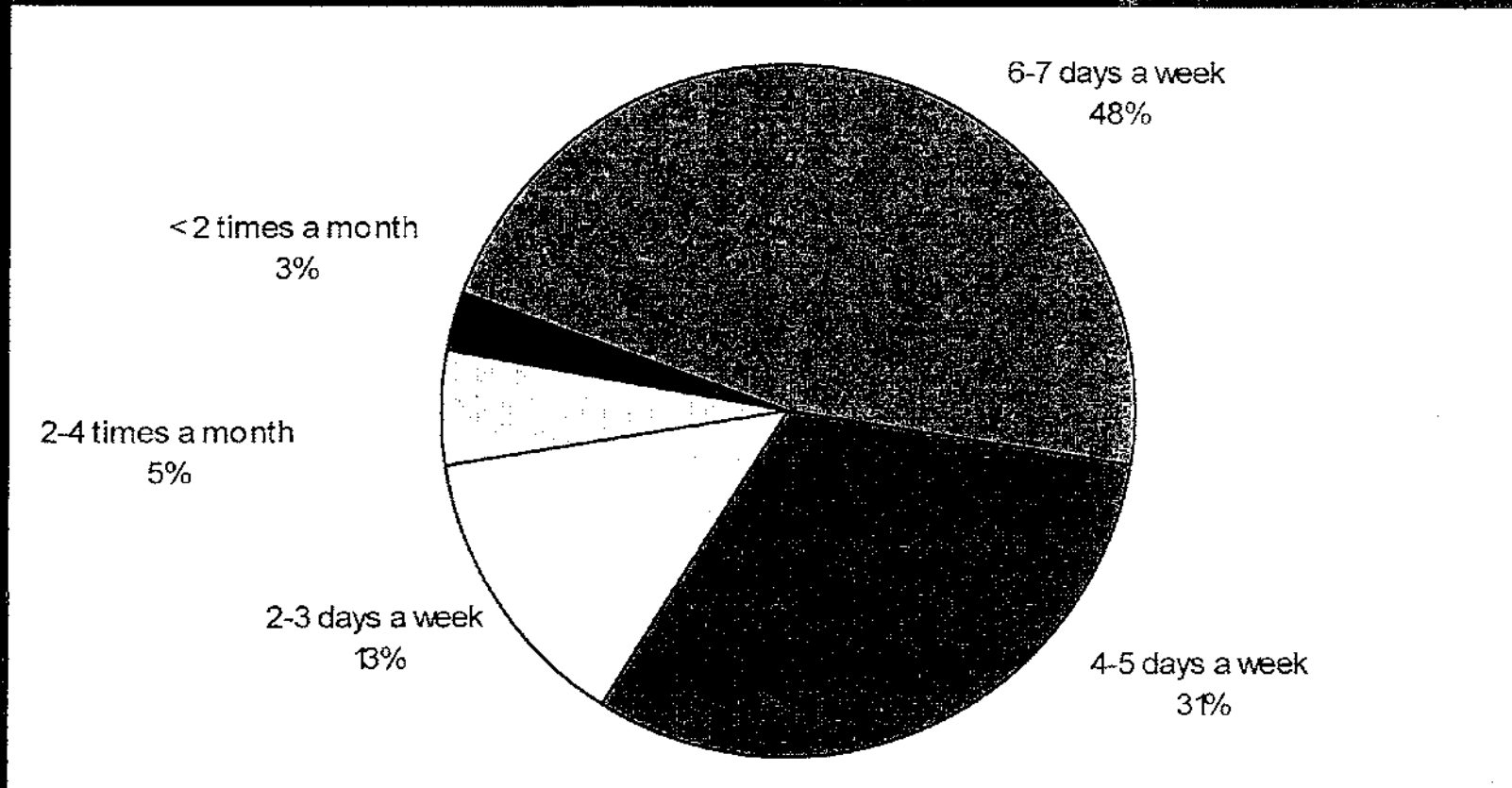
September 2007

 BC Transit

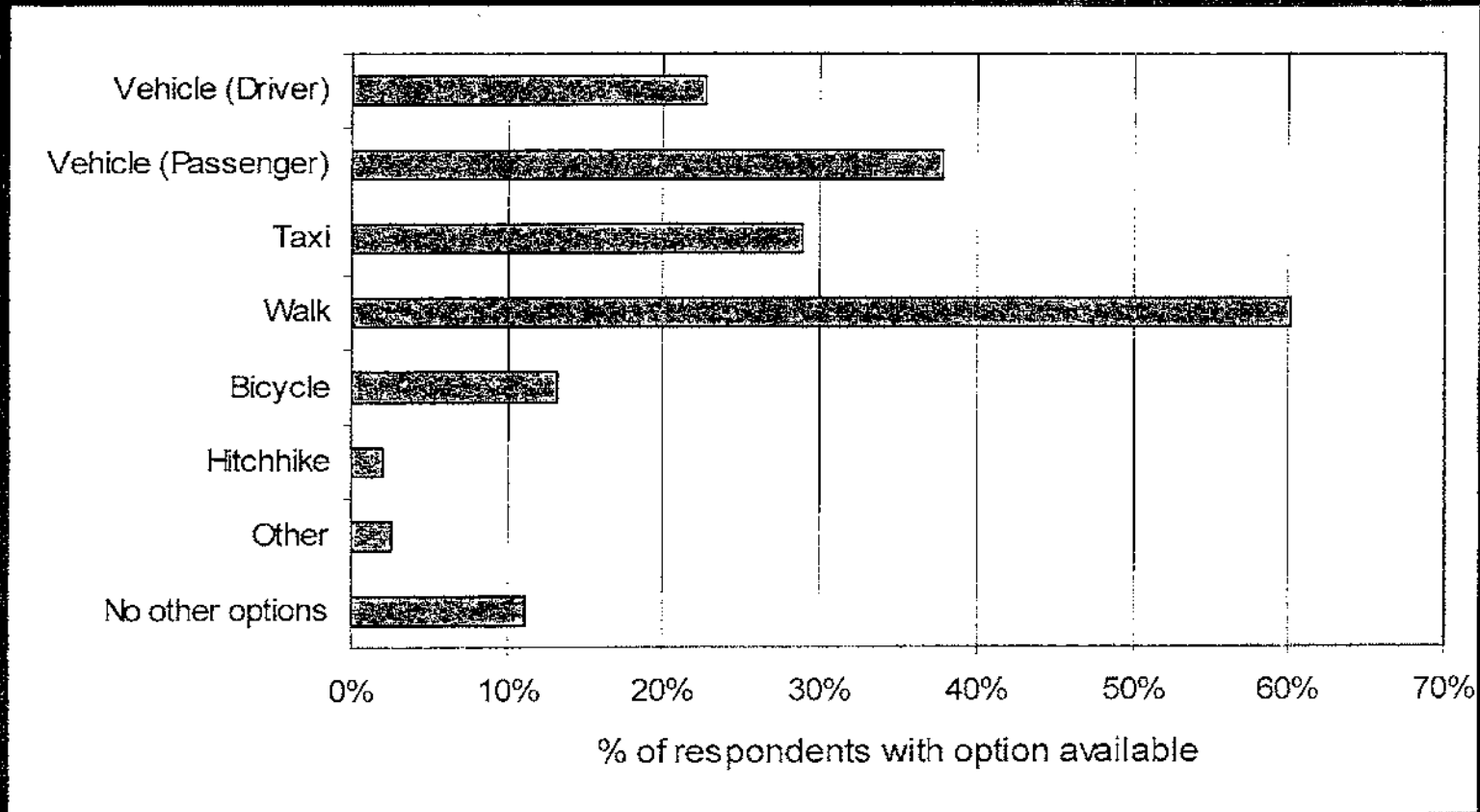
Trip Purpose



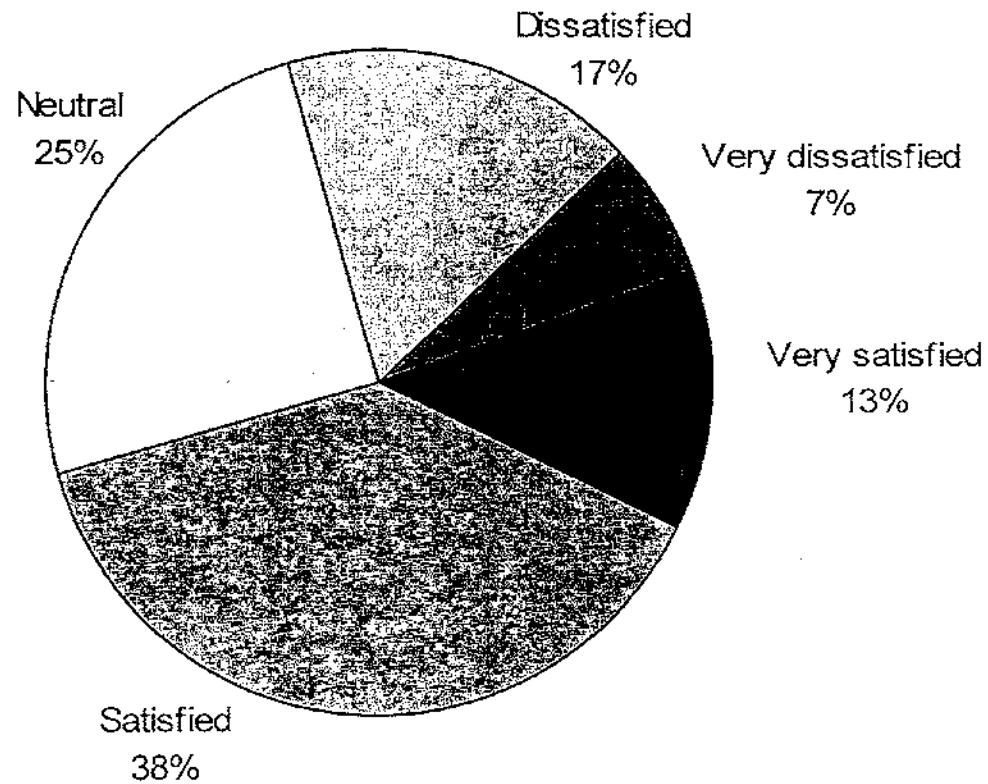
Frequency of Use



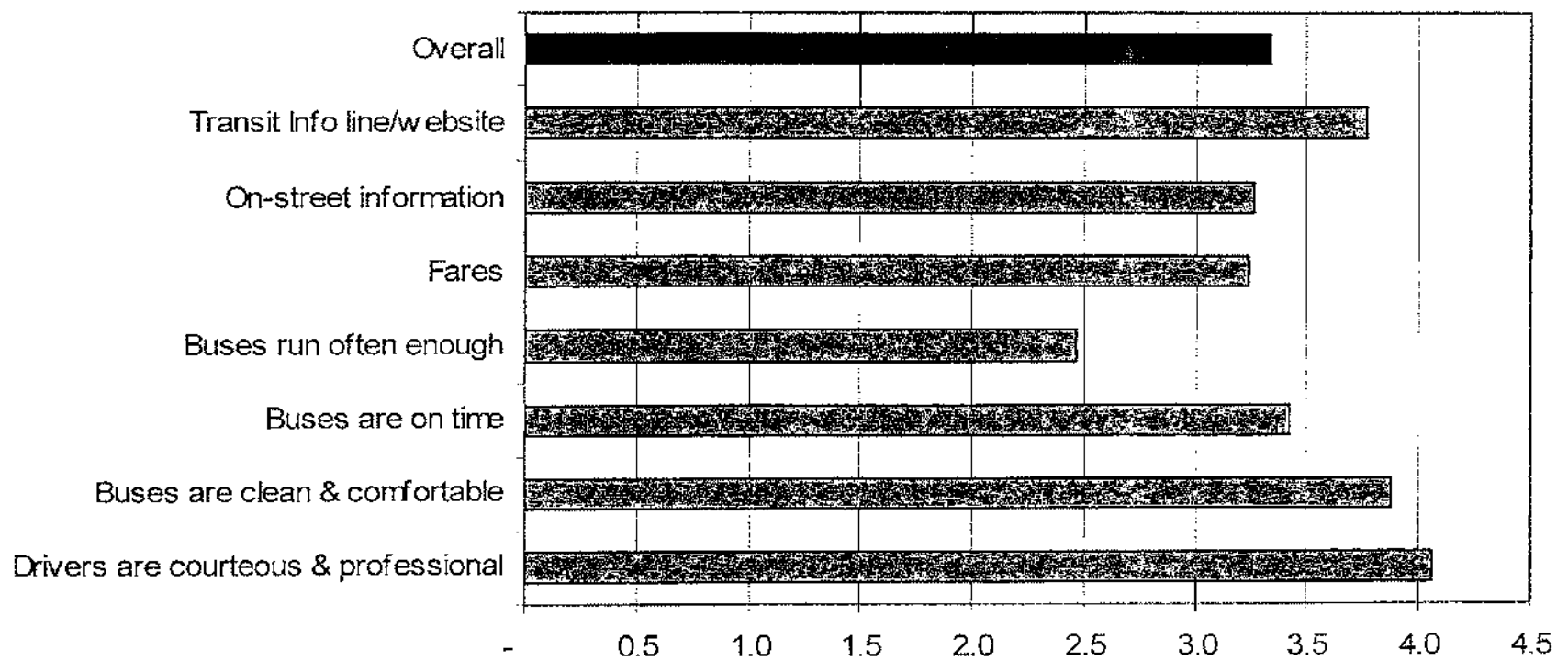
Other Transportation Options



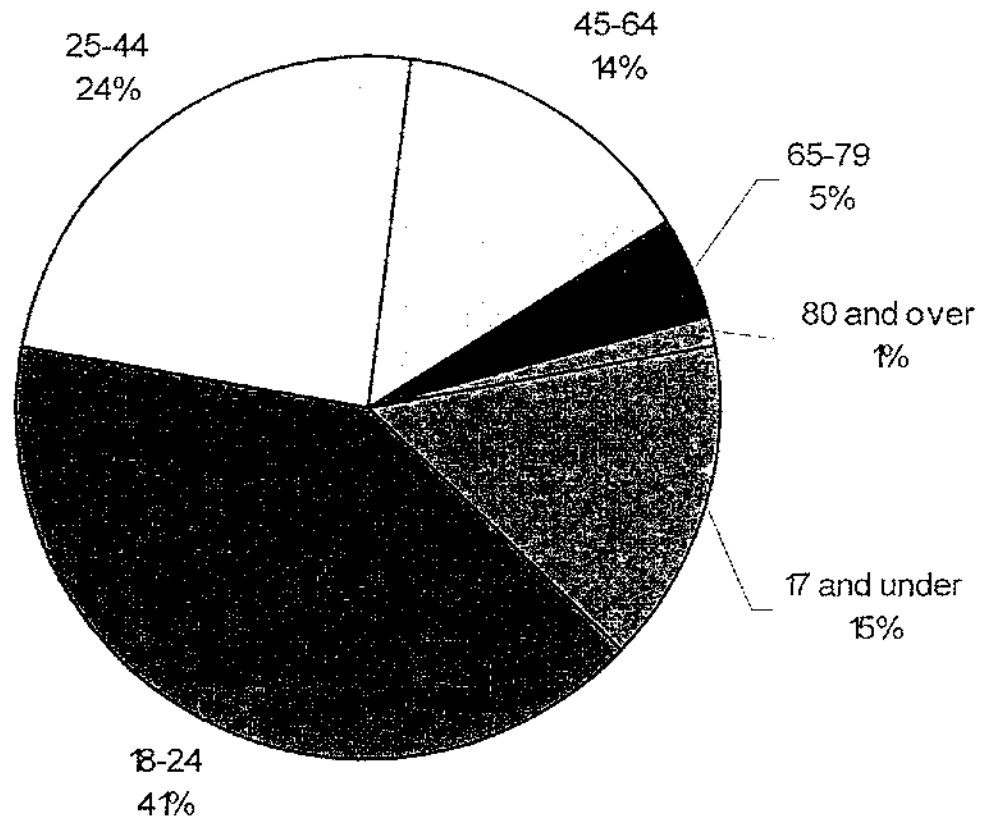
Overall Satisfaction



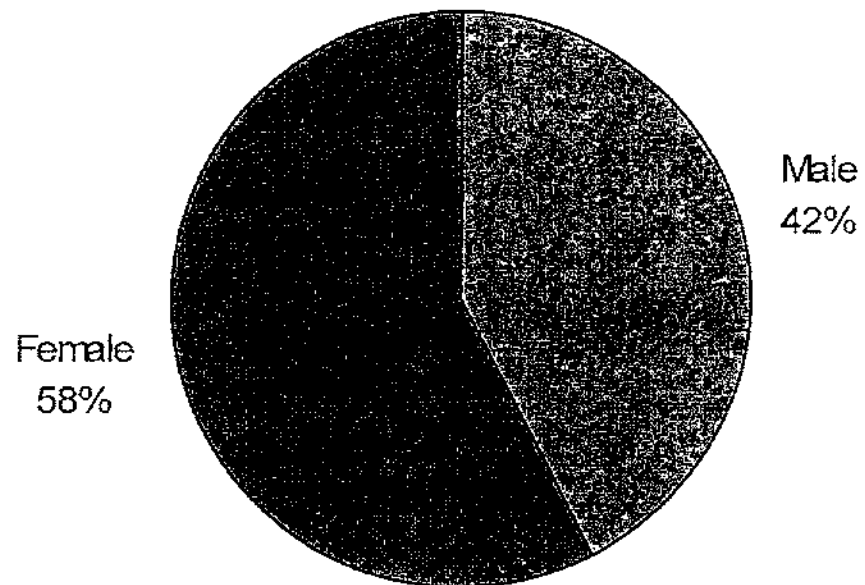
Average Satisfaction



Passengers by Age



Passengers by Sex





MEMORANDUM

RDN REPORT	
CAO APPROVAL <i>CM</i>	
EAP	
COW	
OCT 11 2007	
R-D	
BOARD	
Transit Select - Oct 18 ✓	

TO: Carol Mason
Chief Administrative Officer

DATE: October 9, 2007

FROM: Dennis Trudeau
General Manager of Transportation Services

FILE: 1890-01

SUBJECT: Fare Review

PURPOSE

To present a report on a proposed fare increase for 2008.

BACKGROUND

On August 28, 2007, the Board of the Regional District of Nanaimo (RDN) approved an expanded transit schedule that improves service on Sundays and statutory holidays as well as improving a number of the Monday to Friday runs. In addition, changes were made to the schedule that address access issues on Bastion Street. A total of 4,800 hours have been added to the expanded transit schedule, which will be implemented in January 2008.

On August 28, 2007, the Board also approved an expanded handyDART service, which will be implemented in 2008.

The total cost for the expansions to the Conventional and Custom transit systems is approximately \$720,000. The costs include the premiums for the additional runs scheduled on Sundays and statutory holidays plus extra costs for training, maintenance, fuel and dispatching. BC Transit's share will be \$220,000 with the remaining \$500,000 to be funded by taxes and fare revenues.

Staff presented a fare report that recommended a 10% fare increase to the August 28th Board. At that meeting the Board did not support the increase and directed that the fare increase issue be referred back to staff.

The concerns mentioned regarding the fare increase were related to the potential decrease in ridership that may occur with a 10% increase in fares. BC Transit raised the issue of decreased ridership if the fees were increased. BC Transit staff also stated that a fare increase, timed with an expansion of service, would likely see no decrease in ridership.

The Board also expressed interest in BC Transit's proposal to bundle high school passes to help increase ridership. Staff support this initiative and plan to explore this further for possible implementation in 2008.

Staff has reviewed three options for future fares: 0%, 5% and a 10% increase. The proposed increases are outlined in Appendix 1. The increases are only to the monthly fare products as cash fares were increased in 2006. Monthly fares have not been increased since 2003 and the new increased schedule will benefit monthly pass holders the most.

BC Transit has mentioned a new transfer strategy that could make the transit system more user friendly. The new strategy would allow two-way travel with a transfer, which would benefit cash fare riders; however it could also reduce fares collected. Staff is reviewing the implementation of this new transfer strategy in other Tier 1 systems to determine if it would benefit the RDN. BC Transit has indicated that the best time to implement this change would be the next time cash fares are increased.

In reviewing Custom transit (handyDART) fares, staff is recommending an increase of 8% for the purchase of five tickets (twenty-five cents per ticket). However, staff is also proposing a new fare category in handyDART whereby customers could purchase 20 tickets, saving \$5.00 for every 20 tickets purchased. Thereby the overall impact will be zero for bulk purchasers. This category provides 25 cents per ride savings and is in line with Conventional transit discounts. Staff expects that these measures will increase Custom transit ridership which will offset the cost of the 2008 expansion.

The fare analysis assumes an increased ridership of 3% for all scenarios, which are presented below:

Extra fares brought in with a 0% increase to conventional fares -	\$111,700
Extra fares brought in with a 5% increase to conventional fares -	\$170,600
Extra fares brought in with a 10% increase to conventional fares -	\$233,800

BC Transit has reviewed the three proposed increases with their modeling program that makes ridership adjustments based upon increased fares. Their model shows increases that are similar to those shown above but show a pronounced decline in ridership with the 10% increase. Based upon this increase they have indicated they recommend the 5% increase if the RDN wants to minimize the impact on ridership.

The additional fares would be used in combination with an increased tax requisition to fund the 2008 service increase. Depending upon the fare increase chosen the following increases to the tax requisition would be required:

TABLE 1

	Overall increase to 2008 Transit Financial Plan	District 68 Portion	District 69 Portion
Tax requisition increase with a 0% increase in fares	\$388,300	\$353,400	\$34,900
Tax requisition increase with a 5% increase in fares	\$329,400	\$299,700	\$29,700
Tax requisition increase with a 10% increase in fares	\$266,200	\$242,200	\$24,000

The Financial Plan approved for 2008 indicates a tax requisition of \$4,231,885. Depending upon the fare increase chosen, the increase to the 2008 Financial Plan would be 9.1% if there was no increase to fares, 7.8% increase for a 5% increase in fares and a 6.3% increase for a 10% increase in fares.

It should be recognized that all of the above costs are based on preliminary projections and will not be confirmed until the overall 2008 budget process is complete. The new schedule still needs to have all the run cuts reviewed by the Scheduling Committee to ensure adequate breaks, recovery times and that connections between routes will be maintained. In addition, the new schedule will require the support of our partner, BC Transit, and will need to be included in a new Annual Operating Agreement.

ALTERNATIVES

1. Direct staff to implement a 5% fare increase as presented in *Appendix 1* as Option 2.
2. Direct staff to modify the fare structure using a different percentage and adjust the tax requisition accordingly.

FINANCIAL IMPLICATIONS

The financial implications are based upon a 5% fare increase in 2008. If fares are not increased the tax requisitions would have to be adjusted accordingly.

The District 68 estimated increase in the tax requisition over the forecasted 2008 Financial Plan for Transit will break down as follows:

	Projected 2008 Financial Plan	2008 Expansion Costs	2008 Financial Plan with Expansion	% Change to Requisition
Nanaimo	\$ 3,597,230	\$ 289,900	\$ 3,887,130	8.1 %
Cedar	\$ 37,270	\$ 3,090	\$ 40,360	8.2 %
Area C	\$ 13,250	\$ 1,070	\$ 14,320	8.1 %
Lantzville	\$ 71,560	\$ 5,750	\$ 77,310	8.0 %
Total	\$ 3,719,310	\$ 299,810	\$ 4,019,120	8.1 %

The District 69 estimated increases in the tax requisition over the forecasted 2008 Financial Plan for Transit will break down as follows:

	Projected 2008 Financial Plan	2008 Expansion Costs	2008 Financial Plan with Expansion	% Change to Requisition
Parksville	\$ 244,210	\$ 14,030	\$ 258,240	5.7 %
Qualicum Beach	\$ 118,990	\$ 6,690	\$ 125,680	5.6 %
Area E	\$ 67,360	\$ 3,960	\$ 71,320	5.8 %
Area G	\$ 82,010	\$ 4,960	\$ 86,970	6.0 %
Total	\$ 512,570	\$ 29,640	\$ 542,210	5.9 %

GROWTH MANGEMENT IMPLICATIONS

Offering improved public transportation service provides people with realistic alternatives to owning and using cars. The proposed 2008 service expansion significantly improves the service on Sundays and statutory holidays. A common complaint from existing transit users and potential new users is that if they give up their car to use transit, they are stranded on Sundays and statutory holidays since the service is severely reduced or, at certain times, non-existent.

A healthy transit system that encourages residents to reduce their use of automobiles is a desired goal of the RDN Growth Management Plan. The proposed 2008 service expansion for transit supports these goals.

SUMMARY

At the direction of the RDN Board staff has reviewed options for increasing fares to help fund the 2008 service increases. Staff has reviewed three options, which include no increase, a 5% increase and a 10% increase.

Based upon feedback from the Board and BC Transit, staff is recommending a 5% increase in the monthly fare products for the Conventional system. Staff is also recommending an increase of 8% for the purchase of five handyDART tickets (25 cents per ticket) and a new fare category whereby handyDART customers could purchase 20 tickets for \$60. Staff expects that these measures will increase overall transit ridership. The costs are based on preliminary projections and will not be confirmed until the overall 2008 budget process is complete. The new schedule still needs to have all the run cuts reviewed by the Scheduling Committee to ensure adequate breaks, recovery times and that connections between routes will be maintained. In addition the new schedule will require the support of our partner, BC Transit, and be included in a new Annual Operating Agreement.

RECOMMENDATION

Direct staff to implement a 5% fare increase effective December 31, 2007 as presented in *Appendix 1* as Option 2.



Report Writer



CAO Concurrency

COMMENTS:

Appendix 1

Option 1 - 0% Increase	2005 level	2006 Revenues	# of product sold	Estimated # of product sold in 2008	% Increase	Proposed 2008 level	Proposed 2008 revenues	Difference
Adult/College Student	\$ 2.25	\$ 924,635.50	435,122.59	448,176.27	0%	\$ 2.25	\$ 952,374.57	\$ 27,739.07
Student/Senior	\$ 2.00					\$ 2.00		
Tickets - sheet of 10								
Adult/College Student	\$ 20.25	\$ 169,385.00	8,364.69	8,615.93	0%	\$ 20.15	\$ 173,604.69	\$ 4,219.99
Student/Senior	\$ 18.00	\$ 147,978.00	8,221.00	8,467.63	0%	\$ 18.00	\$ 152,417.34	\$ 4,439.34
Day Pass								
Adult/College Student	\$ 6.75	\$ 21,557.00	3,749.04	3,861.51	0%	\$ 6.75	\$ 22,203.71	\$ 646.71
Student/Senior	\$ 4.50	\$ 14,676.00	3,261.33	3,359.17	0%	\$ 4.50	\$ 15,116.28	\$ 440.28
Monthly Pass (based on 26 days)								
Adult	\$ 58.00	\$ 292,984.00	5,051.45	5,202.99	0%	\$ 58.00	\$ 301,773.52	\$ 8,789.52
College Student*	\$ 47.00	\$ 96,440.00	2,051.91	2,113.47	0%	\$ 47.00	\$ 99,333.20	\$ 2,893.20
Student/Senior	\$ 35.00	\$ 418,840.00	11,961.14	12,319.98	0%	\$ 35.00	\$ 431,199.20	\$ 12,359.20
Semester Pass*	\$ 150.00	\$ 238,300.00	1,575.33	1,622.59	0%	\$ 150.00	\$ 243,989.00	\$ 7,089.00
*for college students, available only at the college								
							\$ 2,391,411.80	\$ 68,816.30

Option 2 - 5% Increase	2005 level	2006 Revenues	# of product sold	Estimated # of product sold in 2008	% Increase	Proposed 2008 level	Proposed 2008 revenues	Difference
Adult/College Student	\$ 2.25	\$ 924,635.50	435,122.59	448,176.27	0%	\$ 2.25	\$ 952,374.57	\$ 27,739.07
Student/Senior	\$ 2.00					\$ 2.00		
Tickets - sheet of 10								
Adult/College Student	\$ 20.25	\$ 169,385.00	8,364.69	8,615.63	0%	\$ 20.25	\$ 174,466.55	\$ 5,081.55
Student/Senior	\$ 18.00	\$ 147,978.00	8,221.00	8,467.63	0%	\$ 18.00	\$ 152,417.34	\$ 4,439.34
Day Pass								
Adult/College Student	\$ 5.75	\$ 21,557.00	3,749.04	3,861.51	0%	\$ 5.75	\$ 22,203.71	\$ 646.71
Student/Senior	\$ 4.50	\$ 14,676.00	3,261.33	3,359.17	0%	\$ 4.50	\$ 15,116.28	\$ 440.28
Monthly Pass (based on 26 days)								
Adult	\$ 58.00	\$ 292,984.00	5,051.45	5,202.99	5%	\$ 60.75	\$ 316,081.75	\$ 23,097.75
College Student*	\$ 47.00	\$ 96,440.00	2,051.91	2,113.47	5%	\$ 49.50	\$ 104,616.88	\$ 8,176.88
Student/Senior	\$ 35.00	\$ 418,840.00	11,961.14	12,319.98	5%	\$ 37.00	\$ 455,839.15	\$ 37,199.15
Semester Pass*	\$ 150.00	\$ 238,300.00	1,575.33	1,622.59	5%	\$ 158.50	\$ 257,181.94	\$ 20,881.94
*for college students, available only at the college								
							\$ 2,450,297.27	\$ 127,701.77

Option 3 - 10% Increase	2006 level	2006 Revenues	# of product sold	Estimated # of product sold in 2008	% Increase	Proposed 2008 level	Proposed 2008 revenues	Difference
Adult/College Student	\$ 2.25	\$ 924,635.50	435,122.59	448,176.27	0%	\$ 2.25	\$ 952,374.57	\$ 27,739.07
Student/Senior	\$ 2.00					\$ 2.00		
Tickets - sheet of 10								
Adult/College Student	\$ 20.25	\$ 169,385.00	8,364.69	8,615.63	0%	\$ 20.25	\$ 174,466.55	\$ 5,081.55
Student/Senior	\$ 18.00	\$ 147,978.00	8,221.00	8,467.63	0%	\$ 18.00	\$ 152,417.34	\$ 4,439.34
Day Pass								
Adult/College Student	\$ 5.75	\$ 21,557.00	3,749.04	3,861.51	0%	\$ 5.75	\$ 22,203.71	\$ 646.71
Student/Senior	\$ 4.50	\$ 14,676.00	3,261.33	3,359.17	0%	\$ 4.50	\$ 15,116.28	\$ 440.28
Monthly Pass (based on 26 days)								
Adult	\$ 58.00	\$ 292,984.00	5,051.45	5,202.99	10%	\$ 64.50	\$ 335,592.97	\$ 42,608.97
College Student*	\$ 47.00	\$ 96,440.00	2,051.91	2,113.47	10%	\$ 52.00	\$ 109,500.56	\$ 13,060.56
Student/Senior	\$ 35.00	\$ 418,840.00	11,961.14	12,319.98	10%	\$ 39.00	\$ 480,479.11	\$ 61,639.11
Semester Pass*	\$ 150.00	\$ 238,300.00	1,575.33	1,622.59	10%	\$ 167.00	\$ 270,973.09	\$ 34,673.09
*for college students, available only at the college								
							\$ 2,513,524.17	\$ 180,928.67

handyDART Recommendation #1	2006 level	2006 Revenues	# of product sold	Estimated # of product sold in 2008	% Increase	Proposed 2008 level	Proposed 2008 revenues	Difference
Cash	\$ 3.00	\$ -	-	-	-	\$ 3.25	\$ -	\$ -
Sheet of 5 tickets	\$ 13.75	\$ 166,758.41	12,348.07	12,718.45	-	\$ 16.25	\$ 230,623.68	\$ 30,865.17
Sheet of 20 tickets	\$ -	\$ -	-	-	-	\$ 60.00	\$ 12,000.00	\$ 12,000.00
#REF!	\$ -	\$ -	-	-	-	\$ -	\$ -	\$ -
							\$ 212,623.68	\$ 42,865.17



RDN REPORT	
CAO APPROVAL <i>(Signature)</i>	
EAP	
CCW	
OCT 12 2007	
RHD	
BOARD	
<i>Transit Select Oct 12 2007</i>	

MEMORANDUM

TO: Dennis Trudeau
General Manager of Transportation Services

DATE: October 9, 2007

FROM: Jim Pope
Manager of Fleet and Transit Planning

FILE: 0620-01

SUBJECT: Recommendations for Project Submissions under the Public Transit Agreement and Public Transit Infrastructure Program Funding Programs

PURPOSE

To present staff's recommendations for submissions to the Public Transit Agreement and Public Transit Infrastructure Program Funding Programs.

BACKGROUND

Two significant infrastructure grant programs under the Federal Gas Tax Funding program are currently available for transit projects, which can be accessed by the Regional District of Nanaimo (RDN). The two programs are the Public Transit Agreement (PTA) and the Public Transit Infrastructure Program (PTIP). There is a total of \$1,777,838 that can be used by the RDN to fund capital projects for transit.

Public Transit Agreement

The Public Transit Agreement (PTA) funds are administered by UBCM and can be used for eligible public transit projects as outlined below. Funds can be used for transit capital projects and the engineering and detailed design of these projects, but cannot be used for planning of the projects.

Specifically, funding must be spent on eligible costs of public transit infrastructure projects that are:

1. Developments or improvements to the public transit system (rapid transit, buses, bus ways, sea-buses, commuter rail, ferries, street cars, bus-ways, cycling and pedestrian infrastructure, etc.);
2. Road system improvements that encourage a reduction in car dependency (express bus lanes, HOV lanes, park and ride, bike paths, queue jumpers, etc.);
3. Public transit innovations/technologies that support environmental sustainability; and,
4. Paths/trails designed for commuting.

To be eligible, a public transit capital infrastructure project must contribute to reducing greenhouse gas emissions, reducing smog-forming air emissions or increasing transit ridership. The resulting asset must be primarily for public use and benefit and owned by the eligible recipient.

Public Transit Infrastructure Program

The second source of transit funding is the Public Transit Infrastructure Program (PTIP), which is also administered by UBCM. Funds can be used for transit capital projects and the engineering and detailed design of these projects, but cannot be used for planning of the projects.

Specifically, funding must be spent on eligible costs of public transit infrastructure projects that meet the same criteria as outlined with the Public Transit Agreement.

To be eligible, a public transit capital infrastructure project must contribute to reducing greenhouse gas emissions, reducing smog-forming air emissions, or increase transit ridership and the resulting asset must be primarily for public use and benefit and owned by the eligible recipient.

Staff has consulted with BC Transit on a proposed project list. A brief outline of the merit and cost of each project is outlined below:

Bus Shelters

Upgrade bus shelters at RDN's main exchanges.

Existing shelters provide room for only a few persons in each shelter at any given time. With the numbers of persons at these exchanges, most do not have an appropriate waiting area.

At these high volume exchanges a different strategy is required to accommodate transit customers, including persons with disabilities and seniors. A user-friendly shelter for all persons, with a design that can minimize vandalism to the shelter structure is proposed, which will make using transit more attractive and increase ridership.

Cost - \$300,000

Bus Wash and Fueling Facility

This project will assist in keeping the fleet clean and fueled in an efficient manner, which will reduce bus movement, idling and overall emissions. This project will also reduce water usage by including a recycling system for bus washing.

A dirty bus can give riders the impression that the fleet is poorly maintained. Clean buses will promote ridership in the future.

Cost - \$618,000

Electronic Fare Box

Install electronic fare boxes on the fleet.

This would be an opportunity to set up and promote Employer and U-PASS programs, allowing drivers to concentrate on driving and reducing the number of interactions with riders who are not paying the correct fares.

Cost - \$600,000

Malaspina Exchange

The transit exchange at Malaspina University College has many challenges associated with providing this service. Exiting from the current exchange at Fifth Street incurs lengthy delays trying to gain access to the roadway, which wastes fuel and increases the times on scheduled runs.

Staff proposes moving the exchange to Fourth Street, which would improve access to the college and would be more usable and efficient for transit. This is an opportunity to increase college ridership and overall efficiency of the service.

Cost - \$594,760

Biodiesel Pool Vehicles

Replace two (2) transit pool vehicles with Biodiesel Smart Cars.

This is an opportunity for transit advertising, fuel savings and exhaust emission reduction.

Cost - \$36,000

Priority Lighting

Installation of priority lighting systems at major intersections will give secondary priority to RDN transit buses, which will save fuel and time on scheduled runs and will reduce overall emissions. This will make the system more attractive and may increase ridership.

Cost - \$414,000

Automated Vehicle Locator

Installation of an Automated Vehicle Locator (AVL) vehicle tracking system will improve the overall transit operation.

Vehicle tracking and data collection is invaluable for planning and scheduling in determining run times and increasing efficiencies. Increased efficiencies would enable the RDN to put additional bus routes in our system, which would increase ridership. It would additionally provide immediate efficiency in the transit yard as maintenance and the operators would know precisely where the bus is located.

This could potentially tie into a system that would enable "real time" on-line bus tracking. By increasing the usability of the system, staff expects that ridership would increase due to improved overall customer satisfaction as call takers will be able to tell customers calling when to expect their bus.

Cost - \$285,000

Prideaux Street Exchange Upgrade

Prideaux Street Exchange upgrade would provide better public access, shelters, lighting and improved washroom facilities. This is one of the most important exchanges for the RDN Transit system. Making this exchange more attractive and usable may increase overall ridership and will improve the overall image of the transit system due to increased functionality of the exchange.

Cost - \$133,000

ALTERNATIVES

1. Submit applications for grants for the identified projects.
 2. Submit applications for grants for selected projects.
 3. Do not submit applications for grants.
-

FINANCIAL IMPLICATIONS

Except for the staffing required to manage the grant application process and the subsequent work if the grants are approved, there are no direct financial implications for submitting these applications. The grants do not require cost-sharing from the RDN but the availability of funding will be exhausted once we spend \$1,777,838. Depending upon the final costs of the projects, the RDN and/or BC Transit may have to assist in funding to enable the completion of the projects. For those projects that are approved for grants, additional staff resources will be required to prepare tender documents, and manage consultants and contractors.

When any of the grant applications are approved staff will present the options to the Board for further discussion and direction.

SUMMARY/CONCLUSIONS


Two significant infrastructure grant programs under the Federal Gas Tax Funding program are currently available for transit projects, which can be accessed by the RDN. The two programs are the Public Transit Agreement (PTA) and the Public Transit Infrastructure Program (PTIP). There is a total of \$1,777,838 that can be used by the RDN to fund capital projects for transit.


This report outlines eight projects totaling approximately \$3 million dollars in new or improved infrastructure. Based on the foregoing, staff recommends that the projects outlined above be approved as priorities for infrastructure funding applications.

RECOMMENDATIONS:

That the Board approve the following project applications:

1. Bus Shelter Upgrading
2. Bus Wash and Fueling Facility
3. Electronic Fare Box
4. Malaspina Exchange
5. Biodiesel Pool Vehicles
6. Priority Lighting
7. Automated Vehicle Locator
8. Prideaux Street Exchange Upgrade


Report Writer


General Manager Concurrence


C.A.O. Concurrence

COMMENTS: