

**REGIONAL DISTRICT OF NANAIMO
TRANSIT SELECT COMMITTEE
AGENDA**

**Thursday, September 14, 2017
12:00 P.M.
RDN Board Chambers**

	Pages
1. CALL TO ORDER	
2. APPROVAL OF THE AGENDA	
3. ADOPTION OF MINUTES	
3.1 Transit Select Committee Meeting - May 25, 2017	3
That the minutes of the Transit Select Committee meeting held May 25, 2017, be adopted.	
4. INVITED PRESENTATIONS	
5. DELEGATIONS	
6. CORRESPONDENCE	
7. UNFINISHED BUSINESS	
8. BC TRANSIT UPDATES	
8.1 Myrna Moore- 2016/2017 RDN Performance Review	6
9. REPORTS	
9.1 Financial Implications of Transit Service to Duke Point	13
That the 5,000 hour conventional transit expansion for January 2018 be approved, and public transit service to the Duke Point ferry terminal area be implemented in January 2018.	
9.2 CNG Bus Exterior Advertising	16
That BC Transit be advised that the RDN is not permitting exterior bus advertising on the RDN Conventional fleet until BC Transit advises the paint defects are resolved.	
10. BUSINESS ARISING FROM DELEGATIONS	

11. NEW BUSINESS
12. ADJOURNMENT

REGIONAL DISTRICT OF NANAIMO
MINUTES FROM THE TRANSIT SELECT COMMITTEE
HELD ON THURSDAY, MAY 25, 2017 AT 12:00 PM
IN THE RDN COMMITTEE ROOM

Present:

Director T. Westbroek	Chairperson
Director M. Young	Electoral Area 'C'
Director B. Rogers	Electoral Area 'E'
Director J. Stanhope	Electoral Area 'G'
Director B. Veenhof	Electoral Area 'H'
Director B. Colclough	District of Lantzville
Alternate	
Director K. Oates	City of Parksville
Director B. McKay	City of Nanaimo
Director B. Bestwick	City of Nanaimo

Also in Attendance:

P. Carlyle	Chief Administrative Officer, RDN
D. Trudeau	General Manager, Transportation, Emergency Planning & Fire Services
D. Pearce	A/Director of Transportation & Emergency Services
D. Marshall	Manager, Fleet & Projects
E. Beauchamp	Superintendent, Transportation Planning & Scheduling
M. Moore	Senior Regional Transit Manager, BC Transit
J. Wadsworth	Senior Transit Planner
A. Freund	Transportation Planner
N. Hewitt	Recording Secretary

Regrets:

Director A. McPherson	Electoral Area 'A'
Director B. Yoachim	City of Nanaimo
Director J. Hong	City of Nanaimo

CALL TO ORDER

The Chairperson called the meeting to order at 12:00 pm.

APPROVAL OF THE AGENDA

It was moved and seconded that the agenda of the Transit Select Committee be received.

CARRIED UNANIMOUSLY

MINUTES

It was moved and seconded that the minutes of the regular Transit Select Committee meeting held on March 16, 2017 be adopted.

CARRIED UNANIMOUSLY

REPORTS

2017-2018 Conventional and Custom Transit Annual Operating Agreement.

It was moved and seconded that the Board approve the 2017/18 Conventional and Custom Transit Annual Operating Agreements with BC Transit.

CARRIED UNANIMOUSLY

Fare Review.

It was moved and seconded that the Board approve a Conventional and handyDART fare change as shown in Appendix 'A' Option 1, including the expanded 'Kids Ride Free' program, university monthly passes at \$50, and removal of the paper transfer system to be implemented on September 3, 2017

Opposed (2): Director Rogers and Alternate Director Oates

CARRIED

Transit Select to Duke Point.

It was moved and seconded that the Board direct staff to work with BC Transit to bring forward a detailed financial report regarding a 5,000 hour annual transit expansion and potential use of community shuttle buses for implementation in January 2018.

Opposed (1): Director Rogers

CARRIED

NEW BUSINESS

Fare Review.

It was moved and seconded that the Board direct staff to provide a report that looks at the financial and social consequences by service area of providing free transit service.

CARRIED UNANIMOUSLY

It was moved and seconded that the Board direct staff to provide a report that looks at the financial and social consequences by service area of providing \$1.00 transit service.

Opposed (1): Director Bestwick

CARRIED

ADJOURNMENT

It was moved and seconded that this meeting be adjourned.

CARRIED UNANIMOUSLY

Time 1:03 pm

CHAIRPERSON

Regional District of Nanaimo Transit System



The Annual Performance Summary (APS) is a key component of the Annual Partnership Communications Calendar. It provides a snapshot of transit investment and performance within your community as compared to previous years, to budget, to system level performance targets and to peer communities.* This information is intended to support local decisions on service priorities and potential investments into service and capital initiatives. Upon alignment of future initiatives through the Transit Improvement Program, this information is used to update your three year budget forecasts and inform BC Transit's Service and Capital Plan.

2016/17 BC Transit Initiatives

BC Transit's shared services model continues to achieve transit system costs across British Columbia well below those of industry averages including lower costs per hour and per passenger.

In 2016/2017, BC Transit continued to focus its efforts on enhancing the efficiency and effectiveness of service. Among those efforts was the emphasis on optimising the use of existing service hours and improving the return on investment for our stakeholders. The Custom Registration Program was expanded further across the province with the aim of facilitating more effective and appropriate use of specialized handyDART resources while supporting the future sustainability of the overall transit program. Most recently, BC Transit refocused five staff members solely on driving operational and customer service excellence in their respective regions. These Regional Transit Managers of Operations will monitor key performance indicators in their region. This includes the use of tools, such as secret riders and to place increased emphasis on effective and efficient service delivery while streamlining operational processes with service providers.

Several other initiatives are underway to mitigate the increasing cost of transit service provision. The Compressed Natural Gas (CNG) program has successfully proved the reliability of, and investment in, the technology. Both the Kamloops and Nanaimo fleets converted to 100% CNG vehicles resulting in significant improvements in fuel efficiency, lower costs, and the reduction of harmful emissions. The program will help pave the way for further deployments and savings to other local government partners across the province. Our contracting strategy continues to effectively contain lifts associated to the provision of service while ensuring operational sustainability. Shortened amortization periods of vehicles and the pooling of lease fees by vehicle type and year, are managing the volatility of maintenance costs while increasing the overall service reliability of the provincial fleet. Combined with on-going savings on fuel, these initiatives have again positively contributed to performance indicators related to operating costs.

* The Regional District of Nanaimo APS report provides performance information for the conventional service business unit (841) and the custom service business unit (641).

2016/17 Regional District of Nanaimo Initiatives and Highlights

Based on the highest priority initiative of the RDN Transit Future Plan and endorsed by the RDN Board in March 2014, the impact of the annualized 5,000 hour conventional transit service expansion occurred in 2016-17. This service expansion was effectively implemented on September 6, 2015. The goal of this expansion was to establish the Frequent Transit Corridor within the RDN Transit system and to begin to increase service levels. The positive results of this expansion are discussed in the following section of the Key Conventional Service Outcomes.

In July 2015, the BC Transit Board authorized BC Transit to proceed with the purchase of an additional 24 conventional Compressed Natural Gas (CNG) buses in 2016/17. The RDN was the best location in BC to initially introduce additional CNG buses and to create a 100% CNG fleet since the CNG fueling infrastructure was already in place and the RDN had successfully operated CNG buses for the past year with no major challenges. The 24 CNG buses were delivered between November 2016 and January 2017 with an official 100% CNG fleet event with dignitaries rolled out on January 19, 2017. The 24 additional CNG buses replaced the remaining diesel buses in the RDN fleet.

In June, 2016, the RDN approved a Memorandum of Understanding from BC Transit for the RDN's 3-year expansion initiatives. The first year of the three-year expansion (2017/18) includes a 5,000 annual hour service expansion which includes improvements to local transit service in Parksville, and Qualicum Beach as well as general service increases to the routes that make up the local transit network. Public Consultation for the Parksville / Qualicum Beach Transit Expansion was held on October 1, 2016. This transit service expansion initiative has continued to be developed and finalized throughout the first quarter of 2017, with implementation set to occur in early September 2017.

Phased installation began in November 2016 of closed-circuit TV (CCTV) cameras on buses in the RDN. A one-year evaluation (proof of concept) program was completed in April 2016 on 83 buses in Victoria and another 24 in Kamloops and showed positive results. Cameras were installed on 41 buses in Kelowna in August/September 2016. The installation followed infrastructure funding announcements by the federal and provincial governments in June/July 2016. The first 25 CNG buses were operational with cameras by end of November 2016, one week ahead of schedule. The remaining 24 additional CNG buses arrived at the RDN facility between November 2016 and January 2017 fully operational with working CCTV cameras already installed.

Over 2016/17, the RDN was an active member of the Smart-Bus Project Team. In December the RDN signed the Smart-Bus Real Time Technology Memorandum of Understanding to move ahead with real-time expansion. The project will see the introduction of Real Time, automatic vehicle location (AVL) enabled technology over the next two years. BC Transit recommended that the RDN would be the first transit system considered for implementation of this project due to the new, homogeneous RDN fleet and its geographic location. RDN staff participated in the RFP evaluation process in April 2017 for the selection of an appropriate vendor for this project. Once the real-time technology is implemented, transit users will be able to access accurate, real-time information about where buses are located to more conveniently plan their commute.

The RDN and BC Transit, through public consultation, collaborated to a potentially new fare structure for review. Highlights of the proposed fare change (presented to the TSC on March 16, 2017) broken down by age demographic are:

- Adults: there are no changes to the adult cash and ticket fares (\$2.50)
- Adult/Senior/Youth: Monthly passes would be reduced however a result of the elimination of discount fares, youth and seniors will see an increase of \$0.25 per ride when paying with cash and \$0.23 per ride when paying with tickets
- Students: Semester pass reduced by \$6.00
- All: Sale of day passes on board (\$5.00), and the elimination of transfers
- handyDART fares be in alignment with Conventional fares (\$2.50)

At their June 27th, 2017 meeting, the Board adopted the new Conventional and handyDART fare structure as noted above with the inclusion of the expanded “Kids Ride Free” program, University monthly passes at \$50 and removal of the paper transfer system to be implemented on September 3, 2017 along with the transit service expansion in District 69.

Conventional Service (Business Unit 841)

Local Investment Measures	2016/17 Actual	2015/16 Actual	YoY Var	2016/17 AOA Budget	AOA Budget Var	2016/17 Tier 1 Average *	Tier 1 Average Var
Revenue service hours (000)	119	116	3%	119	0%	108	10%
Total cost (\$000)	\$12,625	\$12,306	3%	\$13,396	-6%	\$12,791	-1%
Fleet size	49	49	0%	49	0%	46	7%
Return on Investment	2016/17 Actual	2015/16 Actual	YoY Var	2016/17 AOA Budget	AOA Budget Var	2016/17 Tier 1 Average	Tier 1 Average Var
Passenger trips (000)	2,815	2,724	3%	2,764	2%	3,066	-8%
Total revenue (\$000)	\$4,264	\$4,112	4%	\$4,135	3%	\$3,715	15%
Revenue per trip	\$1.51	\$1.49	1%	\$1.49	1%	\$1.19	27%
Performance	2016/17 Actual	2015/16 Actual	YoY Var	2016/17 AOA Budget	AOA Budget Var	2016/17 Tier 1 Average	Tier 1 Average Var
Operating cost per service hour	\$90.56	\$92.34	-2%	\$96.80	-6%	\$102.24	-11%
Operating cost per passenger trip	\$3.84	\$3.92	-2%	\$4.18	-8%	\$3.61	6%
Passenger trips per service hour	23.6	23.5	0%	23.2	2%	28.3	-17%
Operating cost recovery	39.4%	38.5%	3%	35.8%	10%	33.6%	18%

Key Conventional Service Outcomes

The 3% increase in revenue service hours which reflects the annualization of the 5,000 hours service expansion implemented in September 5, 2016 and the successful implementation of the Frequent Transit Network and savings from the CNG fleet have resulted in improved performance for the Regional District of Nanaimo Transit System for 16/17. Ridership has increased by 3% or 91,000 riders over 2015/16.

The lower operating and maintenance costs associated with CNG buses has contributed to a 2% decrease in operating cost per service hour and is further demonstrated by the strong 39.4% operating cost recovery, which is an improvement of 3% over the 38.5% cost recovery achieved last year.

* Tier 1 Average is the average of six Tier 1 systems (not including Victoria).

Custom Service (Business Unit 641)

Local Investment Measures	2016/17 Actual	2015/16 Actual	YoY Var	2016/17 AOA Budget	AOA Budget Var	2016/17 Tier 1 Average *	Tier 1 Average Var
Revenue service hours (000)	26	25	5%	27	-4%	23	12%
Total cost (\$000)	\$1,921	\$1,847	4%	\$2,083	-8%	\$1,925	0%
Fleet size	16	16	0%	16	0%	14	17%
Return on Investment	2016/17 Actual	2015/16 Actual	YoY Var	2016/17 AOA Budget	AOA Budget Var	2016/17 Tier 1 Average	Tier 1 Average Var
Passenger trips (000)	69	69	0%	68	1%	88	-22%
Total revenue (\$000)	\$209	\$203	3%	\$206	1%	\$156	34%
Revenue per trip	\$3.12	\$3.04	3%	\$3.10	1%	\$2.04	53%
Performance	2016/17 Actual	2015/16 Actual	YoY Var	2016/17 AOA Budget	AOA Budget Var	2016/17 Tier 1 Average	Tier 1 Average Var
Operating cost per service hour	\$63.56	\$63.61	0%	\$65.46	-3%	\$71.46	-11%
Operating cost per passenger trip	\$24.21	\$23.21	4%	\$26.75	-10%	\$19.87	22%
Passenger trips per service hour	2.6	2.7	-4%	2.4	5%	3.2	-20%
Operating cost recovery	12.6%	12.7%	-1%	11.3%	11%	8.9%	41%

Key Custom Service Outcomes

- Custom transit ridership remained stable at approximately 69,000 boardings in 206/17. This indicates an increase in ambulatory boardings, Taxi Supplement & Taxi Saver rides and a slight decline in wheelchair boardings year over year.
- The number of Unmet trips saw a 16% increase which can partly be attributed to the inability to accommodate the majority of requested trips during peak periods as well as the inefficiencies of the Straten scheduling software. However, it's important to note that the number of Unmet trips have decreased from 37% in 2015/16.
- Total costs jumped 4% when compared to last year as a result of a 5% increase in annual revenue service hours delivered as well as a 3% increase in fleet maintenance costs.
- Total revenue up by 3%
- Operating Cost recovery decreased by 1% over last year while Operating cost per service hour per service hour remained flat.

* Tier 1 Average is the average of six Tier 1 systems (not including Victoria).

Future Priorities

- New Fare Structure implementation – approved for September 3, 2017 implementation
- Parksville / Qualicum Transit expansion – approved for September 3, 2017 implementation
- Proposed Service expansion to Duke Point and Tilray facility – proposed implementation January 2018
- Planned Implementation of AVL Winter 2018

Key Performance Indicator (KPI) Glossary

Key Performance Indicator	Definition
Fleet size	The total number of transit vehicles providing a given type of service for the year.
Operating cost per passenger trip	Total cost for the year less the local contribution to lease fees (debt service) per total passenger trips for the year.
Operating cost per service hour	Total cost for the year, not including taxi, less the local contribution to lease fees (debt service) per total revenue service hours delivered for the year.
Operating cost recovery	Total revenue for a system for the year divided by total cost for the year less the local contribution to lease fees (debt service).
Passenger trips	Total passenger trips for the year. An estimated measure of system ridership.
Passenger trips per capita	Total passenger trips for the year per the defined population of the area being served by the type of service. For Conventional systems this is the population that falls within 400m of the fixed route conventional service by linework. For Custom and Paratransit systems this is the population within the defined limits of service. In systems that do not have defined limits of service this is the population that falls within the boundaries of the system as described in Schedule A of the Annual Operating Agreement (AOA).
Passenger trips per service hour	Total passenger trips for the year, not including taxi, per total revenue service hours delivered for the year.
Revenue per trip	Total revenue, less advertising revenue, for a system for the year per non-Taxi Saver trips for the year.
Revenue service hours	Total revenue service hours delivered for the year. (Does not include Taxi)
Service hours per capita	Total revenue service hours vehicles were on the road (excluding deadhead) for the year per the defined population of the area being served by the type of service. For Conventional systems this is the population that falls within 400m of the fixed route conventional service by linework. For Custom and Paratransit systems this is the population within the defined limits of service. In systems that do not have defined limits of service this is the population that falls within the boundaries of the system as described in Schedule A of the AOA.
Total cost	Total AOA cost, which includes the local contribution to lease fees (debt service) but not the provincial contribution.
Total revenue	Total revenue for a system for the year, which include fares (cash, ticket, passes but not including Taxi Saver recoveries) and advertising revenue.

At the May 25, 2017, Board meeting, the following motion was approved:

That staff work with BC Transit to bring forward a detailed financial report regarding a 5,000 hour annual transit expansion and potential use of community shuttle buses for implementation in January 2018.

BC Transit has indicated that 5,000 hours are available to the RDN Conventional transit service starting in January 2018. The options for providing transit service to the Duke Point area have been investigated and it has been determined that a 5,000 hour expansion would allow for a baseline, direct transit service to the Duke Point ferry terminal, as well as the employers in the nearby industrial area, along the Duke Point Highway. This expansion could provide service to the Duke Point area from 6am to 8pm, enabling BC Ferry passengers to access five ferry sailings each day as well as offering alternative, sustainable transportation for workers to their place of employment in the industrial area.

Public transit service to Duke Point ferry terminal is one of the medium-range service improvements within the Regional District of Nanaimo's Transit Future Plan (2014), for 'Local Transit'. This proposed January 2018 transit expansion is aligned with the Transit Future Plan's vision statement:

"The Regional District of Nanaimo Transit System supports the region's high quality of urban and rural life by connecting the region's rural village centres, neighbourhoods and urban areas with high quality transit services..."

This expansion would enable sustainable transit access to residents and visitors from BC Ferries Duke Point, to the services within the RDN and its municipal partners, thereby increasing economic viability and offering greater employment choices to those who rely on public transportation.

The proposed transit service expansion provides enough hours to establish a service to some, not all, of the ferries sailing at the Duke Point ferry terminal. As a result, there would be no available hours from this expansion to enhance service elsewhere within the transit system. Also of note, BC Transit has informed staff that in order to allow for acquisition of required fleet expansion vehicles, a minimum of 6 months' notice is required.

ALTERNATIVES

1. That the 5,000 hour conventional transit expansion for January 2018 be approved, and public transit service to the Duke Point ferry terminal area be implemented in January 2018.
2. That staff are provided alternative direction.

FINANCIAL IMPLICATIONS

Although the costs for this expansion would be largely attributed to the City of Nanaimo since the BC Ferries – Duke Point route is within City of Nanaimo boundaries, there is a small impact to the other Southern Community Transit participants because the allocation of costs is based on a shared usage formula.

Requisition values are based on:

- No change in Custom transit hours for this purpose
- Requisition values are based on 2017 usage allocations for the Southern Community Service
- Full impact of expansion will be realized by the year 2019

The Financial Plan for 2017 to 2021 already includes a 5,000 hour service expansion for the fall of 2018 which has not been fully developed yet, and this Duke Point service would be in addition to that expansion. Cost for a 5,000 hour expansion in the Southern Communities is estimated at \$427,355 based on 2017 budgets; however, costs will vary depending on a number of items including fuel prices and the amount of deadhead service hours the RDN has to absorb (BC Transit does not fund deadhead hours).

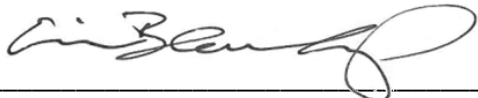
The following table provides a preliminary estimate of costs to Southern Community Transit participants:

Table 1. Estimated cost of 5000 hour expansion to Duke Point and area

	Projected cost of 5000 hour Duke Pt service	Current 2017 Requisition \$	Projected 2018 Requisition from 2017-2021 Plan	Total 2018 projected with Duke Pt service
Nanaimo	416,416	8,575,356	9,112,743	9,529,159
Lantzville	5,125	111,568	112,165	117,290
Electoral Area A	5,355	126,368	117,182	122,537
Electoral Area C	459	9,467	10,035	10,494
Total	427,355	8,822,759	9,352,125	9,779,480

STRATEGIC PLAN IMPLICATIONS

The proposed expansion for service to Duke Point ferry terminal is consistent with the Strategic Plan Key Focus Areas of ‘Focus on Service and Organizational Excellence’, specifically the strategic priority to “...advocate for transit improvements and active transportation.” By developing transit out to the Duke Point ferry terminal and the nearby industrial employers, a greater number of residents and visitors, will have access to more sustainable transportation as well as more economic opportunities throughout the RDN and surrounding municipalities.



Erica Beauchamp, Superintendent of Transit Planning & Scheduling
ebeauchamp@rdn.bc.ca
 August 30, 2017

Reviewed by:

- D. Pearce, Director, Transportation & Emergency Services
- P. Carlyle, Chief Administrative Officer

TO: Regional District of Nanaimo Transit Select Committee **MEETING:** September 14, 2017

FROM: Darren Marshall
Manager, Fleet and Projects **FILE:** 1475-01 CNG

SUBJECT: **CNG Bus Exterior Advertising**

RECOMMENDATION

That BC Transit be advised that the RDN is not permitting exterior bus advertising on the RDN Conventional fleet until BC Transit advises the paint defects are resolved.

SUMMARY

BC Transit has a contract with Lamar Advertising, which may allow Lamar the ability to sell advertising space on the exteriors and interiors of the BC Transit buses, including those within the RDN Transit System.

Based on the Lamar contract, the estimated revenue to advertise on 25 CNG buses would not outweigh the possible issues caused by damage, as well as the loss of CNG branding.

BACKGROUND

As part of the contract between BC Transit and Lamar Advertising, ads are only allowed on the driver's side of the vehicle with the exception of full wraps (Attachment 1). Further, the contract with BC Transit includes:

- That Lamar must use reasonable commercial efforts to mitigate paint damage and cutting damage by following 3M specifics for vinyl advertising.
- That Lamar will perform snap tests before advertising is installed. In addition, the Lamar Company will report to BC Transit and include a photographic record of any poor paint quality issues observed. At that time, BC Transit may elect to either continue the installation or remove the vehicle or advertising product from the vehicle.
- Reimburse BC Transit reasonable cost to repair or repaint the area where BC Transit determines that repainting directly resulted from advertising application or removal, except where the Lamar Company can establish that the area peeled as a result of poor repaint process or adhesion.

The contract between BC Transit and Lamar contains terms to address the potential damage caused by advertising. However, damage caused by ads can still lead to other issues such rust or other costly long term issues.

BC Transit has advised that the original 25 (2014) RDN CNG buses (Attachment 2) have a possible paint/fiberglass defect where the paint is bubbling and lifting. In Kamloops, there are also 25 (2014) CNG buses, where paint peeling has occurred around ads (Attachment 3). The RDN is working with BC Transit and New Flyer, the supplier and manufacturer of the CNG buses, to resolve this issue as quickly as possible. At the time of this report no determining cause for the paint to bubble and lift had been identified, therefore, no repair details/protocols for the repair have been issued by BC Transit or New Flyer. BC Transit has advised until this issue is resolved to not place advertising on the buses.

ALTERNATIVES

1. That BC Transit be advised that the RDN is not permitting exterior bus advertising on the RDN Conventional fleet until BC Transit advises the paint defects are resolved.
2. That staff are authorized to advise BC Transit that the RDN is allowing exterior bus advertising on 24 (2016) CNG buses.
3. That staff are provided alternative direction.

FINANCIAL IMPLICATIONS

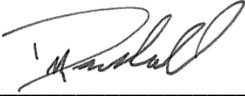
The contract between BC Transit and Lamar Advertising states that if BC Transit increases or decreases by 5% or more the number of conventional buses made available under contract, (currently 281 buses for Regional Systems), the parties agree to adjust the total Minimum Annual Guarantee (MAG) upward or downward on a pro-rata basis.

The RDN receives 35% of gross revenue from the contract between BC Transit and Lamar Advertising. The RDN received \$44,200 in 2014, \$35,400 in 2015 and \$35,400 in 2016 due to the 24 Conventional diesel buses. In 2017 no revenue will be received since the entire RDN Conventional fleet is comprised of CNG buses and there was no advertising.

Since the contract is between BC Transit and Lamar Advertising, the RDN would not be responsible for lost revenue if the Board decides not to advertise on the CNG Conventional fleet. Instead, BC Transit's loss of potential revenue would in turn result in the RDN not receiving revenue from the Lamar contract.

STRATEGIC PLAN IMPLICATIONS

Exterior advertising on conventional buses supports the Focus on Service and Organizational Excellence – *“The RDN will deliver efficient, effective and economically viable services that meet the needs of the Regional District of Nanaimo”.*



Darren Marshall

dmarshall@rdn.bc.ca

August 28, 2017

Reviewed by:

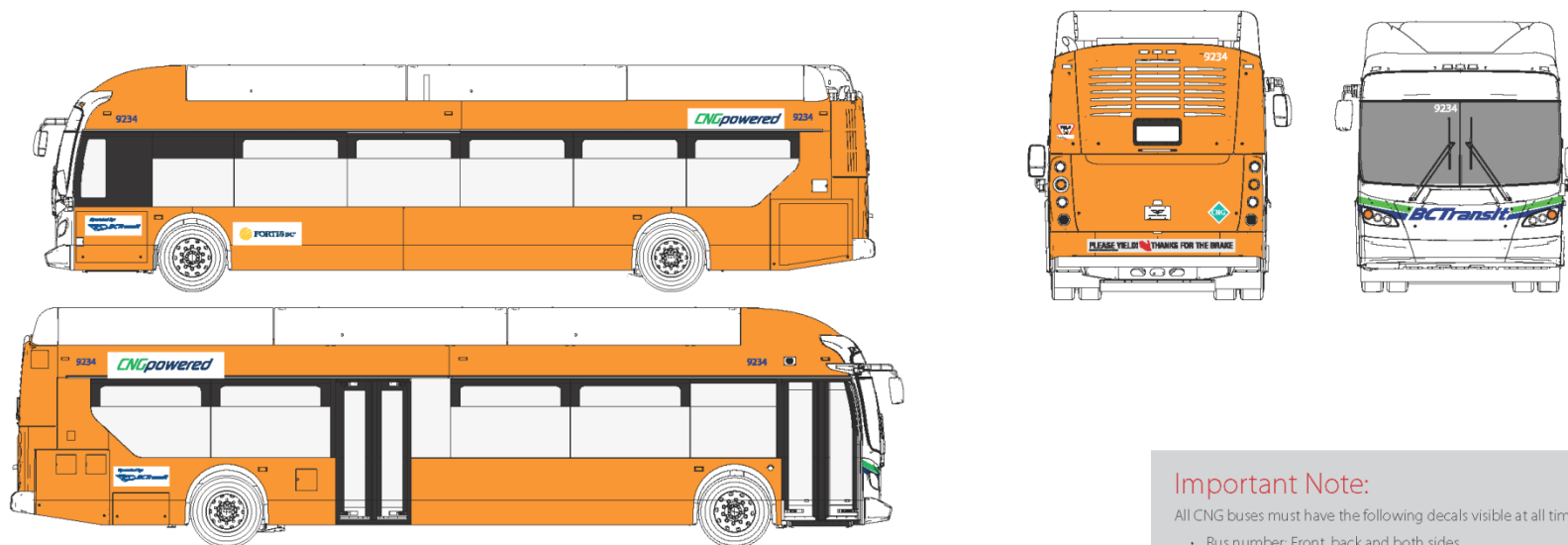
- D. Pearce, Director, Transit Operations
- P. Carlyle, Chief Administrative Officer

Attachments

1. Attachment 1 – Livery Standard Exterior Display
2. Attachment 2 – CNG Bus RDN Transit
3. Attachment 3 – CNG Bus Kamloops Paint Blister

Attachment 1 – Livery Standard Exterior Display

Livery Standard Exterior Display - Xcelsior 40' full wrap



All vehicle advertisements must adhere to the approved standards identified in the Transit Vehicle Ad Placement Manual. Advertisements that have a different shape, size or placement than identified in the manual are not permitted without the expressed approval of BC Transit.

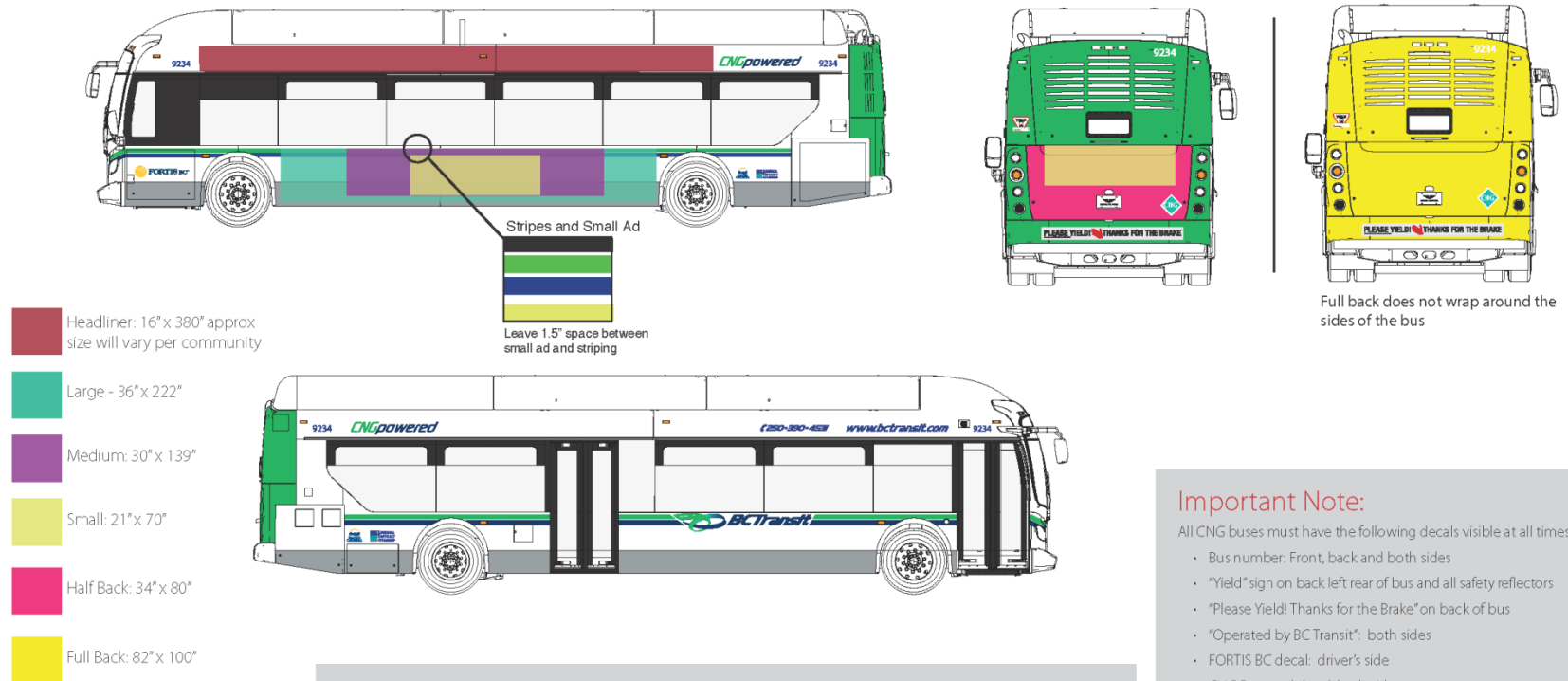
Important Note:

All CNG buses must have the following decals visible at all times:

- Bus number: Front, back and both sides
- "Yield" sign on back left rear of bus and all safety reflectors
- "Please Yield! Thanks for the Brake" on back of bus
- "Operated by BC Transit": both sides
- FORTIS BC decal: driver's side
- CNG Powered decal: both sides, rear top
- CNG decal on back

Vehicle advertisements are not permitted on windows. With the exception of the back window on a full wrap.

Livery Standard Exterior Display - Xcelsior 40'



All vehicle advertisements must adhere to the approved standards identified in the Transit Vehicle Ad Placement Manual. Advertisements that have a different shape, size or placement than identified in the manual are not permitted without the expressed approval of BC Transit.

Important Note:
 All CNG buses must have the following decals visible at all times:

- Bus number: Front, back and both sides
- "Yield" sign on back left rear of bus and all safety reflectors
- "Please Yield! Thanks for the Brake" on back of bus
- "Operated by BC Transit": both sides
- FORTIS BC decal: driver's side
- CNG Powered decal: both sides, rear top
- CNG decal on back

Vehicle advertisements are not permitted on windows. With the exception of the back window on a full wrap.

Attachment 2 – CNG Bus RDN Transit



Attachment 3 – CNG Bus Kamloops Paint Blister

