

REGIONAL DISTRICT OF NANAIMO

**TRANSIT SELECT COMMITTEE
THURSDAY, MARCH 16, 2017 AT 12:00 PM
IN THE RDN BOARD CHAMBERS**

RDN meetings may be recorded

PAGES

CALL TO ORDER

MINUTES

3-4 Minutes of the regular Transit Select Committee meeting held December 13, 2016.

BUSINESS ARISING FROM THE MINUTES

COMMUNICATIONS/CORRESPONDENCE

5 Sheila Malcolmson, Member of Parliament, Nanaimo—Ladysmith re: Duke Point Transportation Service Request.

6 Doug Routley, MLA Nanaimo-North Cowichan, re: Duke Point Transportation Service Request.

7 Leonard Krog, MLA Nanaimo, re: Duke Point Transportation Service Request.

8 George Hanson, President, Vancouver Island Economic Alliance, re: Duke Point Transportation Service Request.

DELEGATIONS

Philippe Lucas, Vice President, Tilray re: Duke Point Transportation Service Request.

UNFINISHED BUSINESS

BC TRANSIT UPDATES

Greg Hill, BC Transit re: RDN Fare Review.

REPORTS

9-14 Fare Review.

15-16 BC Transit Custom Registration Process.

17-19 Nanaimo 150 Celebration - Request for Extra Transit.

ADDENDUM

BUSINESS ARISING FROM DELEGATIONS OR COMMUNICATIONS

NEW BUSINESS

ADJOURNMENT

Lunch will be provided at 11:30 am

Distribution:

T. Westbroek; A. McPherson; M. Young; B. Rogers; J. Stanhope; B. Veenhof; B. McKay;
B. Bestwick; B. Yoachim; J. Hong; B. Colclough; M. Lefebvre; P. Carlyle; D. Trudeau;
D. Pearce; D. Marshall; E. Beauchamp; M. Moore; M. Lockley; G. Foy; N. Hewitt

For Information Only:

T. Samra; T. Coates; D. Comis; D. Sailland; J. Harrison; M. O'Halloran

REGIONAL DISTRICT OF NANAIMO

**MINUTES OF THE TRANSIT SELECT COMMITTEE
HELD ON TUESDAY, DECEMBER 13, 2016 AT 11:00 AM
IN THE COMMITTEE ROOM**

Present:

Director T. Westbroek	Chairperson
Director A. McPherson	Electoral Area 'A'
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
Director M. Lefebvre	City of Parksville
Director B. McKay	City of Nanaimo
Director B. Bestwick	City of Nanaimo
Director J. Hong	City of Nanaimo

Also in Attendance:

D. Trudeau	General Manager, Transportation, Emergency Planning & Fire Services
D. Pearce	A/Director of Transportation & Emergency Planning Services
D. Marshall	Manager, Fleet, Projects & Emergency Planning Services
E. Beauchamp	Supt., Transportation Planning & Scheduling, RDN
M. Moore	Senior Regional Transit Manager, BC Transit
M. Lockley	Senior Transit Planner, BC Transit
N. Hewitt	Recording Secretary

Regrets:

P. Carlyle	Chief Administrative Officer, RDN
Director B. Yoachim	City of Nanaimo

CALL TO ORDER

The Chairperson called the meeting to order at 11:00 am.

MINUTES

MOVED Director Stanhope, SECONDED Director McKay, that the minutes of the regular Transit Select Committee meeting held October 13, 2016 be adopted.

CARRIED

REPORTS

BC Transit Custom Registration Process.

MOVED Director Rogers, SECONDED Director Lefebvre, that staff be directed to work with BC Transit to implement the enhanced Custom Transit Registration Process for new handyDART applications.

CARRIED

Inter-Regional Transit to Comox Valley via Fanny Bay.

MOVED Director Veenhof, SECONDED Director Lefebvre, that the Board directs staff to continue to work with BC Transit to evaluate the viability of local transit initiatives as well as inter-regional transit between the Regional District of Nanaimo & Comox Valley Regional District as part of the 2018/2019 Annual Operating Agreement.

CARRIED

NEW BUSINESS

Director Bestwick requested that staff bring forward a resolution for the Regional District of Nanaimo Board towards the AVICC requesting that there be a Vancouver Island Transportation Master Plan.

ADJOURNMENT

MOVED Director Veenhof, SECONDED Director Stanhope, that this meeting be adjourned.

CARRIED

Time 11:30 am

CHAIRPERSON



**Sheila Malcolmson, Member of Parliament
Nanaimo—Ladysmith**

March 1, 2017

Regional District of Nanaimo
6300 Hammond Bay Road
Nanaimo, BC
V9T 6N2

To the Board of the Regional District of Nanaimo,

I'm hearing from many constituents and business leaders in our community who support the extension of bus service to Duke Point. They are telling me that this gap in public transportation presents considerable challenges for the growing number of people living and working Duke Point, and for ferry passengers travelling via Duke Point.

My office would be happy to support the extension of service to Duke Point by working with the Regional District of Nanaimo on federal funding associated with this public transit expansion.

Sincerely,

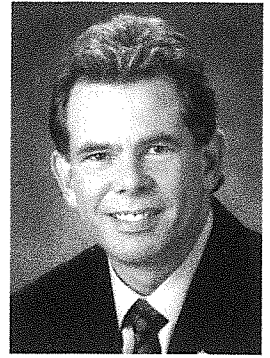
A handwritten signature in blue ink, appearing to read 'SM', written in a cursive style.

Sheila Malcolmson
Member of Parliament, Nanaimo—Ladysmith

c.c. Daniel Pearce, Acting Director of Transportation, Regional District of Nanaimo
Philippe Lucas, Vice President, Tilray



Province of
British Columbia
Legislative Assembly



Doug Routley, MLA
(Cowichan-Ladysmith)

February 23, 2017

Tilray, Philippe Lucas
Vice President, Patient Research & Access
1100 Maughan Road
Nanaimo, BC V9X 1J2

Re: Letter of support for Duke Point Bus Route

Dear Mr. Lucas,

As the MLA for Nanaimo~North Cowichan I am pleased to offer my support to the initiative led by Tilray, to seek a regular bus route that would assist employees and others with needs to meet or work with the businesses and industries situated in Duke Point.

I understand that consideration for re-instatement of this bus service is supported by the Chamber of Commerce, BC Ferries, and other business interests – as well as assisting those who work in such offices and commercial enterprises in the Duke Point area.

Bus routes serve many purposes, including being a reliable means to ensure that business and development interests are secure and well-served. And of course there are many who would find such service a great asset in getting to and from BC Ferries.

I am pleased to say that the benefits of such service, and the ongoing contribution to residents and visitors to the region, as well as to commerce and businesses, would be well served by re-establishing a bus service to Duke Point.

Please don't hesitate to be in touch should my office be able to assist in any way.

Sincerely,

Doug Routley, MLA
Nanaimo~North Cowichan

bcgeu

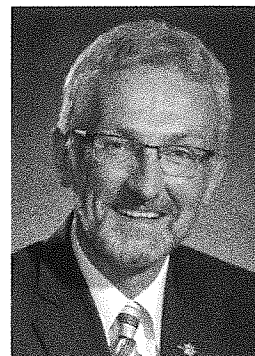
Community Office: 1 – 16 High St., Ladysmith, BC ❖ Telephone: 250.245.9375 ❖ Fax: 250.245.8164
Mail: Box 269 Ladysmith, BC V9G 1A2 ❖ Email: douglas.routley.mla@leg.bc.ca ❖ Website: www.dougroutley.ca
Legislative Office: Room 201 Parliament Buildings Victoria, BC V8V 1X4 ❖ Telephone 250.387.3655 ❖ Fax: 250.387.4680

Leonard Krog, MLA
(Nanaimo)
Room 201
Parliament Buildings
Victoria, BC V8V 1X4
Phone: 250 953-4698
Fax: 250 387-4680

RECEIVED
FEB 23 2017



Province of
British Columbia
Legislative Assembly



Leonard Krog, MLA
(Nanaimo)

Community Office:
4 – 77 Victoria Crescent
Nanaimo, BC V9R 5B9
Phone: 250 714-0630
Fax: 250 714-0859
e-mail: leonard.krog.mla@leg.bc.ca
website: www.leonardkrog-mla.ca

February 17, 2017

To Whom It May Concern:

Re: Extension of bus service to Duke Point

I am the MLA for Nanaimo. Many of my constituents work at Duke Point, or travel through the Duke Point Terminal of BC Ferries.

If there was ever an appropriate extension of bus service, then extending it to Duke Point is certainly a very logical step. In Europe and other parts of the world no one would expect to come off a public transportation system like a ferry and not be able to get onto a bus or some other form of public transportation linking you with the most significant urban centre nearby, or taking you to other forms of transportation, i.e. airports etc.

So for what it is worth, I am strongly supportive of the extension of public transportation to Duke Point, and would publically thank the RDN and all others involved, as well as BC Transit, for such an appropriate extension.

Sincerely,

A handwritten signature in black ink, appearing to read "L. Krog".

Leonard Eugene Krog, MLA
New Democrat Official Opposition
Nanaimo

LK/si



February 27, 2017

Regional District of Nanaimo
6300 Hammond Bay Rd., Nanaimo, BC, V9T 6N2

Re: Public Transportation Serving Duke Point

It has come to our attention that the Regional District of Nanaimo is considering regular bus service to Duke Point to improve access to the BC Ferry Terminal and to accommodate the transportation needs of increasing numbers of employees working for businesses located in the adjacent industrial park.

The Vancouver Island Economic Alliance continues to have improvements to public transit in support of efficient movement of people as a key element in its intermodal transportation strategy. While Vancouver Island possesses excellent transportation infrastructure in our ports, airports, ferry services, and public transit in its urban centres, gaps still exist that make it difficult for people to travel between nodes.

For instance, VIEA is a strong supporter for inter-regional public transportation as outlined in the BC Transit Future Plan for Vancouver Island. Within this plan, we understand that projected ridership volumes are sufficient to warrant inter-regional bus service between Duncan and Nanaimo. Such service would enable people from Ladysmith who do not have personal vehicles or who cannot afford the expense of driving distances to commute north or south for employment. You may know that BC Transit has already been providing inter-regional commuter service between Victoria and Cowichan and that ridership is strong.

Given the increased and increasing numbers of employees in the Duke Point Industrial Park combined with the opportunity to improve the prospects for walk-on ferry ridership at the Duke Point Terminal which we know is important to the Island's tourism industry, we believe it is prudent for the RDN Board to give serious consideration to providing public transit service to Duke Point.

As a matter of policy, the Economic Alliance generally does not advocate for or against ideas at a community or regional level. Rather, our focus is on the broad economic issues and opportunities common to the Island. In this case, we write to endorse consideration of this service extension because the idea is consistent with our Island-wide intermodal transportation strategy and because we understand that improvements to transportation on the Island will happen incrementally. Service to Duke Point might be one of these incremental improvements as might inter-regional public transportation between Duncan and Nanaimo.

Sincerely,

George Hanson, M. Sc., CPHR, President

TO: Regional District of Nanaimo Transit
Select Committee

MEETING: March 6, 2017

FROM: Daniel Pearce
A/Director, Transit and Emergency
Services

FILE: 8500 01 FAR REV

SUBJECT: Fare Review

RECOMMENDATION

That the Board approve a Conventional and handyDART fare change as shown in Appendix 'A', including the removal of the paper transfer system, to be implemented on September 3, 2017.

SUMMARY

The Regional District of Nanaimo (RDN) Transit systems last fare increase was in March 2012. BC Transit and staff initiated a fare review through public consultation from January 16, 2017 to February 24, 2017.

Through public consultation, three (3) fare options were presented. The option that received the highest votes is being proposed for the fare change as shown in Appendix 'A'.

Highlights of the proposed fare change 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 will be reduced however a result of the elimination of discount fares, youths 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 is reduced by \$6.00, while the monthly pass price for university students increases.
- All: Sale of day passes on board (\$5.00), and the elimination of transfers.

The proposed fare change will see a revenue increase of 8% or \$278,000. Ridership is not anticipated to be affected. Further, this fare change will provide incentive for riders to switch to monthly passes, thus encouraging more consistent ridership while reducing costs related to fare collection.

BC Transit is also recommending that handyDART fares be in alignment with Conventional fares to ensure there is no discrimination against anyone who requires the service.

BC Transit supports this fare change.

BACKGROUND

Conventional Fares

The last fare increase was in March 2012, at which time the RDN implemented a \$0.25 fare increase to Conventional and handyDART cash fares and approximately 5% to all other fare products.

BC Transit and the staff initiated a fare review in January 2017. The purpose of the fare review was to:

- Maximize fare revenue
- Promote ridership
- Improve transit operator security and
- Be cost-effective to administer

Below are three options that were proposed in public consultation:

Fare Option 1

- There are no changes to the adult cash and ticket fares (\$2.50), though the adult and senior/youth monthly passes and day pass fares will see slight reductions.
- As a result of the elimination of discount fares, youths and seniors will see an increase of \$0.25 per ride when paying with cash and \$0.23 per ride when paying with tickets.
- While the monthly pass price for university students increases, the price of a semester pass is reduced.

Fare Option 2

- The cash fare would be increased to \$3.00, which would be the highest conventional cash fare in the province.
- To incentivize the on board purchase of day passes, the price will be \$5.00, less than twice the cash fare recommended by BC Transit.
- As a result of the elimination of discount fares, students and seniors will see an increase of \$0.75 per ride when paying with cash and \$0.68 per ride when paying with tickets.
- The monthly pass price for university students increases, as does the price of a semester pass.

Fare Option 3

- This option also increases the cash fare to \$3.00.
- Further, all customers, with the exception of adult day pass customers, will see an increase to their transit fares.

With all three options, paper transfer would be removed which would trigger a change in how day passes would be purchased. Currently, day passes are purchased from vendors. Under the proposed options, day passes will be purchased exclusively on the bus. This will be done in two ways:

1. Paying cash into the farebox
2. Submitting two tickets into the farebox.

In both instances, upon payment the transit operator would give the customer a paper day pass which would allow that customer to ride all day on the RDN Transit System. This is identical to the system currently used in Victoria.

For public consultation, the three proposed fare options were communicated through printed leaflets available on RDN vehicles and published on the BC Transit website. Feedback options, including an online survey, voicemail, email and mail were made available between January 16 and February 24, 2017.

In total there were 582 responses and 250 comments. Online survey's received the best feedback with 576 of the responses and 244 of the comments.

User groups including the Vancouver Island Students Union were also consulted with and provided the survey to Vancouver Island University students.

Below is a summary of votes received through public consultation:

Form of Consultation	Option 1	Option 2	Option 3
Public Online Survey (Question 7)	497 (86%)	47 (8%)	32 (6%)
Operator Survey	58 (64%)	20 (22%)	13 (14%)
Email	-	-	-
Telephone	2 (100%)	-	-
Total	557 (83%)	67 (10%)	45 (7%)

As shown above, Option 1 received the highest level of support in public consultation.

Transit operators were also asked their opinion on the three options presented to the public. The results of the operator survey were very similar, with the majority also voting for Option 1. BC Transit also supports this option.

Further, the impacts of the three fare structures on fare revenue and ridership were quantitatively and qualitatively examined by BC Transit and are presented below:

Quantitative Analysis

Metric	Option 1	Option 2	Option 3
Projected Annual Revenue Impact	+\$278,338	+\$575,201	+\$682,112
Projected Ridership Impact	-1,247 (-0%)	-63,268 (-3%)	-116,864 (-5%)

Qualitative Analysis

Objective	Option 1	Option 2	Option 3
1. Attractive to Customers and Encourages Ridership	5	3	3
2. Marketable	6	6	6
3. Low Costs of Operation and Debt Service	5	4	5
4. Secure	6	6	6
Total score (max. 24, min. -24)	22	19	20

The removal of paper transfers in all options would trigger a change in how day passes would be purchased. Currently, day passes are purchased from vendors. Under the proposed options, day passes will be purchased exclusively on the bus. This will be done in two ways:

1. Paying cash into the farebox
2. Submitting two tickets into the farebox.

In both instances, upon payment the transit operator would give the customer a paper day pass which would allow that customer to ride all day on the RDN Transit System. This is identical to the system currently used in Victoria.

Seniors/Students

BC Transit is recommending that local governments no longer offer age-based discounts on cash fares, tickets and day passes. Instead, BC Transit recommends moving towards a model where age-based discounts would be offered on monthly passes. This system has been implemented in Victoria Regional Transit System as well as Kelowna Regional Transit System. BC Transit has found that removing age-based discounts is becoming more popular across Canada and has several benefits, including:

- Offers simplicity in the fare structure, making it easier for customers to understand and use, and simpler for vendors to promote and sell.
- Reduces the reliance on operators to enforce age-based fares, potentially reducing conflict.
- Provides incentives for riders to switch to monthly passes, thus encouraging more consistent ridership while reducing fare collection.

handyDART Fares

BC Transit recommends that handyDART fares align with conventional cash fares. RDN handyDART fares are currently \$1.00 or \$1.25 greater than an adult conventional ticket. BC Transit acknowledges that providing handyDART service is higher than conventional service however they recommend that fares should not be higher, so there is not discrimination against anyone who requires the service. Winnipeg and the City of Kelowna have experienced human rights complaints regarding handyDART fares.

Prior to the fare change implementation staff will be conducting a fare education campaign to work with transit riders.

ALTERNATIVES

1. That the Board approve a conventional and handyDART fare change as shown in Appendix 'A', including the removal of the paper transfer system, to be implemented on September 3, 2017.
2. That the Board provide alternative direction to staff.

FINANCIAL IMPLICATIONS

Under Option 1 of the Fare Review, revenues are anticipated to increase by 8% or \$278,000 over an annual period. Further, ridership is not anticipated to be impacted.

The RDN Transit system currently receives approximately \$4,193,000 in revenue or a 33% cost recovery based on the Annual Operating Agreement with BC Transit. While this cost recovery is considered good by BC Transit our expenses have been increasing at a rate of approximately 5% per year. Based on the Option 1 of the fare review, revenues would be better matched to meet growing expenses.

STRATEGIC PLAN IMPLICATIONS

The Fare Review and proposed fare changes 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”*.



Daniel Pearce, A/Director Transportation and Emergency Services

dpearce@rdn.bc.ca

March 6, 2017

Attachment

1. Appendix 'A'

Reviewed by:

- D. Trudeau, General Manager, Transportation and Emergency Services
- P. Carlyle, Chief Administrative Officer

Appendix 'A'

Fare Product	Audience	Current Fare	Proposed Fare
Cash	Adult / University	\$2.50	\$2.50
	Senior / Youth	\$2.25	
Day Pass	Adult / University	\$6.25	\$5.00
	Senior / Youth	\$5.50	
Tickets (10)	Adult / University	\$22.50	\$22.50
	Senior / Youth	\$20.25	
Monthly Pass	Adult	\$67.50	\$65.00
	University Student	\$55.00	
	Senior / Youth	\$41.00	\$40.00
Semester Pass	University Student	\$176.00	\$170.00
Pro Pass (monthly)*	Adult	\$57.94	\$55.79
Paper Transfers	All Ages	One way, up to 75 mins	*Removal of paper transfer

*Paper transfers will be replaced by the sale of day passes on board the bus

TO: Transit Select Committee
FROM: Erica Beauchamp
Superintendent, Transit Planning & Scheduling
SUBJECT: **BC Transit Custom Registration Process**

MEETING: March 16, 2017
FILE: 8600 20 CUS REG

RECOMMENDATION

That the Board directs staff to work with BC Transit to implement the enhanced Custom Transit Registration Process for new handyDART applications.

SUMMARY

BC Transit clarified the new process for the custom registration. As a result, Regional District of Nanaimo (RDN) Transit suggests moving forward with the implementation of BC Transit's Enhanced Custom Registration process for new handyDART applications.

BACKGROUND

BC Transit has provided clarification to the RDN Transit department regarding the proposed enhanced client registration process for Custom Transit. While this enhanced registration process is unchanged from previous reports, the new information clarifies that as well as an applicant's physical abilities being assessed, their cognitive abilities are also assessed during the process, using the Functional Assessment of Cognitive Transit Skills (FACTS) test methodology.

Thus, RDN Transit staff is satisfied that with the full assessment methodology outlined by BC Transit, applicants for Custom Transit will be comprehensively assessed in both cognitive and physical abilities.

Rationale

BC Transit, the Comox Valley Regional District (CVRD) and Vernon Regional (VR) handyDART implemented a *handyDART Registration Pilot Project*. The revised process applies to new handyDART registrants and added to the previous (paper-only) approach, including an in-person assessment with a mobility coordinator (contracted third-party occupational therapists). The objective of this process was to determine if the applicant was more suitable for handyDART or Conventional transit service.

The in-person assessment takes into account an individual's travel needs in addition to their cognitive and physical abilities with regard to using the accessible conventional transit system. Mobility coordinators also:

- inform applicants about the accessible transit options available in their community;
- assess their ability to travel safely;
- ensure their mobility aids are appropriate for transport; and
- make recommendations to BC Transit as to the applicants' handyDART eligibility category (unconditional, conditional, temporary, and ineligible).

If an applicant does not agree with the eligibility outcome, they have the right to appeal the decision with BC Transit staff.

BC Transit Pilot Project Eligibility Outcomes

In the CVRD, the pilot project resulted in:

- 14 of the 235 applicants did not continue with the handyDART enhanced registration process
- 8 people were no-shows for their in-person assessment.
- 18 applicants were determined to be conventional transit capable and thus, ineligible for handyDART services.

In total, this reduced the number of handyDART users by 40 people.

In Vernon, the same pilot project resulted in:

- 30 of the 225 applicants not continuing the application process.
- 11 applicants failed to appear for the in-person assessment.

In total, this reduced the number of handyDART users by 41 people.

ALTERNATIVES

1. That the Board directs staff to work with BC Transit to implement the enhanced Custom Transit Registration Process for new handyDART applications.
2. That the Board provide alternative direction to staff.

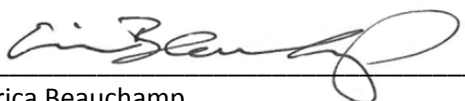
FINANCIAL IMPLICATIONS

The cost for the proposed custom transit enhanced application process is estimated to be \$35,000 annually, cost-shared with BC Transit. This cost is primarily due to the use of third-party contracted occupational therapists (mobility coordinators), as well as the cost to transport applicants, free-of-charge, to their mobility assessment.

BC Transit indicates that the use of a third-party contracted occupational therapists, (mobility coordinators), will make handyDART more financially efficient since handyDART has a higher cost per ride than conventional transit.

STRATEGIC PLAN IMPLICATIONS

Staff has reviewed the enhanced Custom Transit application process and determines that it aligns with the 2016-2020 Board Strategic Plan. Continuously improving the viability and efficiency of handyDART services aligns with the priority to focus on service and organizational excellence.



Erica Beauchamp
ebeauchamp@rdn.bc.ca

March 3, 2017

Reviewed by:

- D. Pearce, A/ Director, Transportation & Emergency Planning Services
- D. Trudeau, General Manager, Transportation, Emergency Planning & Fire Services
- P. Carlyle, Chief Administrative Officer

TO: Transit Select Committee **MEETING:** March 16, 2017

FROM: Erica Beauchamp
Superintendent, Transit Planning and
Scheduling **FILE:** 8640 20 C150

SUBJECT: Nanaimo 150 Celebration - Request for Extra Transit

RECOMMENDATION

That the Board approve the Nanaimo 150 Celebration's request for additional transit service for the Canada Day 150 Celebration event and directs staff to provide four (4) conventional buses from 9:00 am to 12:00 pm, for the event on July 1st, 2017.

SUMMARY

The Nanaimo 150 Celebration is hosting the Canada Day 150 Celebration event at Maffeo Sutton Park on July 1st, 2017. Since attendance is anticipated to be high, it would put a strain on parking and traffic in the downtown core. Thus, the Nanaimo 150 Celebration is requesting additional bus service from the Regional District of Nanaimo (RDN) Transportation & Emergency Services department.

BACKGROUND

On February 18, 2017, a letter was received from the Nanaimo 150 Celebration requesting assistance from the Regional District of Nanaimo Transportation and Emergency Services department for the upcoming Canada Day 150 Celebration at the Maffeo Sutton Park on Saturday July 1st, from 9:00 am to 12:00 pm. The anticipated attendance for this event is high and as such, the Nanaimo 150 Celebration has completed an application under the Special Events Policy requesting that additional bus service be provided to the general public for this event. This additional transit service application has been submitted in an effort to encourage the public to use a more sustainable method of transportation for their travel to and from the festivities and to reduce projected traffic congestion in the downtown area.

The request from the Nanaimo 150 Celebration meets the criteria as outlined in RDN Policy C3.01 that was adopted by the Board in 1998, as it is a community-oriented event, open to all members of the public and the event is within Transit's service area.

ALTERNATIVES

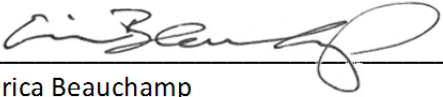
1. That the Board approve the Nanaimo 150 Celebration's request for additional transit service for the Canada Day 150 Celebration event and directs staff to provide four (4) conventional buses from 9:00 am to 12:00 pm, for the event on July 1st, 2017.
2. That the Board provide alternate direction to staff.

FINANCIAL IMPLICATIONS

Staff estimates that four (4) conventional buses for 15 hours each, from 9:00 am to 12:00 pm, for a total of 60 hours of service throughout the event on July 1st, 2017 will cost an estimated \$7,500. These costs can be accommodated without any additions to the existing financial plan or the current annual operating agreement.

STRATEGIC PLAN IMPLICATIONS

Providing additional bus service for the Nanaimo 150 Celebration - Canada Day 150 Celebration event supports the RDN's strategic priorities to 'Focus on Relationships' by providing an opportunity to partner with the Nanaimo 150 Celebration, one of our government partners.



Erica Beauchamp
ebeauchamp@rdn.bc.ca

March 7, 2017

Attachment

1. Appendix 'A' - Nanaimo 150 Celebration Correspondence

Reviewed by:

- D. Pearce, A/Director, Transportation and Emergency Services
- D. Trudeau, General Manager, Transportation and Emergency Services
- P. Carlyle, Chief Administrative Officer

Canada Day 150 Celebration

A community celebration and a legacy project

February 18, 2017

Daniel Pearce
Manager of Transportation
Regional District of Nanaimo

Hi Daniel,

Thank you for meeting with me earlier this month with regard to the Canada 150 Celebrations in Nanaimo.

I understand our request must go forward to the Transportation Advisory Committee for busses to begin this RDN sponsored service on a rotation basis commencing at 9:00 am. to 11:00 pm. following the grand finale fireworks display.

As mentioned we are anticipating that during the course of the day Maffeo Sutton Park could see thousands of mid-island residents attending the exciting Celebration of Canada's 150th. birthday. The RDN's partnership in addressing the huge parking problem would add greatly to the success of the day's events.

The Regional District of Nanaimo will be recognized in all our promotional material and on local media.

Most Sincerely,
Diana Johnstone,
Co-Chair, Nanaimo 150 Celebration

