

| | | |
|--------------|--|--|
| RDN REPORT | | |
| CAO APPROVAL | | |
| EAP | | |
| COW | | |
| AUG 31 2015 | | |
| RHD | | |
| BOARD | | |
| | | |

STAFF REPORT

TO: Paul Thorkelsson
Chief Administrative Officer

DATE: August 28, 2015

FROM: Dennis Trudeau
General Manager of Transportation and
Solid Waste

MEETING: CoW, September 8, 2015

SUBJECT: Gabriola Island Transit Contribution Service Establishment Bylaw No. 1734, 2015

RECOMMENDATIONS:

1. That "Gabriola Island Transit Contribution Service Establishment Bylaw No. 1734, 2015" be introduced and read three times and be forwarded to the Inspector of Municipalities for approval.
2. That the Regional District proceed to referendum to obtain the assent of the electors of Electoral Area 'B' to establish a Transit Contribution Service and that the referendum question be as follows:

"Are you in favour of the Regional District of Nanaimo adopting Bylaw No. 1734 to provide for the following:

- establishing the "Transit Contribution Service" within Electoral Area 'B' to provide for a contribution towards a system of public transit in Electoral Area 'B'; and
 - annually requisitioning up to a maximum of the greater of \$250,000 or \$0.25 per \$1,000 of net taxable value of land and improvements to pay for the service?"
3. That the Board approve the synopsis of Bylaw No. 1734 for the publication of notices associated with the referendum as follows:

"Bylaw No. 1734 - Gabriola Island Transit Contribution Service Establishment Bylaw No. 1734, 2015 – This bylaw provides for the following:

- establishing a service to provide for a contribution towards a system of public transit in Electoral Area 'B';
- establishing the boundaries of the service area to be Electoral Area 'B'; and
- annually requisitioning up to a maximum of the greater of \$250,000 or \$0.25 per \$1,000 of net taxable value of land and improvements in the service area to pay for the service."

4. That Jacquie Hill, Manager of Administrative Services, be appointed as the Chief Election Officer and Matt O'Halloran, Legislative Coordinator, be appointed as the Deputy Chief Election Officer for the purpose of conducting this referendum.

BACKGROUND

At the June 23, 2015 Board meeting the following motion was approved:

"That the Board direct staff to investigate options for transit service (outside of the Regional District of Nanaimo's and BC Transit's Annual Operating Agreement) to be implemented in Electoral Area 'B'."

The motion was a result of a transit pilot project that is being carried out in Electoral Area 'B'.

The Regional District's Electoral Areas receive funds annually under the Federal Gas Tax Revenue Transfer Program in the form of Community Works Funds. The funds are targeted for electoral area based priorities which lead to reduced greenhouse gas emissions and provide cleaner air and cleaner water. A broad spectrum of projects is eligible for funding including public transit. In 2013, \$30,000 was made available under the program to the Island Futures Society on Gabriola Island for the purchase of buses to implement their community bus system. The buses were being used for a three year pilot study to determine the viability of transit on Gabriola Island.

The three year pilot ends June 2016. The Island Futures Society has seen ridership increase over the period to approximately six rides per hour. Based upon the results, a proposal has been received (Attachment A) from members of the Islands Futures Society to continue the service with ongoing taxpayer support.

They have proposed to run a service of 48 hours per week on Gabriola Island. They are also proposing to manage and administer the service without any assistance of the Regional District of Nanaimo (RDN). They have indicated that they would require \$140,000 annually from the RDN to provide the service. All capital purchases, hiring, supervising personnel and managing the budget would be handled by the non-profit society.

Electoral Area 'B' has never been a part of the transit function or transit service provided by the RDN. Based upon this information, legal advice was obtained from RDN lawyers that indicate there are no issues with the CUPE union in the RDN providing a contribution to a non-profit organization for transit service in Electoral Area 'B'. It has also been confirmed that there would not be any issue with the *Community Charter* or with RDN agreements with BC Transit in having a RDN service that contributes money to a non-profit organization to provide transit service in Electoral Area 'B'.

The proposed Gabriola Transit Service is not part of the BC Transit System and is not eligible to receive funding from BC Transit. For an Electoral Area funded transit service to be established, an establishing bylaw needs to be adopted. Staff has prepared a Contribution Service Establishment Bylaw for the Gabriola Transit Service. (Attachment B)

Since this would be a new service, approval of the electors of the proposed service area would be required. Staff discussions with the Director of Electoral Area 'B' indicate that a referendum should be used to determine if the new bylaw will be supported by the electorate.

If a referendum is successful, an agreement would be negotiated with the non-profit society to provide the service. The agreement would address such items as payment schedule and amounts, hours of service, routes, and reporting requirements.

ALTERNATIVES:

1. Approve the "Gabriola Island Transit Contribution Service Establishment Bylaw No. 1734, 2015" as presented.
2. Do not approve the "Gabriola Island Transit Contribution Service Establishment Bylaw No. 1734, 2015" as presented and provide alternate direction to staff.

FINANCIAL IMPLICATIONS:

While Island Future Society has indicated they require only \$140,000 annually to provide the transit service, there will be additional costs associated with the new function. Staff is recommending a 4% administration fee be added to the service to cover RDN administration costs. In addition, it is being recommended that adequate funds be raised to cover legal fees and staff time which would total approximately \$6,000 annually.

The maximum amount that may be requisitioned annually by the new bylaw for the cost of the service is being recommended at \$250,000. While the actual amount will be determined during the annual budgeting process this requisition amount cannot be exceeded without bringing an amended Bylaw back to the RDN Board for approval.

It is expected that \$88,000 would be required for the first year of service. This is due to the service only being funded for a portion of 2016 (June 2016 to the end of December 2016). Subsequent years of service would be based upon amounts approved during the budget process.

Since the service is expected to benefit all of Electoral Area 'B' the tax requisition is being proposed to be spread across all of the electoral area. For a total tax requisition of \$250,000, that would equate to a tax of \$22.04 per \$100,000 of net taxable assessed value. As discussed previously, the estimated tax requisition for 2016 would be \$88,000, which equates to a tax of approximately \$7.76 per \$100,000 of net taxable assessed value.

STRATEGIC PLAN IMPLICATIONS:

The Electoral Area 'B' Gabriola Island Transit Contribution Service aligns with the Strategic Goal and Action Items to "support increased rail, marine, and air transportation between the region and other areas."

SUMMARY/CONCLUSIONS:

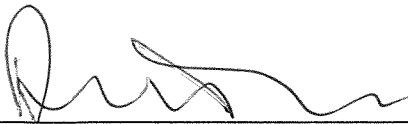
At the June 23, 2015 Board meeting the following motion was approved;

"That the Board direct staff to investigate options for transit service (outside of the Regional District of Nanaimo's and BC Transit's Annual Operating Agreement) to be implemented in Electoral Area 'B'."

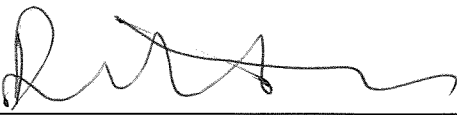
The motion was a result of a transit pilot project that is being carried out in Electoral Area 'B'.

For an Electoral Area funded transit service to be established, an establishing bylaw needs to be adopted. Staff has prepared a Contribution Service Establishment Bylaw for the Gabriola Transit Service.

Since this would be a new service, approval of the electors of the proposed service area would be required. Staff discussions with the Director of Electoral Area 'B' indicate that a referendum should be used to determine if the new bylaw will be supported by the electorate.



Report Writer



A/ C.A.O Concurrence

GERTIE'S FUTURE

July 23, 2015

Introduction

GERTIE (Gabriola's Environmentally Responsible Trans Isle Express) has now completed two out of the three years of the pilot period. There is a referendum planned for the spring of 2016 that will determine the future of GERTIE. This document provides historical information about the service as well as a budget and proposed ways of operating after the pilot period, if the referendum is successful.

The ridership statistics over the past two years, together with the corresponding routes and schedules set the context for future plans. These are followed by a proposed budget and business plan. Finally, we describe some options regarding governance and administration.

Contents

| |
|--|
| Introduction, Page 2 |
| Routes, Schedules and Statistics, Pages 3-12 |
| Budget and Explanation, Pages 13-14 |
| Business Case, Page 15-16 |
| Proposed Governance/Administration, Page 17 |

Routes, Schedules and Ridership Statistics

During the first year there were three major changes to the schedule as we attempted to respond to riders' patterns. The routes remained fairly constant with some minor changes. On the following pages the three routes and schedules are presented side by side with the statistics for those time periods.

Schedule #1: Summer 2013

ROUTE A: SILVA BAY - HARRISON

| Mon-Fri | Morning | | Afternoon | |
|----------------------|----------------|----------------|----------------|----------------|
| Ferry | 6:20 | | (5:20) | 6:23 |
| Village | 6:30 | 7:40 | 5:17 | 6:20 |
| North @ Colleen | 6:35 | 7:45 | 5:12 | 6:15 |
| North @ Silva Bay | 6:46 | 7:56 | 5:05 | 6:09 |
| South @ Peterson | 6:51 | 8:01 | 4:55 | 5:59 |
| Community Hall | 6:56 | 8:06 | 4:52 | 5:56 |
| El Verano/ Mudge | 7:01 | 8:11 | 4:47 | 5:51 |
| Ferne @ Hess | 7:05 | 8:15 | 4:42 | 5:46 |
| Coats @ South | 7:12 | 8:22 | 4:35 | 5:39 |
| Village | 7:18 | 8:28 | 4:28 | 5:32 |
| Pat B. @ Harrison | 7:24 | 8:34 | 4:24 | 5:28 |
| Ferry | 7:30 | 8:45 | 4:16 (4:12) | 5:25 (5:20) |
| Village | 7:38 | 8:50 | 4:10 | 5:17 |
| Meet ferry leaving @ | N7:00 G7:40 | N8:15 G8:50 | N3:45 G4:25 | N5:00 G5:35 |

Time that bus arrives at ferry is in brackets.
 The preceding times are estimates and not the only stops - please flag down at safe place.
 The buses are timed to meet the ferries (G- g) Gabriola side, N-Nanaimo side. Bus waits for ferry (up to 10 min) then heads to village.



ROUTE B: WHALEBONE - TAYLOR BAY

| Mon-Fri | Morning | | Afternoon | |
|-------------------------|----------------|----------------|----------------|----------------|
| Ferry | | | *see below | (5:20) 5:30 |
| Village | 6:36 | 7:46 | 4:28 | 5:35 |
| North @ Horseshoe | 6:41 | 7:51 | 4:33 | 5:40 |
| Barrett @ Whalebone | 6:45 | 7:55 | 4:37 | 5:44 |
| Barrett @ Bertha | 6:54 | 8:04 | 4:45 | 5:52 |
| Village | 7:03 | 8:13 | 4:46 | 6:01 |
| North @ Taylor Bay | 7:05 | 8:15 | 4:56 | 6:03 |
| Hemlock @ Spruce | 7:15 | 8:25 | 5:08 | 6:15 |
| Twin Beaches | 7:20 | 8:30 | 5:13 | 6:20 |
| Taylor Bay @ Campground | 7:24 | 8:34 | 5:17 | 6:24 |
| Ferry | 7:28 | 8:38 | (5:20) | 6:28 |
| Village | 7:32 | 8:42 | 5:17 | 6:32 |
| Meet ferry leaving @ | N7:00 G7:40 | N8:15 G8:50 | N3:45 G4:25 | N5:00 G5:35 |

*Catch Route A bus at ferry, transfer in village
 Check website for possible delays www.gertie.ca



| Book of 10 Tickets | |
|--------------------|------|
| Youth (K-12) | \$10 |
| Adults & seniors | \$20 |
| Seniors | \$20 |

MIDDAY: ISLAND-WIDE

| Tuesday, Thursday and Saturday | | |
|--------------------------------|-------|------|
| Village | 10:00 | 2:00 |
| North @ Colleen | 11:05 | 2:05 |
| North @ Silva Bay | 10:16 | 2:16 |
| South @ Peterson | 10:21 | 2:21 |
| Community Hall | 10:26 | 2:26 |
| El Verano (Mudge) | 10:31 | 2:31 |
| Ferne @ Hess | 10:35 | 2:35 |
| Coats @ South | 10:42 | 2:42 |
| Village | 10:55 | 2:50 |
| Pat Burns @ Harrison | 11:04 | 2:54 |
| Ferry | 11:10 | 3:00 |
| Village | 11:20 | 1:00 |
| North Rd @ Taylor Bay | 11:22 | 1:02 |
| Twin Beaches | 11:27 | 1:07 |
| Hemlock/Spruce | 11:32 | 1:12 |
| Twin Beaches | 11:37 | 1:17 |
| Campground | 11:41 | 1:21 |
| Ferry | 11:44 | 1:30 |
| Village | 11:50 | 3:05 |
| North @ Horseshoe | 11:55 | 3:10 |
| Barrett @ Whalebone | 11:59 | 3:14 |
| Berth @ Upper North Rd | 12:10 | 3:25 |
| Village | 12:17 | 3:30 |
| Ferry | 12:19 | 3:32 |

This service is a pilot project. Send us your comments gabriolacommunitybus@gmail.com

| FARES | |
|--|--------|
| Cash Fare: | \$2.25 |
| Monthly Pass: | \$40 |
| Children under 5 | Free |
| <i>Please have exact cash fare ready. Drivers do not carry change.</i> | |

Statistics: Summer 2013 (matching Routes and Schedule #1)

| Month/wk | Seniors | Adult | Youth | Child | Total | tickets | Passes | transfers | Route A | Route B | Midday | Morning | Afternoon | runs | riders/run | riders/hr |
|-----------|---------|-------|-------|-------|-------|---------|--------|-----------|---------|---------|--------|---------|-----------|------|------------|-----------|
| June | 10 | 63 | 7 | 3 | 83 | 14 | | 0 | 15 | 35 | 32 | 15 | 35 | 46 | 1.98 | 1.46 |
| | 12 | 115 | 12 | 1 | 140 | 49 | | 8 | 73 | 32 | 35 | 54 | 51 | 46 | 2.87 | 2.32 |
| | 14 | 118 | 32 | 7 | 171 | 54 | | 11 | 116 | 41 | 14 | 73 | 75 | 46 | 3.48 | 2.82 |
| | 8 | 148 | 23 | 5 | 191 | 38 | 20 | 7 | 81 | 49 | 54 | 67 | 63 | 46 | 4.00 | 3.24 |
| July | 18 | 139 | 20 | 8 | 187 | 52 | 12 | 4 | 77 | 30 | 80 | 38 | 69 | 43 | 4.26 | 3.22 |
| | 21 | 124 | 13 | 5 | 163 | 52 | 26 | 12 | 90 | 48 | 37 | 44 | 54 | 46 | 3.28 | 2.66 |
| | 40 | 163 | 26 | 8 | 237 | 57 | 27 | 17 | 104 | 47 | 86 | 55 | 96 | 46 | 4.78 | 3.87 |
| | 41 | 176 | 17 | 6 | 240 | 63 | 32 | 17 | 102 | 57 | 81 | 69 | 90 | 46 | 4.85 | 3.93 |
| August | 19 | 137 | 20 | 14 | 190 | 39 | 21 | 5 | 89 | 43 | 50 | 62 | 70 | 46 | 4.02 | 3.26 |
| | 20 | 156 | 30 | 7 | 213 | 69 | 11 | 16 | 90 | 41 | 46 | 42 | 81 | 44 | 4.48 | 3.47 |
| | 28 | 146 | 25 | 2 | 201 | 43 | 27 | 14 | 95 | 52 | 46 | 53 | 87 | 46 | 4.07 | 3.29 |
| | 26 | 172 | 14 | 6 | 218 | 47 | 23 | 10 | 104 | 49 | 61 | 53 | 104 | 46 | 4.52 | 3.66 |
| September | 12 | 148 | 10 | 7 | 177 | 28 | 26 | 5 | 72 | 47 | 58 | 50 | 69 | 46 | 3.74 | 3.03 |
| | 26 | 130 | 26 | 9 | 191 | 73 | 29 | 14 | 115 | 40 | 36 | 55 | 81 | 44 | 4.02 | 3.12 |
| | 13 | 119 | 41 | 3 | 176 | 55 | 18 | 3 | 123 | 20 | 33 | 75 | 68 | 46 | 3.76 | 3.05 |
| | 13 | 160 | 32 | 4 | 209 | 59 | 32 | 7 | 122 | 48 | 39 | 62 | 96 | 46 | 4.39 | 3.56 |
| | 13 | 139 | 44 | 8 | 204 | 80 | 26 | 9 | 145 | 35 | 24 | 86 | 94 | 55 | 3.55 | 3.43 |



Routes & Schedules

(Effective Sept. 28th 2013. See gertie.ca for more information and updates.)

BP: Ferry/Village to Hemlock to Ferry/Village

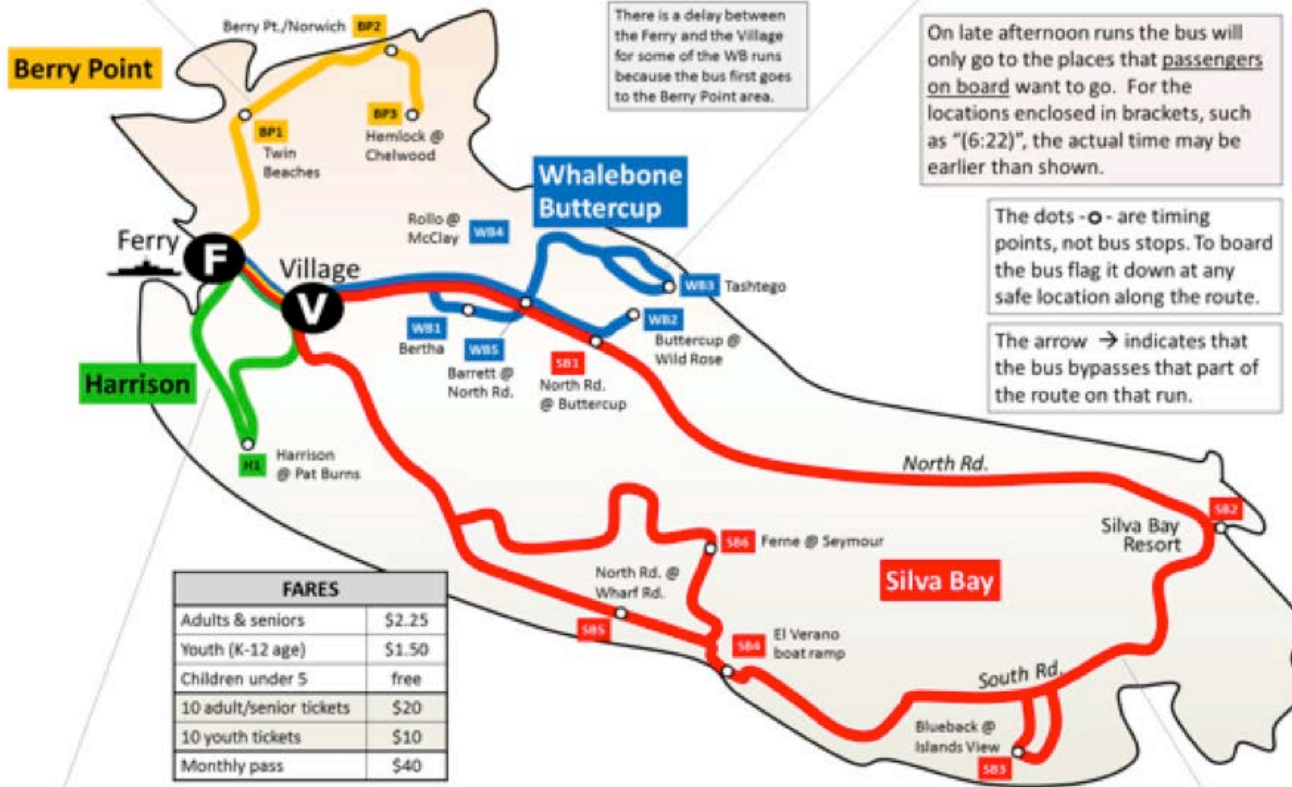
| | F | V | BP1 | BP2 | BP3 | BP1 | V | F |
|-----------|-------|---------|------------|------------------|---------|------------|---------|-------|
| | Ferry | Village | Twin Beach | B.P. Rd/ Norwich | Hemlock | Twin Beach | Village | Ferry |
| M to F am | 7:18 | → | 7:22 | 7:24 | → | 7:26 | → | 7:30 |
| | | 8:34 | 8:39 | → | 8:39 | → | 8:43 | |
| Tu-Th-Sat | | 9:25 | 9:30 | 9:34 | 9:35 | 9:39 | 9:44 | 9:54 |
| | | 11:54 | 11:59 | 12:02 | 12:03 | 12:07 | 12:12 | 12:23 |
| M to F pm | 4:20 | → | 4:24 | → | → | 4:24 | 4:29 | 5:20 |
| | 5:30 | (5:38) | (5:45) | (5:47) | (5:48) | (5:52) | (5:57) | |

Bus only goes to bracketed locations if there are passengers on board.

WB: Ferry/Village to Whalebone/Buttercup to Village/Ferry

| | F | V | WB1 | WB2 | WB3 | WB4 | WB5 | V | F |
|-----------|-------|---------|----------|----------------------------|----------|--------------|---------------|---------|-------|
| | Ferry | Village | Bertha | Wild Rose | Tashtego | Rollo/McClay | Barrett/N. Rd | Village | Ferry |
| M to F am | | 6:50 | Express. | Pick up on North Rd. only | | | 6:55 | 7:29 | 7:31 |
| | 7:40 | 8:05 | 8:08 | 8:12 | 8:23 | 8:30 | → | 8:34 | 8:43 |
| Tu-Th-Sat | 9:54 | 10:44 | 10:47 | 10:51 | 10:59 | → | 11:05 | 11:12 | 11:15 |
| | 12:23 | 1:13 | 1:16 | 1:20 | 1:28 | 1:38 | → | 1:43 | 1:45 |
| M to F pm | 4:20 | 4:29 | 4:32 | 4:36 | 4:46 | 4:54 | → | 4:58 | 5:20 |
| | 5:30 | 5:32 | Express. | Drop off on North Rd. only | | | 5:36 | 6:10 | |
| | 5:30 | 5:57 | (6:00) | (6:04) | (6:15) | (6:22) | → | (6:26) | |

Bus only goes to bracketed locations if there are passengers on board wishing to go there.



H: Village/Ferry to Harrison to Ferry/Village

| | V | F | H1 | F | V |
|-----------|---------|-------|-------------------|-------|---------|
| | Village | Ferry | Harrison @ Pat B. | Ferry | Village |
| M to F am | 7:10* | → | 7:14 | 7:18 | 7:42 |
| | 8:30 | → | 8:36 | 8:40 | 8:50 |
| Tu-Th-Sat | 9:44 | → | 9:50 | 9:54 | 9:56 |
| | 12:13 | → | 12:19 | 12:23 | 12:25 |
| M to F pm | | 4:20 | 4:24 | → | 4:30 |
| | | 5:30 | (5:34) | → | 5:38 |

SB: Ferry/Village to Silva Bay to Ferry/Village

| | F | V | SB1 | SB2 | SB3 | SB4 | SB5 | SB6 | V | F |
|-----------|-------|---------|------------------|-----------|----------------|-----------|-----------|---------------|---------|-------|
| | Ferry | Village | Buttercup/N. Rd. | Silva Bay | Blueb./Is.View | El Verano | Wharf Rd. | Ferne/Seymour | Village | Ferry |
| M to F am | | 6:50 | 6:56 | 7:06 | → | 7:18 | 7:20 | | 7:29 | 7:31 |
| | 7:40 | 7:42 | 7:48 | 7:58 | 8:06 | 8:13 | → | 8:19 | 8:31 | 8:40 |
| Tu-Th-Sat | 9:54 | 9:56 | 10:02 | 10:12 | 10:20 | 10:27 | → | 10:32 | 10:44 | 11:15 |
| | 12:23 | 12:25 | 12:31 | 12:41 | 12:49 | 12:56 | → | 1:01 | 1:13 | 1:45 |
| M to F pm | 4:20 | 4:30 | 4:36 | 4:46 | 4:57 | 5:02 | → | (5:08) | 5:18 | 5:20 |
| | 5:30 | 5:32 | 5:38 | (5:48) | → | (6:00) | (6:02) | (6:10) | (6:20) | |

Bus only goes to bracketed locations if there are passengers on board wishing to go there.

Statistics: Winter 2013/2014 (matching Routes and Schedule #2)

| Month/wk | Seniors | Adult | Youth | Child | Total | tickets | Passes | transfers | Route A | Route B | Midday | Morning | Afternoon | runs | riders/run | riders/hr |
|----------|---------|-------|-------|-------|-------|---------|--------|-----------|---------|---------|--------|---------|-----------|------|------------|-----------|
| October | 4 | 129 | 39 | 8 | 180 | 61 | 39 | 1 | 95 | 64 | 21 | 67 | 92 | 46 | 3.89 | 4.22 |
| | 5 | 136 | 49 | 9 | 202 | 134 | 38 | 1 | 105 | 68 | 29 | 90 | 83 | 46 | 4.37 | 4.74 |
| | 13 | 110 | 55 | 10 | 188 | 78 | 27 | 0 | 91 | 61 | 23 | 71 | 81 | 38 | 4.95 | 5.47 |
| | 18 | 155 | 52 | 14 | 239 | 92 | 40 | 1 | 135 | 87 | 17 | 109 | 113 | 46 | 5.17 | 5.61 |
| | 18 | 219 | 56 | 20 | 290 | 112 | 36 | 0 | 154 | 99 | 31 | 109 | 144 | 47 | 6.17 | 6.44 |
| November | 15 | 159 | 28 | 8 | 233 | 100 | 35 | 0 | 127 | 77 | 29 | 87 | 117 | 46 | 5.07 | 5.50 |
| | 15 | 137 | 46 | 7 | 205 | 77 | 37 | 0 | 86 | 83 | 39 | 68 | 101 | 38 | 5.39 | 5.96 |
| | 19 | 144 | 62 | 9 | 225 | 86 | 43 | 0 | 122 | 78 | 25 | 96 | 104 | 46 | 4.89 | 5.31 |
| | 24 | 155 | 49 | 13 | 242 | 100 | 45 | 0 | 132 | 81 | 29 | 98 | 115 | 46 | 5.26 | 5.71 |
| December | 15 | 176 | 54 | 9 | 269 | 113 | 31 | 0 | 147 | 69 | 48 | 104 | 112 | 47 | 5.72 | 6.06 |
| | 16 | 175 | 61 | 18 | 270 | 111 | 25 | 0 | 147 | 76 | 26 | 113 | 110 | 46 | 5.87 | 6.37 |
| | 33 | 169 | 51 | 10 | 263 | 89 | 45 | 0 | 126 | 71 | 32 | 84 | 111 | 47 | 5.60 | 6.06 |
| | 7 | 69 | 6 | 0 | 82 | 20 | 13 | 0 | 29 | 19 | 18 | 19 | 29 | 26 | 3.15 | 2.41 |
| January | 21 | 83 | 12 | 0 | 116 | 50 | 11 | 0 | 52 | 16 | 39 | 38 | 68 | 35 | 3.31 | 3.41 |
| | 18 | 144 | 52 | 5 | 219 | 97 | 29 | 0 | 112 | 78 | 29 | 103 | 87 | 46 | 4.76 | 5.17 |
| | 11 | 107 | 31 | 9 | 158 | 75 | 18 | 1 | 89 | 58 | 25 | 66 | 81 | 46 | 3.41 | 3.70 |
| | 12 | 163 | 49 | 9 | 233 | 95 | 19 | 0 | 123 | 56 | 40 | 89 | 90 | 47 | 4.96 | 5.37 |
| | 14 | 126 | 45 | 6 | 195 | 76 | 17 | 0 | 120 | 48 | 27 | 73 | 95 | 46 | 4.24 | 4.60 |
| February | 22 | 115 | 50 | 8 | 195 | 90 | 20 | 0 | 111 | 49 | 35 | 91 | 69 | 46 | 4.24 | 4.60 |
| | 18 | 114 | 39 | 11 | 182 | 81 | 9 | 1 | 106 | 41 | 32 | 70 | 77 | 38 | 4.76 | 5.26 |
| | 29 | 151 | 58 | 19 | 257 | 136 | 29 | 0 | 152 | 72 | 33 | 120 | 104 | 47 | 5.47 | 5.79 |
| | 27 | 117 | 43 | 5 | 192 | 68 | 12 | 0 | 94 | 55 | 43 | 74 | 75 | 38 | 5.05 | 5.58 |
| March | 42 | 122 | 58 | 13 | 236 | 107 | 17 | 2 | 144 | 66 | 26 | 117 | 93 | 46 | 5.09 | 5.52 |
| | 27 | 128 | 55 | 3 | 223 | 113 | 19 | 0 | 118 | 67 | 38 | 98 | 87 | 46 | 4.85 | 5.26 |
| | 26 | 136 | 38 | 5 | 205 | 80 | 21 | 4 | 75 | 63 | 41 | 66 | 72 | 47 | 4.28 | 4.63 |
| | 31 | 191 | 63 | 3 | 288 | 107 | 24 | 0 | 147 | 54 | 39 | 102 | 99 | 48 | 5.00 | 6.08 |
| April | 18 | 146 | 61 | 3 | 229 | 97 | 21 | 0 | 131 | 63 | 35 | 100 | 94 | 46 | 4.98 | 5.40 |
| | 44 | 131 | 60 | 8 | 243 | 94 | 28 | 1 | 157 | 50 | 36 | 100 | 107 | 46 | 5.26 | 5.71 |
| | 16 | 141 | 45 | 14 | 216 | 74 | 12 | 0 | 133 | 44 | 39 | 88 | 89 | 38 | 5.68 | 6.28 |
| | 23 | 150 | 60 | 15 | 248 | 84 | 19 | 0 | 119 | 93 | 36 | 102 | 110 | 46 | 5.39 | 5.85 |

Schedule #3: Spring/Summer 2014



Routes & Schedules

(Effective May 12, 2014. See gertie.ca for more information and updates.)

BP: Ferry/Village to Hemlock to Ferry/Village

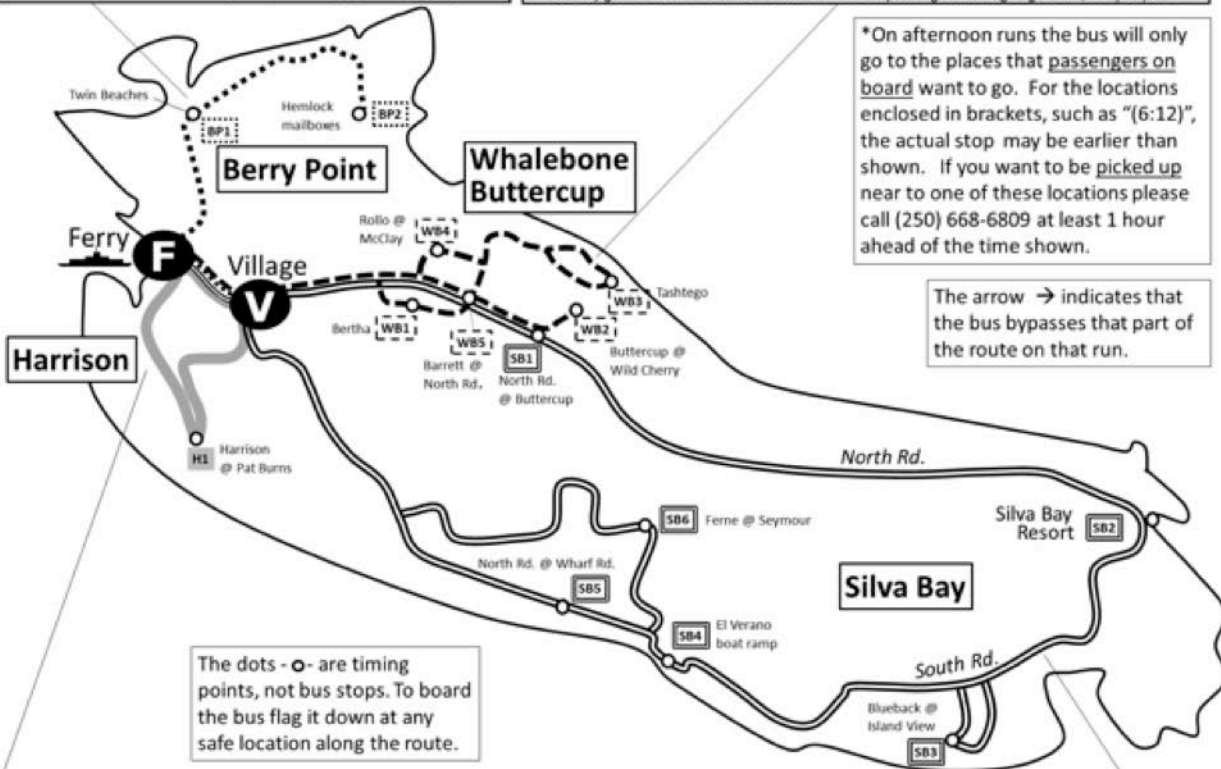
| | V | F | V | BP1 | BP2 | BP1 | F | V |
|-----------|---------|--------|---------|-------------|---------|------------|--------|---------|
| | Village | Ferry | Village | Twin Beach | Hemlock | Twin Beach | Ferry | Village |
| M-F | | 7:11 → | | 7:16 | 7:19 | 7:22 | 7:25 | 7:30 |
| AM | 8:22 | → | → | 8:26 | → | 8:26 | 8:30 | 8:35 |
| | 11:15 | 11:24 | → | 11:29 | → | 11:29 | 11:33 | 11:35 |
| Tu-Th-Sat | 12:22 | 12:31 | → | 12:34 | 12:38 | 12:42 | 12:46 | 12:48 |
| | 2:19 | → | → | 2:23 (2:27) | → | 2:31 | → | 2:35 |
| Sat only | | 5:20 | 5:28 | 5:32 | → | 5:32 | → | 5:36 |
| M-F | | 4:15 | 4:25 | 4:29 | (4:33) | (4:37) | (4:39) | 4:41 |
| PM | | 5:20 | 5:30 | (5:34) | (5:38) | (5:42) | → | (5:46) |

Only goes to bracketed locations if there are passengers wishing to go there, or by request*.

WB: Ferry/Village to Whalebone/Buttercup to Village/Ferry

| | F | V | WB1 | WB2 | WB3 | WB4 | WB5 | V | F | |
|-----------|-------|---------|-------------------------------------|-------------|-----------|--------------|----------------|---------|-------|-------|
| | Ferry | Village | Bertha | Wild Cherry | Tash-tego | Rollo/McClay | Barrett /N. Rd | Village | Ferry | |
| M-F | | 6:45 | Express - pick up on North Rd. only | | | | | 6:50 | 7:18 | 7:20 |
| AM | 7:25 | 7:55 | 7:58 | 8:02 | 8:12 | 8:16 | → | 8:22 | 8:30 | |
| | | 10:25 | → | → | 10:34 | → | 10:38 | 11:15 | 11:24 | |
| Tu-Th-Sat | 11:33 | 11:48 | Pick up on North Rd. only | | | | | 11:52 | 12:22 | 12:31 |
| | 2:10 | 2:35 | → | → | (2:44) | → | (2:48) | (2:53) | | |
| | 4:15 | 4:20 | → | (4:30) | → | → | 4:25 | 5:10 | 5:20 | |
| M-F | 4:15 | 4:41 | 4:45 | → | (4:50) | (4:56) | → | 5:00 | 5:20 | |
| PM | 5:20 | 5:46 | (5:50) | (5:54) | (6:05) | (6:12) | → | (6:17) | | |

Bus only goes to the bracketed locations if there are passengers wishing to go there, or by request*.



*On afternoon runs the bus will only go to the places that passengers on board want to go. For the locations enclosed in brackets, such as "(6:12)", the actual stop may be earlier than shown. If you want to be picked up near to one of these locations please call (250) 668-6809 at least 1 hour ahead of the time shown.

The arrow → indicates that the bus bypasses that part of the route on that run.

The dots - o - are timing points, not bus stops. To board the bus flag it down at any safe location along the route.

H: Village/Ferry to Harrison to Ferry/Village

| | V | F | H1 | F | V |
|-----------|---------|-------|----------------------|-------|---------|
| | Village | Ferry | Harrison @ Pat Burns | Ferry | Village |
| M-F | 7:05# | → | 7:08 | 7:11 | 7:35 |
| AM | 8:19 | → | 8:23† | 8:26 | 8:35 |
| | 11:15 | → | 11:19 | 11:24 | 11:35 |
| Tu-Th-Sat | 12:22 | → | 12:26 | 12:31 | 12:48 |
| | 2:00 | 2:10 | 2:15 | → | 2:19 |
| Sat only | | 5:20 | (5:24) | → | 5:28 |
| M-F | | 4:15 | 4:20 | → | 4:25 |
| PM | | 5:20 | 5:25 | → | 5:30 |

#Village stop (in this case only) is at South Rd. and Dirksen.
†This bus arrives at Gabriola Elementary School at 8:40 AM

SB: Ferry/Village to Silva Bay to Ferry/Village

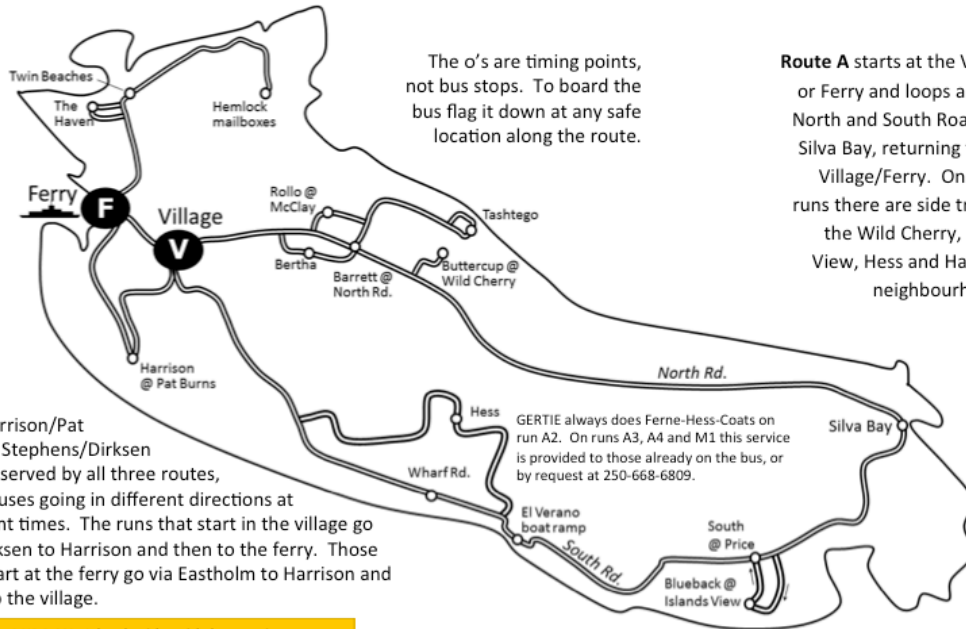
| | F | V | SB1 | SB2 | SB3 | SB4 | SB5 | SB6 | V | F |
|-----------|-------|---------|-----------------|-----------|-----------------|-----------|-----------|----------------|---------|-------|
| | Ferry | Village | Butter./ N. Rd. | Silva Bay | Blueb./ Is.View | El Verano | Wharf Rd. | Ferne/ Seymour | Village | Ferry |
| M-F | | 6:46 | 6:51 | 7:00 | → | 7:10 | 7:12 | → | 7:18 | 7:20 |
| AM | 7:30 | 7:35 | 7:40 | 7:50 | 7:57 | 8:05 | 8:07 | 6:55 | → | 7:11 |
| | | 10:25 | 10:39 | 10:47 | 10:53 | 10:59 | 11:01 | (11:03) | 11:15 | 11:24 |
| Tu-Th-Sat | 11:33 | 11:48 | 11:53 | 12:02 | 12:08 | 12:14 | 12:16 | → | 12:22 | 12:31 |
| | 12:46 | 1:15 | 1:19 | 1:33 | 1:39 | 1:45 | 1:47 | (1:50) | 2:00 | 2:10 |
| Sat only | 5:20 | 5:28 | (5:40) | (5:50) | → | (6:00) | (6:02) | → | (6:10) | |
| M-F | 4:15 | 4:20 | 4:25 | 4:40 | 4:47 | 4:55 | (4:57) | (5:04) | 5:10 | 5:20 |
| PM | 5:20 | 5:25 | (5:31) | (5:40) | → | (5:52) | (5:54) | (6:00) | (6:10) | |

Bus only goes to the bracketed locations if there are passengers on board wishing to go there, or by request*.
†This bus arrives at Gabriola Elementary School at 8:40 AM

Statistics: Spring/Summer 2014 (matching Routes and Schedule #3)

| Month/wk | Seniors | Adult | Youth | Child | Total | tickets | Passes | transfers | Route A | Route B | Midday | Morning | Afternoon | hours | riders/hour |
|-----------|---------|-------|-------|-------|-------|---------|--------|-----------|---------|---------|--------|---------|-----------|-------|-------------|
| April | 24 | 197 | 57 | 8 | 286 | 79 | 16 | 6 | 119 | 101 | 66 | 99 | 121 | 53.6 | 5.22 |
| May | 10 | 185 | 53 | 14 | 262 | 115 | 48 | 8 | 124 | 91 | 47 | 104 | 110 | 52.7 | 4.82 |
| | 26 | 157 | 73 | 22 | 264 | 102 | 23 | 7 | 118 | 93 | 53 | 106 | 105 | 52.7 | 4.88 |
| | 20 | 140 | 38 | 6 | 204 | 68 | 19 | 0 | 77 | 72 | 55 | 67 | 82 | 44.7 | 4.56 |
| June | 24 | 170 | 56 | 12 | 262 | 97 | 17 | 11 | 110 | 84 | 43 | 106 | 88 | 50 | 5.02 |
| | 20 | 145 | 45 | 10 | 220 | 126 | 7 | 4 | 112 | 62 | 46 | 79 | 95 | 48 | 4.50 |
| | 21 | 147 | 71 | 16 | 255 | 95 | 22 | 0 | 131 | 74 | 50 | 114 | 91 | 47 | 5.43 |
| | 19 | 161 | 22 | 11 | 213 | 74 | 28 | 1 | 63 | 56 | 61 | 49 | 70 | 47 | 4.51 |
| July | 18 | 174 | 20 | 6 | 218 | 47 | 25 | 2 | 67 | 58 | 69 | 69 | 56 | 47 | 4.60 |
| | 20 | 335 | 46 | 11 | 212 | 60 | 7 | 0 | 89 | 43 | 80 | 40 | 92 | 41 | 5.17 |
| | 40 | 173 | 32 | 10 | 235 | 53 | 17 | 0 | 100 | 69 | 66 | 63 | 106 | 47 | 5.00 |
| | 17 | 194 | 27 | 4 | 242 | 74 | 9 | 1 | 93 | 56 | 68 | 65 | 84 | 47 | 5.13 |
| August | 15 | 176 | 22 | 6 | 219 | 70 | 19 | 0 | 89 | 39 | 81 | 44 | 84 | 47 | 4.66 |
| | 24 | 176 | 32 | 2 | 234 | 83 | 15 | 0 | 107 | 43 | 84 | 67 | 101 | 47 | 4.98 |
| | 56 | 181 | 30 | 13 | 280 | 67 | 13 | 8 | 97 | 49 | 134 | 92 | 54 | 45 | 6.04 |
| | 35 | 192 | 26 | 12 | 265 | 78 | 17 | 0 | 103 | 54 | 79 | 39 | 118 | 52 | 5.10 |
| | 19 | 209 | 42 | 16 | 286 | 64 | 16 | 3 | 98 | 72 | 88 | 65 | 105 | 52 | 5.44 |
| September | 47 | 162 | 51 | 4 | 264 | 67 | 16 | 0 | 93 | 73 | 98 | 62 | 104 | 52 | 5.08 |
| | 18 | 174 | 16 | 11 | 220 | 45 | 33 | 0 | 97 | 62 | 61 | 63 | 96 | 44 | 5.00 |

Schedule #4: Winter 2014/2015



The o's are timing points, not bus stops. To board the bus flag it down at any safe location along the route.

Route A starts at the Village or Ferry and loops around North and South Roads via Silva Bay, returning to the Village/Ferry. On some runs there are side trips to the Wild Cherry, Harrison View, Hess and Harrison neighbourhoods.

The Harrison/Pat Burns/ Stephens/Dirksen area is served by all three routes, With buses going in different directions at different times. The runs that start in the village go via Dirksen to Harrison and then to the ferry. Those that start at the ferry go via Eastholm to Harrison and then to the village.

GERTIE always does Ferne-Hess-Coats on run A2. On runs A3, A4 and M1 this service is provided to those already on the bus, or by request at 250-668-6809.

GERTIE always waits for the ferry to arrive on our afternoon "commuter" runs (A3, A4, B3 and B4). If the ferry is late, then the bus will be late on its subsequent run around the island.

| MIDDAY: Island-wide mid-day service Tuesday, Thursday & Saturday | | | |
|---|---------|-------|--------|
| | M1 | M2 | M3 |
| Village | 10:35 | 12:05 | 1:15 |
| Tashtego | 10:44 | ↓ | ↓ |
| Barrett @ N | 10:48 | 12:10 | 1:19 |
| Wild Cherry | ↓ | ↓ | (1:23) |
| Silva Bay | 10:57 | 12:20 | 1:33 |
| Island View | 11:03 | 12:26 | 1:39 |
| El Verano | 11:09 | 12:32 | 1:45 |
| Wharf Rd. | 11:10 | 12:34 | 1:47 |
| Hess | (11:16) | ↓ | ↓ |
| Village | 11:25 | 12:40 | 2:00 |
| Harrison | 11:29 | 12:44 | 2:05 |
| Ferry | 11:34 | 12:48 | 2:10 |
| The Haven | ↓ | ↓ | 2:13 |
| Twin Beaches | 11:38 | 12:52 | 2:14 |
| Hemlock | ↓ | 12:56 | 2:18 |
| Twin Beaches | 11:38 | 1:00 | 2:24 |
| The Haven | 11:39 | 1:01 | ↓ |
| Ferry | 11:43 | 1:05 | 2:29 |
| Village | 11:51 | 1:15 | 2:36 |
| Tashtego | | | (2:44) |

The ↓ means that the bus bypasses that neighbourhood



On some runs the bus will only go to the places that passengers on board want to go, and may not go to locations where the time is enclosed in brackets. If you want to be picked up near to one of these locations send a text message with your location and the time the bus normally stops there, to 250-668-6809 at least 1 hour ahead. If texting isn't your thing, please call that number.

The GERTIE bus does not operate on Sundays or on statutory holidays.

| ROUTE A: Village/Ferry - North Rd. - Silva Bay - South Rd. - Village/Ferry | | | | |
|--|---------|------|-----------|--------|
| Monday to Friday | Morning | | Afternoon | |
| | A1 | A2 | A3 | A4 |
| Ferry | | 7:20 | 4:15 | 5:20 |
| Village | 6:46 | 7:45 | 4:20 | 5:25 |
| N @ Barrett | 6:50 | 7:50 | 4:25 | 5:30 |
| Wild Cherry | ↓ | ↓ | (4:30) | ↓ |
| Silva Bay | 7:00 | 8:00 | 4:40 | 5:40 |
| Islands View | ↓ | 8:07 | 4:47 | (5:43) |
| S @ Price | 7:05 | 8:09 | 4:49 | 5:45 |
| El Verano | 7:10 | 8:15 | 4:55 | 5:52 |
| Wharf Rd. | 7:12 | 8:17 | (4:57) | (5:54) |
| Hess | ↓ | ↓ | (5:02) | (5:59) |
| Village | 7:18 | 8:28 | 5:10 | 6:10 |
| Harrison | ↓ | 8:33 | ↓ | ↓ |
| Ferry | 7:20 | 8:36 | 5:20 | 6:15 |
| Village | 7:40 | 8:39 | 5:25 | |
| Elem. school | | 8:40 | | |

The ↓ means that the bus bypasses that neighbourhood

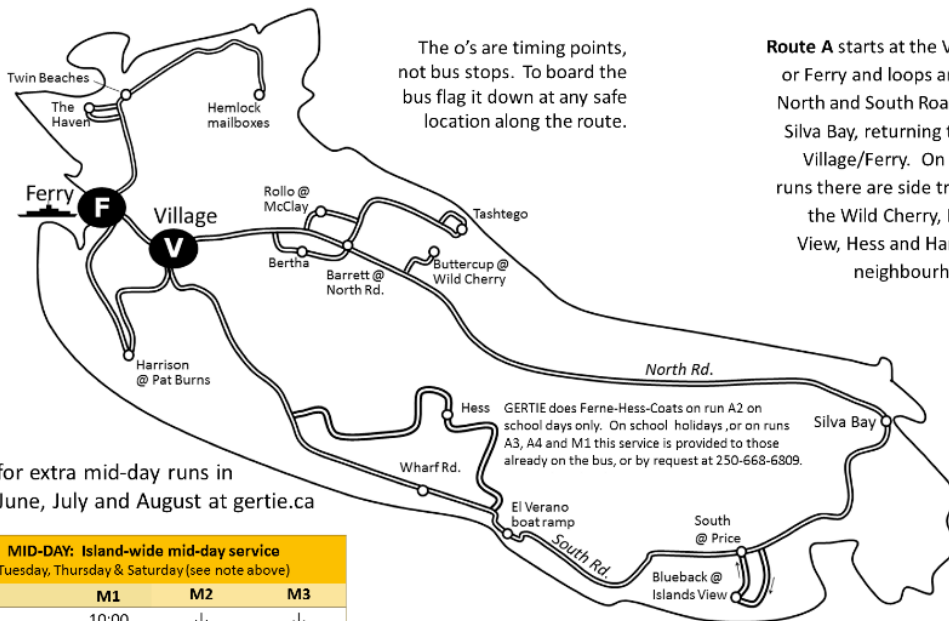
Route B serves the Harrison, Berry Point, Whalebone, Bertha, Rollo/McClay and Buttercup neighbourhoods via the Village and the Ferry

| ROUTE B: Harrison-Berry Point-Whalebone-Buttercup-Village/Ferry | | | |
|---|--------|---------------------|--------|
| Morning (Mon-Fri) | | Afternoon (Mon-Fri) | |
| B1 Village | 7:05 | B3 Ferry | 4:15 |
| Harrison | 7:08 | Harrison | 4:25 |
| Ferry | 7:11 | Village | 4:30 |
| Twin Beaches | 7:16 | The Haven | 4:33 |
| Hemlock | 7:19 | Twin Beaches | 4:34 |
| Twin Beaches | 7:22 | Hemlock | (4:38) |
| The Haven | 7:23 | Village | 4:46 |
| Ferry | 7:26 | Bertha | (4:50) |
| Village | 7:28 | Wild Cherry | (4:53) |
| Harrison | (7:32) | Tashtego | (4:55) |
| Ferry/Village | (7:35) | Rollo/McClay | (5:01) |
| B2 Village | 7:55 | Village | 5:05 |
| Bertha | 7:58 | B4 Ferry | 5:20 |
| Wild Cherry | 8:02 | Harrison | 5:30 |
| Tashtego | 8:12 | Village | 5:35 |
| Rollo/McClay | 8:16 | The Haven | (5:38) |
| Village | 8:22 | Twin Beaches | (5:39) |
| Twin Beaches | 8:26 | Hemlock | (5:43) |
| The Haven | 8:27 | Village | (5:51) |
| Village | 8:31 | Bertha | (5:54) |
| Ferry | 8:33 | Wild Cherry | (5:58) |
| Harrison | (8:40) | Tashtego | (6:10) |
| Village | 8:45 | Rollo/McClay | (6:15) |

Statistics: Winter 2014/2015 (matching Routes and Schedule #4)

| Month/wk | Seniors | Adult | Youth | Child | Total | tickets | Passes | transfers | Route A | Route B | Midday | Morning | Afternoon | hours | riders/hour |
|--------------|---------|-------|-------|-------|-------|---------|--------|-----------|---------|---------|--------|---------|-----------|-------|-------------|
| 2014 Sept | 15 | 181 | 39 | 17 | 252 | 69 | 38 | 1 | 123 | 66 | 63 | 78 | 111 | 52 | 4.83 |
| | 22 | 193 | 58 | 9 | 282 | 107 | 38 | 1 | 142 | 88 | 63 | 103 | 127 | 52 | 5.40 |
| | 34 | 202 | 63 | 11 | 310 | 127 | 46 | 2 | 142 | 110 | 58 | 120 | 132 | 52 | 5.92 |
| October | 32 | 168 | 67 | 10 | 277 | 116 | 34 | 1 | 142 | 91 | 36 | 120 | 113 | 52 | 5.31 |
| | 10 | 156 | 56 | 6 | 228 | 98 | 53 | 1 | 123 | 62 | 36 | 105 | 80 | 44 | 5.16 |
| | 19 | 199 | 72 | 11 | 301 | 133 | 29 | 5 | 176 | 80 | 45 | 136 | 120 | 52 | 5.69 |
| November | 17 | 182 | 96 | 10 | 305 | 189 | 32 | 0 | 164 | 90 | 44 | 153 | 101 | 52 | 5.87 |
| | 21 | 195 | 106 | 7 | 329 | 145 | 46 | 0 | 184 | 105 | 40 | 164 | 125 | 47 | 7.00 |
| | 16 | 174 | 61 | 5 | 256 | 103 | 74 | 0 | 132 | 82 | 33 | 117 | 97 | 39 | 6.56 |
| December | 7 | 180 | 89 | 3 | 279 | 117 | 34 | 2 | 153 | 87 | 39 | 130 | 110 | 47 | 5.89 |
| | 21 | 188 | 74 | 10 | 293 | 130 | 49 | 1 | 144 | 102 | 47 | 131 | 115 | 47 | 6.21 |
| | 14 | 184 | 86 | 0 | 284 | 147 | 28 | 2 | 138 | 77 | 42 | 111 | 104 | 47 | 6.00 |
| Dec/Jan 2015 | 21 | 168 | 81 | 14 | 284 | 151 | 28 | 4 | 135 | 84 | 48 | 123 | 96 | 47 | 5.96 |
| | 12 | 159 | 79 | 9 | 259 | 133 | 17 | 2 | 117 | 80 | 42 | 116 | 81 | 47 | 5.47 |
| | 6 | 81 | 9 | 0 | 96 | 29 | 10 | 0 | 31 | 22 | 25 | 27 | 44 | 30 | 3.20 |
| January | 9 | 59 | 9 | 1 | 78 | 25 | 8 | 0 | 32 | 19 | 27 | 21 | 30 | 30 | 2.60 |
| | 17 | 155 | 103 | 5 | 280 | 129 | 33 | 2 | 114 | 88 | 30 | 114 | 100 | 48 | 5.79 |
| | 14 | 180 | 115 | 4 | 313 | 148 | 37 | 6 | 136 | 95 | 52 | 131 | 109 | 48 | 6.40 |
| February | 26 | 143 | 103 | 6 | 278 | 148 | 19 | 1 | 146 | 87 | 40 | 138 | 95 | 48 | 5.80 |
| | 13 | 165 | 95 | 10 | 283 | 146 | 33 | 2 | 147 | 95 | 37 | 140 | 102 | 48 | 5.90 |
| | 18 | 170 | 81 | 5 | 274 | 138 | 22 | 1 | 121 | 108 | 45 | 143 | 86 | 48 | 5.69 |
| March | 14 | 140 | 79 | 7 | 240 | 137 | 18 | 1 | 132 | 68 | 40 | 115 | 85 | 40 | 5.98 |
| | 24 | 154 | 97 | 8 | 283 | 150 | 23 | 2 | 154 | 87 | 34 | 124 | 92 | 48 | 5.85 |
| | 18 | 157 | 69 | 7 | 251 | 125 | 21 | 1 | 127 | 73 | 40 | 108 | 92 | 48 | 5.21 |
| April | 12 | 171 | 124 | 26 | 333 | 199 | 32 | 1 | 201 | 94 | 38 | 173 | 122 | 48 | 6.92 |
| | 16 | 160 | 113 | 12 | 301 | 162 | 31 | 3 | 170 | 99 | 32 | 161 | 108 | 48 | 6.21 |
| | 17 | 194 | 128 | 7 | 346 | 189 | 42 | 0 | 181 | 111 | 54 | 175 | 117 | 48 | 7.21 |
| April | 12 | 160 | 26 | 0 | 198 | 84 | 20 | 0 | 74 | 77 | 47 | 63 | 88 | 47 | 4.21 |
| | 16 | 138 | 95 | 17 | 266 | 147 | 19 | 1 | 146 | 78 | 41 | 127 | 97 | 38 | 6.97 |
| | 17 | 137 | 91 | 7 | 252 | 142 | 12 | 0 | 140 | 82 | 30 | 133 | 89 | 40 | 6.30 |
| | 27 | 139 | 118 | 19 | 303 | 157 | 16 | 0 | 169 | 89 | 30 | 162 | 96 | 47 | 6.45 |
| | 26 | 154 | 94 | 7 | 281 | 153 | 22 | 0 | 133 | 108 | 40 | 136 | 105 | 47 | 5.98 |

Schedule #5: Spring 2015. Slight adjustments required due to changes in Ferry schedule.



The o's are timing points, not bus stops. To board the bus flag it down at any safe location along the route.

Route A starts at the Village or Ferry and loops around North and South Roads via Silva Bay, returning to the Village/Ferry. On some runs there are side trips to the Wild Cherry, Island View, Hess and Harrison neighbourhoods.

| ROUTE A: Village/Ferry – North Rd. – Silva Bay – South Rd. – Village/Ferry | | | | |
|--|---------|--------|-----------|--------|
| Monday to Friday | Morning | | Afternoon | |
| | A1 | A2 | A3 | A4 |
| Ferry | | 7:20 | 4:10 | 5:20 |
| Village | 6:46 | 7:45 | 4:20 | 5:25 |
| N @ Barrett | 6:50 | 7:50 | 4:25 | 5:30 |
| Wild Cherry | ↓ | ↓ | (4:30) | ↓ |
| Silva Bay | 7:00 | 8:00 | 4:40 | 5:40 |
| Islands View | ↓ | 8:07 | 4:47 | (5:43) |
| S @ Price | 7:05 | 8:09 | 4:49 | 5:45 |
| El Verano | 7:10 | 8:15 | 4:55 | 5:52 |
| Wharf Rd. | 7:12 | (8:17) | (4:57) | 5:54 |
| Hess | ↓ | 8:20 | (5:02) | (5:59) |
| Village | 7:18 | 8:28 | 5:15 | (6:00) |
| Harrison | ↓ | 8:33 | ↓ | ↓ |
| Ferry | 7:20 | 8:36 | 5:20 | (6:05) |
| Village | 7:40 | 8:39 | 5:25 | |
| Elem. school | | 8:40 | | |

The ↓ means that the bus bypasses that neighbourhood

Route B serves the Harrison, Berry Point, Whalebone, Bertha, Rollo/McClay and Buttercup neighbourhoods via the Village and the Ferry

| ROUTE B: Harrison-Berry Point-Whalebone-Buttercup-Village/Ferry | | | |
|---|--------|---------------------|--------|
| Morning (Mon-Fri) | | Afternoon (Mon-Fri) | |
| B1 Village | 7:05 | B3 Ferry | 4:10 |
| Harrison | 7:08 | Harrison | (4:25) |
| Ferry | 7:11 | Village | 4:30 |
| Twin Beaches | 7:16 | The Haven | (4:33) |
| Hemlock | 7:19 | Twin Beaches | (4:34) |
| Twin Beaches | 7:22 | Hemlock | (4:38) |
| The Haven | 7:23 | Village | (4:46) |
| Ferry | (7:26) | Bertha | (4:50) |
| Village | 7:28 | Wild Cherry | (4:53) |
| Harrison | (7:32) | Tashtego | (4:55) |
| Ferry/Village | (7:35) | Rollo/McClay | (5:01) |
| B2 Village | 7:55 | Village | 5:05 |
| Bertha | 7:58 | B4 Ferry | 5:20 |
| Wild Cherry | 8:02 | Harrison | (5:25) |
| Tashtego | 8:12 | Village | 5:30 |
| Rollo/McClay | 8:16 | The Haven | (5:38) |
| Village | 8:22 | Twin Beaches | (5:39) |
| Twin Beaches | 8:26 | Hemlock | (5:43) |
| The Haven | 8:27 | Village | (5:51) |
| Village | (8:31) | Bertha | (5:54) |
| Ferry | 8:33 | Wild Cherry | (5:58) |
| Harrison | (8:40) | Tashtego | (6:10) |
| Village | 8:45 | Rollo/McClay | (6:15) |

Look for extra mid-day runs in May, June, July and August at gertie.ca

| MID-DAY: Island-wide mid-day service Tuesday, Thursday & Saturday (see note above) | | | |
|---|---------|---------|---------|
| | M1 | M2 | M3 |
| Ferry | 10:00 | ↓ | ↓ |
| Village | 10:02 | ↓ | 12:40 |
| Tashtego | 10:10 | ↓ | 12:49 |
| Village | 10:19 | 11:30 | ↓ |
| Barrett @ N | 10:24 | 11:35 | 12:53 |
| Wild Cherry | ↓ | ↓ | (12:55) |
| Silva Bay | 10:33 | 11:45 | 1:02 |
| Islands View | 10:39 | 11:51 | 1:08 |
| El Verano | 10:46 | 11:56 | 1:14 |
| Wharf Rd. | (10:48) | 11:58 | (1:16) |
| Hess | (10:52) | ↓ | (1:20) |
| Village | 11:00 | 12:04 | 1:24 |
| Harrison | 11:05 | ↓ | 1:28 |
| Ferry | 11:10 | (12:06) | 1:32 |
| The Haven | ↓ | ↓ | 1:35 |
| Twin Beaches | 11:20 | 12:10 | 1:36 |
| Hemlock | ↓ | 12:14 | (1:39) |
| Twin Beaches | 11:20 | 12:18 | 1:43 |
| The Haven | 11:21 | 12:19 | ↓ |
| Ferry | ↓ | 12:22 | 1:46 |
| Village | 11:25 | 12:25 | 1:50 |
| Tashtego | ↓ | ↓ | (1:58) |

The ↓ means that the bus bypasses that neighbourhood

The GERTIE bus does not operate on Sundays or on statutory holidays and Easter Monday.



GERTIE always waits for the ferry to arrive on our afternoon "commuter" runs (A3, A4, B3 and B4). If the ferry is late, then the bus will be late on its subsequent run around the island.

What do the brackets mean?

On some runs the bus will only go to the places that passengers on board want to go, and may not go to locations where the time is enclosed in brackets. If you want to be picked up near to one of these locations send a text message with your location and the time the bus normally stops there, to 250-668-6809 at least 1 hour ahead. If texting isn't your thing, please call that number.

Statistics: Spring 2015 (matching Routes and Schedule #5)

| Month/wk | Seniors | Adult | Youth | Child | Total | tickets | Passes | transfers | Route A | Route B | Midday | Morning | Afternoon | hours | riders/hour |
|-----------|---------|-------|-------|-------|-------|---------|--------|-----------|---------|---------|--------|---------|-----------|-------|-------------|
| | 26 | 154 | 94 | 7 | 281 | 153 | 22 | 0 | 133 | 108 | 40 | 136 | 105 | 47 | 5.98 |
| April/May | 15 | 160 | 106 | 10 | 291 | 167 | 14 | 1 | 181 | 76 | 34 | 153 | 104 | 47 | 6.20 |
| | 19 | 157 | 86 | 8 | 270 | 144 | 21 | 3 | 152 | 91 | 27 | 138 | 105 | 47 | 5.70 |
| | 19 | 134 | 86 | 12 | 251 | 132 | 9 | 0 | 133 | 73 | 45 | 128 | 78 | 47 | 5.30 |
| | 19 | 157 | 86 | 8 | 270 | 108 | 6 | 0 | 130 | 63 | 32 | 123 | 70 | 39 | 6.90 |
| | 17 | 155 | 93 | 18 | 283 | 133 | 16 | 0 | 154 | 79 | 50 | 145 | 88 | 47 | 6.00 |

The proposed schedule for July and August is as follows (main changes involve an increase in midday runs from Tuesday through Saturday and a reduction in the two commuter runs in which the majority of passengers are school children).

| ROUTE A: Village/Ferry – North Rd. - Silva Bay – South Rd. – Village/Ferry | | | |
|--|------------|-----------------|--------|
| Monday to Friday | Morning A1 | Afternoon A3 A4 | |
| Ferry | | 4:10 | 5:20 |
| Village | 6:46 | 4:20 | 5:25 |
| N @ Barrett | 6:50 | 4:25 | 5:30 |
| Wild Cherry | ↓ | (4:30) | ↓ |
| Silva Bay | 7:00 | 4:40 | 5:40 |
| Islands View | ↓ | 4:47 | (5:43) |
| S @ Price | 7:04 | 4:49 | 5:45 |
| El Verano | 7:08 | 4:55 | 5:52 |
| Wharf Rd. | 7:10 | (4:57) | 5:54 |
| Hess | ↓ | (5:02) | (5:59) |
| Village | ↓ | 5:15 | (6:00) |
| Harrison | 7:16 | ↓ | ↓ |
| Ferry | 7:20 | 5:20 | (6:05) |
| Village | 7:40 | 5:25 | |

The ↓ means that the bus bypasses that neighbourhood

| ROUTE B: Harrison-Berry Point-Whalebone-Buttercup-Village/Ferry | | | |
|---|---------------|---------------------|----------------------|
| Morning (Mon-Fri) | | Afternoon (Mon-Fri) | |
| B1 | Village | The B1 | B3 Ferry |
| | Harrison | run | 4:10 |
| | Ferry | does | Harrison (4:25) |
| | Twin Beaches | not | Village 4:30 |
| | Hemlock | oper- | The Haven (4:33) |
| | Twin Beaches | ate | Twin Beaches (4:34) |
| | The Haven | from | Hemlock (4:38) |
| | Ferry | June | Village (4:46) |
| | Village | 29 th to | Bertha (4:50) |
| | Harrison | Sept. | Wild Cherry (4:53) |
| | Ferry/Village | 4 th . | Tashtego (4:55) |
| B2 | Village | 7:55 | Rollo/McClay (5:01) |
| | Bertha | 7:58 | Village 5:05 |
| | Wild Cherry | 8:02 | B4 Ferry 5:20 |
| | Tashtego | 8:12 | Harrison (5:25) |
| | Rollo/McClay | 8:16 | Village 5:30 |
| | Village | 8:22 | The Haven (5:38) |
| | Twin Beaches | 8:26 | Twin Beaches (5:39) |
| | The Haven | 8:27 | Hemlock (5:43) |
| | Village | (8:31) | Village (5:51) |
| | Ferry | 8:33 | Bertha (5:54) |
| | Harrison | (8:40) | Wild Cherry (5:58) |
| | Village | 8:45 | Tashtego (6:10) |
| | | | Rollo/McClay (6:15) |

| MID-DAY: Island-wide mid-day service Tuesday through Saturday | | | |
|--|---------|---------|---------|
| | M1 | M2 | M3 |
| Ferry | 10:00 | ↓ | ↓ |
| Village | 10:02 | ↓ | 12:40 |
| Tashtego | 10:10 | ↓ | 12:49 |
| Village | 10:19 | 11:30 | ↓ |
| Barrett @ N | 10:24 | 11:35 | 12:53 |
| Wild Cherry | ↓ | ↓ | (12:55) |
| Silva Bay | 10:33 | 11:45 | 1:02 |
| Islands View | 10:39 | 11:51 | 1:08 |
| El Verano | 10:46 | 11:56 | 1:14 |
| Wharf Rd. | (10:48) | 11:58 | (1:16) |
| Hess | (10:52) | ↓ | (1:20) |
| Village | 10:58 | 12:04 | 1:24 |
| Harrison | 11:02 | ↓ | 1:28 |
| Ferry | 11:06 | (12:06) | 1:32 |
| The Haven | ↓ | ↓ | 1:35 |
| Twin Beaches | 11:10 | 12:10 | 1:36 |
| Hemlock | ↓ | 12:14 | (1:39) |
| Twin Beaches | 11:10 | 12:18 | 1:43 |
| The Haven | ↓ | 12:19 | ↓ |
| Ferry | 11:15 | 12:22 | 1:46 |
| Village | 11:25 | 12:25 | 1:50 |
| Tashtego | ↓ | ↓ | (1:58) |

The ↓ means that the bus bypasses that neighbourhood

Proposed Budget

Proposed Annual Budget

Item

| | | | | |
|----|---------------------------------|--------|------------------|------------------------------|
| 1 | Mill rate: | 0.1344 | \$140,000 | (tax income) |
| | RDN costs | | \$9,800 | |
| 2 | | | 48 | service hours |
| 3 | | | 6.5 | riders per hour |
| 4 | | | \$2 | average fare |
| 5 | | | \$32,448 | fares |
| 6 | | | \$22 | hourly wage (incl. benefits) |
| 7 | | | 4.8 | additional hours |
| 8 | | | 26 | km per hour |
| 9 | | | \$1.35 | fuel per litre |
| 10 | | | 16.245 | litres per 100 km |
| 11 | | | 3.167775 | litres per hour |
| 12 | | | 75 | % diesel |
| | Expenses | | | |
| 13 | Drivers' wages | | \$60,403 | |
| 14 | Coordination | | \$35,000 | |
| 15 | repair & maint. | | \$30,000 | |
| 16 | fuel | | \$10,674 | |
| 17 | bus insurance | | \$10,200 | |
| 18 | Communication | | \$1,620 | |
| 19 | marketing | | \$2,000 | |
| 20 | organization costs | | \$2,750 | |
| 22 | Capital for buses & Contingency | | \$24,000 | |
| 23 | rent | | \$1,000 | |
| 24 | Total expenses | | \$177,647 | |
| | Income | | | |
| 25 | Fares | | \$32,447 | |
| 26 | tax | | \$130,200 | |
| 27 | Other (charter, grants, ads) | | \$15,000 | |
| 28 | Total Income | | \$177,647 | |
| 29 | Net | | \$0 | |

Budget assumptions by item

1. It is expected that a mill rate of .1344 for Gabriola (Area B) will result in \$140,000 in tax revenue. RDN costs are estimated at \$9,800.
2. We are proposing 48 service hours per week and will increase service hours when our ridership reaches 7.5 riders per hour.
3. We currently range between 5 and 7 riders per hour. This number has been steadily rising and we expect to reach an average of 6.8 riders per hour by next spring.
4. Our fares range from \$1.50 for youth (or book of 10 for \$10) to \$2.50 for adults (or book of tickets for \$20). We estimate our average fare is \$2.
5. This number is based on service hours per year multiplied by riders per hour then by average fare.
6. We propose a starting wage of \$18/hr. with required benefits bringing the hourly rate up to \$22/hr.
7. We estimate that drivers will be working an additional 10% of their driving hours.
8. We estimate that the buses travel 26 km per hour based on the past two years.
9. We have projected diesel price at \$1.35 per litre. This number is dependent upon world prices. We have negotiated a 5% discount for diesel from the Gabriola Mid-Island Co-op.
10. We are basing the litres/100 km on: Sprinter@ 9 litres/100 km x 75% use and Shuttle Bus @ 29.7 litres/100 km x 25% use for an average of 16.245 litres/100 km.
11. We have calculated litres per hour based on the following formula: (26 km per hour/100x 16.245) x 75% diesel. We estimate that there is enough Waste Vegetable Oil from pubs and restaurants on Gabriola Island to provide 60 litres per week of WVO to use in the buses. We are currently using 30 litres per week.
12. We estimate that we will be using 75% diesel and 25% waste vegetable oil as our fuel source.
13. Wages are based on assumptions noted above related to service hours, additional hours and hourly wage. Total drivers hours worked would be 60.5 hours per week.
14. Coordination will include the tasks of the current coordinator, some additional tasks currently carried out by the volunteer management group, and accounting costs.
15. The buses will follow a strict preventative maintenance plan and we estimate substantial repairs due to the ages of the buses.
16. Fuel costs based on service hours and estimated litres of diesel used per hour (item 11).
17. ICBC costs for buses are estimated at: 2 vehicles @ \$250/mth and 1 vehicle at \$350/mth
18. Monthly costs for three cell phones estimated at \$135/mth (cost based on past two years).
19. Marketing includes all newspaper notices plus costs for riders' guides over and above income received from advertising.
20. Organization costs include liability insurance, directors and officers insurance, legal costs, and Passenger Transportation licensing costs.
21. Capital funds set aside for buses and other capital costs as well as contingency funds if unexpected expenses arise (i.e. the cost of fuel goes up substantially).
22. Projected rent to cover hydro and insurance costs for our location at the Gabriola Commons.
24. Fare income: See item#5
25. Tax income: \$140,000 minus RDN costs.
26. Other income: This number is based on the income received from grants and donations over the past two years.

Business Plan

GERTIE has been running as a pilot project for the last two years and will continue operating in 'pilot' mode for the final year. The purpose of the pilot was threefold: 1) to reduce GHG emissions on Gabriola, 2) to provide alternative affordable transportation, and 3) to test the long-term viability of a public transit system for Gabriola. In this section we will be focusing on #3.

To test ridership and other elements of public transit on Gabriola, the pilot project attempted to extend bus service just as far as possible as much as finances and volunteer driver availability allowed. As an operation rather than a pilot the future service will be based on an agreed budget and, except for fundraising efforts for specific additional features or enhancements; the services provided will be consistent with the agreed upon funding and service delivery. In this section we would like to outline the numerous lessons we have learned about implementing a public transit system on Gabriola Island through this pilot project. Our aim is to take those lessons and implement them in the framework for GERTIE's future.

Gabriolans ride the bus

Lesson learned: As the ridership numbers in the statistics note, Gabriolans are riding the bus. Many ride it to get to and from work and students ride it to and from school. Many others use the bus to get to the village and back home. Numerous people have indicated that they have been on one of the community shuttles (taking people to and from large community events) and that encouraged them to ride the bus more regularly. Reliability and the sense of community developed on the regular runs have resulted in steady increases in these passengers.

Framework for Future: The schedules will continue to reflect the heavy use by commuters and students, ensuring that they get to the ferry, and village in time for work and school. Driver friendliness will continue to be a key feature of the commuter runs.

Lesson learned: Several people have sold their cars and transport themselves on GERTIE, on foot, by bike and occasional taxi trip.

Framework for Future: We will work with other organizations to promote a multi-modal approach to transportation that will benefit those attempting to decrease their driving time, while at the same time increasing GERTIE's ridership.

Lesson Learned: Seniors are not yet heavy users of the service.

Framework for Future: Both the School Bus and the Sprinters provided challenges for seniors with physical challenges and many who initially tried the system gave up. The two new vehicles that we have in the fleet provide easier access. We will work with the taxi company to implement coordinated services for those with mobility issues.

Visitors ride the bus

Lesson Learned: Boaters arriving in Silva Bay are thrilled to discover that they can take GERTIE to the village and other spots around the island. From May through to the end of September they are heavy users of the midday runs. The Silva Bay Marina and the Vancouver Yacht Club both make special requests for stacks of riders' guides.

Framework for Future: The schedules will meet the needs of the boaters coming in for supplies and heading right back out, as well as those coming in to enjoy the restaurants and shops in the village.

Lesson Learned: We are starting to get more people coming over to Gabriola from Nanaimo for the day. While we now meet more ferries during the midday run, to encourage those passengers, we have not yet extended the service through the week or in the evening (both will be tried this summer).

Framework for Future: We will take the lessons learned from this summer's midday extension and evening runs to determine the need and the corresponding financial viability of serving day-trippers from Nanaimo.

Bus Repair and Maintenance

Lesson Learned: Buses do break down in the middle of runs and an effective back up plan needs to be in place to ensure that passengers aren't stranded and/or feel that they can't rely on the service.

Framework for Future: We will ensure that we have a part time person able to do preventative maintenance as well as emergency repair on GERTIE buses as required. We will also put an effective back up plan in place using the back up bus and drivers as required.

Lesson Learned: While the buses that are currently in our fleet have served us well it would be much easier to manage a bus service with buses that aren't so old. The buses that we have constantly need repairs due to their age and the repairs are often expensive.

Framework for Future: Develop a five-year capital plan premised on annual \$14,500 capital reserve plus donations in order to purchase newer buses.

Financial

Lesson Learned: The financial viability of the transit system rests on some sensitive variables that are challenging to predict. These variables include riders per hour, cost of fuel, and repairs.

Framework for Future: There will be no intention to run a deficit; so careful financial planning will be an ongoing requirement of the service provider. The sensitive variables will be monitored very closely and strategies put in place to address any of the variables that could result in a deficit. Schedules and routes will be financially viable rather than carrying out the type of testing we have and are carrying out in the pilot period.

Lesson Learned: People want to donate to GERTIE. However, many of them would be more willing to donate if they received a charitable tax receipt.

Framework for Future: A non-profit organization, separate from Island Futures, will be established and apply for charitable status.

Lesson Learned: Partnerships with businesses on Gabriola are required to ensure financial stability for GERTIE.

Framework for Future: Ensure that current partnerships will continue. These include:

- a. Reduced price for diesel fuel from Mid-Island Co-op
- b. Collection of Waste Vegetable Oil from Restaurants and Pubs on the island.
- c. Advertisements on tickets and riders' guides to pay for printing costs
- d. Vendors selling GERTIE tickets and passes with no commission
- e. Work with local newspaper to establish how best to disseminate the schedule (they currently include the schedule in the paper without charging us).

Lesson Learned: Community engagement and support is crucial to long-term viability of the service.

Framework for Future: Continue current approach to community participation

- a. Continue community shuttle runs with volunteer drivers – this is a great way to promote the bus service and encourage those who are not regular passengers to start taking the bus.
- b. Continue to get feedback from community members through website, drivers, Facebook and surveys.

Summary: By operating in pilot mode we have had the opportunity to test a range of operational practices as well as schedules and routes that respond to riders needs. These last two years have provided us with a solid foundation of experience and knowledge related to providing transit services on Gabriola Island.

Proposed Governance/Administration Model

We feel that the governance model that would be appropriate for administration of a public passenger transportation system for Gabriola Island is as follows:

Contribution Agreement between GERTIE and RDN:

If an Area B referendum for the \$140,000 results in a yes vote then the RDN will establish a contribution agreement with the GERTIE non-profit organization based on the services outlined in this proposal. The services will be provided at arms length and will be managed by the board of the non-profit organization. The funds would be provided upfront on a quarterly basis.

The GERTIE board will submit a report every September to the RDN. The report will include audited financial statements, ridership statistics and projected budget for the following fiscal year.

REGIONAL DISTRICT OF NANAIMO

BYLAW NO. 1734

A BYLAW TO ESTABLISH THE GABRIOLA ISLAND TRANSIT CONTRIBUTION SERVICE

WHEREAS under section 796 of the *Local Government Act* a Regional District may operate any service the Board considers necessary or desirable for all or part of the Regional District;

AND WHEREAS the Board of the Regional District of Nanaimo wishes to establish a contribution service for the purpose of providing a contribution towards transit on Gabriola Island;

AND WHEREAS the approval of the Inspector of Municipalities has been obtained under section 801 of the *Local Government Act*; and

AND WHEREAS participating area approval in the participating area has been obtained under section 801.2 of the *Local Government Act*.

NOW THEREFORE the Board of the Regional District of Nanaimo, in open meeting assembled, enacts as follows:

1. Citation

This Bylaw may be cited for all purposes as the "Gabriola Island Transit Contribution Service Establishment Bylaw No. 1734, 2015".

2. Service

The service established by this Bylaw is the Transit Contribution Service (the "**Service**") for the purpose of providing a contribution towards a system of public transit in the Service Area.

3. Boundaries

The boundaries of the service area are Electoral Area 'B' (the "**Service Area**").

4. Participating Area

The Participating Area for the Service is Electoral Area 'B'.

5. Cost Recovery

As provided in section 803 of the *Local Government Act*, the annual cost of providing the Service shall be recovered by one or more of the following:

- (a) property value taxes imposed in accordance with Division 4.3 of Part 24 of the *Local Government Act*;
- (b) fees and charges imposed under section 363 of the *Local Government Act*;

- (c) revenues raised by other means authorized by the *Local Government Act* or another Act;
- (d) revenues received by way of agreement, enterprise, gift, grant or otherwise.

6. Maximum Requisition

In accordance with section 800.1(1)(e) of the *Local Government Act*, the maximum amount that may be requisitioned annually for the cost of the Service is the greater of:

- (a) Two Hundred and Fifty Thousand (\$250,000.00) Dollars; or
- (b) the amount equal to the amount that could be raised by a property value tax rate of \$0.25 per \$1,000.00 applied to the net taxable value of land and improvements in the Service Area.

Introduced and read three times this ___ day of _____, 2015.

Received the approval of the Inspector of Municipalities this ___ day of _____, 2015.

Participating area approval under section 801.2 of the *Local Government Act* obtained this _____ day of _____, 2015.

Adopted this _____ day of _____, 2015.

DRAFT
Chairperson

DRAFT
Corporate Officer