

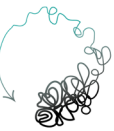


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Regional Transportation Feasibility Study for the Killick Coast Region, NL

Killick Coast Regional Transportation Initiative

June 2026



PREPARED FOR:

Killick Coast Transportation Initiative
1288 Torbay Road
P.O. Box 1160
Torbay Road, NL

PREPARED BY:

Fundamental Consulting and Design Inc.
339 Conception Bay Highway
PO Box 68
Harbour Main, NL

www.fundamentalinc.ca | info@fundamentalinc.ca
+ 1 709 330 4723

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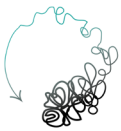
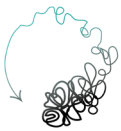
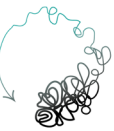


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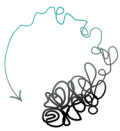
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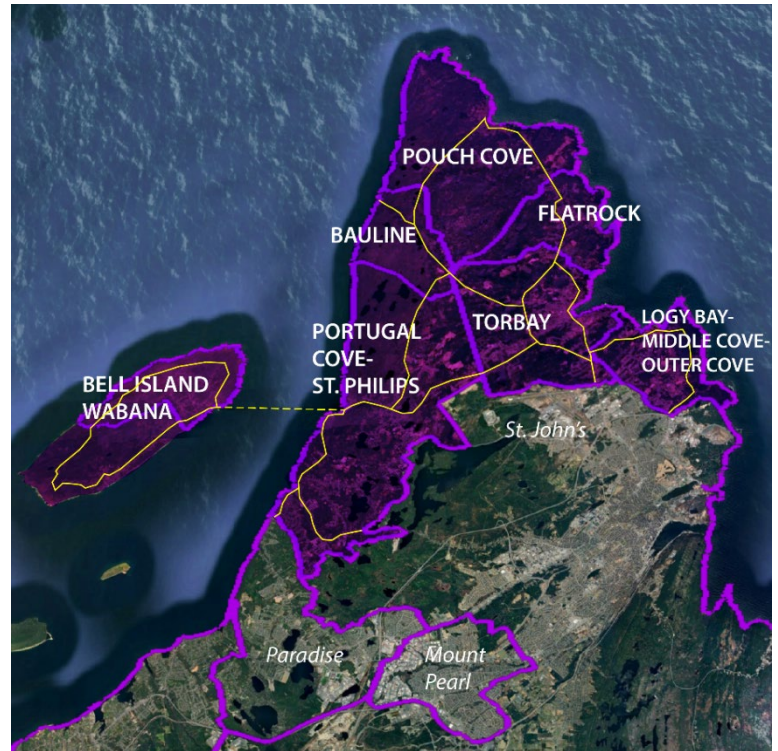
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1. PROJECT OBJECTIVE & VISION

The Town of Torbay engaged Fundamental Inc. to undertake a rural transit feasibility study for the seven municipalities within the Killick Coast Region, including the Towns of Torbay, Portugal Cove-St. Philips, Logy Bay-Middle Cove-Outer Cove, Flat Rock, Bauline, Wabana, and Pouch Cove.

PROJECT OBJECTIVE - devise a solution pathway and business model outline to implement a regional public transit system which allows for egalitarian access across each of the seven municipalities. The desired public transit system must be 'right-sized' and designed with an end-user focus to fit with the Killick Coast Region's demography, its predominantly rural nature, and its relationship with the St. John's Metro area.



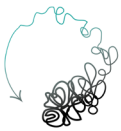
Fundamental Inc. has undertaken A) research on existing analogous transit system arrangements across Canada in rural areas; B) available net zero emission transit vehicles; C) organizational and governance model options; D) policy and recommendations from reputable non-profit organizations working in transit and related sectors; and E) support for public engagement and outreach within the Killick Region.

The main body of this report includes a summary of the research and a recommended pathway to developing a rural transit system for the Killick Region. There are six appendices with details on the research undertaken and what we heard summaries of the public outreach activities.

Based on the Town's stated desires, the outcomes of the public outreach and engagement, and research into current best practices and case studies, the project team has defined the following vision for the Killick Region Transit System:

VISION - the Killick Coast Regional Public Transit System must:

- Be affordable
- Be reliable and consistent
- Be accessible
- Be climate conscious and align with provincial and federal net zero goals
- Create connectivity -
 - Within each community
 - Across all the communities within the Killick Region



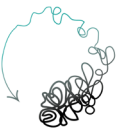
- To key areas/destinations within the City of St. John's
- Create employment and improve access to employment opportunities
- Support local community development – e.g. reducing isolation, improving opportunities for social connection, increasing autonomy for vulnerable and equity-deserving groups, supporting tourism and market growth for local business, attracting new residents and young families

The Affordability Action Council of the Institution for Research on Public Policy ¹ and the Canadian Urban Transit Association (CUTA)² note that public transit options in rural areas are a key component in addressing equity concerns, creating a durable community fabric, and tackling the affordability crisis. Transportation poverty is at its highest in rural areas where vulnerable populations and equity-deserving groups often have proportionally higher representation. It is understood that the cost of owning a vehicle is a significant portion of typical household budgets. Safe, reliable, and affordable public transit options can make an enormous difference to a household's social and economic stability.

Additionally, the Affordability Action Council¹ has stated that “[t]ransportation solutions are critical to the rural net zero transition”. Those living in rural areas must travel longer distances, face higher costs, and generate more greenhouse gas (GHG) emissions. Within Newfoundland and Labrador, it is known that transportation accounts for a large portion of the emissions at a provincial scale – much of these emissions are from travel in personal vehicles. Providing regional public transit through zero emission vehicle options will have significant environmental and climate change benefits. While public transport in general has been shown to reduce overall GHG emissions, zero emission transit vehicles can offer an additional means of GHG emissions reductions. More broadly, implementation of a zero emission public transit system across the Killick Coast offers an opportunity for decoupling GHG emissions from community economic development. This would make the Killick Coast Region a leader across Canada and create a potentially replicable business model for climate conscious public transit in a rural area.

¹ <https://irpp.org/research-studies/affordable-safe-transportation-options-remote-communities/>

² <https://cutaactu.ca/wp-content/uploads/2025/12/2025-November-Issue-Paper-Affordability-and-Transit.pdf>



2. ANALYSIS OF CURRENT CONTEXT & TRAVEL NEEDS

To help understand the context of the Killick Coast Region and inform an end-user-oriented solution generation process, the project team collected data from a resident survey, supported the delivery of in-person engagement events, and investigated demographic and socio-economic data from Statistics Canada and reputable non-profits working in the affordability sector. The public outreach activities were held from July 2025 to October 2025.

STATISTICS CANADA DATA³

Total Population of the Killick Region is 24,645, with the largest population centres being Torbay and Portugal Cove-St. Philips (PCSP). Vulnerable and equity-deserving population stats include:

- 16% seniors with an increasing trend in overall seniors' numbers from 2016 to 2021
- 4.3% single parent households
- 9% considered low income (LIM-AT)
- 2% visible minorities
- 3.4% Indigenous

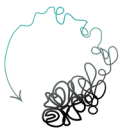
Travel pattern data from Statistics Canada aligns with lived experience of residents and Town staff, and reveals the large majority of travel happens in single person vehicles. Carpooling is rare. There is currently no public transit option outside of Metrobus which is operated only within the City limits of St. John's and Mount Pearl (with a limited connector service in Paradise). Travel times in personal vehicles for the Killick Region are, on average, 15-30 mins, with travel from Pouch Cove and Flat Rock being 30-45 mins on average. Longest travel times are within the typical 'rush hour' times of 7-9am and 4-6pm.

Statistical household income data are as follows:

- ➔ \$92,500 per year = after tax total household median income within the Killick Region (n. incl Wabana which is \$35,200 per year).

NOTE: A median value means that half of the population earns more than this, and half the population earns less.

³ See Appendix 1 for additional details



HOUSEHOLD AFFORDABILITY RESEARCH

To help understand the financial impact of vehicle ownership and financial benefit of available transit, the project team undertook research on affordability ratings for average Canadian households. Things to consider in terms of affordability for a household:

- ➔ \$84,000 per year = after tax annual income to accommodate minimum monthly expenses budget for 'living with dignity' for a family of four, in the eastern region of Newfoundland, with two persons working, according to the Canadian Center for Policy Alternatives (CCPA)⁴
- Note within that the CCPA budget sheet includes \$570.82 allocation for 'vehicle'
 - This value is less than half of the CUTA quoted value of \$1370 average monthly costs for Canadian car-related costs
 - If we assume that annual costs for transit are \$150 for a monthly pass, then annual transit costs are \$1,800 vs \$6,850 (CCPA value) to \$16,400 (CUTA value) annual costs to own a vehicle (annual savings of \$5,050-\$14,600, respectively)
- ➔ \$60,670 = after tax (approx.) total household income for 2 adults working 40 hours a week at NL minimum wage
 - Minimum wage is currently \$16.35 per hour - At 40 hours a week, equates to 2080 hours in a year (assuming vacation pay and no sick days) → \$35,300 per year before tax x 2 working adults = \$70,600 before tax

WHAT WE HEARD – SURVEY RESPONSES AND PUBLIC ENGAGEMENT EVENTS⁵

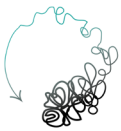
A total of 468 survey responses were received.

One in-person session was held with 27 attendees, including four staff from neighbouring communities, and one virtual session was held with 20 attendees.

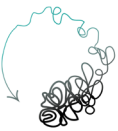
There is broad support for a public transit system. The large majority of survey respondents and attendees were very interested in a transit system being made available. Take-aways from the survey and public engagement events are as follows:

⁴ Accessed here: <https://www.policyalternatives.ca/news-research/2025-living-wages-for-newfoundland-and-labrador-nova-scotia-and-prince-edward-island-too-many-workers-struggle-to-make-ends-meet/>

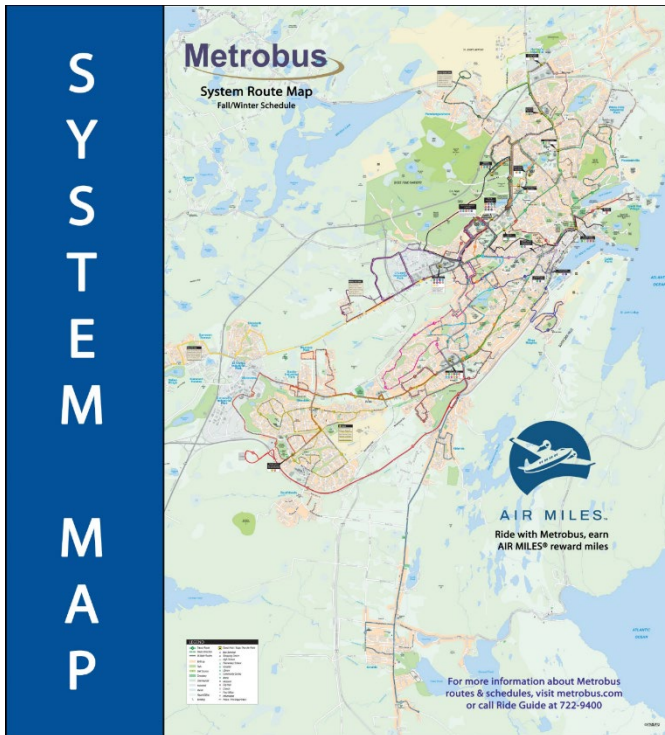
⁵ See Appendix 2 for detailed data, analyses and summary



Top 5 Reasons for Travel (Categories):	▫ Employment ▫ Recreational Activities ▫ Essential Shopping ▫ Medical Appointments ▫ Social/Cultural Activities
Top 3 Destinations	▫ Memorial University / Health Science Area ▫ Avalon Mall ▫ Downtown St. John's ▫ With notable mentions for Stavanger Drive area, Costco, and the St. John's Airport
Desired Travel Times	▫ Desired travel times were spread fairly evenly across all weekdays and weekends, including both daytime and evenings ▫ Weekday morning and evening commuting times had the highest response, but weekdays and weekends during the day were not far behind
Willingness to Walk	▫ Respondents identified a willingness to walk up to 15 mins to a transit stop or hub, but would prefer between 5-10 mins ▫ There was a preference for curb-to-curb service in respondents who identified with mobility challenges or those living in more remote areas within the Region
Fares and Payment methods	▫ Preference for multiple forms of payment (cash, transit card, prepaid app) ▫ Majority desired Killick Region intra-community fares of \$2-\$4 ▫ Majority were willing to pay up to \$6 for trips to St. John's
Transferring to Metrobus	▫ The majority of respondents were familiar with Metrobus and willing to transfer ▫ Preference for transferable fares, but a willingness to pay separate fares
Noted desirable features of the transit services	▫ Shelter at stops, comfortable places to wait at hubs ▫ Real-time bus tracking ▫ Low wait times ▫ Reasonable transportation route driving times ▫ Space for groceries, stroller, mobility devices ▫ Environmentally friendly operations



AVAILABLE PUBLIC TRANSIT OPTIONS



The only available public transit in the vicinity of the Killick Region is the City of St. John's Metrobus⁶ system. The Metrobus transit system service is extensive. The majority of the City can be accessed directly through the Avalon Mall hub, and any indirect routes through transfers. A map of the Metrobus system taken from their website has been included here for convenience.

OTHER TRANSPORTATION OPTIONS IN THE BROADER REGION

There are a few transportation options within the Avalon and across the Island that are worth considering for some level of coordination in future:

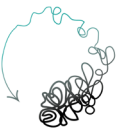
Baccalieu Bus – a privately operated shuttle that offers a door-to-door service with pick-ups in Conception Bay North (anywhere between Carbonear and Holyrood) and drop-offs within St. John's at the desired destination.

- It would be desirable to coordinate with Baccalieu Bus to support opportunities to travel from the Killick Region to the serviced Conception Bay North area
- <https://www.baccalieubus.com/>

DRL Coachlines – a privately operated cross-island coach bus service that runs once a day from St. John's to Channel-Port aux Basques.

- Possible cross-over/connection point is 7:30am at the Memorial University Student Centre
- <https://drl-lr.com/schedule-fares/>

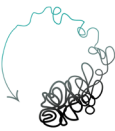
⁶ See <https://www.metrobus.com/home/> for more information, map taken from https://www.metrobus.com/system_map.asp on March 19, 2026



Bell Island Ferry – operated by Marine Services within the Department of Transportation and Infrastructure, and provides the connection between Portugal Cove-St. Philip's and Wabana.

- The proposed PCSP loop could be scheduled make a stop at the Ferry terminal in Portugal Cove that is timed with the landing of the ferry.
- <https://www.gov.nl.ca/ti/ferry/services/schedules/a-bipc/>

Town of Holyrood was awarded funding through the Rural Transit Solutions Fund and could be looking for partners to deliver the project.



3. SOLUTION PATHWAY - COMPONENTS

The project team undertook research into best practices and case studies for transit solutions in rural areas. The details of all the research on system typologies can be found in Appendix 3, including a full reference list. Detailed information on the vehicle types can be found in Appendix 5.

VEHICLE TYPES

Only 100% battery electric vehicles were considered for the following reasons:

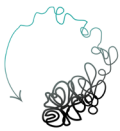
1. It has been clearly demonstrated that electric transit bus options offer lower total cost of ownership. Saskatoon Transit did a one year trial where they replaced a diesel bus with a battery electric bus⁷. In Saskatchewan, for 50,000 km traveled annually, the electric bus 'fuel' (kWh electricity cost) was approx. \$6,990 vs \$29,100 for diesel; and average annual maintenance costs were \$9,000 vs \$43,000 respectively. Based on those operational savings the total cost of ownership savings for an electric bus was 24%.
2. Hybrid solutions⁸ in transit arrangements have not been shown to demonstrate sufficiently lower total cost of ownership over ICE buses, nor do they demonstrate significant reductions in GHG emissions as the long driving times over routes do not allow for lengthy operation on battery life.
3. Hydrogen buses could be an option in future, however there is currently insufficient hydrogen infrastructure in NL and no clear plans for hydrogen infrastructure to be installed in the foreseeable future.

Being all-electric also presents options for the installation of renewable energy, most likely solar PV (photovoltaics, or simply, solar panels), to offset the cost of 'fueling' the buses as well as managing stable operational costs in the face of unstable energy pricing. The available solar resource on the Avalon Peninsula is better than Tokyo, London, and Berlin, all of which have thriving solar economies.

Use of zero emission buses aligns well with provincial and federal net zero goals and specifically tackle emissions from transportation which are one of the largest sources of emissions in the province. The electrical utility emissions factor in Newfoundland and Labrador is one of the lowest in the country, as

⁷ See this report from Saskatchewan - <https://pub-saskatoon.escribemeetings.com/filestream.ashx?DocumentId=157645#:~:text=Annual%20Operating%20Costs%20The%20annual,%2C%20savings%20of%20approximately%2079%25>

⁸ <https://cutaactu.ca/reports-resources/publications/> 2025 Zero Emission Fleet Readiness Survey Summary and Analysis September 2025



such, electric vehicles offer the lowest operational emissions of all transit vehicle options suitable for the Killick Coast Region.

The project team reviewed the following electric bus options:

- Damera eJEST – used by St. John, New Brunswick
- Damera VERO – not yet in production, similar to eJEST with a larger battery
- GreenPower EV Star Rear ADA – class 4 shuttle type bus, used in Los Angeles
- GreenPower EV250 – 30-32 ft transit bus
- GreenPower EV350 – 40 ft transit bus
- New Flyer Xcelsior Charge NG – used by the Toronto Transit Commission
- Nova Bus LFSE+

ROUTING SERVICE MODEL TYPOLOGIES

Fixed Route – A fixed bus route is what most people think of when it comes to transit. A fixed route model is what Metrobus uses. Versions of fixed route model typologies include:

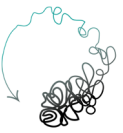
- “Commuter” connector – a direct connector from a regional ‘hub’ to a designation location or hub within the (more urban) area; usually runs in peak commuter windows.
- Fixed loop – a bus or set of buses that run on a fixed route through a community or among communities, fixed schedule, designated stops (often with shelters).
- Fixed loop with route allowable deviations – a bus or set of buses runs on a fixed route, but deviations to ‘specially booked’ stops are allowed to varying degrees depending on timing and distance from fixed route; this offers additional convenience and safety, but impacts the fixed route schedule.

On-Demand Transit – door-to-door service within a fixed zone; usually with a smaller scale vehicle; trips are booked using an app within 30mins – 30 days in advance of the desired trip depending on the software options; operates within a daily schedule of times e.g. 7am to 7pm.

Ridesharing/Carpooling - sharing rides with people’s individual vehicles; sometimes promoted within a large organization or community with apps like e.g. RideShark, which is a mobile app where users can quickly and securely find carpool partners.

A hybrid – would be a combination of some or all of the above noted options.

A functional comparison of benefits and drawbacks of each of the Routing Service Model Types are provided in the table on the next page:



Concepts	Merits	Demerits
Fixed Route "Commuter" Connector (e.g. Scheduled route to St. John's)	a) Predictable and easy to understand for new riders b) Strong match to survey anchors (MUN/HSC, Downtown, Avalon Mall/Kenmount-Kelsey, Stavanger cluster) c) Enables timed transfers to Metrobus and reduces "guesswork"	a) Limited coverage for dispersed areas without additional layers b) Can underperform outside peak windows unless designed for midday needs c) Requires safe, accessible stops and winter maintenance to be usable
Fixed Loop	a) Responds to requests for PCSP and Torbay internal circulation b) Improves independence for residents currently dependent on rides from others c) Good for short practical trips (errands, facilities, community services)	a) Does not solve core regional access to St. John's by itself b) Risk of low ridership in low-density areas without strong trip generators c) Adds cost and complexity if introduced too early
Fixed Loop with Deviations (Scheduled service with limited deviations)	a) Balances structure with better coverage than pure fixed route b) Can improve access for seniors and mobility-limited riders without full door-to-door service for all c) Useful transition step before full on-demand	a) Deviations can reduce reliability and increase travel time for through riders b) More complex to operate and communicate c) Needs strict deviation rules to avoid unpredictable service
On-Demand Transit (door-to-door services within a designated zone)	a) Strong fit for dispersed settlement patterns and variable demand b) Supports riders who cannot reliably reach stops (accessibility and winter realities) c) Scales service hours and coverage to real demand	a) Requires dispatch/booking capacity and non-smartphone booking options b) Risk of trip denials/long waits if demand exceeds fleet resources
Rideshare (Targeted program using residents' personal vehicles)	a) Fast to implement and useful for urgent essential trips b) Can be targeted to equity groups or specific trip purposes c) Avoids building a full transit operation initially	a) Limited scalability for daily regional mobility b) Accessibility and availability depend on provider capacity
Hybrid: On-Demand + Fixed Loop	a) Matches engagement: reliable scheduled service where demand is strongest, flexible access where density is low b) Protects travel time and reliability while still serving first-mile/last-mile and accessibility needs c) Supports both transfer-based travel and limited direct options to anchors	a) Requires careful design so on-demand supports, not competes with, the fixed loop

OPERATING SOFTWARES

There are software applications available to transit operators that allow for rider-interface, payment of fares, tracking of vehicles, and ridership analytics. It is highly recommended to engage one of these services to support operation of the proposed transit system.

There are several firms that offer services, examples are Blaise and Spare. Within these software platforms, riders can plan and book trips via mobile and web applications. If they are unable to access mobile or computer-based platforms, riders can book trips over the phone. Services can be managed through a web portal, drivers can view their assigned trips and directions through the driver interface, and the platform supports real-time vehicle tracking, electronic payment, trip planning, network adjustments, and data analysis.

Blaise Transit software appears to be the choice of the majority of rural systems researched by the project team. Blaise software is used by Muskoka's DRT, Nova Scotia, NG Transit (North Grenville), Norfolk country, Wasaga Beach, Clarence-Rockland in Ontario. Their software supports on-demand + flex + fixed-route use cases, it allows app/web/phone booking, and it has the strongest low-cost Canadian public price signals.

FARE STRUCTURE TYPES

Research on existing transit services in rural areas indicated three types of fare structures:

- One set fare – this is a one price per ride fare, regardless of distance
 - This type of fare is commonly used by On-Demand Transit and fixed route as distances tend to be reasonably consistent and known.
- Fare by distance – this is typically a base fare, with additional fare added as you cross 'zones' within the transit system.
 - This type of fare is typically used for inter-community transit 'spines' where you can get a bus that starts in one community and crosses into other communities or connects to a higher density area.
- Seniors or youth/students discounted or free fares – there is a lot of evidence of statistically measurable higher usage by seniors and youth when they are offered discounted and free fares.
 - One example⁹ showed an almost doubling in ridership as a result of making the fares free for youth and seniors. The project team feels this is a good goal once the operations of the

⁹ Oakville Case Study, p. 3 of The Role of Public Transit in Tackling the Affordability Crisis, accessed here: <https://cutaactu.ca/reports-resources/publications/>

transit system are underway. It is not thought that this would be a pragmatic way to start the operation.

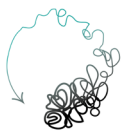
OWNERSHIP AND GOVERNANCE

The project team has researched, to the extent possible, the ownership structure and governance models of other regional and rural transit systems.

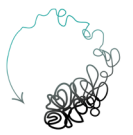
NOTE: It cannot be stressed enough that no member of the project team has legal training and what has been included within this report is not meant to be understood as legal or accounting advice/counsel of any kind whatsoever. The Town shall consult legal and tax professionals to confirm what is and is not allowed under the appropriate legislation.

It is understood that the *Towns and Local Service District Act* defines the allowed functions of a municipality governed by that Act, however we understand that Section 12(1) of the *Towns and Local Service Districts Act of Newfoundland and Labrador* states "A town has the capacity, rights, powers and privileges of a natural person except to the extent they are limited by this Act or any other Act." This is understood to mean that a municipality can create a related entity in order to operate the proposed transit system.

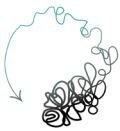
Possible organizational entity formats are listed in the table on the next page.



Potential Organizational Structure	Description	Notes
Municipally Owned Development Corporation (MDC)	- Created as an entirely separate entity – this manages risk/liability and provides autonomy for special projects or objectives. - Typically used to drive economic growth, community development, and infrastructure improvements. Examples of common uses include e.g. PPP arrangements or creating financial opportunities through investments like community bonds. - Can have share capital or be a non-profit – in which case there are shareholders or board members which govern, respectively. - A municipality can hold all the shares in the case of a for-profit (share capital) arrangement. - The Board can consist of all municipal councillors.	- MDCs do not seem to be used often for ongoing operational services. - In a broader context an MDC may support transit through infrastructure development, financing, and coordination but are rarely the operators of transit services themselves. - More often, examples indicate that MDCs are used for planning, financing, or constructing transit infrastructure; or e.g. promoting development around transit corridors to encourage ridership and community growth
Transit Commission / Transit Authority	- Created as a statutory corporation or public agency through Council(s) passing by-laws to establish the commission and appoint members. Can be one municipality or a cohort (as in a regional system). - The commission operates with delegated authority from the municipalit(ies). - Governed by a board of commissioners. The commissioners can be elected officials, appointed members or other stakeholder representatives. - Can be structured to be fully accountable to the municipalit(ies), thereby providing operational autonomy while remaining publicly accountable.	- This is a common format for transit system delivery. - The autonomy and governance model balances operational effectiveness with responsiveness to public needs and municipal direction while allowing for the necessary specialized expertise and operations related to a transit service. - This format can be established to include the Killick Coast Region and then also expanded in future to include additional communities if there is a desire/need.



Potential Organizational Structure	Description	Notes
Run as a Division of a Municipality	- Created as a division of the existing municipal organization. - In a regional context this would typically be the largest municipality within the region. - No risk/liability separation as the operations are run as a division of the 'lead municipality. 'The 'lead' municipality then takes on all the risk/liability for the group and the administrative burden.	Given the other options, this does not seem like a good organizational structure for a regional transit model.
Hire a third party	- In a number of the case studies researched, an existing local business who was already providing some sort of 'transportation' services within the area or community took on operating the transit system. - Services would be governed by the terms and conditions of the contracted agreement. - Quite low options in terms of oversight and control, or response to public needs.	Given the other options and that existing local business does not operate in this capacity, this option does not seem like a good fit.



OPERATIONAL COSTS + FUNDING OPPORTUNITIES

Public transit systems in Canada generally fund their operations with a combination of passenger fares, Municipal/Provincial contributions, and other types of revenue sources¹⁰. One common financial indicator for public transit is farebox recovery (commonly referred to as cost recovery or Revenue-Cost Ratio (RC Ratio) in various reports), which represents the percentage of operating costs that are recovered from passenger fare revenue. The farebox recovery is "the percent of operating costs covered by passenger's fare revenue" and uses this metric to calculate the amount of municipal contribution needed (for example, if 24% of the operating cost was recovered from fare box revenue, then 76% would need to be subsidized). Nationally, the average cost recovery rate for Canadian transit systems is approximately 36.5%, while Metrobus in St. John's reports a comparable cost recovery rate of approximately 32.8%. On this basis, a cost recovery range of 32% to 37% would be considered strong performance, particularly for a smaller or regional transit system.

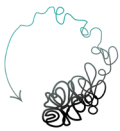
It is recommended to seek CAPEX along with one year of OPEX when applying for funding to build additional revenue prior to relying only on fare revenue and municipal support. This will increase financial stability and likelihood of success.

To the best of our knowledge, and at the time of writing this report, these are the most relevant funding options available to the Town and Killick Coast Region cohort to enable creation of a Killick Coast Region public transit system.

Federation for Canadian Municipalities (FCM)

- Municipal Fleet Electrification – Capital Project
 - Combined grant and loan for up to 80% of eligible costs up to a maximum of \$10M; Grant for up to 15%** of loan amount (** Municipalities with exceptional projects may qualify for a higher loan and grant amount. Contact FCM to find out if your municipality is eligible.)
 - <https://greenmunicipalfund.ca/funding/capital-project-municipal-fleet-electrification>
- Net Zero Transformation – Capital Project
 - Combined grant and loan for up to 80% of eligible costs to a maximum of \$10M; Grant up to 15%** of the total loan amount; Additional 5% grant available if the project involves the remediation of a brownfield site (** Municipalities with exceptional projects may qualify for a higher loan and grant amount. Contact FCM to find out if your municipality is eligible.)
 - <https://greenmunicipalfund.ca/funding/capital-project-net-zero-transformation>

¹⁰ <https://metrobus.com/statistics.asp>; <https://cutaactu.ca/wp-content/uploads/2026/01/CUTA-2024-Industry-Highlights-EN-Final.pdf> (page-4)



GovCan Build Communities Strong Fund – Direct Delivery Stream

- The Build Communities Strong Fund will invest in a wide range of infrastructure projects that support economic prosperity, housing, education, health, transit, and climate adaptation.
- <https://housing-infrastructure.canada.ca/bcsf-fbcf/direct-delivery-prestation-directe/index-eng.html#eoi>

The Rural Transit Solutions Fund would be ideal but is currently closed and it is not clear if it will reopen.

- <https://housing-infrastructure.canada.ca/rural-trans-rural/capital-proj-dimmobilisations-eng.html>

In addition to possible government-based funding options, it is understood that municipalities are considered 'qualified donees' and thus can issue official donation receipts and are eligible to receive gifts from registered charities. This ability offers a key opportunity for fundraising as private foundations e.g. McConnell Family Foundation, Northpine Foundation, Peter Gilgan Foundation, etc. can provide grants only to entities with a charitable registration. See screenshot from the Government of Canada below.¹¹ Torbay is encouraged to speak with accounting and tax specialists to further define how to ensure this is undertaken correctly.

List of municipalities - Newfoundland and Labrador

Use the sortable table below to confirm whether a municipality is registered or revoked.

Registered municipalities are qualified donees; therefore, they can issue official donation receipts and are eligible to receive gifts from registered charities.

Revoked municipalities are no longer qualified donees; therefore, they cannot issue official donation receipts and are not eligible to receive gifts from registered charities.

Terminated municipalities are no longer qualified donees. They have either been dissolved or have amalgamated with or been annexed to another municipality; therefore, they cannot issue official donation receipts and are not eligible to receive gifts from registered charities.

Note

Each provincial/territorial government has its own criteria for determining what qualifies as a municipality. This list of municipalities was provided by the government of Newfoundland and Labrador. If you believe there is an error, or would like more information, contact the [government of Newfoundland and Labrador](#).

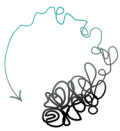
List updated as of: May 27, 2015

Filter items Showing 1 to 1 of 1 entries (filtered from 271 total entries) | Show entries

List of municipalities

Name	Type	Status	Effective date	Notes
Torbay	Municipality	Registered	2012-01-01	

¹¹ Taken from <https://www.canada.ca/en/revenue-agency/services/charities-giving/other-organizations-that-issue-donation-receipts-qualified-donees/other-qualified-donees-listings/list-municipalities-newfoundland-labrador.html> on March 23, 2026



4. SOLUTION PATHWAY - PROPOSED BUSINESS MODEL OUTLINE

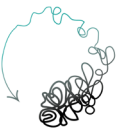
Based on our evaluation of best practices and what we heard about travel needs from research and public engagement, we are proposing the following solution pathway and business model outline (see table across following pages). We have used a 'business model canvas' type layout to succinctly capture the summary of the recommendations. Categories of the 'canvas' include:

1. Proposed Routing Model
2. Proposed Governance Structure
3. Proposed Operational Software
4. Vehicles
5. Ridership Estimates – Fixed Loops
6. Ridership Estimates – ODT Zones
7. CAPEX – Estimated
8. OPEX + REVENUES (Annual) – Estimated

A note on the use of the public engagement material and how ridership estimates were arrived at: The project team made the decision to take everyone entirely at their word from the survey responses and outreach events. This decision was made because A) there is no other data available for the region; B) it was felt no other existing NL options were sufficiently analogous to heavily influence the current body of work (i.e. no existing NL option was regional or adjacent to a major urban centre); C) and there is no reason to believe that an NL resident is likely to behave the same as a rider in e.g. Muskoka region of ON, or the interior of BC.

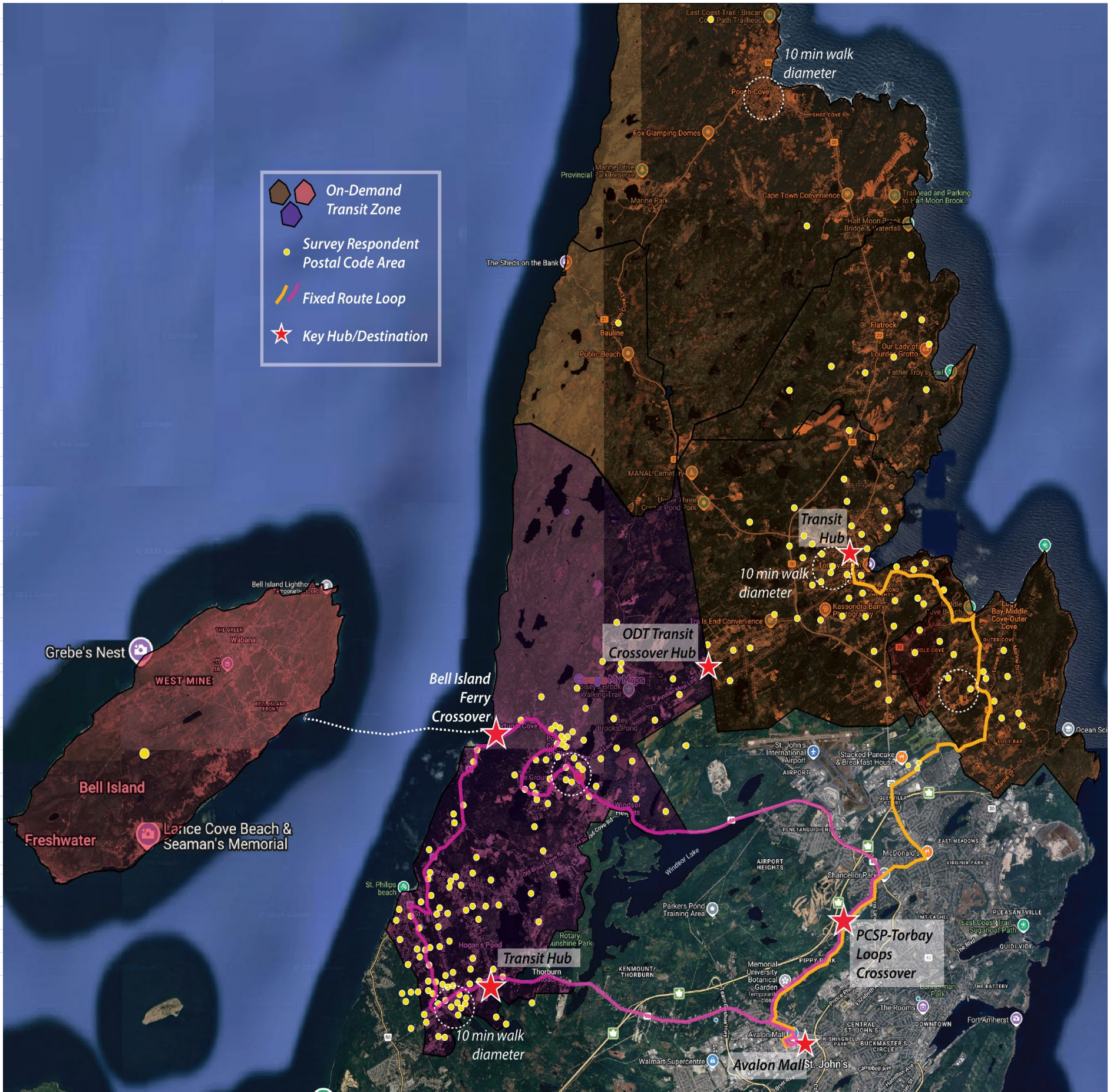
Based on the survey and public outreach event responses, the team undertook ridership estimates then compared the estimates with other examples for a 'sanity' check of sorts. It was noted that the Killick Region Transit ridership estimates showed lower per capital ridership estimates than Metrobus and Saint John, NB, but higher per capita ridership than SABRI or Happy-Valley Goose Bay (see table on this page).

	Annual Ridership	Population Served (2021 Census)	Rides per Capita
Metrobus (2025 data)	4,933,118	212,579	23.2
SABRI Transit (2025 data)	4,304	3,267	1.3
Happy Valley – Goose Bay (they estimated ridership based on Town of Bridgewater, ON study)	32,933	8,040	4.1
Saint John Transit, NB (2024 data)	2,085,276	130,613	16.0
<i>ESTIMATED KILLICK COAST REGION (based on survey results)</i>	<i>281,300</i>	<i>24,645</i>	<i>11.4</i>



A note on a common sentiment across researched and successful rural transit systems: The most successful rural transit systems were those that were able to establish a high level of public confidence and were able to provide a sufficiently stable service that built a trusting relationship with the public. The logic being that if a person/family are going to choose to live further away and/or choose to have fewer cars (or no cars at all), then the public transit system has to actually serve their needs and be consistent and reliable, right from the beginning. Hence, the project team decided to 'aim high' with a potential full scale solution, with an optional phased pathway as required to accommodate available funds.

PROPOSED ROUTING MODEL



PROPOSED MODEL:

Hybrid - On-Demand Transit (ODT) + Fixed Routes

IN A FULL ROLL OUT -

The project team proposes three On-Demand Transit (ODT) Zones and two Fixed Routes (see map below). The ODT zones are structured to allow for in-zone transportation as well as transportation from within the zone to the Transit Hubs to allow connection to the fixed routes. The fixed routes are meant to connect the regional area with the key desired areas in St. John's and the Metrobus hub of the Avalon Mall.

IN A PHASED ROLL OUT -

The project team proposes:

1. ODT areas –
 - a. Torbay - Qty 2 mini buses (eJEST or EV Star)
 - b. PCSP - Qty 1 mini bus (eJEST or EV Star)
 - c. Wabana - Qty 1 (BEV large SUV or mini van)
2. PCSP Loop – Qty 2 40' Buses – one going clockwise, the other counter clockwise
3. Torbay Loop – Qty 1 40' Bus

SCHEDULING - TORBAY FIXED LOOP

340 km - 40' bus range	
306 km = 90% range in summer	
238 km = 70% range in winter	
40 km full Torbay loop (approx.)	
7.65 # of full round trips in summer on a single charge	
5.95 # of full round trips in winter on a single charge	

This indicates that it would be reasonable for one bus to do approx one loop /hour, with a summer / winter schedule - this would also allow for charging in between loops.

SCHEDULING - PCSP FIXED LOOP

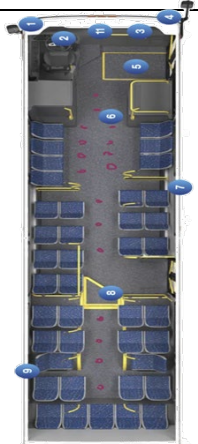
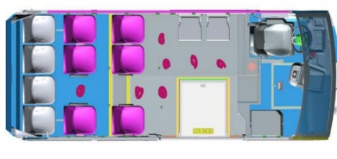
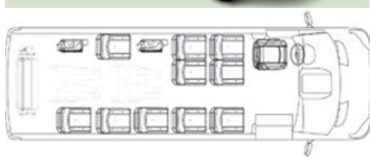
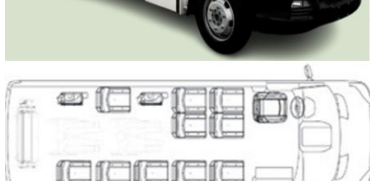
60 km full PCSP loop (approx.)	
5.1 # of full round trips in summer on a single charge	
4.0 # of full round trips in winter on a single charge	

This indicates that two buses would be useful (one clockwise, one counterclockwise) with service concentrated in 'rush hour' times to allow for charging in between.

Once operational, ridership data analytics can be used to optimize routing and scheduling.

SCHEDULING IN ODT ZONES - it is proposed to cover ODT areas on a fixed schedule e.g. between 7am-6pm and have several fast charging stations installed across each zone and at the 'Transit Hubs' to ensure availability of charging in between pick ups.

The project team has proposed existing 'community hubs' to be the transit hubs - the PCSP Community Centre, the Bell Island Ferry Terminal, and the Torbay Commons. That is a rider could use the ODT to get to a 'Transit Hub' and wait there for the fixed loop bus. A budget line item has been included to modify these locations to allow for transit users to await rides in designated areas. Fixed loop crossover point is proposed as the Marine Institute. Note – it is expected that further coordination would be required to fully implement this concept.

PROPOSED GOVERNANCE MODEL				PROPOSED SOFTWARE			
Regional Transit Commission –				Blaise Transit software (with a high level of analytics as an add-on package) -			
We suggest that the Commission be governed by a Board which consists of one representative from each of the participating municipal councils, a senior representative, and a youth representative.				The Blaise software appears to have the strongest data analytics which the team feels would be highly valuable in the first years of operation to understand how to optimize routing and maximize passenger services, ridership, and thus revenue.			
RIDERSHIP ESTIMATES - FIXED LOOPS							
TORBAY + LBMCOC		BAULINE + POUCH COVE + FLAT ROCK		PCSP		WABANA	
Torbay + LBMCOC Survey Respondents		Bauline, Pouch Cove, Flat Rock Survey Respondents		PCSP Survey Respondents		Wabana Survey Respondents	
128		56		243		16	
if we assume that all survey respondents use the bus		if we assume that survey respondents use the bus		if we assume that all survey respondents use the bus		if we assume that survey respondents use the bus	
2 times per day		2 times per day		2 times per day		2 times per day	
6 days per week		2 days per week		6 days per week		2 days per week	
50 weeks per year		50 weeks per year		50 weeks per year		50 weeks per year	
76800 independent rides		11200 independent rides		145800 independent rides		3200 independent rides	
Torbay Fixed Loop Rides		88000		PCSP Fixed Loop Rides		149000	
RIDERSHIP ESTIMATES - ODT REGIONS							
Torbay + LBMCOC + Bauline + Pouch Cove + Flat Rock	184 total number of survey respondents		PCSP + Wabana	259 total number of survey respondents			
	if we assume that all survey respondents will use the ODT within community bus service, round trip once a week, and that these rides are independent of the 'fixed loop ridership'			if we assume that all survey respondents will use the ODT within community bus service, round trip once a week, and that these rides are independent of the 'fixed loop ridership'			
	2 times per day			2 times per day			
	1 day per week			1 day per week			
	50 weeks per year			50 weeks per year			
18400 total annual rides estimate				25900 total annual rides estimate			
VEHICLES							
As noted in Section 3, there were several BEV vehicle manufacturer options which could satisfy the requirements of the proposed Killick Coast Region Transit business model. We recommend limiting the chosen models (e.g. one manufacturer of 40' buses and one manufacturer of mini bus) to streamline maintenance and warranty, as well as recognizable vehicles and public interactions.							
40' BEV Bus Options			Mini Transit Buses			SUV (for Wabana ODT)	
Nova Bus - hybrid model is in use by Metrobus; we couldn't reach them during the development of this report	  		Damera eJEST - used by St. John, NB	   		7 passenger SUVs - Kia EV9 or Hyundai Ioniq 9	 
New Flyer - used extensively throughout Canada			GreenPower EV Star Shuttle			There may also be a Mercedes Mini Van or Ford e-Transit in a passenger configuration.	 
Green Power - EV350 or EV250							

CAPEX - ESTIMATED									
PHASE	ITEM	Qty	Unit Price	Sub-Total Estimate	15% HST	Totals	Reimburseable Portion of the HST - 10.714%	Non-reimbursable Portion of the HST - 4.286%	Total Final Municipal Cost
1a - Torbay ODT	Bus - Damera eJEST	2	\$415,000.00	\$830,000.00	\$124,500.00	\$954,500.00	\$88,926.20	\$35,573.80	\$865,573.80
	Charging infrastructure - 60kW fast charger (2 port) (Flo quote June 2026)	2	\$120,000.00	\$240,000.00	\$36,000.00	\$276,000.00	\$25,713.60	\$10,286.40	\$250,286.40
	Hardware for GIS tracking on buses	2	\$50,000.00	\$100,000.00	\$15,000.00	\$115,000.00	\$10,714.00	\$4,286.00	\$104,286.00
	Software and hardware for daily use metrics	2	\$25,000.00	\$50,000.00	\$7,500.00	\$57,500.00	\$5,357.00	\$2,143.00	\$52,143.00
	Branding	1	\$50,000.00	\$50,000.00	\$7,500.00	\$57,500.00	\$5,357.00	\$2,143.00	\$52,143.00
	Website	1	\$50,000.00	\$50,000.00	\$7,500.00	\$57,500.00	\$5,357.00	\$2,143.00	\$52,143.00
	Communication materials	1	\$75,000.00	\$75,000.00	\$11,250.00	\$86,250.00	\$8,035.50	\$3,214.50	\$78,214.50
	Architectural and Engineering Costs	1	\$125,000.00	\$125,000.00	\$18,750.00	\$143,750.00	\$13,392.50	\$5,357.50	\$130,357.50
	PM costs for project delivery - start up phase	1	\$125,000.00	\$125,000.00	\$18,750.00	\$143,750.00	\$13,392.50	\$5,357.50	\$130,357.50
			Sub-Totals	\$1,645,000.00	\$246,750.00	\$1,891,750.00	\$176,245.30	\$70,504.70	\$1,715,504.70
			15% Contingency	\$246,750.00	\$37,012.50	\$283,762.50	\$26,436.80	\$10,575.71	\$257,325.71
			Totals	\$1,891,750.00	\$283,762.50	\$2,175,512.50	\$202,682.10	\$81,080.41	\$1,972,830.41
1b - PCSP ODT	Bus - Damera eJEST	1	\$415,000.00	\$415,000.00	\$62,250.00	\$477,250.00	\$44,463.10	\$17,786.90	\$432,786.90
	Charging infrastructure - 60kW fast charger (2 port) (Flo quote June 2026)	1	\$120,000.00	\$120,000.00	\$18,000.00	\$138,000.00	\$12,856.80	\$5,143.20	\$125,143.20
	Hardware for GIS tracking on buses	1	\$50,000.00	\$50,000.00	\$7,500.00	\$57,500.00	\$5,357.00	\$2,143.00	\$52,143.00
	Software and hardware for daily use metrics	1	\$25,000.00	\$25,000.00	\$3,750.00	\$28,750.00	\$2,678.50	\$1,071.50	\$26,071.50
	Branding	1	\$15,000.00	\$15,000.00	\$2,250.00	\$17,250.00	\$1,607.10	\$642.90	\$15,642.90
	Website	1	\$15,000.00	\$15,000.00	\$2,250.00	\$17,250.00	\$1,607.10	\$642.90	\$15,642.90
	Communication materials	1	\$25,000.00	\$25,000.00	\$3,750.00	\$28,750.00	\$2,678.50	\$1,071.50	\$26,071.50
	Architectural and Engineering Costs	1	\$125,000.00	\$125,000.00	\$18,750.00	\$143,750.00	\$13,392.50	\$5,357.50	\$130,357.50
	PM costs for project delivery - start up phase	1	\$125,000.00	\$125,000.00	\$18,750.00	\$143,750.00	\$13,392.50	\$5,357.50	\$130,357.50
			Sub-Totals	\$915,000.00	\$137,250.00	\$1,052,250.00	\$98,033.10	\$39,216.90	\$954,216.90
			15% Contingency	\$137,250.00	\$20,587.50	\$157,837.50	\$14,704.97	\$5,882.54	\$143,132.54
			Totals	\$1,052,250.00	\$157,837.50	\$1,210,087.50	\$112,738.07	\$45,099.44	\$1,097,349.44
1c - Wabana ODT	BEV - large SUV (or minivan)	1	\$100,000.00	\$100,000.00	\$15,000.00	\$115,000.00	\$10,714.00	\$4,286.00	\$104,286.00
	Charging infrastructure - 60kW fast charger (2 port) (Flo quote June 2026)	1	\$120,000.00	\$120,000.00	\$18,000.00	\$138,000.00	\$12,856.80	\$5,143.20	\$125,143.20
	Hardware for GIS tracking on buses	1	\$50,000.00	\$50,000.00	\$7,500.00	\$57,500.00	\$5,357.00	\$2,143.00	\$52,143.00
	Sotware and hardware for daily use metrics	1	\$25,000.00	\$25,000.00	\$3,750.00	\$28,750.00	\$2,678.50	\$1,071.50	\$26,071.50
	Branding	1	\$7,500.00	\$7,500.00	\$1,125.00	\$8,625.00	\$803.55	\$321.45	\$7,821.45
	Website	1	\$7,500.00	\$7,500.00	\$1,125.00	\$8,625.00	\$803.55	\$321.45	\$7,821.45
	Communication materials	1	\$15,000.00	\$15,000.00	\$2,250.00	\$17,250.00	\$1,607.10	\$642.90	\$15,642.90
	Architectural and Engineering Costs	1	\$75,000.00	\$75,000.00	\$11,250.00	\$86,250.00	\$8,035.50	\$3,214.50	\$78,214.50
	PM costs for project delivery - start up phase	1	\$100,000.00	\$100,000.00	\$15,000.00	\$115,000.00	\$10,714.00	\$4,286.00	\$104,286.00
			Sub-Totals	\$500,000.00	\$75,000.00	\$575,000.00	\$53,570.00	\$21,430.00	\$521,430.00
			15% Contingency	\$75,000.00	\$11,250.00	\$86,250.00	\$8,035.50	\$3,214.50	\$78,214.50
			Totals	\$575,000.00	\$86,250.00	\$661,250.00	\$61,605.50	\$24,644.50	\$599,644.50

CAPEX - ESTIMATED									
PHASE	ITEM	Qty	Unit Price	Sub-Total Estimate	15% HST	Totals	Reimburseable Portion of the HST - 10.714%	Non-reimbursable Portion of the HST - 4.286%	Total Final Municipal Cost
2 - PCSP Fixed Loop	Bus - 40' Nova Bus or New Flyer or EV350	2	\$1,750,000.00	\$3,500,000.00	\$525,000.00	\$4,025,000.00	\$374,990.00	\$150,010.00	\$3,650,010.00
	Charging infrastructure - 180kW fast charger (2 port) (Flo quote June 2026)	2	\$150,000.00	\$300,000.00	\$45,000.00	\$345,000.00	\$32,142.00	\$12,858.00	\$312,858.00
	Modifications to Existing Town Buildings to Accommodate the busses and rider hubs	2	\$300,000.00	\$600,000.00	\$90,000.00	\$690,000.00	\$64,284.00	\$25,716.00	\$625,716.00
	Shelters along the routes	4	\$32,000.00	\$128,000.00	\$19,200.00	\$147,200.00	\$13,713.92	\$5,486.08	\$133,486.08
	Hardware for GIS tracking on buses	2	\$50,000.00	\$100,000.00	\$15,000.00	\$115,000.00	\$10,714.00	\$4,286.00	\$104,286.00
	Sotware and hardware for daily use metrics	2	\$25,000.00	\$50,000.00	\$7,500.00	\$57,500.00	\$5,357.00	\$2,143.00	\$52,143.00
	Branding	1	\$ 15,000.00	\$15,000.00	\$2,250.00	\$17,250.00	\$1,607.10	\$642.90	\$15,642.90
	Website	1	\$ 15,000.00	\$15,000.00	\$2,250.00	\$17,250.00	\$1,607.10	\$642.90	\$15,642.90
	Communication materials	1	\$ 50,000.00	\$50,000.00	\$7,500.00	\$57,500.00	\$5,357.00	\$2,143.00	\$52,143.00
	Architectural and Engineering Costs	1	\$ 125,000.00	\$125,000.00	\$18,750.00	\$143,750.00	\$13,392.50	\$5,357.50	\$130,357.50
	PM costs for project delivery - start up phase	1	\$ 125,000.00	\$125,000.00	\$18,750.00	\$143,750.00	\$13,392.50	\$5,357.50	\$130,357.50
			Sub-Totals	\$ 5,008,000.00	\$ 751,200.00	\$ 5,759,200.00	\$ 536,557.12	\$ 214,642.88	\$ 5,222,642.88
			15% Contingency	\$ 751,200.00	\$ 112,680.00	\$ 863,880.00	\$ 80,483.57	\$ 32,196.43	\$ 783,396.43
			Totals	\$ 5,759,200.00	\$ 863,880.00	\$ 6,623,080.00	\$ 617,040.69	\$ 246,839.31	\$ 6,006,039.31
3 - Torbay Fixed Loop	Bus - 40' Nova Bus or New Flyer or EV350	1	\$1,750,000.00	\$1,750,000.00	\$262,500.00	\$2,012,500.00	\$187,495.00	\$75,005.00	\$1,825,005.00
	Charging infrastructure - 180kW fast charger (2 port) (Flo quote June 2026)	2	\$150,000.00	\$300,000.00	\$45,000.00	\$345,000.00	\$32,142.00	\$12,858.00	\$312,858.00
	Modifications to Existing Town Buildings to Accommodate the busses and rider hubs	2	\$300,000.00	\$600,000.00	\$90,000.00	\$690,000.00	\$64,284.00	\$25,716.00	\$625,716.00
	Shelters along the routes	4	\$32,000.00	\$128,000.00	\$19,200.00	\$147,200.00	\$13,713.92	\$5,486.08	\$133,486.08
	Hardware for GIS tracking on buses	1	\$50,000.00	\$50,000.00	\$7,500.00	\$57,500.00	\$5,357.00	\$2,143.00	\$52,143.00
	Sotware and hardware for daily use metrics	1	\$25,000.00	\$25,000.00	\$3,750.00	\$28,750.00	\$2,678.50	\$1,071.50	\$26,071.50
	Branding	1	\$ 15,000.00	\$15,000.00	\$2,250.00	\$17,250.00	\$1,607.10	\$642.90	\$15,642.90
	Website	1	\$ 15,000.00	\$15,000.00	\$2,250.00	\$17,250.00	\$1,607.10	\$642.90	\$15,642.90
	Communication materials	1	\$ 50,000.00	\$50,000.00	\$7,500.00	\$57,500.00	\$5,357.00	\$2,143.00	\$52,143.00
	Architectural and Engineering Costs	1	\$ 125,000.00	\$125,000.00	\$18,750.00	\$143,750.00	\$13,392.50	\$5,357.50	\$130,357.50
	PM costs for project delivery - start up phase	1	\$ 125,000.00	\$125,000.00	\$18,750.00	\$143,750.00	\$13,392.50	\$5,357.50	\$130,357.50
			Sub-Totals	\$ 3,183,000.00	\$ 477,450.00	\$ 3,660,450.00	\$ 341,026.62	\$ 136,423.38	\$ 3,319,423.38
			15% Contingency	\$ 477,450.00	\$ 71,617.50	\$ 549,067.50	\$ 51,153.99	\$ 20,463.51	\$ 497,913.51
			Totals	\$ 3,660,450.00	\$ 549,067.50	\$ 4,209,517.50	\$ 392,180.61	\$ 156,886.89	\$ 3,817,336.89
				Sub-Total Estimate	15% HST	Totals	Reimburseable Portion of the HST - 10.714%	Non-reimbursable Portion of the HST - 4.286%	Total Final Municipal Cost
FULL ROLL OUT COSTS - ODT				\$ 3,519,000.00	\$ 527,850.00	\$ 4,046,850.00	\$ 377,025.66	\$ 150,824.34	\$ 3,669,824.34
FULL ROLL OUT COSTS - FIXED LOOPS				\$ 9,419,650.00	\$ 1,412,947.50	\$ 10,832,597.50	\$ 1,009,221.30	\$ 403,726.20	\$ 9,823,376.20
									\$ 13,493,200.54
							Total Full Roll Out All At Once - estimated as less 10% than phased		\$ 12,143,880.49

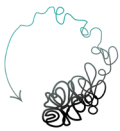
OPEX + REVENUES (ANNUAL) - ESTIMATED										
PHASE	ITEM	Qty	Unit Price	Sub-Total Estimate	15% HST	Totals	Reimburseable Portion of the HST - 10.714%	Non-reimbursable Portion of the HST - 4.286%	Total Final Municipal Cost	
1a - Torbay ODT	Staff Salaries - Bus Drivers	2	\$87,360.00	\$ 174,720.00	\$ 26,208.00	\$ 200,928.00	\$ 18,719.50	\$ 7,488.50	\$ 182,208.50	
	Staff Salaries - Admin	1	\$74,880.00	\$ 74,880.00	\$ 11,232.00	\$ 86,112.00	\$ 8,022.64	\$ 3,209.36	\$ 78,089.36	
	General admin - legal, accouting, etc	1	\$ 10,000.00	\$ 10,000.00	\$ 1,500.00	\$ 11,500.00	\$ 1,071.40	\$ 428.60	\$ 10,428.60	
	Fuel (electricity) estimate	1	\$ 8,910.24	\$ 8,910.24	\$ 1,336.54	\$ 10,246.77	\$ 954.64	\$ 381.89	\$ 9,292.13	
	Maintenance and repairs - \$9,000 per bus per year based on SK case study + general maintenance of chargers (\$5,000)	1	\$ 14,000.00	\$ 14,000.00	\$ 2,100.00	\$ 16,100.00	\$ 1,499.96	\$ 600.04	\$ 14,600.04	
	Insurance	1	\$ 15,000.00	\$ 15,000.00	\$ 2,250.00	\$ 17,250.00	\$ 1,607.10	\$ 642.90	\$ 15,642.90	
	Annual permitting/inspections	1	\$ 3,000.00	\$ 3,000.00	\$ 450.00	\$ 3,450.00	\$ 321.42	\$ 128.58	\$ 3,128.58	
	Technology and ticketing (carried Blaise estimate - based on frequency their technology was used in other rural transit services)	1	\$ 20,000.00	\$ 20,000.00	\$ 3,000.00	\$ 23,000.00	\$ 2,142.80	\$ 857.20	\$ 20,857.20	
	Fast charger annual network subscription fee (Flo quote June 2026)	2	\$ 2,040.00	\$ 4,080.00	\$ 612.00	\$ 4,692.00	\$ 437.13	\$ 174.87	\$ 4,254.87	
	Marketing + communications	1	\$ 25,000.00	\$ 25,000.00	\$ 3,750.00	\$ 28,750.00	\$ 2,678.50	\$ 1,071.50	\$ 26,071.50	
			Sub-Totals	\$ 349,590.24	\$ 52,438.54	\$ 402,028.77	\$ 37,455.10	\$ 14,983.44	\$ 364,573.67	
			5% Contingency	\$ 17,479.51	\$ 2,621.93	\$ 20,101.44	\$ 1,872.75	\$ 749.17	\$ 18,228.68	
	Debt Servicing Cost Estimate (assuming 50% of Phase 1a CAPEX at 4% interest, 15 years)									\$ 106,718.11
			Totals	\$ 367,069.75	\$ 55,060.46	\$ 422,130.21	\$ 39,327.85	\$ 15,732.61	\$ 489,520.47	
		Ridership	Fare	Revenue						
	Fare Revenue	18400	\$ 4.00	\$ 73,600.00						
	Advertising Revenue			\$ 20,000.00						
	Operating Grants			\$ 100,000.00						
			Totals	\$ 193,600.00					Balance Remaining	\$ 295,920.47

OPEX + REVENUES (ANNUAL) - ESTIMATED										
PHASE	ITEM	Qty	Unit Price	Sub-Total Estimate	15% HST	Totals	Reimburseable Portion of the HST - 10.714%	Non-reimbursable Portion of the HST - 4.286%	Total Final Municipal Cost	
1b - PCSP ODT	Staff Salaries - Bus Drivers	1	\$87,360.00	\$ 87,360.00	\$ 13,104.00	\$ 100,464.00	\$ 9,359.75	\$ 3,744.25	\$ 91,104.25	
	Staff Salaries - Admin	1	\$74,880.00	\$ 74,880.00	\$ 11,232.00	\$ 86,112.00	\$ 8,022.64	\$ 3,209.36	\$ 78,089.36	
	General admin - legal, accouting, etc	0.5	\$ 10,000.00	\$ 5,000.00	\$ 750.00	\$ 5,750.00	\$ 535.70	\$ 214.30	\$ 5,214.30	
	Fuel (electricity) estimate	1	\$ 8,237.13	\$ 8,237.13	\$ 1,235.57	\$ 9,472.69	\$ 882.53	\$ 353.04	\$ 8,590.17	
	Maintenance and repairs - \$9,000 per bus per year based on SK case study + general mantenance of chargers (\$5,000)	1	\$ 14,000.00	\$ 14,000.00	\$ 2,100.00	\$ 16,100.00	\$ 1,499.96	\$ 600.04	\$ 14,600.04	
	Insurance	1	\$ 15,000.00	\$ 15,000.00	\$ 2,250.00	\$ 17,250.00	\$ 1,607.10	\$ 642.90	\$ 15,642.90	
	Annual permitting/inspections	1	\$ 3,000.00	\$ 3,000.00	\$ 450.00	\$ 3,450.00	\$ 321.42	\$ 128.58	\$ 3,128.58	
	Technology and ticketing (carried Blaise estimate - based on frequency their technology was used in other rural transit services)	1	\$ 20,000.00	\$ 20,000.00	\$ 3,000.00	\$ 23,000.00	\$ 2,142.80	\$ 857.20	\$ 20,857.20	
	Fast charger annual network subscription fee (Flo quote June 2026)	1	\$ 2,040.00	\$ 2,040.00	\$ 306.00	\$ 2,346.00	\$ 218.57	\$ 87.43	\$ 2,127.43	
	Marketing + communications	1	\$ 25,000.00	\$ 25,000.00	\$ 3,750.00	\$ 28,750.00	\$ 2,678.50	\$ 1,071.50	\$ 26,071.50	
			Sub-Totals	\$ 254,517.13	\$ 38,177.57	\$ 292,694.69	\$ 27,268.96	\$ 10,908.60	\$ 265,425.73	
			5% Contingency	\$ 12,725.86	\$ 1,908.88	\$ 14,634.73	\$ 1,363.45	\$ 545.43	\$ 13,271.29	
	Debt Servicing Cost Estimate (assuming 50% of Phase 1b CAPEX at 4% interest, 15 years)									\$ 65,201.82
			Totals	\$ 267,242.98	\$ 40,086.45	\$ 307,329.43	\$ 28,632.41	\$ 11,454.03	\$ 343,898.84	
		Ridership	Fare	Revenue						
		Fare Revenue	24300	\$ 4.00	\$ 97,200.00					
		Advertising Revenue			\$ 20,000.00					
		Operating Grants			\$ 100,000.00					
			Totals	\$ 217,200.00				Balance Remaining	\$ 126,698.84	

OPEX + REVENUES (ANNUAL) - ESTIMATED									
PHASE	ITEM	Qty	Unit Price	Sub-Total Estimate	15% HST	Totals	Reimburseable Portion of the HST - 10.714%	Non-reimbursable Portion of the HST - 4.286%	Total Final Municipal Cost
1c - Wabana ODT	Staff Salaries - Bus Drivers	1	\$87,360.00	\$ 87,360.00	\$ 13,104.00	\$ 100,464.00	\$ 9,359.75	\$ 3,744.25	\$ 91,104.25
	Staff Salaries - Admin	0.5	\$74,880.00	\$ 37,440.00	\$ 5,616.00	\$ 43,056.00	\$ 4,011.32	\$ 1,604.68	\$ 39,044.68
	General admin - legal, accouting, etc	1	\$ 10,000.00	\$ 10,000.00	\$ 1,500.00	\$ 11,500.00	\$ 1,071.40	\$ 428.60	\$ 10,428.60
	Fuel (electricity) estimate	1	\$ 257.33	\$ 257.33	\$ 38.60	\$ 295.93	\$ 27.57	\$ 11.03	\$ 268.36
	Maintenance and repairs - \$9,000 per bus per year based on SK case study + general mantenance of chargers (\$5,000)	0.5	\$ 14,000.00	\$ 7,000.00	\$ 1,050.00	\$ 8,050.00	\$ 749.98	\$ 300.02	\$ 7,300.02
	Insurance	0.5	\$ 15,000.00	\$ 7,500.00	\$ 1,125.00	\$ 8,625.00	\$ 803.55	\$ 321.45	\$ 7,821.45
	Annual permitting/inspections	1	\$ 3,000.00	\$ 3,000.00	\$ 450.00	\$ 3,450.00	\$ 321.42	\$ 128.58	\$ 3,128.58
	Technology and ticketing (carried Blaise estimate - based on frequency their technology was used in other rural transit services)	0.5	\$ 20,000.00	\$ 10,000.00	\$ 1,500.00	\$ 11,500.00	\$ 1,071.40	\$ 428.60	\$ 10,428.60
	Fast charger annual network subscription fee (Flo quote June 2026)	1	\$ 2,040.00	\$ 2,040.00	\$ 306.00	\$ 2,346.00	\$ 218.57	\$ 87.43	\$ 2,127.43
	Marketing + communications	0.5	\$ 25,000.00	\$ 12,500.00	\$ 1,875.00	\$ 14,375.00	\$ 1,339.25	\$ 535.75	\$ 13,035.75
			Sub-Totals	\$ 177,097.33	\$ 26,564.60	\$ 203,661.93	\$ 18,974.21	\$ 7,590.39	\$ 184,687.72
			5% Contingency	\$ 8,854.87	\$ 1,328.23	\$ 10,183.10	\$ 948.71	\$ 379.52	\$ 9,234.39
	Debt Servicing Cost Estimate (assuming 50% of Phase 1c CAPEX at 4% interest, 15 years)								\$ 30,871.08
			Totals	\$ 185,952.19	\$ 27,892.83	\$ 213,845.02	\$ 19,922.92	\$ 7,969.91	\$ 224,793.19
		Ridership	Fare	Revenue					
	Fare Revenue	1600	\$ 4.00	\$ 6,400.00					
	Advertising Revenue			\$ 20,000.00					
	Operating Grants			\$ 100,000.00					
			Totals	\$ 126,400.00				Balance Remaining	\$ 98,393.19

OPEX + REVENUES (ANNUAL) - ESTIMATED										
PHASE	ITEM	Qty	Unit Price	Sub-Total Estimate	15% HST	Totals	Reimburseable Portion of the HST - 10.714%	Non-reimbursable Portion of the HST - 4.286%	Total Final Municipal Cost	
2 - PCSP Fixed Loop	Staff Salaries - Bus Drivers	2.5	\$87,360.00	\$ 218,400.00	\$ 32,760.00	\$ 251,160.00	\$ 23,399.38	\$ 9,360.62	\$ 227,760.62	
	Staff Salaries - Admin	1	\$74,880.00	\$ 74,880.00	\$ 11,232.00	\$ 86,112.00	\$ 8,022.64	\$ 3,209.36	\$ 78,089.36	
	General admin - legal, accouting, etc	1	\$ 10,000.00	\$ 10,000.00	\$ 1,500.00	\$ 11,500.00	\$ 1,071.40	\$ 428.60	\$ 10,428.60	
	Fuel (electricity) - assuming maximized schedule (12 runs per day x 2 buses)	1	\$ 91,544.25	\$ 91,544.25	\$ 13,731.64	\$ 105,275.89	\$ 9,808.05	\$ 3,923.59	\$ 95,467.84	
	Maintenance and repairs - \$9,000 per bus per year based on SK case study + general mantenance of chargers (\$5,000)	2	\$ 14,000.00	\$ 28,000.00	\$ 4,200.00	\$ 32,200.00	\$ 2,999.92	\$ 1,200.08	\$ 29,200.08	
	General maintenance costs for shelters and transit hubs	1	\$ 25,000.00	\$ 25,000.00	\$ 3,750.00	\$ 28,750.00	\$ 2,678.50	\$ 1,071.50	\$ 26,071.50	
	Insurance	2	\$ 15,000.00	\$ 30,000.00	\$ 4,500.00	\$ 34,500.00	\$ 3,214.20	\$ 1,285.80	\$ 31,285.80	
	Annual permitting/inspections	2	\$ 3,000.00	\$ 6,000.00	\$ 900.00	\$ 6,900.00	\$ 642.84	\$ 257.16	\$ 6,257.16	
	Technology and ticketing (carried Blaise estimate - based on frequency their technology was used in other rural transit services)	2	\$ 20,000.00	\$ 40,000.00	\$ 6,000.00	\$ 46,000.00	\$ 4,285.60	\$ 1,714.40	\$ 41,714.40	
	Fast charger annual network subscription fee (Flo quote June 2026)	2	\$ 2,040.00	\$ 4,080.00	\$ 612.00	\$ 4,692.00	\$ 437.13	\$ 174.87	\$ 4,254.87	
	Marketing + communications	1	\$ 25,000.00	\$ 25,000.00	\$ 3,750.00	\$ 28,750.00	\$ 2,678.50	\$ 1,071.50	\$ 26,071.50	
			Sub-Totals		\$ 552,904.25	\$ 82,935.64	\$ 635,839.89	\$ 59,238.16	\$ 23,697.48	\$ 576,601.73
			5% Contingency		\$ 27,645.21	\$ 4,146.78	\$ 31,791.99	\$ 2,961.91	\$ 1,184.87	\$ 28,830.09
	Debt Servicing Cost Estimate (assuming 50% of Phase 2 CAPEX at 4% interest, 15 years)									\$ 250,543.53
				Totals	\$ 580,549.46	\$ 87,082.42	\$ 667,631.88	\$ 62,200.07	\$ 24,882.35	\$ 855,975.34
			Ridership	Fare	Monthly Pass	Revenue				
		Fare Revenue*	149000	\$ 5.00	\$ 150.00	\$ 391,925.00				
		Advertising Revenue				\$ 20,000.00				
		Operating Grants				\$ 100,000.00				
		* assuming 50% of riders have a monthly pass		Totals		\$ 511,925.00			Balance Remaining	\$ 344,050.34

OPEX + REVENUES (ANNUAL) - ESTIMATED									
PHASE	ITEM	Qty	Unit Price	Sub-Total Estimate	15% HST	Totals	Reimburseable Portion of the HST - 10.714%	Non-reimbursable Portion of the HST - 4.286%	Total Final Municipal Cost
3 - Torbay Fixed Loop	Staff Salaries - Bus Drivers	1.25	\$87,360.00	\$ 109,200.00	\$ 16,380.00	\$ 125,580.00	\$ 11,699.69	\$ 4,680.31	\$ 113,880.31
	Staff Salaries - Admin	1	\$74,880.00	\$ 74,880.00	\$ 11,232.00	\$ 86,112.00	\$ 8,022.64	\$ 3,209.36	\$ 78,089.36
	General admin - legal, accouting, etc	1	\$ 10,000.00	\$ 10,000.00	\$ 1,500.00	\$ 11,500.00	\$ 1,071.40	\$ 428.60	\$ 10,428.60
	Fuel (electricity) - assuming maximized schedule (12 runs per day)	1	\$ 30,514.75	\$ 30,514.75	\$ 4,577.21	\$ 35,091.96	\$ 3,269.35	\$ 1,307.86	\$ 31,822.61
	Maintenance and repairs - \$9,000 per bus per year based on SK case study + general mantenance of chargers (\$5,000)	1	\$ 14,000.00	\$ 14,000.00	\$ 2,100.00	\$ 16,100.00	\$ 1,499.96	\$ 600.04	\$ 14,600.04
	General maintenance costs for shelters and transit hubs	1	\$ 25,000.00	\$ 25,000.00	\$ 3,750.00	\$ 28,750.00	\$ 2,678.50	\$ 1,071.50	\$ 26,071.50
	Insurance	1	\$ 15,000.00	\$ 15,000.00	\$ 2,250.00	\$ 17,250.00	\$ 1,607.10	\$ 642.90	\$ 15,642.90
	Annual permitting/inspections	1	\$ 3,000.00	\$ 3,000.00	\$ 450.00	\$ 3,450.00	\$ 321.42	\$ 128.58	\$ 3,128.58
	Technology and ticketing (carried Blaise estimate - based on frequency their technology was used in other rural transit services)	1	\$ 20,000.00	\$ 20,000.00	\$ 3,000.00	\$ 23,000.00	\$ 2,142.80	\$ 857.20	\$ 20,857.20
	Fast charger annual network subscription fee (Flo quote June 2026)	2	\$ 2,040.00	\$ 4,080.00	\$ 612.00	\$ 4,692.00	\$ 437.13	\$ 174.87	\$ 4,254.87
	Marketing + communications	1	\$ 25,000.00	\$ 25,000.00	\$ 3,750.00	\$ 28,750.00	\$ 2,678.50	\$ 1,071.50	\$ 26,071.50
			Sub-Totals	\$ 330,674.75	\$ 49,601.21	\$ 380,275.96	\$ 35,428.49	\$ 14,172.72	\$ 344,847.47
			5% Contingency	\$ 16,533.74	\$ 2,480.06	\$ 19,013.80	\$ 1,771.42	\$ 708.64	\$ 17,242.37
	Debt Servicing Cost Estimate (assuming 50% of Phase 2 CAPEX at 4% interest, 15 years)								\$ 153,006.67
			Totals	\$ 347,208.49	\$ 52,081.27	\$ 399,289.76	\$ 37,199.92	\$ 14,881.36	\$ 515,096.51
		Ridership	Fare	Monthly Pass	Revenue				
	Fare Revenue*	88000	\$ 5.00	\$ 150.00	\$ 233,800.00				
	Advertising Revenue				\$ 20,000.00				
	Operating Grants				\$ 100,000.00				
	* assuming 50% of riders have a monthly pass		Totals		\$ 353,800.00			Balance Remaining	\$ 161,296.51



5. GHG & ENERGY COST ESTIMATES

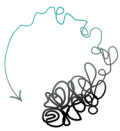
To estimate the potential greenhouse gas (GHG) emissions impact from the proposed transit system, we first had to approximate how many kilometers would be travelled in one year. This is most straight forward considering the fixed routes with defined lengths and schedules. Considering the route lengths and likely battery range of a 40' electric bus, it was determined that each bus could feasibly complete 12 loops per day. This works out to a bus coming by about once per hour on the Torbay Loop, with a charging break of about 2 hours required mid-day. On the PCSP Loop, two buses would allow pick-ups about every half an hour and the charging break for each bus could be staggered from the other to not disrupt service.

For on-demand transit (ODT), it is more difficult to predict how far users would request to go and how often. The estimates used for the Torbay, PCSP, and Wabana ODT systems are based on the estimated number of rides per year (from the survey results), an assumed average distance per trip, and an assumption that 25% of rides are shared by multiple people. Actual GHG benefits would simply scale in proportion to uptake.

Only 100% battery electric buses were considered in this study because the lifecycle cost and environmental benefits are already well established; However, some members of the public may still need to be convinced. To aid in this, a GHG and energy cost comparison calculation was completed to show the difference between the proposed electric transit system and an equivalent fossil fuel-powered system. The operational savings are undeniable – considering full scale implementation of the proposed hybrid transit system, going electric saves about \$918,000 per year in energy costs¹² and avoids over 1,300 tCO₂e of annual GHG emissions.

Metric	Electric	Diesel/Gas	Difference	% Difference
Torbay Loop				
Annual Energy Cost	\$30,515	\$ 248,090	-\$217,576	-88%
Annual Emissions (tCO ₂ e)	4.4	319.2	-315	-99%
PCSP Loop				
Annual Energy Cost	\$ 91,544	\$ 744,271	-\$652,727	-88%
Annual Emissions (tCO ₂ e)	13.2	957.7	- 945	-99%
On-Demand (Combined Torbay, PCSP, and Wabana Zones)				
Annual Energy Cost	\$17,404	\$65,560	-\$48,156	-73%
Annual Emissions (tCO ₂ e)	2.5	80.5	-78	-97%
Total for full scale implementation				
Annual Energy Cost	\$139,463	\$1,057,922	-\$918,458	-87%
Annual Emissions (tCO ₂ e)	20.1	1,357	-1,337	-98.5%

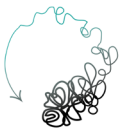
¹² Considering the local diesel and gas prices on May 29th, 2026 and the relevant and current electricity rate



The existence of any or all aspects of this transit system would take passenger cars off the road, resulting in more avoided GHG emissions and reduced spending on fuel by transit-users. The collective fuel savings for residents and visitors for a full-scale system could be nearly \$1 million per year (or more depending on the cost of fuel), and about 1,200 tCO₂e of GHG emissions would be avoided per year.

	Torbay Loop	PCSP Loop	ODT	Total
Annual passenger avoided emissions (tCO ₂ e)	326	828	67	1,222
Annual passenger avoided fuel spending	\$265,549	\$674,434	\$54,634	\$994,616

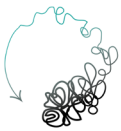
Full details for these calculations are available in Appendix 7, including a breakdown of the estimates for each ODT zone separately.



6. AREAS OF FURTHER COORDINATION / CONFIRMATION

The project team has included recommendations for further coordination / confirmation which need attention as the project moves forward into higher level detailed planning:

- a. To further planning of the proposed solution pathway, it is recommended to engage with Metrobus to define an access and use agreement for using Metrobus facilities at the Avalon Mall.
- b. To address some of the key destination locations noted from the survey and public engagement events, it is recommended to:
 - i. Coordinate with Memorial University to access the stops at the University Centre (DRL pick up location)
 - ii. Coordinate with the Marine Institute for the possible use of their parking lot for the cross over point between the proposed Torbay fixed route and the proposed PCSP fixed route loops
 - iii. Coordinate with the St. John's International Airport Authority to have the PCSP loop make a stop at their terminal buildings.
 - iv. Coordinate with the City of St. John's to establish a bus stop on the Torbay fixed route loop within the Stavanger Drive complex.
- c. Discussion and coordination to determine the exact location of Torbay ODT – PCSP ODT cross over Transit Hub along Indian Meal Line.
- d. Internal discussions and coordination for the location(s) for overnight parking of the buses, and the possible installation of a solar PV array to offset power costs.
- e. Once up and running, investigate implementing a Rome2Rio type app where users could input start and end destinations and get options across the different transit services to reach their destinations – with e.g. Metrobus and other partnerships with Baccalieu Bus, DRL, etc.



APPENDIX 1 – SUMMARY OF LOCAL DEMOGRAPHICS

This section provides a summary of relevant demographic and socio-economic factors for the Killick Coast municipalities from 2021 Census data. Focus was given to statistics related to transportation patterns and transportation vulnerability such as low-income families, seniors, single-parent families, and equity-deserving populations.

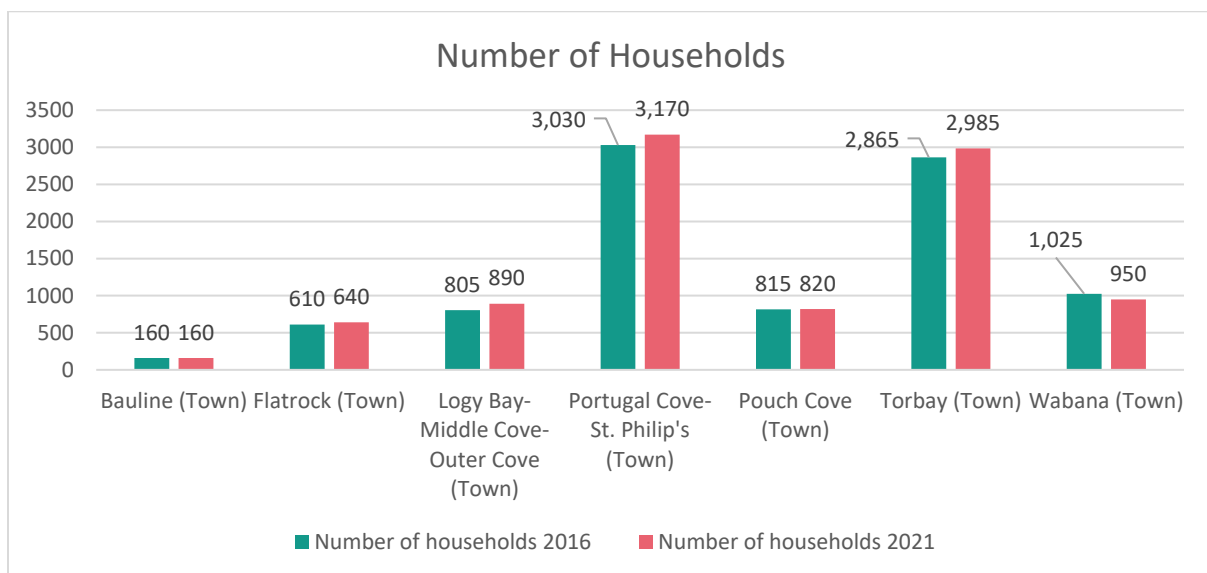
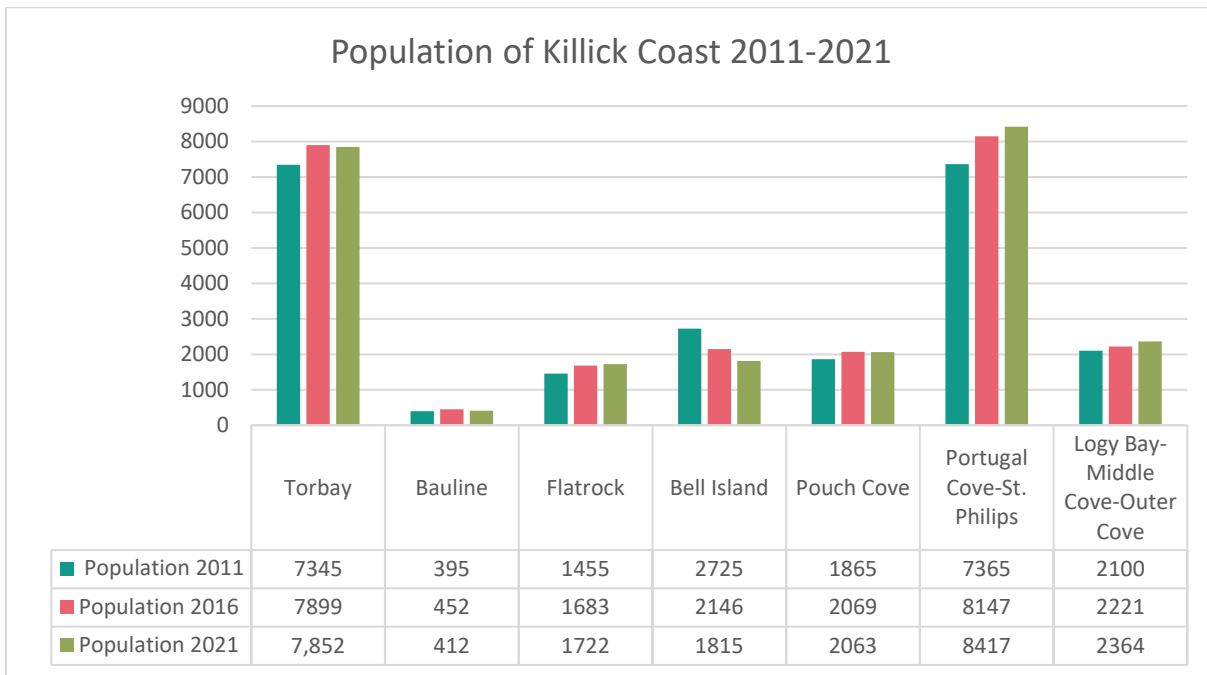
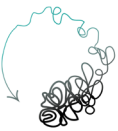
SOCIO-ECONOMIC OVERVIEW

- The rate of growth varies across each municipality - Flatrock, Portugal Cove–St. Philips (PCSP), Logy Bay-Middle Cove-Outer Cove (LBMCO), Torbay, and Pouch Cove continue to grow, whereas Bell Island/Wabana continues to decline and Bauline is largely stable.
- Regional demographics indicate an increasing age profile. Seniors comprise approximately one-sixth of the total population within the region and the median age of each municipality is increasing. In addition, the median age of Bell Island/Wabana is higher than that of all other municipalities in the region.
- Most municipalities have a high level of economic stability as measured by household income, however, Wabana is a significant exception to this trend with a median income substantially less than all other municipalities, and several indicators suggest it has a greater number of vulnerable populations.
- A significant number of vulnerable populations exist throughout the Killick Coast municipalities.

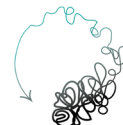
Population & Households

The combined population of the Killick Coast municipalities has grown from approximately 23,250 (2011) to 24,645 (2021), or about +6%. Approximately 2/3 of the population reside in either Portugal Cove–St. Philips (approximately 8,417 in 2021) or Torbay (approximately 7,852). These two communities have also experienced the largest numbers of new households between 2016 and 2021 (+140 and +120, respectively), though LBMCO and Flatrock also saw significant increases (+85 and +30 households).

Wabana on Bell Island is the only municipality experiencing consistent decline (-33% population decrease since 2011 and a reduction of 75 households between 2016 and 2021). Bauline is the smallest municipality, but its population and number of households have stayed fairly constant.



Torbay has the highest number of single-parent households and Indigenous-identifying individuals, while PCSP has the highest number of visible minorities (2021 Census). Altogether, these three groups make up 9.5% of the population of the region or about 2,360 people.



	Torbay	PCSP	LBMCOCC	Flatrock	Wabana	Pouch Cove	Bauline	% of Killick Coast population
Single-parent households	350	305	70	55	165	95	20	4.3%
Visible minorities	110	220	90	15	0	20	0	1.8%
Indigenous	315	300	70	75	10	50	25	3.4%

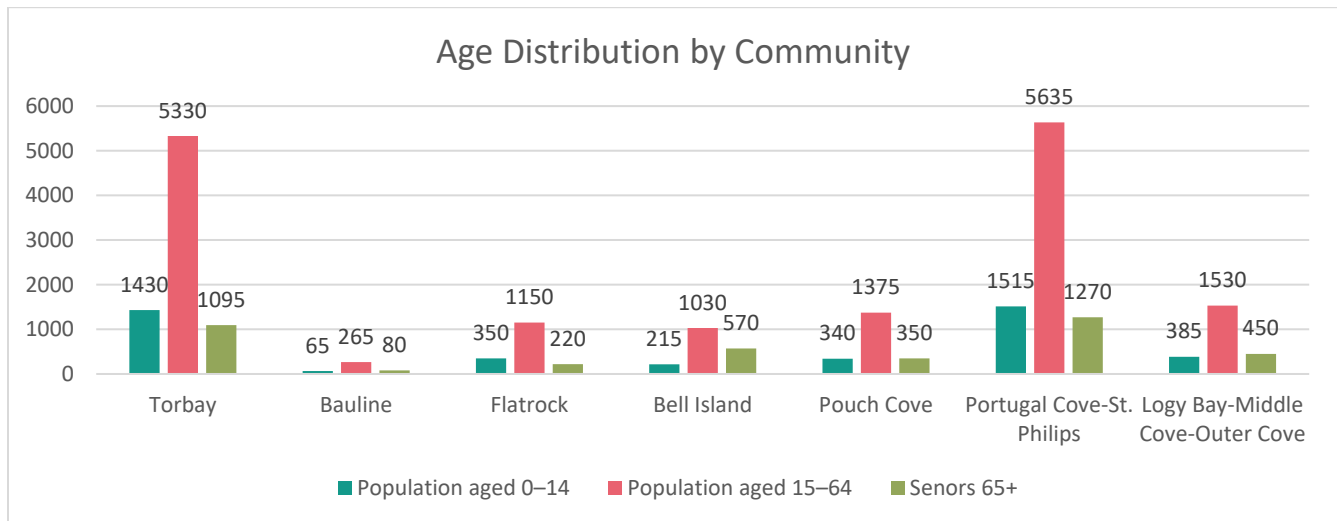
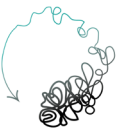
Age

All Killick Coast communities have a median age of 40 or more, with the overall average being 45.4. Across the region, about 66% of the population are between 15 and 64, 17% are between 0 and 14, and 16% are over 65.

Bell Island/Wabana has the highest median age of 56.8. The number of seniors (570) far exceeds the number of children (215), and seniors represent approximately one-third of the total population.

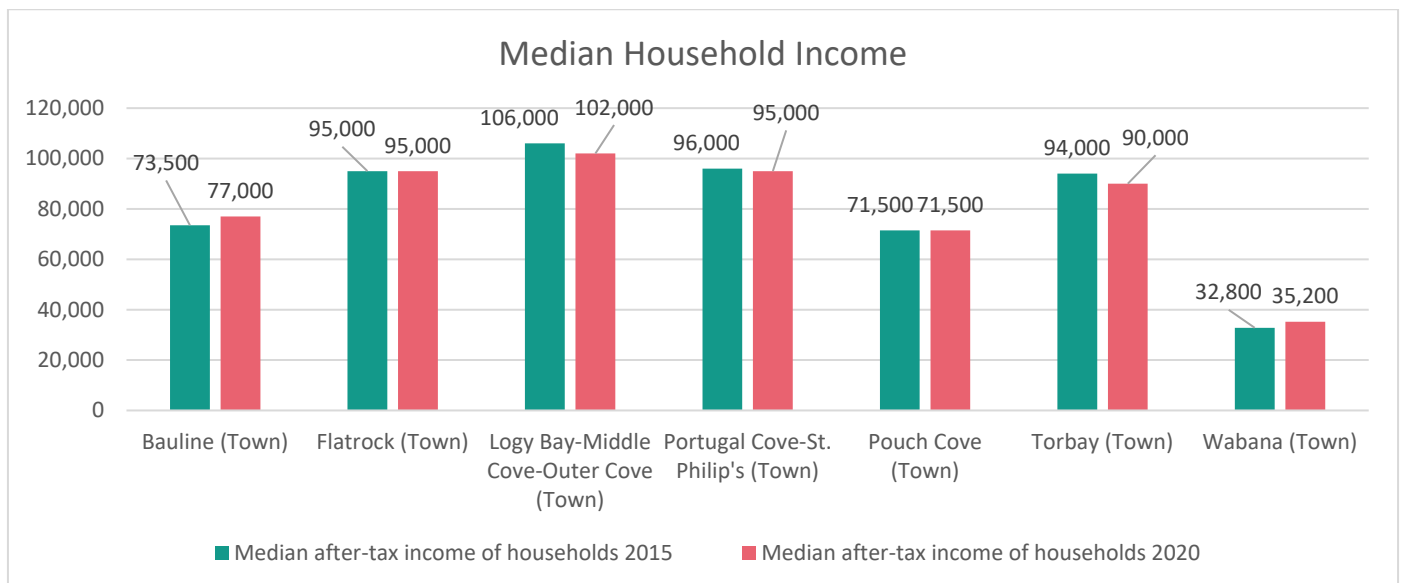
The median age in each community has been increasing since 2016, indicating that the population of the region is aging overall. Bell Island/Wabana has aged the most since 2016 (10.5% increase in median age between 2016 and 2021).

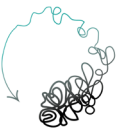
Municipality	2021 Census Median Age	Change in Median Age 2016-2021 (%)
Torbay	42.8	+8.6%
PCSP	43.2	+4.9%
LBMCOCC	46.8	+4%
Flatrock	40	+6.1%
Pouch Cove	43.2	+5.4%
Bauline	44.8	+8.0%
Wabana	56.8	+10.5%



Income & Employment

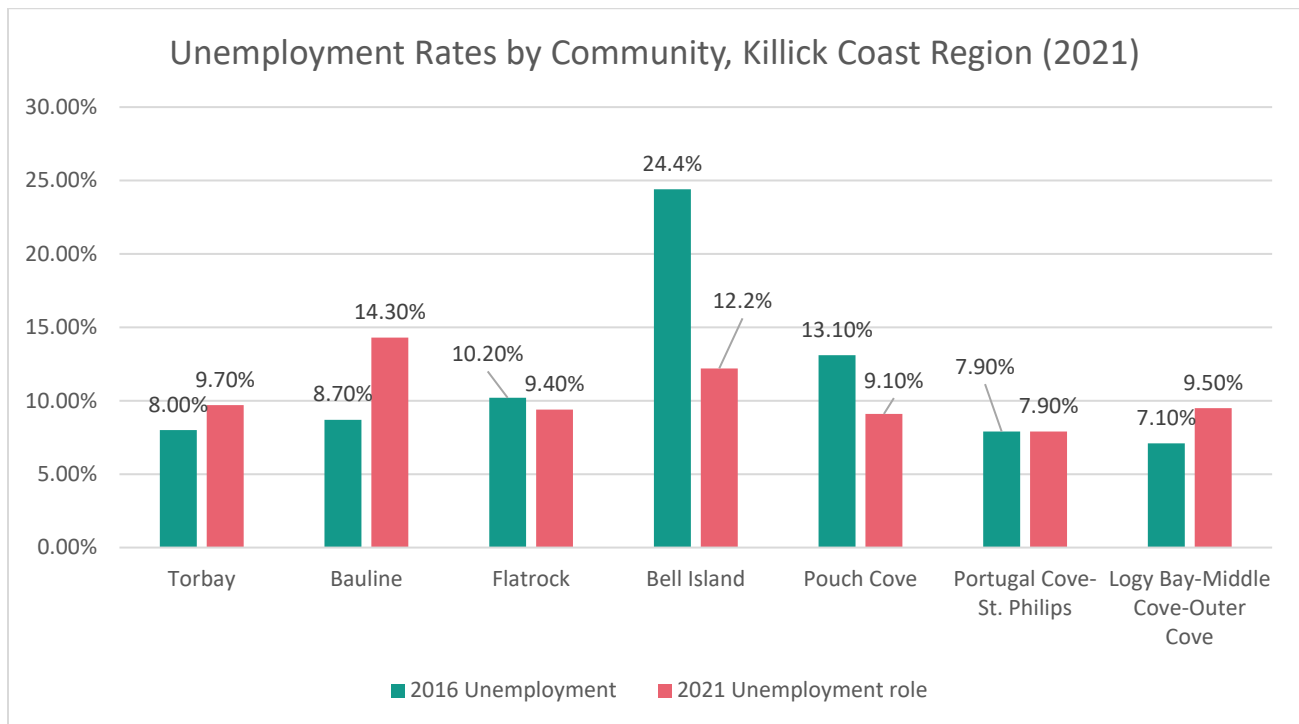
LBMCO has the highest median household income of the Killick Coast communities (\$102,000), followed by PCSP and Flatrock (each \$95,000), and Torbay (\$90,000). Bauline and Pouch Cove are in a similar range (\$77,000 and \$71,500), while Wabana is significantly lower (\$35,200). 745 of Wabana's 1815 people or 41% of the population is considered low-income (using the low-income after-tax measure) – this may be related to the high number of seniors. Across the region, 9.1% of the overall population was considered low-income in 2021.





	Torbay	PCSP	LBMCOCC	Flatrock	Wabana	Pouch Cove	Bauline	% of Killick Coast population
Low-income (LIM-AT)	535	535	125	80	745	205	25	9.1%

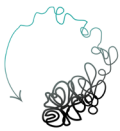
2021 unemployment rates are highest in Bauline (14.3%), though Bell Island/Wabana saw a rate of 24.4% in 2016. Rates decreased between 2016 and 2021 in Wabana, Flatrock, and Pouch Cove, increased in Torbay, LBMCOCC, and Bauline, and have remained stable in PCSP (which also has the lowest rate of 7.9%).



TRAVEL PATTERNS OVERVIEW

As a semi-rural region within the St. John's Metropolitan area with no existing public transit system, the Killick Coast is heavily personal-vehicle reliant. In summary:

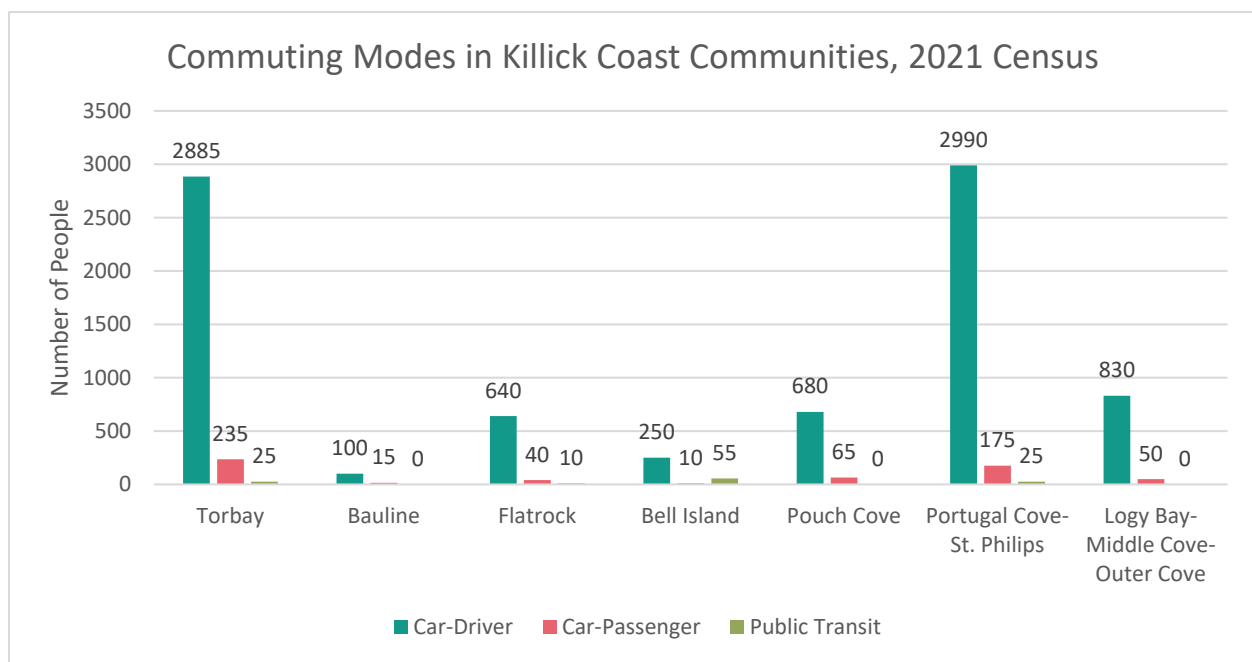
- Most working residents of the Killick Coast area drive themselves to work, with relatively few individuals carpooling.
- Most residents commute to work outside of their community (most likely to St. John's)
- Commuting to work takes place primarily during the Monday-Friday, 7am-9am peak hours



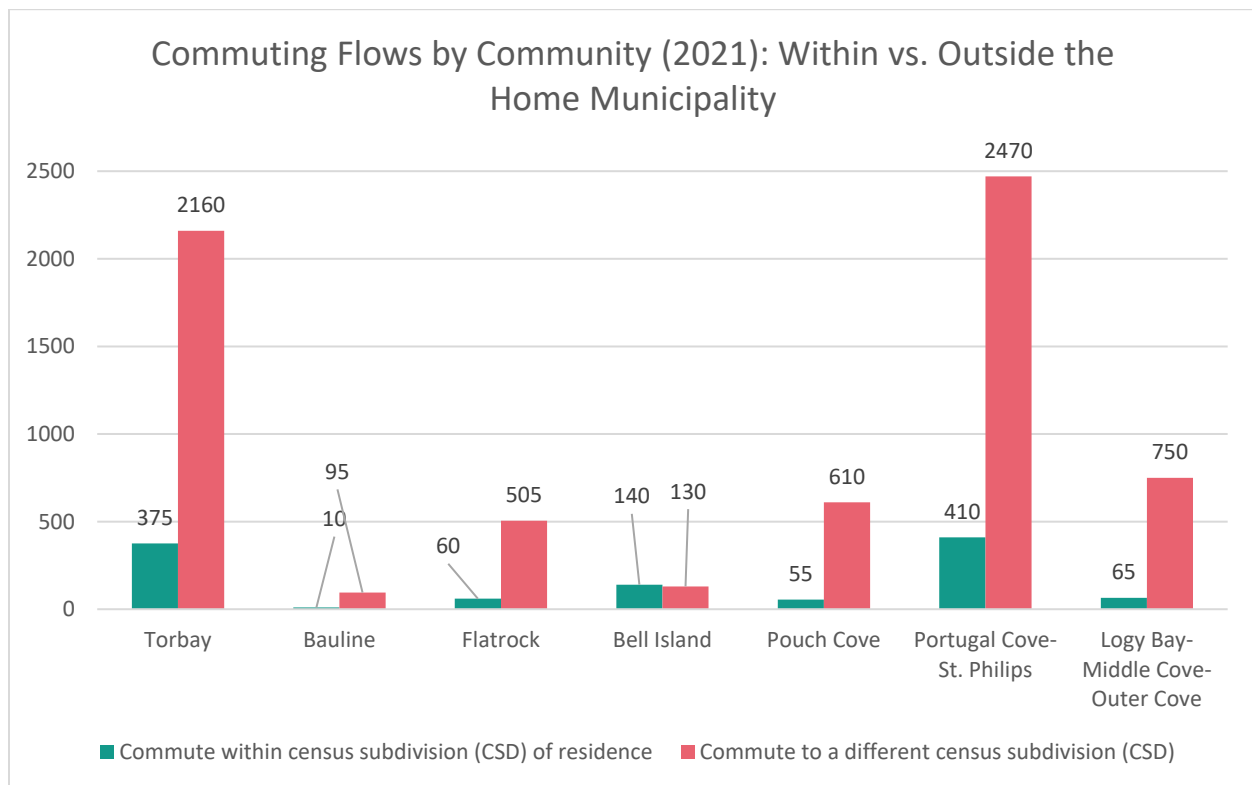
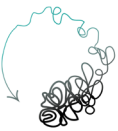
- The most common commute time range across the region is 15 to 29 minutes, though some require less than 15 minutes (most common in Torbay or LBMCOG) or 30 to 44 minutes (most common in Flatrock and Pouch Cove).

Travel Mode & Direction

Effectively all people commute by car in the Killick Coast communities, and most as the driver rather than a passenger (indicating that carpooling isn't especially common). While public transit was selected by some individuals in the 2021 Census, the meaning of these responses is unclear as no public transit system exists in these communities (in Bell Island, it likely reflects ferry use).

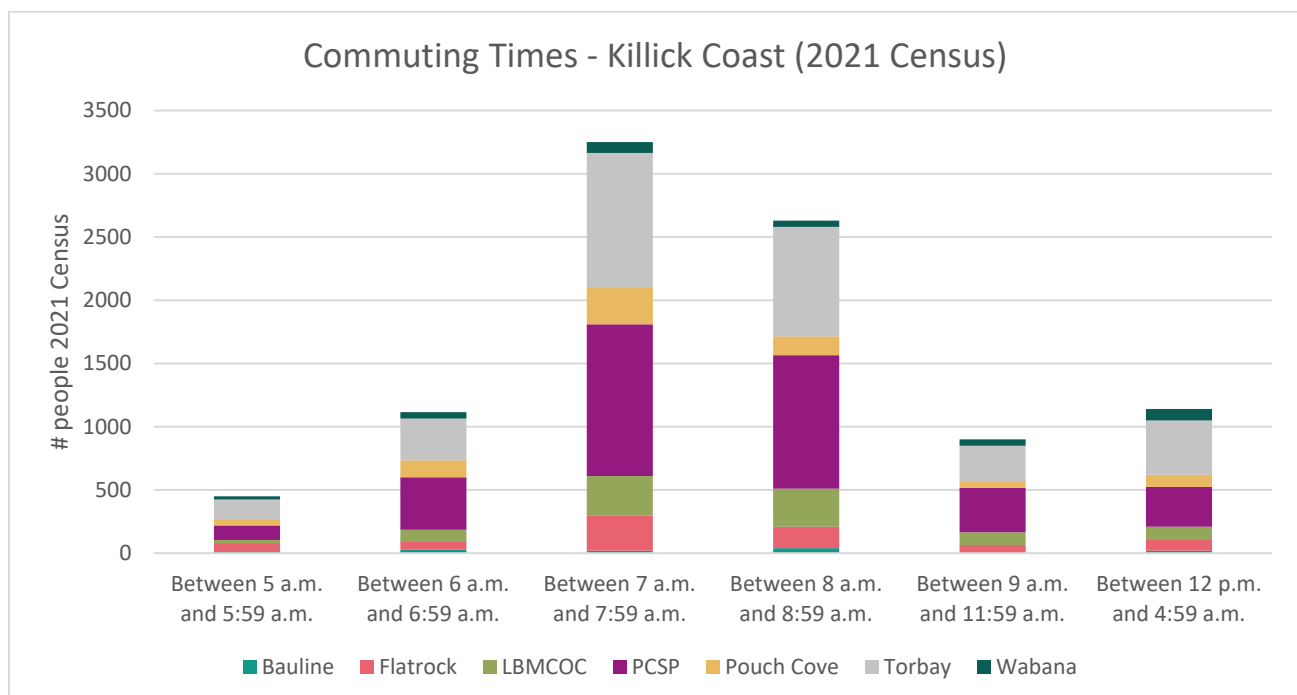


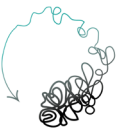
In all municipalities except Bell Island/Wabana, the majority of commuters work outside their home community. Torbay, PCSP, and LBMCOG in particular are known as 'bedroom communities' – locations within reasonable commuting distance to St. John's but with a small-town feel. The proportion of Bell Islander's working on the island vs. off are about equal.



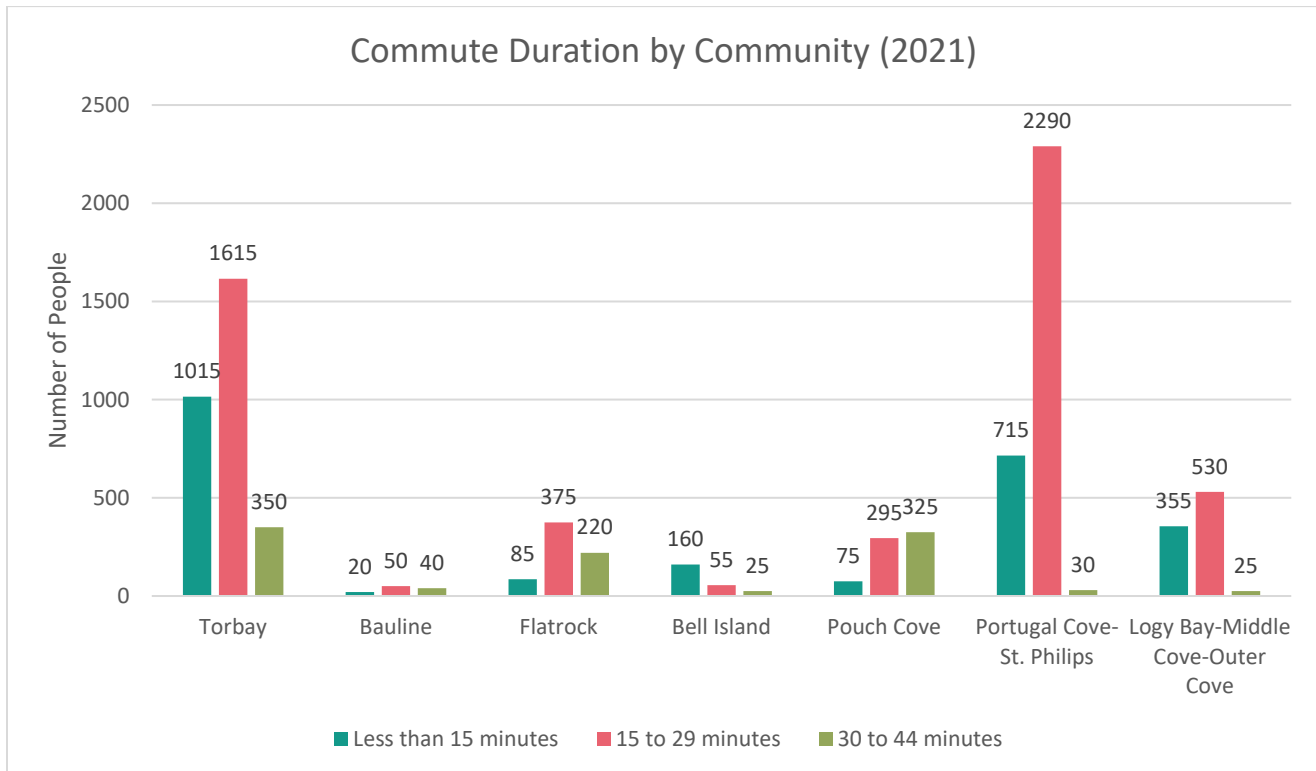
Commute Time Periods & Duration

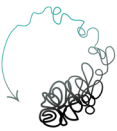
Most travel to work (62%) occurs between 7AM and 9 AM, totalling about 5,880 people across all Killick Coast Communities. 21% of workers commute after 9 AM and about 16% before 7 AM.





Across all communities, the most common commute duration is 15 to 29 minutes, particularly for Torbay and PCSP which also have the highest numbers of commuters. Being the closest to St. John's, Torbay and LBMCO have large proportions of workers with commutes under 15 minutes (though a significant number of workers in Torbay also require 30 to 44 minutes). On Bell Island, a less than 15 minute commute is the most common, which aligns with the fact that a large number of residents are employed within the community. Residents of Pouch Cove and Flatrock are unsurprisingly more likely to have a longer commute, being the furthest from St. John's.





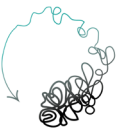
APPENDIX 2 – PUBLIC ENGAGEMENT OUTCOMES

IN-PERSON WORKSHOP – SEPT 17, 2025

Workshop Overview

On Sept. 17, 2025, a public engagement workshop was held to gather input from residents about transportation barriers, the desired outcomes of a regional transit system, and practical design considerations for service delivery in the Killick Coast area. The workshop was hosted by the Town of Torbay, from 6:00 to 8:00 p.m. 27 residents attended along with 4 staff members from neighboring municipalities. The workshop began with a brief project overview and background information, followed by facilitated group discussions. The workshop agenda is outlined in the table below.

Session	Purpose	Key Components	Duration
Session 1: Project Overview & Needs Discussion	Introduce the regional transit feasibility project and identify community transportation issues	- Project briefing & selected case studies - Interactive activity: 1. Identify Transportation barriers 2. Imagine Benefits of Transit 3. Define Guiding Principles	60 mins
Session 2: Identifying Transit Preferences	Identify service features and key transit points to the Killick Coast region and Avalon.	1. Discuss Preferred Service Features (route type, fares, schedule, etc.) 2. Identify Pickup and Drop-off Sites 3. Group Sharing and Feedback	60 mins



Transportation Barriers & Impacts

Participants identified the following barriers:

- high costs associated with owning, maintaining, and insuring a vehicle
- additional barriers experienced by seniors, newcomers, individuals experiencing physical and/or mental health challenges, and other marginalized populations
- transportation poverty and its association with isolation and poor mental health
- reduced access to transportation limiting job opportunities
- operational barriers resulting from the limitations of weather and road infrastructure in certain areas of the Killick Coast
- fear that the lack of reliable public transportation will reduce the attractiveness of the Killick Coast area to new residents, young families and existing residents.

Benefits of Regional Transit

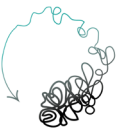
Participants felt there would be multiple benefits for the household and for the community if a regional transit system were developed. These include:

- increased access to work, grocery shopping, appointments and daily services
- lowered transportation costs for low-income households
- greater access to job opportunities for youth and increased availability of labor for employers
- an improvement in independence, reduced isolation, and overall quality of life improvements for residents, including better mental health outcomes
- the ability for residents to more easily connect to each other and to improve access to events and social activities throughout the Killick Coast area
- environmental benefits including fewer vehicles on the road, decreased greenhouse gas emissions, and less wear and tear on infrastructure
- economic benefits for businesses and tourism through increased mobility within and access to the Killick Coast area
- economic benefits to the community in terms of attracting investment and employees (including home care/respite workers)

Guiding Principles for a Regional Transit System

Participants identified the following values:

- Equity, Inclusion and Access should be the foundation upon which the new transit system is based



- Affordable and accessible; however, participants recognized that there needs to be balance between this and the need for the transit system to operate in a fiscally-responsible manner
- Community ownership or a social enterprise model, in which any profits are invested back into the local community
- Contracting-out of transit services (to a private entity) was mentioned; however, participants were concerned that it would result in reduced community control over the transit service
- Accessibility features, such as wheelchair spaces, bike racks, and stroller capacity, should be incorporated into the design of the new transit system from the beginning

Service Features

Participants felt that implementing a hybrid system (fixed route + on-demand) will be challenging at first, and therefore recommended a phased approach, starting with a simple fixed route/round-trip service at regular times, followed by the addition of routes and/or on-demand service once operational stability has been achieved and demand is better understood.

Scheduling

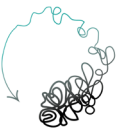
Most participants were interested in morning and evening service windows, with the possibility of up to two trips per window, depending on available fleet resources. On-demand booking was viewed as a potential future layer, particularly if sufficient vehicles are available to make this possible.

Fares and Payment

Participants expressed a desire for affordable, equitable, sustainable, and distance-based fares for transit use. The amount of \$10 per one way trip was frequently cited as a reasonable starting point for a regional trip (to be used as a discussion point, not a definitive recommendation). Participants indicated a preference for:

- paying for rides in advance (using a reloadable card)
- no cash on board
- use of an app to book/schedule trips if on-demand service is implemented

Additionally, participants asked about incorporating a low-income fare subsidy program, similar to those found in other communities.



Amenities and Integration

Some desired amenities included:

- Fully accessible vehicles with adequate space for mobility aids
- Bike racks and space for strollers and other larger items (i.e. luggage)
- Onboard Wi-Fi
- Coordination with the Bell Island ferry schedule (even if buses do not travel to the island)
- Future fare integration with Metrobus as a high-value outcome

Priority Pick-up/Drop-off Locations

Using large maps, participants identified several priority pick-up/drop-off locations.

Torbay Priority Pick-up/Drop-off Locations were:

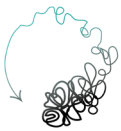
- Foodland
- Jack Byrne Arena
- Canada Post/Newman Building
- Indian Meal Line and Torbay Bypass Road intersection
- Torbay Road/Mannings Hill/St. Nicholas Lane area
- Municipal Building/Centre of Town

St. John's Priority Pick-up/Drop-off Locations were:

- Memorial University/Health Sciences Centre
- Confederation Building/College of the North Atlantic
- St. John's International Airport
- Stavanger Drive Area/Unity Health Centre
- Downtown

Additional Workshop Notes:

- Financial issues - Metrobus users who qualify due to low income get a free bus pass - would we be able to incorporate a similar type of system into the Killick Coast transit network?
- Designing for multiple user groups (i.e. seniors, youth, mobility needs, workers, students) may require making trade-offs in order to meet the needs of all user groups.



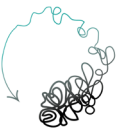
- Transit can benefit everyone, regardless of whether they have a vehicle or not, by providing additional transportation options and potentially reducing reliance on their vehicles for certain trips.
- If the transit service facilitates movement along the Killick Coast, there may be additional economic benefits for the region in terms of attracting tourists.
- Ideas were raised regarding generating revenue by renting buses outside of service hours (i.e. evenings/weekends/off days).
- Access to transit service should be protected; no one should be denied service based on cost or other factors. Affordability, access and inclusion should be cornerstones of such a service for the region, along with sustainability.

VIRTUAL SESSION – FEBRUARY 10, 2026

A second public outreach session was held virtually on February 10, 2026, which included 20 attendees, most of whom used the session's chat function to ask their questions and submit their comments. Similar to the in-person session, attendees expressed very positive views toward initiating a regional transit service and overall support was high.

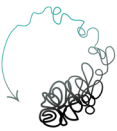
Questions asked and responses provided are as follows:

- Will there be public consultation on the recommendations in the final report?
 - Throughout the process there will be opportunities to provide input on the initiative, and the feasibility study will be made public.
- Would one route be feasible going all around? Would people want to ride it if they had to visit all the communities before getting into town for example?
 - This will be covered in the study - two busses would seem optimal however the study will look at different options regarding routes, the number of busses, what is financially realistic, operations and other logistical issues.
- Have Joanne Thompson and Jodie Wall been involved in discussions? [Local politicians]
 - They have not been engaged formally at this point, but they are aware of the project and are very supportive. We anticipate that elected representatives of the various councils that make up the Killick Coast communities will meet with both levels of government on this project as it progresses.
- Would it stop at your house or a designated pick-up area?
 - Most likely there will be centrally located designated pick-up locations within each community.



Participants also provided thoughts on the following:

- **Cell phone connectivity issues in area:** As the area has limited cell connectivity, there was some concern around booking and service communications if there will be an on-demand component to the system.
- **Equity/accessibility:** The need to ensure that the system is senior-friendly and provides wheelchair accessibility. One participant mentioned they would pay extra for a wheelchair-accessible, on-demand service.
- **Winter operations:** There was some discussion regarding how other Newfoundland and Labrador communities have managed winter-related issues with regards to scheduling, pickups and reliability of service.
- **Destination priorities:** Other than the health care locations, St. Clares Hospital, Health Science Center and Stavanger Dr. health center; other destinations mentioned included Memorial University as a potential destination for people to transfer onto Metrobus services.
- **Preferred service models:** Many commented on the use of a hybrid model that combined set routes/time options with on-demand booking options where applicable.
- **Operating principles and affordability:** Participants continually referenced the importance of developing operating principles around accessibility, affordability and environmental performance and proposed a discount fare for seniors and students.
- **Revenue generation:** Some participants suggested that renting out the bus for special event days/hours could be used to generate revenue.

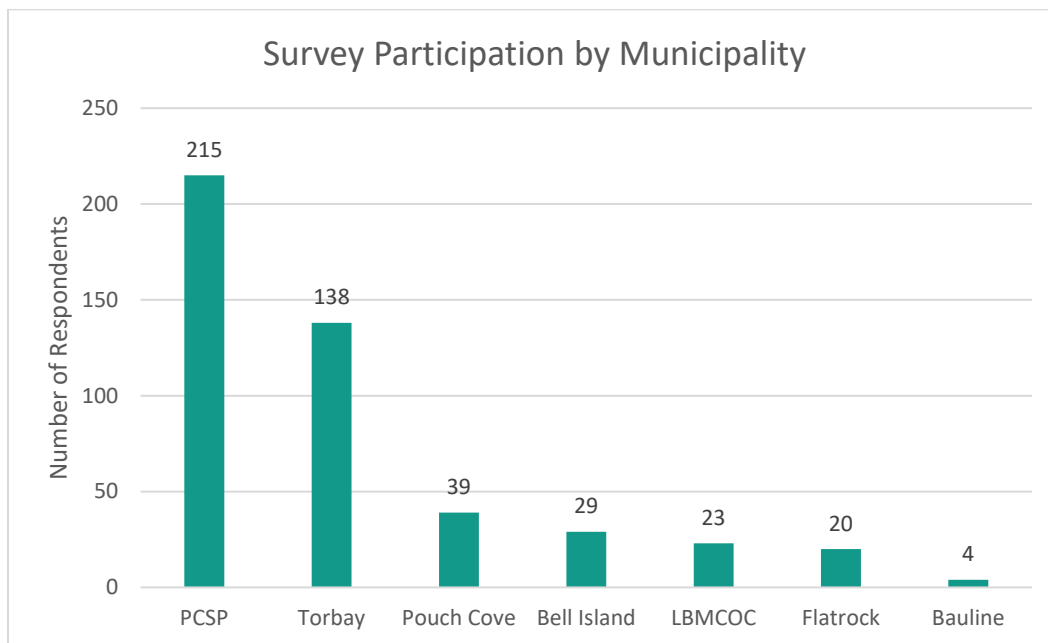


ONLINE SURVEY RESULTS

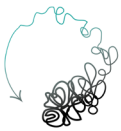
A public survey was conducted between July 2025 to October 2025 to gather information about residents' travel needs including: pick-up and drop-off times and destinations; preferences regarding type of service delivery (e.g., fixed route, on demand, hybrid); what walking distance to a stop is reasonable; and what fare payment mechanisms should be available. In total, 468 responses were submitted across the seven Killick Coast communities providing an excellent source of data to support the feasibility study.

SPATIAL DISTRIBUTION OF RESPONDENTS

Survey respondents were asked to identify their community. Largely corresponding to population, the most responses came from Portugal Cove–St. Philip's (PCSP) and Torbay. The smaller communities contributed fewer responses, meaning the overall results are weighted more heavily toward the needs and travel patterns of the larger population centres.



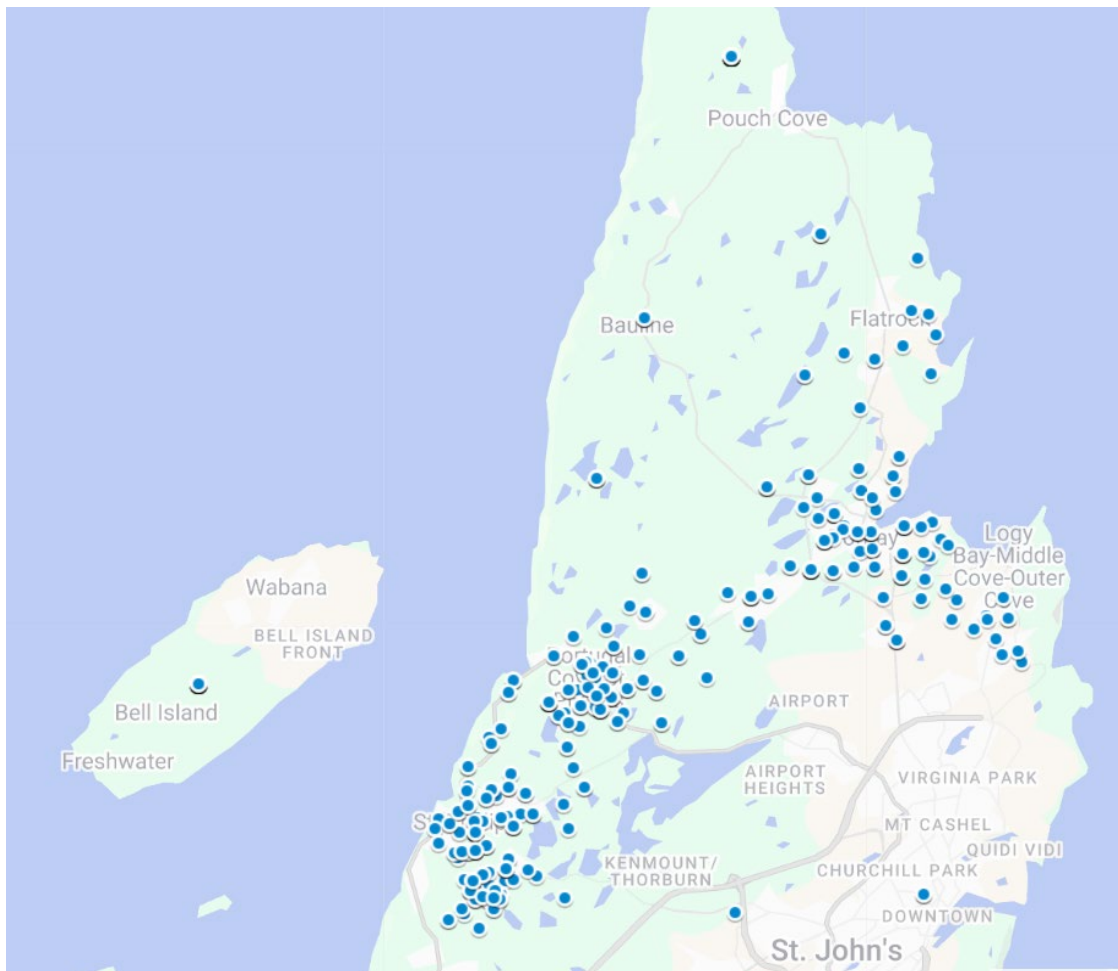
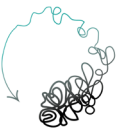
Participants were also asked to provide their postal code, if willing. Organized by community, 54.9% of provided postal codes (243) fall within PCSP, 24.2% (107) within Torbay, and the remaining communities each represent less than 10% of responses. Some discrepancies exist between the below results and the above, potentially due to provided postal codes technically corresponding to a municipality that is different from what the respondent identifies as their community.



Community by Post Code Input	# of Responses	Share of Responses*
Portugal Cove–St. Philip’s (PCSP)	243	54.9%
Torbay	107	24.2%
Pouch Cove	34	7.7%
Logy Bay–Middle Cove–Outer Cove (LBMCOG)	21	4.7%
Flatrock	18	4.1%
Bell Island (Wabana)	16	3.6%
Bauline	4	0.9%

*Percentages calculated using total responses which provided a postal-code (443 vs. total survey responses of 468).

The map below shows particularly dense participation in PCSP and Torbay, with additional concentrations near LBMCOG and smaller clusters in Pouch Cove and Flatrock. Bell Island responses are present, but fewer and more dispersed. Overall, the map suggests strong demand near St. John’s areas and less in the smaller communities.

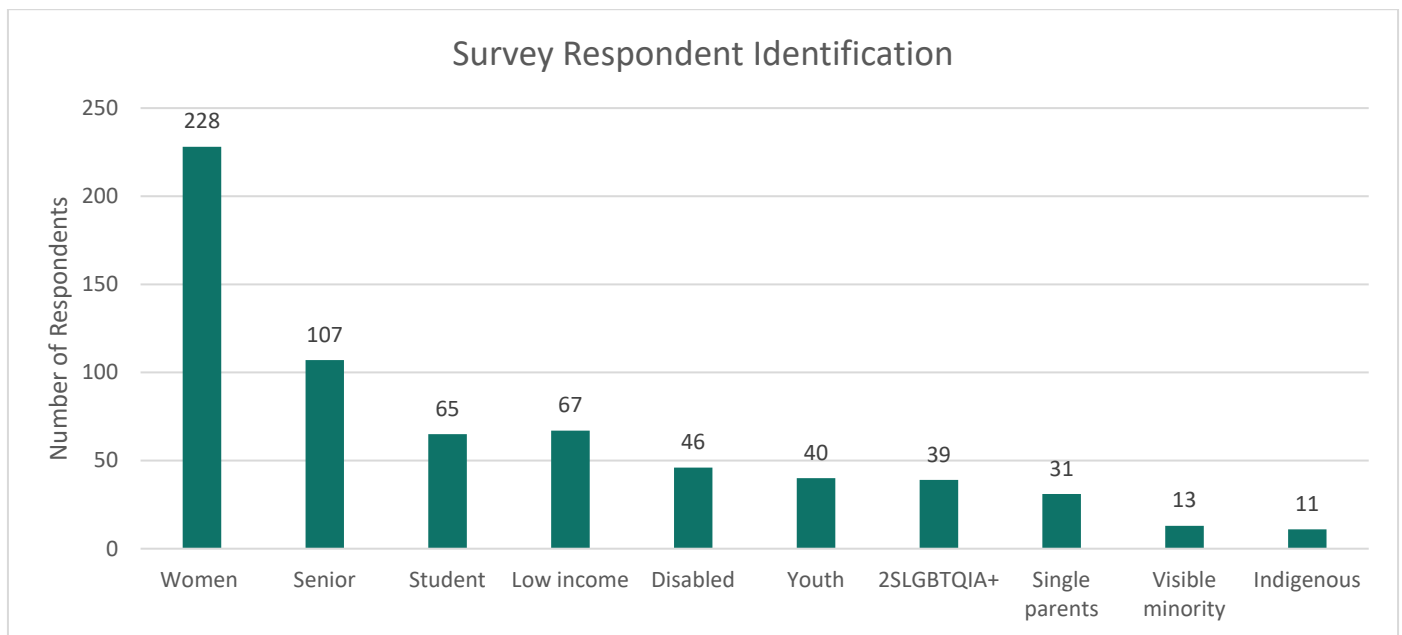
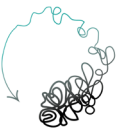


Planning Implications:

- PCSP and Torbay together account for the majority of postal code inputs, indicating that early service design should prioritize connections from these communities to key hubs (e.g., transfers to Metrobus)
- Lower response volumes from smaller municipalities should not be interpreted as “no demand”—it may reflect a combination of smaller population size and/or lower survey reach.

EQUITY-DESERVING POPULATIONS AND TRANSIT-DEPENDENCY INDICATORS

The survey captured participation from several population groups relevant to transit planning. Women represent the largest self-identified group (228). Seniors (107) are also strongly represented, alongside students (65) and respondents identifying as low income (67). 71 respondents selected “none of the above,” and 14 left the question blank.

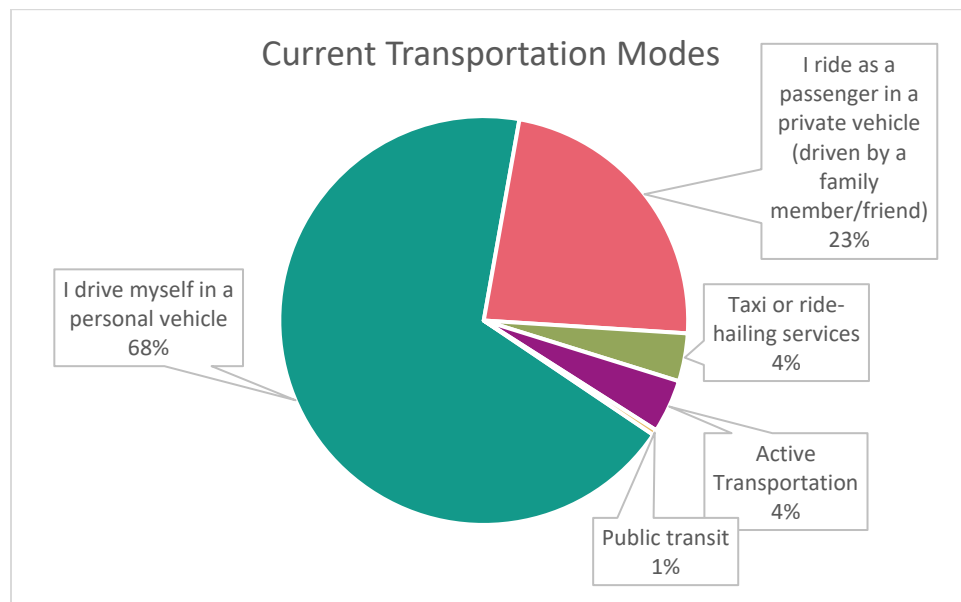
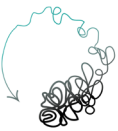


Planning Implications:

- Transit planning for the Killick Coast should prioritize affordability, accessibility, and equity.

CURRENT TRANSPORTATION MODES

Most respondents reported driving themselves in a personal vehicle (68%). Another large group relies on riding as a passenger with family or friends (23%). Two respondents reported using Metrobus in some capacity, one specifying that they drive to the nearest bus stop and then take the bus around St. John's.

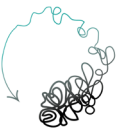


Planning Implications:

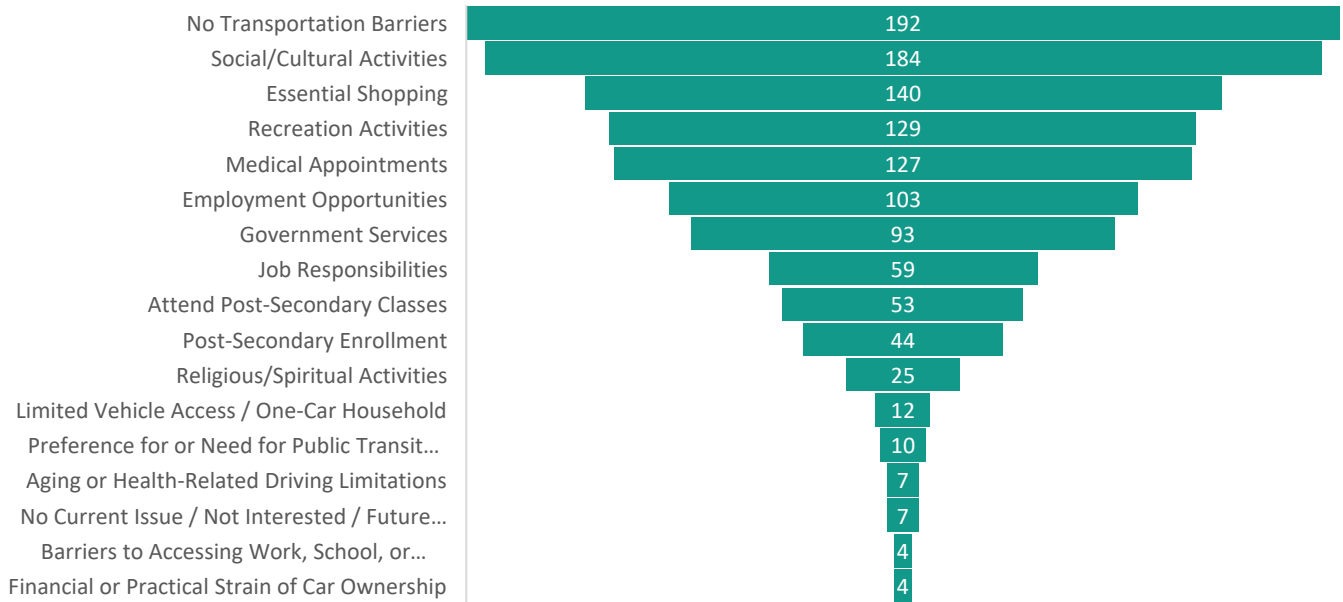
- To shift trips from private vehicles, a transit system must deliver a “credible alternative” by being convenient and comfortable with predictable schedules and minimized travel time penalties.

IMPACTS OF LIMITED TRANSPORTATION

A significant share of respondents reported no major transportation barriers (corresponding to the high number of respondents who already have a personal vehicle). However, many others identified transportation gaps, especially for medical appointments, shopping, recreation, social activities, and employment-related destinations. Some comments highlighted that barriers are greater for post-secondary students, seniors, and households with a vehicle but several members which require it simultaneously.



Main Transportation Challenges

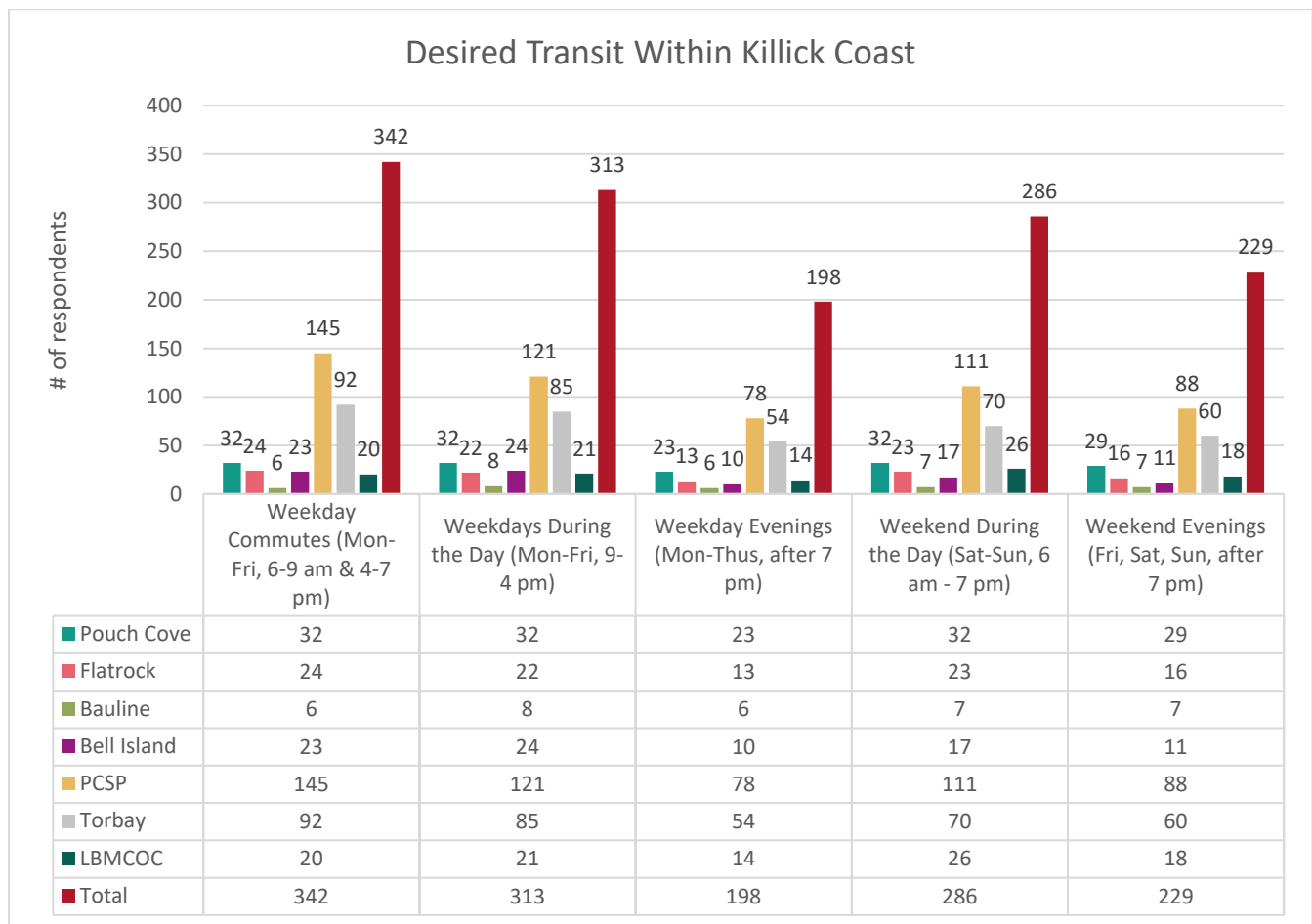
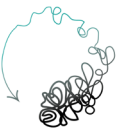


Planning Implications:

- Demand is not limited to commuting to work – support for getting to social/cultural/recreational activities, shopping, and medical appointments are also needed.
- Midday service may be important for appointments and shopping, and evening/weekend service supports recreation, social trips, and many shift-based jobs.

DESIRED TRANSIT TIMES AND DESTINATIONS

The highest demand for travel between Killick Coast communities is during weekdays - morning and evening commute times, as well as throughout the day – but significant demand also exists during the day on weekends and in the evenings. The demand patterns for travel outside the Killick Coast region (into St. John's) are similar.



The most popular destinations outside of the Killick Coast that people showed interest in having a transit service to are: the Avalon Mall, Health Sciences Centre/Memorial University, Downtown St. John's, and the St. John's International Airport.

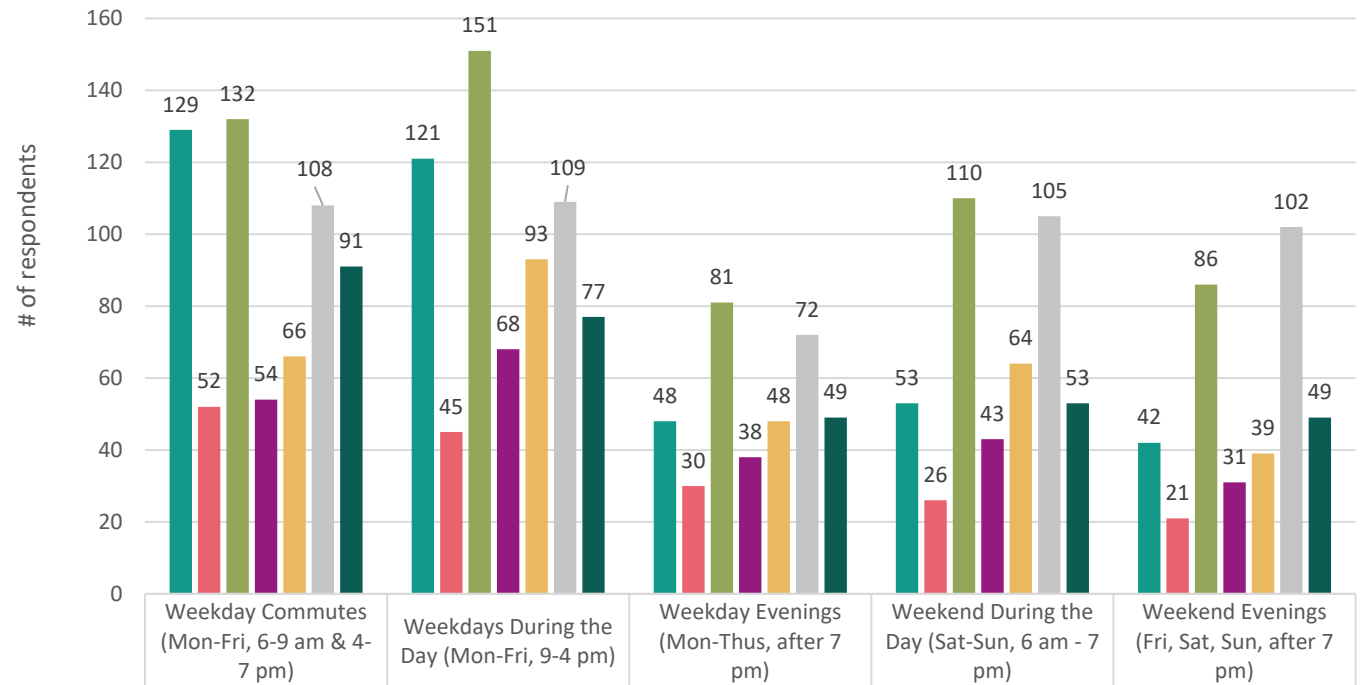
There is some level of demand for these trips on all days and times; but demand appears highest overall on weekdays. Weekend demand is focused on the Mall and Downtown.

Planning Implications:

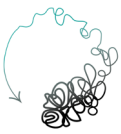
- These findings confirm demand for transit outside of weekday commuting times and demand for routes that connect Killick Coast communities to each other as well as to key locations in St. John's.



Desired Transit Beyond Killick Coast



HSC/MUN	129	121	48	53	42
CNA/Confederation Building Area	52	45	30	26	21
Avalon Mall Area (Kelsey Drive, Kenmount Road)	132	151	81	110	86
Area including Village Mall (Columbus Drive, Topsail Road)	54	68	38	43	31
Galway Area (Costco, elsewhere in Mount Pearl)	66	93	48	64	39
Downtown St. John's	108	109	72	105	102
St. John's Airport	91	77	49	53	49



Additional Destinations of Interest

Respondents had the option to identify other destinations that they'd be interested in taking transit to. The most requested location was the Stavanger Drive / Aberdeen Avenue / Hebron Way shopping hub (mentioned by 33 respondents). Other requested destinations and their popularity from the survey are listed in the below table.

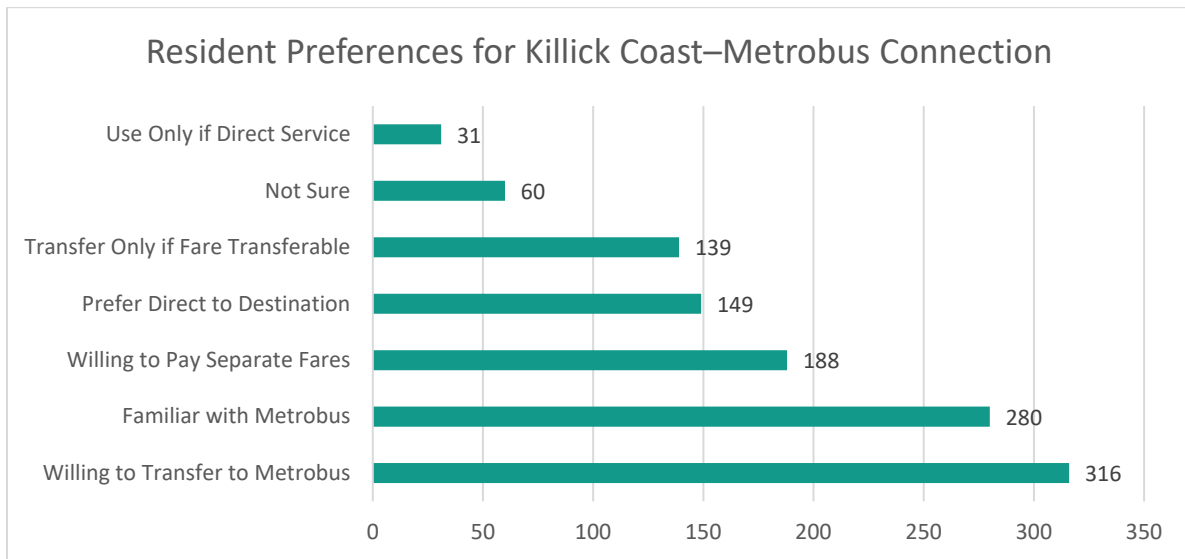
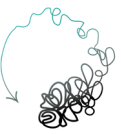
Other Destinations of Interest	# of Mentions
Stavanger Drive / Aberdeen Ave / Hebron Way (shopping hub)	33
PCSP internal circulation (City facilities, Wharf/Ferry, Rec Center, Bauline Line, Dogberry, Sunshine Park)	11
Paradise / Conception Bay South / Conception Bay North / Clarenville	9
Torbay internal circulation (Commons, Foodland, Town Hall, schools, beaches)	9
Major's Path / East End St. John's	8
East Coast Trail / Trailheads / Hiking access	5
Quidi Vidi / Pleasantville / Signal Hill / Cape Spear	2
Galway / Kilbride / Shea Heights	2
Bell Island Ferry / Bell Island	2
East White Hills / Industrial Areas	1

Planning Implications:

- Direct service to Stavanger Drive/Aberdeen/Hebron Way may be viable
- Key locations within PCSP and Torbay identified as potential stops

CONNECTING TO METROBUS

The survey results show a high degree of openness to transfer to Metrobus. At the same time, the stated preferences highlight the importance of convenient transfers and fares. A relatively large number of respondents stated they would only transfer if fares are transferable. Unsurprisingly, many would prefer direct transport to their destination, but only a small number of respondents would be interested in direct service exclusively (unwilling to transfer at all).

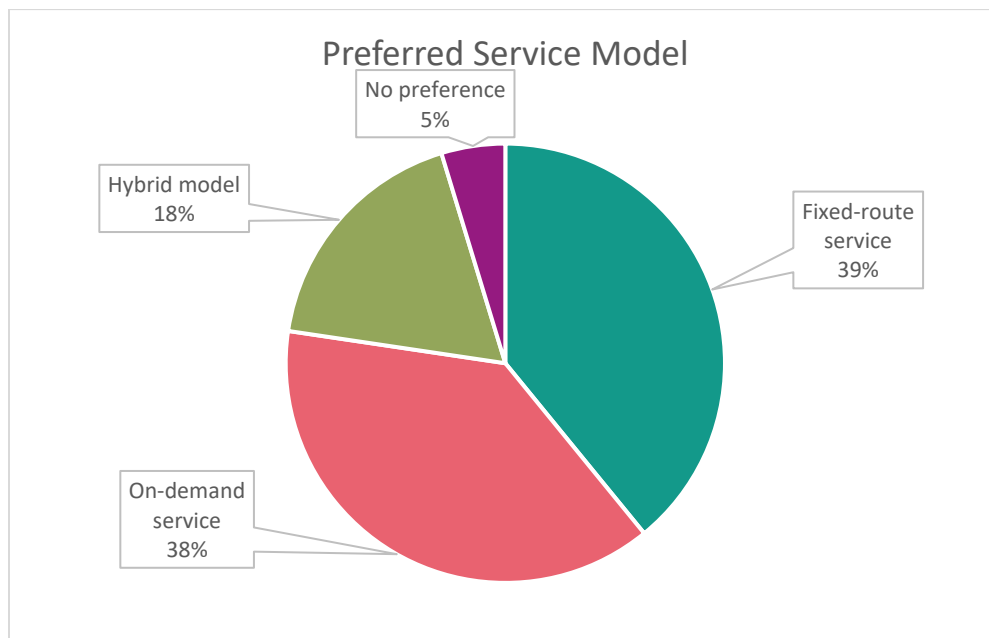


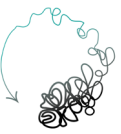
Planning Implications:

- Connecting to Metrobus is likely to be generally well-received.
- Demand also exists for door-to-door service.

PREFERRED SERVICE MODEL

Preferences were split between fixed-route (39.10%) and on-demand service (38.25%), with meaningful support for a hybrid approach (17.95%). 4.70% reported no preference.



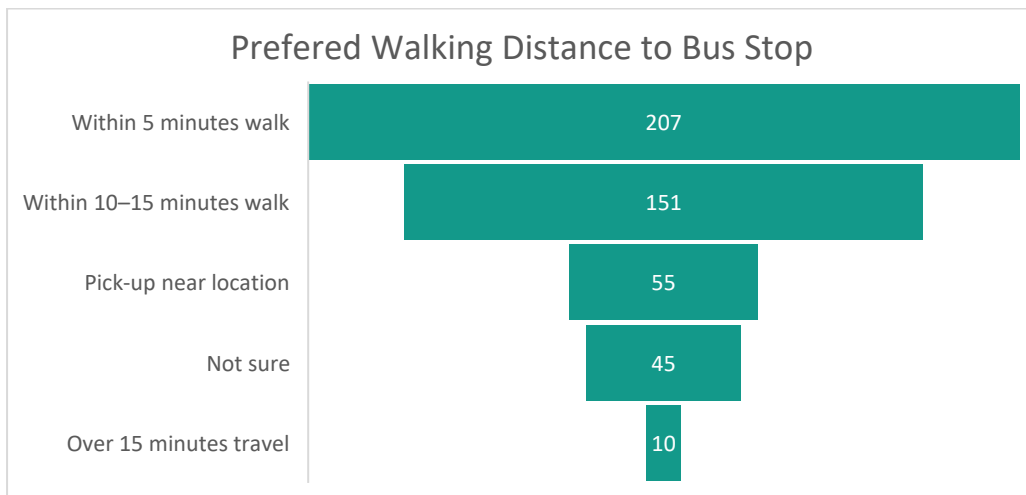


Planning Implications:

- A hybrid model is likely to be well received

WILLINGNESS TO WALK TO BUS STOPS

Most respondents are comfortable with a short walk to access transit. Within 5 minutes is preferred by most, but up to 15 minutes is also acceptable to some. A meaningful number of respondents prefer or require pick-up near their location.

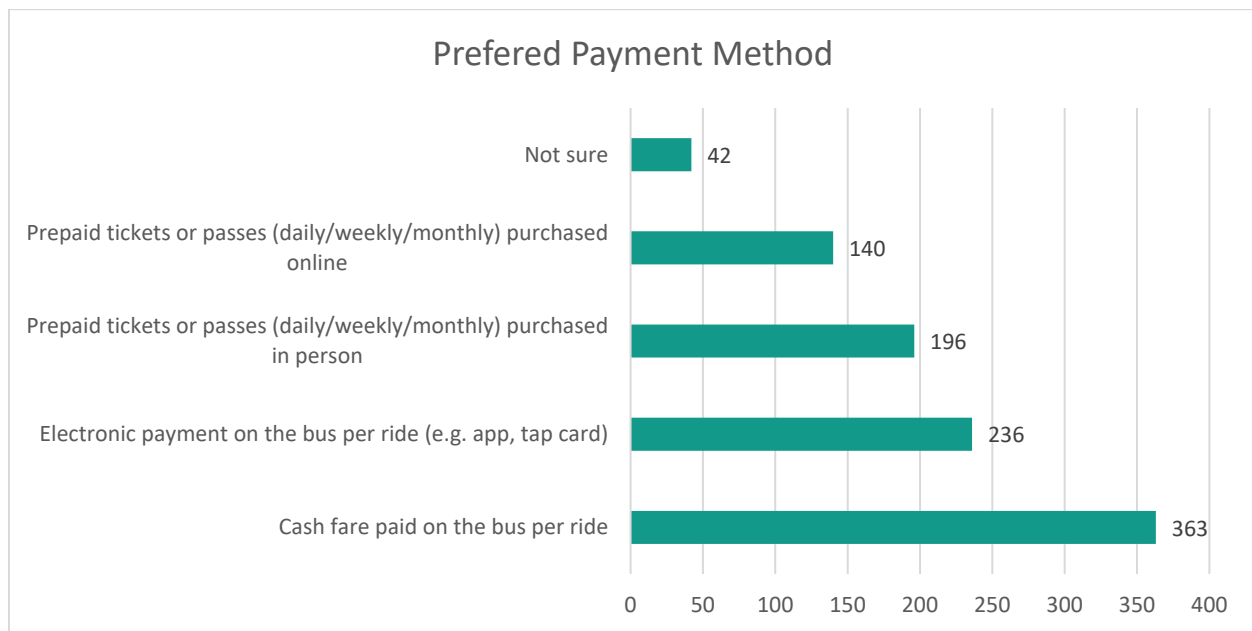
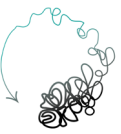


Planning Implications:

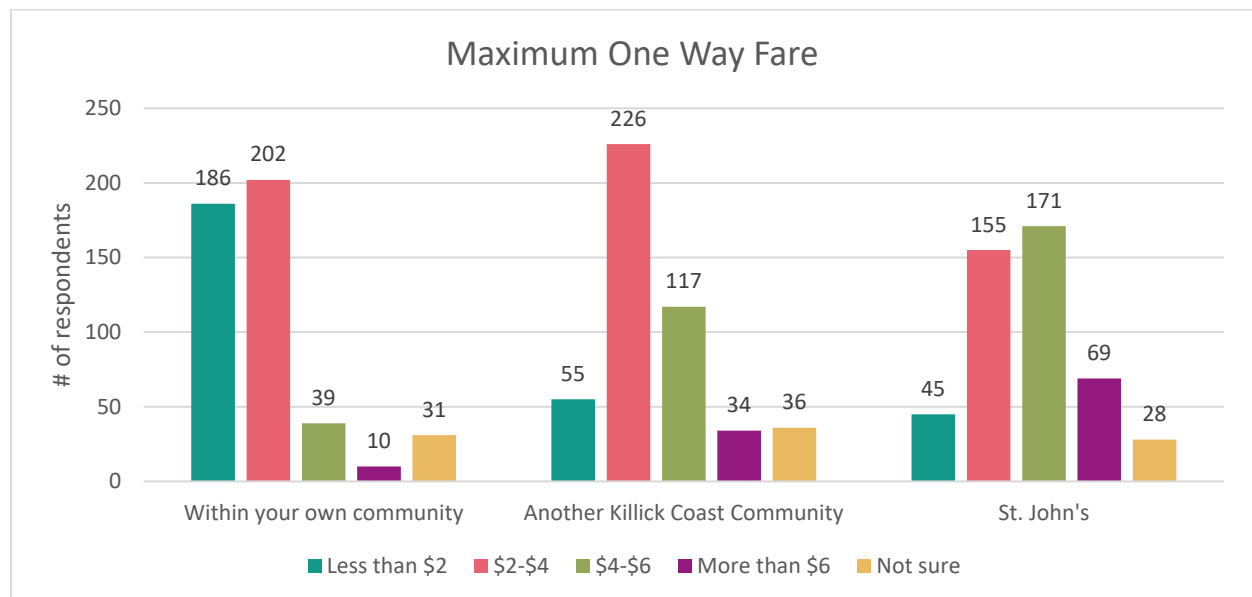
- Stop placement along a fixed-route should consider walkability and projected demand within a certain radius.
- A demand exists for accessible pick-up options such as on-demand, door-to-door service or community pick-up points in key locations, such as at/near seniors' housing facilities.

PREFERRED PAYMENT METHODS & FARE RATES

Respondents could select all payment methods that they would be comfortable using. Cash was selected most often, but there was also significant interest in electronic payment options and passes or tickets.

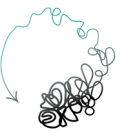


Respondents were then asked about the maximum fare they would be willing to pay for different types of trips. In general, respondents are willing to pay more as trip length increases, but not considerably – few respondents indicated they'd pay more than \$6 one-way even if going to St. John's.



Planning Implications:

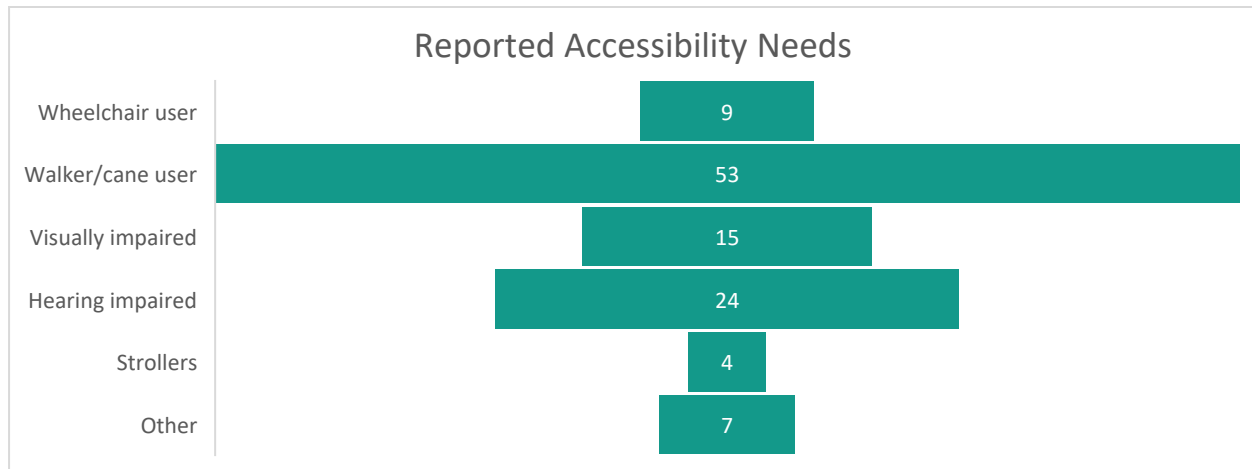
- Consider feasibility of offering multiple payment options.
- A distance-based or zone-based fare structure is supported by the pattern of responses (lower local fares, higher regional fares).



- To encourage early adoption, the service should launch with fares that stay within the most common acceptable ranges (local and intra-region in the \$2–\$4 band; St. John’s trips in the \$4–\$6 band).
- Consider passes (daily/monthly) to protect affordability for frequent users and to support equity goals.

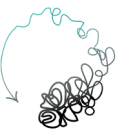
ACCESSIBILITY CHALLENGES

The survey results confirm that accessibility must be prioritized in the design of the transit system. 87 respondents indicated that they had some form of accessibility consideration, 53 of which stated they use a walker/cane or have issues walking and 9 of which are wheelchair users. Other considerations reported include cognitive delays/neurodivergence, sensitivity to scents, and other chronic health conditions.



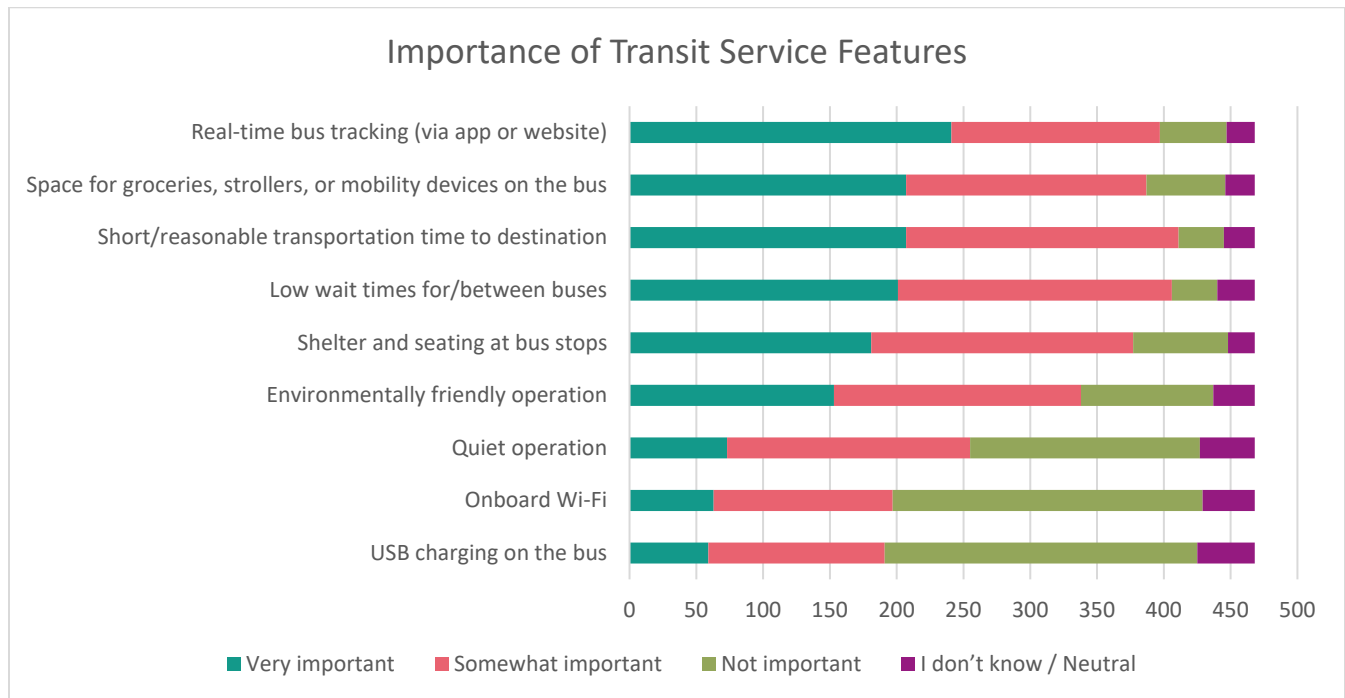
Planning Implications:

- Vehicle procurement should prioritize fully accessible boarding (low-floor and/or ramp/lift) and priority seating.
- Rider information must be accessible - clear signage, simple wayfinding, and audio + visual communication practices which support riders with visual/hearing impairments.
- Service design should include options that reduce barriers for people with mobility limits (e.g., on-demand/door-to-door, stops at key origins/destinations, and winter considerations such as snow clearance at stops).



PRIORITY SERVICE FEATURES

Respondents were asked to rate the importance of service features such as wait times, travel time, stop amenities, on-board space, and technologies. The features ranked as most important were related to core service functionality – convenience and comfort. Real-time bus tracking was ranked highest.

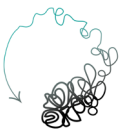


Planning Implications:

- Delivering a reliable and convenient should be the first priority, prior to exploring “nice to have” features.
- There is a strong desire to for real-time bus tracking technology to be implemented.

FINAL COMMENTS

At the end of the survey, participants were invited to provide any last comments. 171 respondents did so. Among the comments received, most (132 or 77%) were in support of the initiative overall. 25 respondents indicated that they were not in support of the initiative, largely due to concerns around use of tax-payer funds and/or an increase in taxes, or a perception that a transit system is not needed or is not feasible in the region. 14 comments were neutral statements.

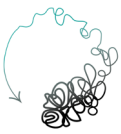


Planning Implications:

- Primarily positive feedback indicates public support of a Killick Coast transit service.
- The presence of concerns around public funding of the service indicates a need for financial, operational, and organizational transparency as the initiative moves forward.

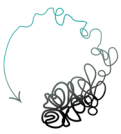
Comments Received:

- badly needed in the region!
- I don't think sufficient demand exists to justify costs.
- The cost of this should NOT be put on the taxpayer to fund in any way.
- I have used Metrobus before and found it never to be on time and takes a long time to get to my destination, very frustrating.
- I have been asking about public transit to be placed in today since I was a small kid living here. This is great for people with no cars or young people getting rides to jobs or friends in town.
- Has been needed for years cost touch for taxi to and from town
- Are you familiar with Go Bus and the Go train in the metro area just outside of Toronto? It connects to the TTC and is a great model on a larger scale. I'd love a daily commuter bus to the university to save the parking and gas. I would be ok with it taking a little longer if it meant I could work on the bus (Wi-Fi) to check emails etc.
- Important for new immigrants in our community. You may not hear from these people because of language barriers.
- I think this sounds like a great idea!
- Please consider hikers as an important group that would use this service. (coordination/advertising efforts with East Coast Trail Association could be helpful. Please also focus on airport service that is relatively direct (not too many stops along the way, resulting in a very long airport journey).
- Great idea!
- This is an exciting possibility!
- This would be an amazing development for our communities. It would greatly benefit current residents as well as encourage growth in the communities
- As I currently have transportation there are a lot of people in my community who does not and this has been a long time coming. I hope you are able to set something up as back in the 70 and 80 a bus ran to Kmart parking lot dropped you off and was there again in the evening to take you back.
- Is this connected to Metrobus
- I think a transit system, even in the summer, would be beneficial to go between communities during holiday times (Canada Day or garden parties) without having to bring your car or have a designated driver.
- I would have to drive my daughter to Avalon Mall to get metro bus to MUN, then drive back to Torbay for my job, it is not good for the environment or my pocketbook. A public system would

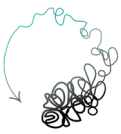


give the youth more access for jobs, social events and maybe even save a life instead of drinking and driving.

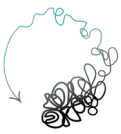
- Not mentioned above, but absolutely crucial for public transit - reliability and punctuality, especially if it's going to be serving people going to work or medical appointments.
- Very important and very helpful.
- Please do it, I think this would be a vital missing service
- Really happy this is even being considered please make it happen
- haven't seen town of PCSP circulate this survey on any social media --- are they engaged at all? there was a transit survey several years ago
- Would absolutely love to see a commuter bus. I have often said I would stop driving if we had a bus in the area I could rely on to get to work and get home.
- I would really prefer a scheduled service so that regular transportation is much more convenient
- What a great idea! I hope it goes ahead, as it would be both environmentally sound and an asset to the communities that are served!
- Reliability of service essential. Can't be pulling buses off these routes to cover routes in St. John's.
- A transit service to Pouch Cove would be great!
- I currently am not in need of this service but looking to the future if necessary
- Many people in my town who don't drive would benefit greatly from this.
- I don't ride metrobus anymore, but thinking back to when I was using the bus it would have been very convenient for me to use the bus to travel from St. John's to Pouch Cove to visit my grandparents when they were alive. I think it's about time that we all become connected so that people who do not have personal transportation have a means to get around that doesn't cost a large amount.
- Just be nice not to take a 20\$ taxi all the time
- Independent vehicle owner/user so I wouldn't use this much. However in the summer in particular would be a great feature to early evening / later night as in like 4pm to even 9pm or 11pm be able to safely catch a bus or even have a local reliable taxi for social purposes. The world doesn't need to revolve around drinking but would be nice to be able to hop on a bus even just along the main roads of Torbay for example to allow to get dropped to the Post Taphouse enjoy a couple of drinks then safely get home as taxis often won't do these short runs or are very expensive as they have to come from St. John's.
- So very needed! I have teenage kids that need to get to town, my partner works away so am a single parenting 50% of the time and the cost of gas and owning a vehicle does not allow us to own a second or get taxis everywhere.
- Excellent idea
- this would have to be a dependable service with clear times and stops
- I think this is a great idea
- If public transit we're available to St John's I would use it regularly rather than driving. We have been waiting a very long time for some sort of transit



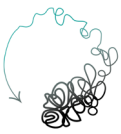
- "When I needed a home care worker a couple of years ago , I was told that most home care workers in St. John's could not come to Torbay and other communities in this area because of transportation. As there are so many seniors in this area , I think this is a very important issue. It would open up a whole new
- Important and necessary service in our area
- Killick Ecovillage (when built) would love to be a pilot site for transit, we have many members interested in reducing car usage and using public transit aligns with our overall goals
- The Killick Coast region has long needed a bus route for students to MUN and CNA. Now I often see young people and new Canadians walking along Torbay Rd and I think a transportation service is definitely needed more than ever in our communities. I don't feel that community leaders supported this option when it was proposed by Metrobus several years ago but I think they need to be more progressive and see the value of such a system to our communities.
- In NL we tend to look at public transportation as a means of transport only for those who can't afford to own a car but in other cities it is a main means of transport for many people regardless of socioeconomic factors. I would gladly park my car and use the bus for work everyday if the route were somewhat direct, and the times and the bus stop location was convenient. I would also use it for airport transportation and as an alternative to uber or taxis for travel in the Killick Coast area and downtown St. John's.
- I think public transport is desperately needed on the Killick Coast, if it existed, I would avail of it for sure. But I think teens and young adults trying to get to after school jobs or seniors trying to get to medical appointments would definitely find it more beneficial.
- Public transportation would be a wonderful addition to these communities, and allow people to be independent to work and socialize without the expense of owning a vehicle.
- As a former taxi driver (woman) in the killick coast area, affordability and availability is key. There are also many women in the area who will not take a cab by themselves if there is a man driving. It would be beneficial to have women and men drivers available.
- Unnecessary waste of taxpayer money
- Main road service would not work where I live
- A bus service with a set time table focusing on more service for early morning and supper time and a direct line to MUN and the mall for those times. Rest of day can connect to Stavanger
- Most residents in this region have a vehicle or access to a vehicle. However, many of us (including me) would like to help the environment by leaving our cars at home and taking a bus. Please do not consider the low number of people who need the bus as an indication of low interest in a bus service. As well, a regularly scheduled service will open the area to a greater variety of residents, including newcomers and lower-income residents. It will make it easier for students to travel to and from local schools, CNA, MUN.
- Busses that go to the mall and MUN/CNA I would argue are the most important as most of the kids in the Killick Coast region will end up at one of those two post secondary institutions, and a lot of kids in pouch cove work at the mall.



- I have been saying since moving to PCSP 2 years ago, that it would be extremely beneficial, not just for our family/teenager, but for anyone living out here, especially Bell Island traffic, to have a transportation system on the killick coast. Even if it was just once every hour. Would love it if this could happen soon!
- If I don't need the system, the survey should reflect that with a NA option
- I feel in all the outer communities could use a bus. Alot of people don't drive either because they can't or because they can't afford to own a vehicle. Cab fairs are expensive, I think having a bus system would make life more affordable for people within a economy where so many people are struggling financially
- Would love to see some public transpiration feed into the metrobus system. Just worried about it being a milk run if I get the bus in Portugal Cove and if it has to go to Bauline, Cove, Pouch Cove, Torbay, Middle Cove before going to town, it will be quite a long trip.
- For student to get to school when school bus not an option (IB program). For kids to be independent. Fixed schedule likely best and doesn't have to be overly frequent. Monthly pass with unlimited rides for the kiddos
- This would be amazing for youth in our community to be able to get around without parents having to be constantly driving back and forth to other communities and in St. John's
- If a bus is cancelled, make sure that people are able to KNOW if it is cancelled. The worst thing is when a bus simply doesn't show up. Walking can be difficult for many, so having nearby bus stops is helpful.
- Would be amazing to have a bus up and down Thorburn Road to Avalon Mall or the university!
- Should also have bought time runs for social needs
- I think it would be awesome!!
- Great idea, cheaper than taxis and uber, great for a variety of age groups/purposes, could be used to promote tourism in these areas, better for the environment, makes communities more appealing to live in, more accessible and more affordable transportation costs, possibly help small business in the communities with increased sales, support and promote alternate transportation to driving impaired, help with isolation, ensure people can get to medical appointments
- I think a public transit system is very needed. With the housing crisis in St. John's and surrounding communities people are left to only be able to choose the metro area. It is a need to existing residents all over the Killick coast and long overdue. However these areas would be able to have new residents and make it possible to get places. Thank you for taking on this task, and sound the research. I hope a transit system of some sort is able to be planned as an outcome. I look forward to seeing how this project goes.
- Would be more than happy if LBMCOOC was connected to Metrobus via a route through Pine Line.
- Personally not interested in my property tax dollars subsidizing this, so if it isnt sustained on fares then I think it is a poor idea and would vote against anyone supporting it.
- a regular lb-mc-oc to stavanger shuttle would be incredibly useful.

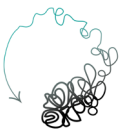


- I live on Dogberry Hill Road, off of Thorburn road, I'm disabled and can't walk for long periods of time. It is also very difficult and hard for me to walk. I pay hundreds a month for taxi rides, for appointments and groceries and other necessary things. A bus would be absolutely amazing for me to be able to get. There are many other old and or disabled people around here that have trouble getting around where bussing would impact them greatly.
- This should only be approved if it does not raise property taxes for the residents of these communities. We already pay too much.
- I wouldn't use for regular transport, but I am into hiking and trail running so I could see a use for it there on the weekends so you don't need to get a ride from one end of the trail to another. I.e set time you go from torbay to flatrock for example or on demand request. None of our ECT trail systems are a loop so it's difficult to do any trail without a ride back to your vehicle or multiple vehicles.
- I currently live out of Province but I visit regularly. I am a person who does not hold a driver's license and live within the killing Coast Area when I am in Newfoundland who would appreciate some form of alternate transportation.
- Sidewalk installation would be a good idea if transit is put in place. As an able-bodied person I find it challenging walking on the shoulder of the main roads as they are not overly wide. Anyone with a wheelchair or stroller would definitely find it difficult to safely access a transit stop without the use of sidewalks.
- Please please please!!! Thank you so much for considering the vast need for public transit. If there was a bus to take me to town in the morning and back in the evening it would open up my life so much. I'd be able to get a job and become independent. Thank you for recognizing the importance of transportation. I know too many seniors who cannot go to the grocery store independently due to being unable to drive. Thank you, thank you, thank you.
- Keep it cheap.
- This would be very useful for my children when they get older and likely go to post-secondary school in St John's.
- This is a needed service that should hopefully cut down on impaired drivers. While access to St. John's is important, having an established method of transportation within the communities is the makeup element
- As metro includes community outside of St. John's should have this setup ASAP maybe try in Torbay first.
- As metro includes community outside of St. John's should have this setup ASAP maybe try in Torbay first.
- I am willing to switch from a single person vehicle to using public transit if it is available.
- I think this would be great. It's hard getting to town and commute to work
- Our province relies too heavily on cars creating excessive carbon emissions, and a financial burden to many families. Towns, municipalities and the provincial government need to impress upon its citizens that public transit is viable and reliable by investing in proper transit infrastructure. But it



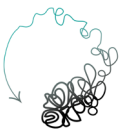
also needs to ensure safe pedestrian walking to and from bus stops, including more robust snow clearing efforts, and road maintenance.

- Special attention must be given to pedestrian safety. Such as proper parking for busses with of road spaces for busses to pick up riders. Side walks with curbs to protect walkers and people with accessibility challenges ie wheelchairs. Shelters for patrons. Visible schedule signs. Proper line painting in community for pedestrian safety and traffic calming measures around pick up zones. Crosswalks. Adequate safety lighting. If any of these issues are overlooked it's just another improperly planned and negligent waste of tax payer dollars. Also, public zoom meeting should be held during planning stage
- A service running weekdays during peak times would be the most appealing to me.
- It is long overdue for a transit system which connects the killick coast and st. John's.
- PCSP needs connectivity to St. John's. don't need connectivity to Torbay or Pouch Cove
- Good luck with this forward-thinking initiative. Life without a car is especially important for seniors on fixed incomes. Car purchase, lease, insurance, repair costs can easily top \$1000/month. And then there's the aging process which diminishes reaction times which steer us all toward dependence on the good will of others; a reliable, convenient transportation network accessed independently would encourage social gatherings, population growth, and promote an active life style for citizens of the Northeast Avalon.
- I'm very excited that we are exploring transit possibilities! I really feel it is a shame that it is currently necessary to own a car to live in our lovely communities. Even though I own a car, I would absolutely use a transit system if it existed out here.
- Bring it on.
- For me access to shopping/medical most important....access to other communities somewhat important.
- This has been needed for soo long
- Live in the Halifax Regional Municipality for 6 years, used there Park and Ride system. Would like to see a similar system in place for this region
- This is a great thing to explore!
- I hope this happens!!
- I typically host international high school students for 10 months each year. However, since recently relocating to Portugal Cove“St. Philip's, I've decided to take a break from hosting this fall largely due to the lack of public transportation in the area.
- The absence of a reliable bus route significantly impacts the independence of students, especially when it comes to attending social events or extracurricular activities. Without transit options, they're entirely dependent on me for transportation, which isn't always feasible. This issue likely affects all youth and international students in similar situations, especially those who don't have access to a vehicle (ie. MUN/CNA students).
- More broadly, the lack of public transit is a major deterrent for anyone without personal transportation who might otherwise consider living in the area. That said, for a bus route to be

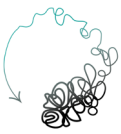


truly effective, it must be realistically scheduled. If service ends around 5:00 p.m., it excludes a large portion of potential users – including those who work later hours, shift workers, students attending after-school events, or anyone hoping to socialize in the evening. In my experience, this is one of the reasons the transit system in Paradise wasn't particularly useful when I lived there. Evening and weekend service even if it's just a couple of runs (for example, one at 7-8 p.m. and another at 10-11 p.m.) would make a meaningful difference. Reliable transit during these times is essential for building an accessible and vibrant community.

- This service is severely needed. There are very limited transportation options, which leads to an increase in impaired driving. Not having public transportation also affects those who are already disenfranchised such as low income individuals and families, people who are disabled, and the elderly. This service is long over-due!!
- It would be a great opportunity for the community to have as there are no taxi services and give people the opportunity to have their own transportation
- None, it would be ideal for post secondary
- If you bring Public transit to our community linking with Metrobus , you will open us up to more (city Issues). More crime , vandalism and mischief. Leave the skeets in the city.
- I moved to St. Philips to get away from public transit. Anyone I speak with is not in favour of public transit in our area
- Am very excited that this conversation is started.
- The wait times between buses is not nearly as important as the reliability of the arrival/departure times of each bus.
- This would be awesome to help people get back and forth to the city and Bell Island
- would be a good idea as long as taxes don't go up very much
- We need our taxes to support a better multi-use, interconnected trail system. Our taxes should not support a public transit system. A better trail system and real policing service would be a better use of tax money, to make our roads safer.
- I would be great to be able to get on a bus & be able to go out ..with out depending on someone else all the time
- I would prefer there is not transit service in this area. It would increase our taxes (or reduce spending in other areas). If someone does not have transportation available to them they routinely chose locations that already have public transportation. Providing public transportation to our area has a potential to increase crime in our area too, which will then require further needs to enforcement out here as well. I chose to live here because of the lower crime rate, the safety of our community , etc and public transit will reduce the appeal of our town.
- I think this is an EXCELLENT idea! I'd love to be able to get to a public pool or rec center for activities in the early morning and daytime when I don't have access to a car. I really hope you can make this idea a reality!
- A developed country is not a place where the poor have cars. It's where the rich use public transportation. Accessibility for all strengthens our community.

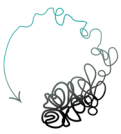


- I think a bus to and from the Portugal Cove ferry would be amazing. I drive but there is also that do not. This makes it almost impossible to travel
- I do not want public transportation in Portugal Cove-St. Philips. I would like more police and strongly see policing as the priority in this area.
- I personally know that I will look for other options if the bus does not take debit/credit or if routes require a lot of time and transfers. But I think this is great idea!
- I don't want this in my municipality AT ALL
- So many Bell Islanders can't get to town because they have no transportation from the boat! Many wouldn't mind just a stop at the ferry terminal in St. John's. Since we don't have all the essential services like dental, or most health care necessities.
- I think it would be bad for our town because it would bring in more crime and people who make our beautiful town a not so nice place to live
- A bus service in the area is a waste of tax dollars only providing service to people who don't contribute to the tax base. Please fix current town infrastructure
- There should be bus stops near or on community centre parking lots, example: town halls, Kingsmen Centre, Jack Byrne Arena. There should also be a bus lane or specific roads the bus can take, for example, being on a bus on the bypass would be terrible for other drivers and driving through Torbay would also be worse for traffic
- I feel strongly that as a society we need to provide affordable public transportation to our citizens. In my opinion, this may deliver environmental benefits as well as increased accessibility to services for those without a readily available private means of transportation. Local and nearby businesses may also benefit from more frequent visits from those who could then access them via public transportation, making our communities more vibrant. Thank you for providing this survey.
- It would be nice to have a bus service for the elderly and people of special needs who have no way out of Torbay unless they have someone to drive them
- As I get older, a bus service in the community and region becomes essential and allows me to live longer in the community. A bus service to and from St. John's and the other communities would also increase social connections by allowing friends and family (either too young to drive or without a car) to visit. It would also allow me to participate in or explore other communities in the region. Thus, a bus service for the region would increase accessibility and connection among communities, potentially increasing tourism. From an environmental point of view it seems advantageous. In summary, I very much support a regional transit system and can't wait to see it come to fruition. Thank you for the survey.
- It would eliminate the need for us to have a second vehicle
- No interest in going to other communities beyond St. John's except rare occasions such as tourism or a church service.
- This service would have to pay for itself by users, property tax payers in these communities should absolutely not have to pay for this transportation. This will be a very very expensive proposition and will not work in all of the communities listed, particularly Bell Island. The logistical issues

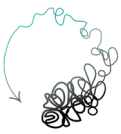


derived from an unreliable ferry system alone would make that offering both cost and operationally prohibitive. This is a "great" idea in theory but only makes sense if it can tie into the current Metrobus service and that would really only make sense for the South portion of Torbay and PCSP.

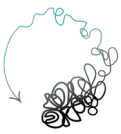
- Long time needed for communities outside of St. John's!
- System would have to be user friendly, easy to understand, and affordable. Priority for me would be travel to St. John's. Public transportation is wonderful when it's done well, and having more public transportation on the Avalon would be very helpful for many people, and hopefully help reduce traffic. A combination of digital and physical ticket purchase options would be ideal, with a discount for things like monthly passes. Ability for busses to carry bicycles also important.
- System would have to be user friendly, easy to understand, and affordable. Priority for me would be travel to St. John's. Public transportation is wonderful when it's done well, and having more public transportation on the Avalon would be very helpful for many people, and hopefully help reduce traffic. A combination of digital and physical ticket purchase options would be ideal, with a discount for things like monthly passes. Ability for busses to carry bicycles also important.
- I wrote my concerns household challenges.
- Given the rural areas and not always a lot of street lights, bus stops should have some lighting. They should also be well marked and have some space for people to wait given there aren't a lot of sidewalks or even much shoulder in some areas.
- I think it would help with traffic flows if there was daily commuter bus routes taking residents to major centres on the northeast Avalon (HSC, MUN, Confed Bldg., downtown, malls) and from there people could either walk to their destinations or transfer to a metro bus to get to their destination.
- Availability of public transit will help our community reduce its carbon footprint -- critical in this time!
- I've lived in Bauline 16 years. I need a car to get to work. But sharing a vehicle leaves me and my family stuck at home a lot of the time. An option to get to other communities and even to John's would be very awesome! I know there are times I needed this service when my car broke down or was in for repairs. I would definitely make use of a public transit system.
- I am senior, do not absolutely need service now, but will need service in order to live here after I am unable to drive.
- I am completely against any such public transit for this region. Our population density is too small, and I would do not want to subsidise such a system. Our tax dollars are better spent on other regional services, or better keeping taxes lower. As a senior, any service that could be put in place would not be at such a schedule to provide any value.
- I see no need for a transit service in our area.
- We do not need a transit service.
- No need for a transit service in PCSP



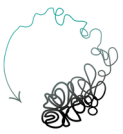
- I understand this is only a feasibility study, save our tax money, we do not need public transit. If we did, there is the option of moving to St. John's. Preserve our small town culture please. Thank You
- I would worry that having bus service into the cove would also be a way for people to access the cove that would increase crime levels. I would not be in favour of this option. Though I understand that not everyone is fortunate to have access to a vehicle.
- I think in both killick coast and st. John's/Metrobus, the best way to optimize public transit is to treat specific routes as "streetcars" that just go back and forth the same street all day. Example: one bus in each direction just going in and out Portugal Cove road from downtown to the ferry and then the opposite direction. This means the bus will likely always be on time and then we can connect to other routes. Another Metrobus example would be a bus that just went back and forth Eliz Ave all day and a separate one going across the parkway from logy bay road to topsail road.
- I do not think a public transit system would be beneficial. I do not think it will get used because the ride time would be too long from within our communities to St. John's and it will just increase taxes for no reason. It has been suggested and explored multiple times in the past and it has not worked out. Maybe a small shuttle for university students that went on a direct route to and from MUN and CNA would help the student population but a full public transit system is unnecessary.
- Transit between killick coast communities seems like a waste of resources. People really just want to be able to get in to town. If connecting to a metro bus, this has to be planned as efficiently as possible from the government side in order to prevent travel times from being prohibitively long.
- While i have not missed out on things because of lack of public transportation, it has meant my home requires two vehicles to maintain jobs and childcare. It means having to drive when attending events in the killick coast area. It means expensive cab rides to get into st. John's at times when i do not wish to drive IE airport or a night out.
- Yes please! I would love to stay here in my retirement and not move back to town if something happens to my car or otherwise curtail my driving ability.
- A public transit system is long overdue and needed. Teenagers and students can avail of work opportunities and transport to MUN. The system has to offer a reliable regularly scheduled service. It would also open up housing options across the entire region & enable people to live in KK towns and work, study, shop, avail of recreation opportunities etc throughout the broader metro region. A main line route eg from Pouch Cove through Flatrock & Torbay to/from the city on a regular scheduled & convenient service. Does not have to be complicated running through all the side roads, start with a hop on/off line service to/from town. Looking forward to seeing this idea evolve into a service.
- We do not need a public transit service in our area. People move to communities outside metro to get away from the city and are equipped to travel in person vehicles to get where they need to go. It would not be a benefit to our community because the demographic of our area would change significantly. Hard no.



- As a visually impaired individual who lives on a street with no sidewalks, my ability to safely walk to a stop is impossible. Roads shoulders are too narrow and unsteady. My only way to get out for a walk is on the trail system next to my house.
- I think this would be great for our communities and is long overdue and very needed!
- Please, please initiate a bus route soon for PCSP. Although we're only 10 minutes from Avalon mall it impacts a lot of people's lives to not have public transportation to the city. This would give independence to citizens as we could bus to the city and even take daily walks on sidewalks as it's too dangerous to walk on the roads in this community.
- I think it would be immensely beneficial to seniors in our communities
- PCSP is in bad need for public transportation,
- Dependability is key. Tracking is great but useless for people without cell data unless wifi is at the bus stops. Older residents are unlikely to use trackers, so dependability is key.
- I'm not in need at this moment of transportation support, but I have needed it in the past and can see using it more in the future as I age.
- Thank you
- We feel this is very important to have this service available to our community and surrounding communities.
- This service is more important for teens, your adults and new foreigners coming to our community.
- The survey is geared to addressing the needs of current residents. However, assessing barriers that limit people's ability to move into these communities should also be considered.
- I'd like to see bike racks on busses (we are a family of four with full size bikes) and possibly pet friendly options every now and then to use trails with my family and pets
- In pcsp a stop at the town hall PJs store legion rd and Irving
- would desire bicycle transport - suggest torbay - pouch cove - Portugal cove loop - with terminus at Stavagner - to link with Metrobus.
- I do not think we need a public transportation service. It will change the small-town dynamics of our community, which is why so many people live here, move here, and visit here.
- Please offer affordable public transport options to our community portugal cove!!
- Consider provision for transporting bicycles on the bus. Also: don't forget the potential user group of people who live in St. John's but want an option to get to Killick Coast Communities (I am in this situation: I live in town but I go to Logy Bay every day to care for my horse. Currently, I get there by biking or driving. I listed myself as a Logy Bay resident because I had to choose a community to be able to fill out this form). I grew up in Portugal Cove and I still have several family members living there, including my father. Thank you!
- I have no need for a public transport system.
- I am very willing to compromise for an alternative to private vehicle
- A space to lock your bike at the bus stop would be very nice for those who need to travel to the stops.



- I will happily leave my vehicle home to avail of public transit on a regular basis. I wouldn't need it for emergencies but we have a young son and in future, providing him a way to commute to things like the movies, would be a dream. Even better if we can teach him the ins and outs of public transit safety before he's old enough to go alone. Especially since he's on track to have all of his public education inside of PCSP. Thanks for asking!
- I have lost my peripheral vision but otherwise healthy. I can walk, do the east coast trail, ride a bike but just not allowed to drive. The ability to connect to the metrobus system would be a dream and enable me to do so much more on my own. Plus if my husband is unable to drive we would be forced to move to St. John's. I really don't know what is reasonable in terms of fares. Ideally the system would connect with other parts of the killick coast, but that would be a bonus. Being able to connect to the metrobus system at a transit stop would be ideal!!! Thank you.
- If I lost my driver's license it would currently be impossible for me to continue to live in my community.
- I think this would be a fantastic service, especially for the elderly or disabled in our communities, to be able to access resources in St. John's and other communities, and visit friends and family! What a great idea!
- A public transit system MUST be accessible for wheelchair users, and inclusive / welcoming for everyone: anyone with baby strollers, bicycles, scooters, walkers, disabilities affecting sight, hearing, and neurodiversity - this is the meaning of public. Public is everyone!
- I would certainly use this service. It would be great. Needs to be frequent and dependable
- We should be looking at small electric buses like Quebec City.
- Although I drive myself in my personal vehicle, I am not a comfortable driver during snow and ice conditions. I would love the option of taking a bus rather than being a driver.
- When we had kids staying with us it was very difficult to drive them to all their activities and we considered moving
- Monumental waste of tax dollars. The population and geography does not lend itself to any form of public transit. If you require such services you should consider residing in a more densely populated centre. Keep our community rural.
- I'm a former Logy Bay resident currently residing in St. John's, so I didn't fill this out, but I'd like to say that if you had such a service, I'd like to move back. Also, even living in St. John's I would use this service a lot as I have friends all over the region and also love going to hike all over. I'm very excited to see this initiative! I feel that inter-municipal service is really a provincial responsibility, which they are totally avoiding. I'd love to see the municipalities pushing for the province to provide operational and development funding for these services, like most other provinces have, and to actually take responsibility for this under the Dept. of Transportation.
- If this service effects our taxes then I am against it



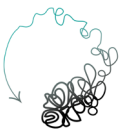
APPENDIX 3 – CASE STUDIES

The Killick Coast is comprised of seven communities on the Northeast Avalon, including Bell Island, with a combined population of just under 25,000 residents and an approximately 80 km coastal corridor. The goal of the Transit Study is to identify an affordable, accessible, and sustainable transportation model that can connect residents both within the region and to key destinations in St. John's such as the Health Sciences Centre, Memorial University, Avalon Mall, and the downtown core. Bell Island is distinct within the region because it is connected only by a provincial ferry. A transit system must be designed with this unique context in mind.

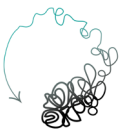
To inform such design, case studies were reviewed from within Newfoundland and Labrador, as well as within Atlantic Canada and Ontario. Five key examples were chosen - SABRI Public Transit, a rural fixed-route service on the Great Northern Peninsula that also has scheduled on-demand periods; Happy Valley–Goose Bay Public Transit, a municipal service that launched in June 2025 and moved from an initial fixed-stop phase to full on-demand service on August 18, 2025; Baccalieu Bus, a privately operated weekday intercommunity shuttle between Conception Bay North and St. John's that relies on advance booking and flexible stopping; Saint John Transit FLEX, a zone-based on-demand service that lets riders transfer to fixed routes; and Muskoka Community Transit in Ontario, a primary fixed-route corridor with an on-demand component which connects the broader region to the corridor.

These case studies do not represent every possible delivery model, but they do provide a useful range of service concepts for the Killick Coast including information regarding the performance of fixed-route, demand-response, and hybrid models, along with their operational, technological, capital, and operating implications. The table below summarizes the selected systems and their operating characteristics.

The References List at the end of this Appendix outlines all studies and sources that were accessed, including those deemed not relevant to the Killick Coast and therefore not summarized in this section.



System	Operator Type	Service Model	Base Fare (single ride)	Known Accessibility	Known Funding Sources
SABRI Public Transit	Community organization / social enterprise-led	Fixed route with on-demand periods (hybrid)	\$3.00	Wheelchair lift / wheelchair-capable vehicles (varies by vehicle)	Provincial + philanthropy + federal capital (vehicles/shelters); provincial bus-pass pilot
Happy Valley–Goose Bay Public Transit	Municipal	On-demand booking within town service area; launched via temporary fixed-stop phase, then full on-demand on Aug. 18, 2025	\$3.00	Low-floor + wheelchair ramp; electric accessible bus	Rural Transit Solutions Fund + Province of Newfoundland and Labrador + Town of Happy Valley–Goose Bay
Baccalieu Bus	Private	Weekday intercommunity shuttle with advance booking and flexible stopping based on pickups/drop-offs	\$40 + HST one-way	Launch vehicle was not wheelchair accessible; later public posts said accessible rides would begin Feb. 1, 2026.	No public subsidy identified in the public-facing sources reviewed
Saint John Transit FLEX	Municipal	Zone-based on-demand stop-to-stop service with app or dispatcher and transfers to fixed routes	\$3.00	Low-entry buses with ramp; separate paratransit via nonprofit	Systemwide Saint John Transit funding + fares; Canada Public Transit Fund baseline funding supports transit infrastructure overall (not FLEX specifically)
Muskoka Community Transit / District DRT	Regional municipal / contracted	Hybrid regional model: Corridor 11 fixed-route + Gravenhurst-area District demand-response transit (DRT) connecting to Corridor 11	\$5.00 adult DRT; Corridor 11 distance-based (\$5–\$20 one-way)	Corridor 11 rear-lift wheelchair-accessible bus; District DRT curb-to-curb, door-to-door for eligible riders, rear-lift accessible van	Ontario Community Transportation Grant + Ontario Gas Tax Program + District of Muskoka funding



SABRI PUBLIC TRANSIT (GREAT NORTHERN PENINSULA, NL)

Service Model

SABRI's [website](#) describes the system as being the first public fixed-route transportation service for the Great Northern Peninsula. It began operating in June 2024. SABRI Transit is scheduled to run five days per week (Monday to Friday), from St. Anthony to St. Lunaire-Griquet, with the goal of providing service seven days a week.

The fixed-route service schedule information and the times and locations for which On-Demand service is available is published on the [website](#). On-demand service is currently only available on Tuesdays and Thursdays between 9 am and 2:55 pm within St. Anthony and Goose Cove. Trips to other communities in the region are offered on specific days of the week.

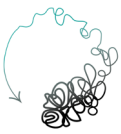
Fares and Affordability

SABRI's [fare structure](#) indicates a \$3.00 cash fare for a single one-way trip. Passengers can purchase passes on the buses via debit/credit card or with exact change and/or by going into the SABRI office. \$80 monthly passes (\$60 for students and seniors), \$10 day passes (unlimited rides) and 12 passes for \$30 are also available.

Government of Newfoundland & Labrador announced funding of \$45,000 for an SABRI Bus Pass Pilot Program. A [press release](#) from the province stated that free monthly bus passes would be given to individuals who receive Income Support, youth who receive Youth Services, and seniors who receive the Guaranteed Income Supplement (GIS). [VOCM](#) reported that this program started as of April 1, 2025 and is a two-year pilot program. As described above, there is a discounted monthly pass for students and seniors.

Accessibility

Some of SABRI's buses have wheelchair lifts. In its public notice regarding accessibility, SABRI stated that if a rider requires assistance with accessibility, they should contact them when booking or in advance of the ride so that they may assign an appropriately-equipped bus. In addition, SABRI has also announced on social media that benches have been installed at bus stops, as a result of funding from the Federal and Provincial Governments, along with the Northpine Foundation.



Capital Funding

SABRI's website reports that their [initial capital](#) was funded by a \$100,000 contribution from Newfoundland and Labrador's Community Transportation Program, \$250,000 from Northpine Foundation, and \$20,000 from the International Grenfell Association. Furthermore, the [federal grants database](#) indicates an additional \$589,780 grant from the Canada Public Transit Fund has been approved for a period from February 19, 2025 through to March 31, 2027 to enable the purchase of two diesel/gas shuttle buses, one hybrid van, and bus shelters to facilitate extended public transportation services for five communities surrounding St. Anthony.

Ridership

SABRI [publicly reported](#) 4,340 riders in 2025. In the same public update, it said ridership had been steadily increasing since April and that it had maintained summer ridership levels into the fall.

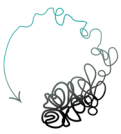
HAPPY VALLEY-GOOSE BAY PUBLIC TRANSIT (NL)

Service Model

The [first public transit system](#) in Happy Valley–Goose Bay was announced in June of 2025. The on-demand service was not able to be offered immediately due to time required to get the routing software up and running, so a [temporary fixed route](#) was established. The on-demand service was able to begin in [August](#) so the fixed-route was no longer offered. There are four on-demand service windows during weekdays and two on Saturday.

On-demand service is available to riders by downloading the On Demand Transit App or through the web application. According to the [Town's Public Transportation Page](#), the service provided by On Demand Transit will be a "shared ride" and that the time to pick up the rider will be no longer than 15 minutes after the rider has booked their trip. The bus operates in the designated service area of the Town, which is depicted on a map in the app.

The Town has indicated that although the bus plans to run continuously, [technical difficulties or charging problems](#) may cause the bus to go out of service occasionally. "As a result, booking times are subject to change, some booked rides may be cancelled, and the on-demand service will be unavailable during this period."



Fares and Affordability

- [Public launch notices](#) confirm the fare is \$3 per ride, with no cost for children under 5 when accompanied by a paying rider.
- The [Town indicates](#) that only Transit Cards and cash will be accepted as payment options aboard the buses - debit and credit cards will not be accepted. Cash payment must be exact, drivers will not provide change.
- To utilize a [Transit Card](#), riders must sign-up through the UseTransit website and then go to the Town Office front desk to get a card loaded and/or reloaded.
- The [Town has stated](#) that people with limited internet, smartphone, and/or email capabilities will be able to receive assistance at the Town Hall during business hours when they need to book their ride.

Accessibility

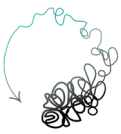
[The Town states](#) that the bus is designed with a low floor, and that there is a wheelchair ramp for accessibility. Additionally, The Town indicates that individuals requiring assistance with boarding the bus should indicate so when they book their ride. The Town's Fleet Page also states that in at least one vehicle configuration, there is a designated wheelchair space available.

Capital Funding

The capital costs for this project were funded through the [Rural Transit Solutions Fund](#) (\$672,000), provincial funds (\$100,000), and the Town's own contributions (\$168,800). The RTSF was to fund the purchase of an 18-passenger electric bus (Karsan e-JEST with wheelchair ramp), the required charging infrastructure, and a user-friendly on-demand mobile app.

Ridership

This service is too new to have any published ridership data, but positive feedback has been reported ([RTSF project profile](#), [news article](#))



BACCALIEU BUS (CONCEPTION BAY NORTH TO/FROM ST. JOHN'S, NL)

Service Model

The [Baccalieu Bus](#) is a private company which operates an intercommunity shuttle service connecting Conception Bay North (communities between Holyrood and Carbonear) and St. John's. Baccalieu Bus provides door-to-door transportation with pre-arranged pick-ups and drop-offs. Riders can book trips within the prescribed time windows on the [website](#), app, or over the phone. [Current routes](#) indicate the Baccalieu Bus will make two weekday trips toward St. John's and two weekday return trips from St. John's. According to the [Shoreline's press release](#) announcing the Baccalieu Bus service, the bus will operate Monday through Friday and will stop at key locations along the way as requested.

The service is provided by a 2024 Mercedes-Benz Sprinter van which has the capacity to carry 14 passengers. A [Track My Ride](#) feature is available which allows riders to view their ride from point of origin to destination in real-time.

Baccalieu also offers package delivery services alongside passenger trips.

Fares and Affordability

The [August 2025 Shoreline](#) article stated a flat rate of \$29.99. The [current fare](#) stated on the website is \$42 + HST for a one-way trip, 10% off for seniors 65+.

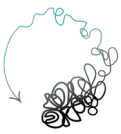
Baccalieu Bus accepts donations from riders to support a "Community Wheels" program which subsidizes rides for those in need.

Accessibility

The van is not wheelchair accessible, but has "comfortable, easy entry". Riders with mobility needs can let the operators know when booking so they can assist.

Capital Funding

No information is publicly available about how the initial investment for this service was funded. As this is a privately-run service, government programs may not have been involved.



Ridership

The company published an update in January 2026 stating that nearly 600 rides had been taken in the first 6 months of operation.

SAINT JOHN TRANSIT FLEX (SAINT JOHN, NB)

Service Model

FLEX is an on-demand, stop-to-stop transit service operated by Saint John Transit. FLEX customers may use this service within their designated zone or they can make transfers at regular stops to travel to destinations that are connected by fixed-route services. Customers may book their FLEX service via the FLEX App or call the FLEX dispatcher. The official City documents indicate the three designated FLEX zones: West, Millidgeville, and East.

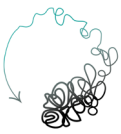
FLEX is a part of the City's Transforming Transit program that will shift Saint John from a completely fixed route network to a hybrid system consisting of enhanced, fixed-route rapid transit and on-demand transit service. The City is aiming for a 30-minute time frame to arrive at the stop requested.

Six leased Karzan 20-foot electric buses began pilot services on FLEX routes in January 2023. As of June 2024, the City indicated that the complete transit system services a 316.3 km² area and has an operational fleet of over 40 conventional buses, 6 electric buses, and 6 specialized accessible vehicles servicing 18 fixed-route options and 3 on-demand FLEX zones.

Fares and Affordability

FLEX utilizes the fare structure of Saint John Transit. The single cash fare is \$3.00-\$4.50 as of January 1, 2026. The Adult Monthly Pass is \$83.50. Those who utilize the SJTRides mobile ticketing application save 5%. Materials from FLEX indicate that passengers can pay with cash, a valid St. John Transit Pass, or through SJTRides.

The City of Saint John has implemented the use of telephone booking in addition to smartphone booking allowing those who do not have smartphones to still access this service. FLEX booking information is also available through the City's transit webpages. In addition to the City of Saint John fare structure, seniors (65+), and children (6–14) are able to obtain a reduced rate monthly pass that is valid on all systems, not just FLEX.



Accessibility

The low-entry buses of [Saint John Transit](#) have ramps and are wheelchair accessible. Saint John also has a [separate service](#) for riders who can't use regular transit, Saint John Accessible Transit, which is operated by Independence Plus Inc., a non-profit organization.

Capital Funding

The City of Saint John announced in March of 2025 that the Saint John Transit Commission would be receiving more [than \\$6.3 million over ten years](#) (from 2026 – 2036) from the Canada Public Transit Fund Baseline Funding stream. This applies to the infrastructure of Saint John Transit overall, not only the FLEX system.

Ridership

Total ridership across all Saint John Transit services between January 1 and April 30, 2024 was 695,092 rides (about 2.1 million per year). The FLEX on-demand system recorded over 50,000 trips between its launch in January 2023 and June 2024.

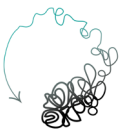
MUSKOKA COMMUNITY TRANSIT / DISTRICT DRT (MUSKOKA, ON)

Service Model

[Muskoka Community Transit](#) offers a hybrid system of a fixed-route (Corridor 11 Bus) and Demand Responsive Transit (District DRT) which together connect six municipalities spanning rural to urban. This is a similar situation to the Killick Coast – multiple rural and suburban communities requiring transit connections to each other and to the larger urban centre.

The fixed-route component of the system travels Corridor 11, a 90 km line connecting the communities in the region. This bus operates Monday to Friday and runs 3 times each in the North and South directions. This provides a base level of connectivity within the region. The demand responsive component of the system services the more rural area around Gravenhurst. This was launched in November 2024 and the service area was expanded in January 2025. The DRT system allows riders to be connected directly from their location to any stop on Corridor 11.

[Bookings for the DRT](#) can occur via the Blaise Transit website or app as well as by telephone. Blaise Transit technology is what fuels the rider-driver matching system (see below for more details). Booking



time must be 30 minutes to 30 days in advance, and rides may be individual or shared depending on demand.

Fares and Affordability

Muskoka has two different fare systems operating throughout its hybrid transportation system. The [Corridor 11 distance-based fare](#) system currently offers posted one-way fares of \$5 to \$20 and round trip fares of \$7 to \$30. Children 12 years of age or younger are eligible for a half fare. The [DRT](#) uses a flat fare by rider category: \$5 adult, \$3 senior, \$3 youth, free for children 12 and under with an adult, or a \$70 adult 30-day pass. DRT fares can be paid through the app, online, by phone or on board the bus; If paying with cash, riders will need to have exact fare.

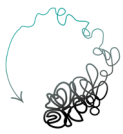
Muskoka has several equity-oriented fare policies. On Corridor 11, the District offers a [Free Annual Transit Pass](#) for residents who meet the Federal Low Income Measure. On DRT, trips may be approved through Ontario Works, eligible seniors can use Ontario's Seniors' Public Transit Tax Credit, and riders may also qualify for assistance through Muskoka's Specialized Transportation Fund. This fund is designed for residents whose transportation needs are not met by regular public transit and can support trips by public transit, DRT, taxi, train, agency transit, or even rides provided by neighbours or friends, subject to eligibility and funding availability. Muskoka's Accessibility Plan also notes that DRT user profiles can be set up confidentially and can include lower or free rates, which helps reduce stigma at boarding.

Accessibility

The vehicles used by Corridor 11 are wheelchair accessible. The [Phase 1 vehicle for the District DRT](#) is a lift-equipped Dodge Promaster, which has space for one wheelchair and seven seated passengers. When riding District DRT, riders may also be accompanied by a free attendant/companion/support person and are able to ride with their service animal. [Muskoka's Accessibility Plan](#) also notes that DRT technology can automatically extend the pick-up and drop-off windows to allow additional time for boarding, and that accessible signage and stop announcements are part of the service delivery model.

Capital Funding

Muskoka's funding model for capital investment and subsidies for transit is multi-layered including provincial grants, district funding, development charges and reserves. The [Corridor 11](#) route is significantly funded by the Government of Ontario through the Community Transportation Grant and Gas Tax Program, and operates in partnership with Hammond Transportation. The [DRT](#) is funded by the District of Muskoka and the Government of Ontario, including \$1 million from Ontario's Community Transportation Grant Program. The [2024 Development Charges Background Study](#) provides a planning figure of \$2.618 million in DRT capital costs for 2025–2027, and the District's asset-management material ties that to a planned 12-vehicle DRT fleet assumption.



Ridership

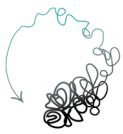
As of this report, no ridership data was found. However, a ridership forecast was noted in the [2024 Muskoka Development Charges Background Study](#) which stated an average annual increase of 10% in ridership for the DRT which equates to 1,275 additional trips over 10 years.

TRANSIT SOFTWARE

Platforms like [Blaise Transit](#) provide the operational foundation for rural, hybrid, and demand responsive transit services using digital technology. Blaise refers to its platform as a flexible system that can be tailored to support all types of transit including: (1) [demand responsive](#), (2) [paratransit](#), (3) [fixed route](#) with integration of demand responsive, and (4) shuttle-style service. The configuration of the service rules and network can be controlled by the agency's management team, instead of having to develop custom software to accommodate specific configurations. Riders can either plan or book trips via mobile and web applications. If they are unable to access mobile or computer-based platforms, riders can book trips over the phone. Dispatchers can manage the service through a web portal, drivers can view their assigned trips and directions through the driver interface, and the platform supports real-time vehicle tracking, electronic payment, trip planning, network adjustments, and data analysis.

The following table lists selected software systems that have been deployed in rural/small transit systems. Due to the fact that exact cost is typically based on a quote from a vendor and includes variables such as fleet size, hours of operation, requirements for implementing the software, level of support required for call centre staff and/or additional modules of software, the costs listed in the table below represent estimates for planning purposes and should not be considered as firm quotes. However, these costs can serve as an aid for evaluating vendors and determining the best software system for a Killick Coast service.

Vendor	User	Cost of the service	
Blaise	Leamington, Ontario	Awarded Blaise a 3-year contract: \$23,900 (year 1) and \$36,000 (years 2–3). Included call centre services.	C\$25k–40k/year recurring (example planning range)
Blaise	Norfolk County, Ontario	Approved operating budget includes an allocation of \$26,000 for Transit Technology and On-Demand Software costs	C\$26k
Spare	Town of Truckee, BC	Pricing proposal includes base + per-vehicle + optional modules: \$15,000/year (setup/training/hosting),	Example for 2 vehicle fleet + call-centre: \$15,000 + (\$4,500×2)



		\$12,000/year for priority service (dedicated Spare staff, custom marketing), \$4,500/year per active vehicle technology, \$650/year per active vehicle voice package, and an optional call center at \$800/month (plus \$350 set-up fee and per-minute overage fees).	+ (\$650×2) + Call Center (\$9,950) Total = \$ 35,250 Up to \$49,250 with extras
Spare	Town of Milton, ON	Award to Spare Labs: \$95,640 for initial two-year period for an on-demand SaaS platform.	Roughly \$47,820/year

For the Killick Coast, [Blaise](#) is recommended. It is used by Muskoka's DRT, Nova Scotia, NG Transit (North Grenville), Norfolk Country, Wasaga Beach, and Clarence-Rockland, Ontario. It supports on-demand + flex + fixed-route use cases, allows app/web/phone booking, and appears to be a potentially lower cost option than Spare.

KEY TAKE AWAYS FOR THE KILLICK COAST

1. A Hybrid fixed-route + on-demand approach would likely be effective

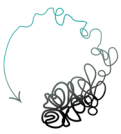
There are many benefits of using hybrid networks in low-density, rural communities. Fixed-route networks are often less effective in areas with dispersed populations. A hybrid network can provide fixed-route service along higher-density routes to popular destinations, while also providing on-demand service within designated zones to address lower-density areas with irregular service demands, as well as off-peak hours or less popular destinations.

2. Fare policy can be used to develop ridership

Free Pass pilot projects in Newfoundland and Labrador have shown that beyond affordability, targeted fare policies can create consistent ridership. Removing or reducing fares for certain groups increases the number of times these individuals ride and provides stability in demand, allowing for increased service. The Killick Coast system could considering special fare programs for identified groups (e.g., youth, seniors, income-eligible, post-secondary students).

3. Accessible vehicles are commonly used and available

Low-floor buses with ramps or wheelchair lifts should be obtained and accessible service policies developed from the beginning. This will ensure that the system can service those most in need and aid in developing public respect and trust.



4. Electric buses can operate in winter in coastal regions of Atlantic Canada

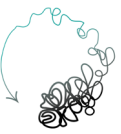
Saint John Transit's FLEX Service demonstrates that battery electric buses can be operated successfully in coastal regions of Atlantic Canada. A similar type of service was implemented in Happy Valley-Goose Bay in May of 2025, which has colder winters than the Killick Coast. If proper routing plans and charging infrastructure are established, electric buses are a completely viable option.

5. A software platform is needed

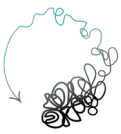
A platform like Blaise will be important in the Killick Coast context as it provides the basis for coordination of both a fixed intercommunity corridor and local on-demand feeder service.

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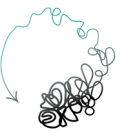
APPENDIX 4 – EXISTING PUBLIC TRANSIT IN ST. JOHN’S METRO AREA

St. John's Transportation Commission (SJTC) serves as the backbone of public transportation within the St. John's metropolitan area, with Metrobus and GoBus Accessible Transit forming the network that any future Killick Coast transit option will need to connect to. Metrobus connects the major hubs in the region (downtown, post-secondary institutions, hospitals, retail locations) via fixed-route system, while GoBus provides a door-to-door, shared service for those with accessibility needs.

In terms of regional planning on the Killick Coast, Metrobus is critical because it already provides access to major destinations once a rider is within the St. John's Metro Area. If a Killick Coast transit system can provide reliable delivery of riders to appropriate Metrobus Hubs, then riders will have access to the entire existing Metrobus system to reach their desired destination. Replicating existing Metrobus routes would be an inefficient use of resources.

Service	Description	Service Area	Core Purpose
Metrobus	Conventional public transit (fixed routes) with a mix of service patterns including core routes, express routing, and some community-oriented deviated/door-to-door elements	St. John's, Mount Pearl, Paradise	Provides general public mobility to major destinations (work, school, shopping, healthcare, downtown)
GoBus Accessible Transit	Shared-ride, door-to-door paratransit	St. John's and Mount Pearl only	Ensures equitable transit access for people whose disabilities prevent them from using conventional fixed-route transit

(Information summarized from official [Metrobus/GoBus](#) program descriptions and [City of St. John's transit information](#).)



METROBUS

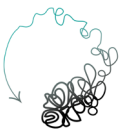
Service Model

The **Metrobus routes** were created to create a network of continuous links throughout the metropolitan region (St. John's, Mount Pearl, and Paradise), which include:

- Shopping centers like Avalon Mall, Village Shopping Center, Shoppers at Galway, Stavanger Drive, Mount Pearl Square, Stavanger Drive, Kelsey Drive
- Educational Institutions like Memorial University, Marine Institute, Lawrence College, Keyin Technical college, Eastern College, College of North Atlantic (Prince Phillip Campus), Centre for Nurse Studies, Carpenter Millwright College and Academy Canada (Kenmount Road)
- Major Hospitals like the Health Sciences Centre/Janeway, Miller Centre, St. Clares, and Waterford Hospital
- Recreation/Parks like the Aquarena/The Works, Bannerman Park, Bowring Park, H.G.R. Mews Centre, Paradise Double Ice Complex, Paul Reynolds Centre, Quidi Vidi Lake, Summit Centre, YW-YMCA
- Government Buildings like the Confederation Building, City Hall (St. John's), CRA (Empire Avenue), Motor Vehicle Registration, Service Canada
- Other destinations like St. John's Airport, Airport Heights, Goulds, Mary Brown's Centre, Paradise, Shea Heights, Downtown St. John's and Airport Heights.



map taken from https://www.metrobus.com/system_map.asp on March 19, 2026



Metrobus has mainly operated as a fixed-route transit system; however, Metrobus has tested and implemented other types of transit service formats that would relate to transit planning in both rural and low-density settings. Some examples are:

- Express Routes: for example, Route 33, 20, 24, 26 Express are being utilized to decrease travel times between main hubs and key locations.
- [Community Bus Service](#) (introduced in 2014): offers door-to-door service for seniors by allowing passengers to board the bus at apartment complexes/residences and exist at their destination, utilizing a fully accessible vehicle.
- [Pilot on-demand service prior to establishment of new fixed routes](#): an on-demand service was utilized initially for a new service area and was then converted into a fixed route once ridership was deemed sufficient.

Fares and Affordability

Metrobus uses conventional fare media, including cash and its smart-card fare product (m-Card), with multiple pass options (i.e. monthly and multi-ride products). Senior residents aged 65 and over may qualify for a free bus pass under [GIS Bus Pass Program](#). The [published fare](#) schedule is as follows:

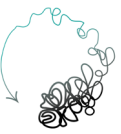
	Adult	Senior 65+/Child 12-17
Cash Fare	\$2.50	\$2.50 (\$2 for Children)
10-Ride Pass	\$22.50	\$18.00
Monthly or 30-Day Pass	\$78.00	\$53.00
Student Semester Pass*	\$275.00	

*Student Semester Passes are restricted to students registered in post-secondary studies.

Children under 12 are free.

Metrobus has multiple options to provide its customers with information and assistance:

- [Phone Ride Guide](#)/Customer Service: route and schedule information, general transit information, etc.
- [m-Mobile App](#): schedules, updates, account tools, etc.



Accessibility

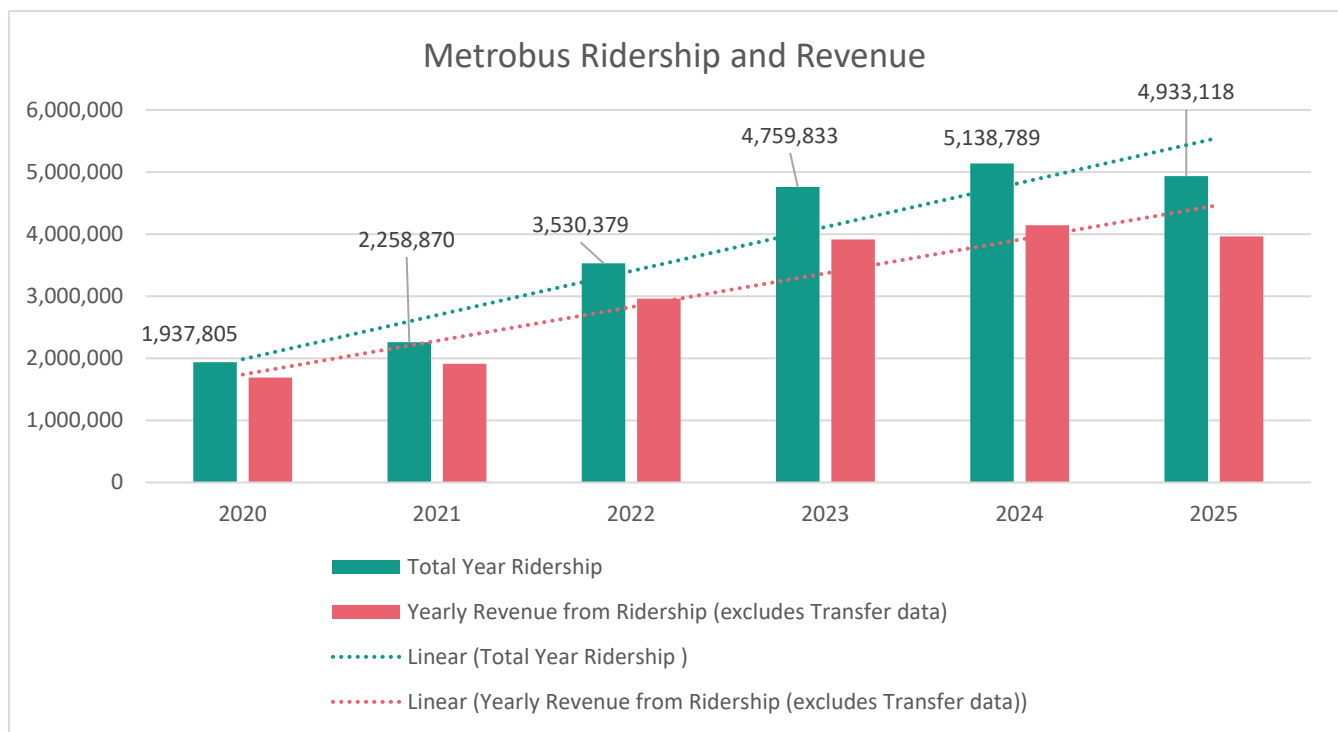
Metrobus reports [wheelchair accessibility](#) on specific routes using Accessible Low Floor (ALF) buses, including Routes 1, 2, 3, 10, 14, 23, 29, and 33. Metrobus also indicates that:

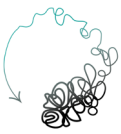
- Ramps can be deployed at over 80% of stops on accessible routes.
- More than 40% of stops on accessible routes are considered fully accessible.

This context is important for regional service planning because accessibility is not only determined by the vehicle. Stop design, pathway conditions, and winter maintenance (snow and sidewalk conditions in particular) can materially reduce functional accessibility even when the bus itself is accessible.

Ridership

Between 2020 and 2024, both ridership and revenue continued to grow as society recovered from the COVID-19 pandemic. A small decrease occurred between 2024 and 2025, but total rides per year has stayed around 5 million.





GOBUS

The [GoBus User Handbook](#) states that GoBus is a shared ride, door-to-door, accessible transit service. The operational structure is described as follows:

“In October 2016, the City of St. John’s transferred the administration of the GoBus service to the St. John’s Transportation Commission (Metrobus). Metrobus is responsible for administering the GoBus contract, including ensuring service standards are met, establishing policies, processing applications for new customers and networking with stakeholders to ensure the service is operating as it should and meeting the needs of customers.

The City of St. John’s has hired TOK Transit (TOK), an independent transit operator, to operate the GoBus service and maintain the GoBus fleet, effective January 1, 2023. TOK has been contracted to accept as many trips as possible, consistent with the availability of vehicles and passenger capacity and within the limits of available resources. All GoBus dispatchers and drivers are employed by TOK.

The GoBus service is funded by the City of St. Johns, City of Mount Pearl, and the Government of Newfoundland & Labrador.

Individuals must meet specific [eligibility criteria](#) to use GoBus services. Some key points include:

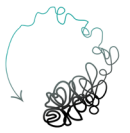
- Evaluation of whether the individual's disability prevents the use of Metrobus
- An applicant must first complete a transit assessment, arranged by and paid for by Metrobus and performed by a healthcare provider.
- A person does not qualify for GoBus only due to their age, loss of a driver's license, distance from bus stops, quality of bus stops, quality of sidewalks, or cost of using a taxi (unwillingness and/or reluctance to use conventional services).
- Temporary eligibility may be granted such as “in winter only”, or “in dark conditions only”.

The [GoBus schedule](#) is as follows:

- Monday through Thursday: 7:00 AM to Midnight
- Friday: 7:00 AM to 2:00 AM
- Saturday: 8:00 AM to 2:00 AM
- Sunday: 8:00 AM to Midnight

Airport service (to and from) is available 24/7 by giving at least 24 hours' advance notice.

GoBus customers pay when they board their bus using cash (exact fare) or a Go-Card (a reloadable smart card). The fare structure mirrors Metrobus (i.e., \$2.50 for adults and seniors); 10-ride passes and monthly passes are also available.



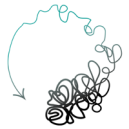
APPENDIX 5 – DETAILED VEHICLE ASSESSMENT

An assessment of the current market for zero-emission vehicles (ZEVs) was performed. The purpose of this was to compare and contrast the availability, size, range, accessibility, warranty, and operational requirements of commercially available ZEVs that would be suitable to a Killick Coast transit system. In order to obtain the most up-to-date information, contact was made via email, telephone and/or virtual meeting with various ZEV manufacturers including: [Damera Corporation](#), [GreenPower Motor Company](#), [New Flyer](#), [Nova Bus](#). At the time of this report, we have acquired the requested information from all except Nova Bus representatives as no response has been received.

	Damera eJEST	Damera VERO	GreenPower EV Star Rear ADA	GreenPower EV250	GreenPower EV350	New Flyer Xcelsior CHARGE NG (40')	Nova Bus LFSe+
Availability	Available now	Not until 2027	Available now	Available now	Available now	Available for delivery to NL	-
Lead time	~3 months	-	-	-	-	16–20 months from PO	-
Number of seats	Up to 19	Up to 21	Up to 16	Up to 42	Up to 57	Up to 61	Up to 59
Vehicle type / size	19 ft low-floor electric minibus	Approx. 24 ft / 7.2 m small low-floor electric bus	25 ft battery-electric passenger van / shuttle	30–32 ft low-floor battery-electric bus	40.3 ft low-floor battery-electric bus	40 ft low-floor battery-electric bus	40 ft low-floor battery-electric bus
Battery	88 kWh	Approx. 130 kW	118 kWh	260 kWh	400 kWh	345 / 435 / 520 kWh	Modular battery options up to 564 kWh
Range (claimed)	210 km	300 km	241 km	262 km	341 km	283 / 347 / 408 km	340-470 km



	Damera eJEST	Damera VERO	GreenPower EV Star Rear ADA	GreenPower EV250	GreenPower EV350	New Flyer Xcelsior CHARGE NG (40')	Nova Bus LFSe+
DC fast charging	Up to 50 kW DC	DC charging compatible; full charge in ~2 hours	CCS-1, 60 kW, ~2 hrs	CCS-1, 120 kW, ~2.25 hrs	CCS-1, 148 kW, ~2.75 hrs	CCS-1; 450 kW Overhead supported	450 kW Overhead; 150 kW plug-in
Accessibility	Low floor; electric ramp	Dual ramps; full low floor;	BraunAbility side or rear lift option; Rear ADA layout	Fold-out ramp	Fold-out ramp	Kneeling + self-leveling SmartRider ramp	
Wheelchair Capacity	1	Up to 4	2	2	2	2	1-2
Approx. Price	Starts at ~\$350,000; typically ~\$400,000 with add-ons	\$800,000	\$219,600	\$895,478	-	~\$1.6M–\$2.0M per bus, configuration dependent	\$1.57-1.72 million (based on Calgary and Halifax Transit)
Warranty	Corrosion: 10 years Battery: 4 years or 200,000 km	-	Corrosion: 5 years Battery: 5 years or 160,000 km	Corrosion: 5 years Battery: 5 years or 160,000 km	Corrosion: 5 years Battery: 5 years or 160,000 km	Extended warranties available	-
Local support in NL	No specific local service or partner; can train local garages	No specific local service or partner; can train local garages	Partners with Peterbilt	Partners with Peterbilt	Partners with Peterbilt	No specific local service or partner; Training/support can be built into procurement	-



DAMERA EJEST

The Damera/Karsan eJEST is a commercial, battery electric bus categorized as Class III vehicle. It can be used for lower demand, community-scale, feeder, para-transit or on-demand transit service. [Manufacturer information indicates](#) this unit has a 19 foot/5.8 meter length. The 88kWh battery pack gives an estimated range of 210 km, can be charged via direct current (DC) at a maximum rate of 50 kW. The turning radius is 7 meters. Total passenger capacity can vary by configuration, but could accommodate up to 19 passengers with standing passengers, including 1 wheelchair space.



The eJEST has a durable monocoque chassis made of composite plastic and aluminum and an anti-corrosive 10-year warranty on all parts of the vehicle using cathodoresis electric coating and regenerative braking system. The battery warranty is 4 years or 200,000 km. From an accessibility perspective, the [eJest features](#) a low-floor entrance with electric ramp access, wide sliding passenger door and independent suspension to accommodate seniors and riders using mobility devices. Cold climate heating options are also available including passenger heating, heated mirrors and windows, as well as optional cold climate equipment.

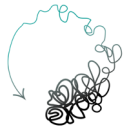


The [City of Saint John](#) stated it would place six twenty-foot JEST buses into service in 2022 as part of the City's Transit Transformation plan. Additionally, [Oakville](#) was provided with fifteen eJEST units from Damera. Furthermore, the Damera representative spoken to as part of this study stated there were about 100 eJEST units being utilized throughout North America, and a little under one third of these are located on the Northeast Coast, specifically Saint John (NB), Happy Valley Goose Bay (NL), and Nantucket, Martha's Vineyard, and Cape Ann (Michigan, USA).

The Damera representative stated that the eJEST is presently available with an estimated delivery time frame of approximately three months and there is no minimum number of vehicles which need be ordered. The base price is estimated at approximately \$350,000 per vehicle; however, the cost typically reaches \$400,000 as additional features/options are added. The estimated lifespan of the eJEST is 12 to 15 years.

DAMERA VERO

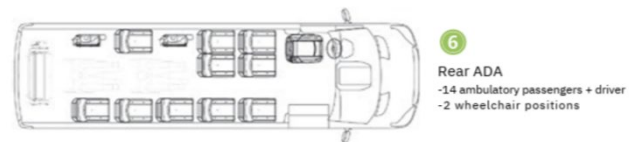
The Damera VERO is a low-floor electric bus with a total length of approximately 23.6 ft and approximate range of 300km (130kW/kWh battery pack; a full DC fast charge estimated to take about 2 hours).



VERO is still in the development stage and will have to go through a pilot prior to full scale commercial availability, which is expected in 2027. No vehicle images are currently available.

GREENPOWER EV STAR REAR ADA

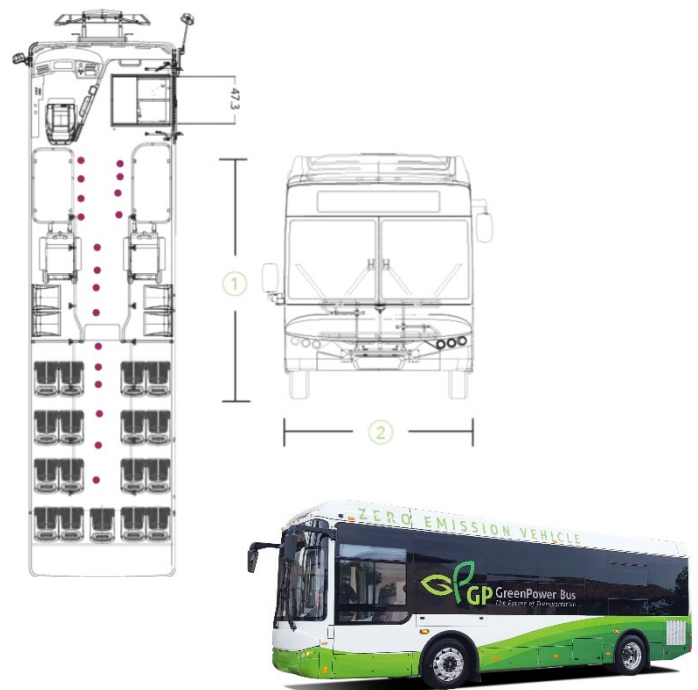
The **EV Star Passenger Van** is a custom-built Class 4 electric shuttle created from the GreenPower EV Star chassis. This vehicle is 25 feet in length with an 118 kWh battery (estimated range 240 km). Maximum Level 2 charging capacity is 19.2 kW (approximately 8 hour charge time from empty), and max DC fast charging capacity is 60 kW (about 2 hours to full). In the Rear ADA configuration, this vehicle can accommodate 14 ambulatory passengers and 1-2 wheelchair riders. The vehicle also has a BraunAbility side or rear lift option, up to 2 Q'STRAIT secured position options. Maximum operating speed is approximately 109 km/h. Current pricing for the EV Star Rear ADA received from GreenPower is \$219,600. GreenPower partners with Peterbilt to deliver vehicle service, which has a presence in NL.

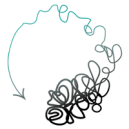


Six EV Stars are used by the **Antelope Valley Transit Authority** in Los Angeles for an on-demand micro-transit service.

GREENPOWER EV250

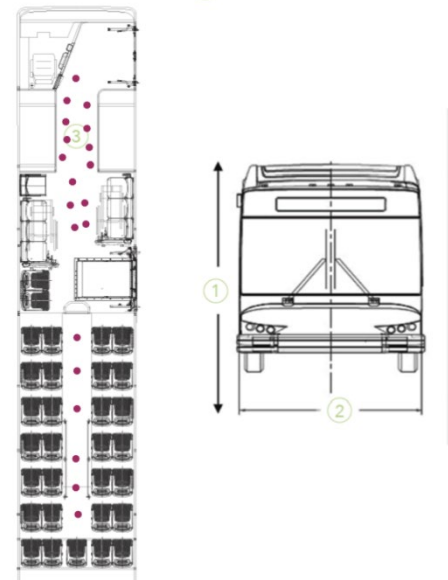
The **EV250** is a purpose-built, heavy-duty (Class 8), low-floor transit bus that falls between a shuttle bus and a 40-foot full-sized bus. It is a 30 to 32-foot long, 260 kWh battery bus with an approximate range of 262 km, can be charged from 0-100% via 120 kW DC Fast Charging in approximately 2.25 hours. The bus can accommodate up to 2 wheelchairs, has seating for 26 passengers, and standing room for 18 passengers (up to 44 in total). The EV250 has a 10-year design life and a 9.4 m turning radius, which is relatively tight compared to other buses of its length. Maximum operating speed is approximately 109 km/h.





GREENPOWER EV350

EV350 is a full-size (40.3 ft), low-floor, heavy-duty (Class 8) transit bus from GreenPower. It has a 400 kWh battery providing a 314 km range which can be charged at 148kW using DC Fast Charging and will reach 100% in less than 2.75 hours. Design life is states as 10 years. There are two entrance/exit points that allow passengers to board on each side of the vehicle, and a folding ramp to enable wheelchair users to board. The bus has 40 seats, space for two wheelchairs, and standing room for 25. Maximum operating speed is approximately 109 km/h.



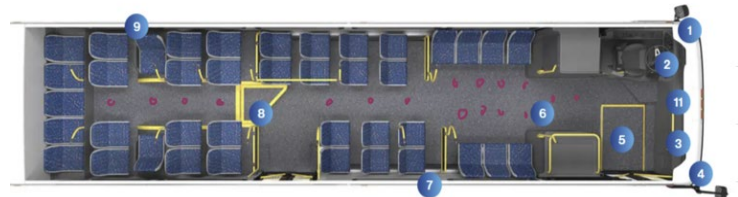
NEW FLYER XCELSIOR CHARGE NG

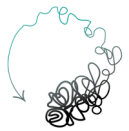
The New Flyer **Xcelsior CHARGE NG** is an all-electric, full-size, low-floor, heavy-duty battery electric transit bus, frequently used in urban transit systems. The Xcelsior line is produced in three sizes: 35 feet, 40 feet, and 60 feet. As part of the Xcelsior product line, New Flyer offers its customers battery-electric, hydrogen fuel cell electric, and trolley electric zero emissions options. The most applicable model for the Killick Coast is the 40-foot battery electric Xcelsior CHARGE NG (the price difference between the 35- and 40-ft bus is only \$15,000-20,000).



New Flyer describes the Xcelsior CHARGE NG as their "next generation" battery-electric transit bus. They state that this bus is lighter, simpler, has a greater range than previous models, recovers more energy when braking, and offers more smart capabilities.

New Flyer's published specs for the 40' version indicate seating for up to 40 passengers, 17 standing, and 2 wheelchair positions. The battery capacity can range from 345-520 kWh in the XE40 configuration, providing approximately 283-408 km) of range. Maximum operating speed is approximately 105 km/h. It has a turning radius of 13.3 m and optional high gradeability motor. New Flyer states that the Xcelsior CHARGE NG is compliant with SAE J1772 CCS Type 1 plug-in charging, SAE J3105-A overhead charging, and ISO 15118-2 standards. New Flyer also





reports that Connect 360 (an analytics dashboard), will be available as standard equipment on each new Xcelsior CHARGE NG bus.

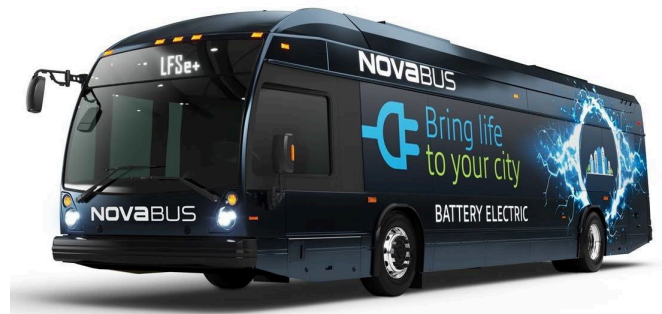
The [Toronto Transit Commission \(TTC\)](#) expects to have 400 New Flyer electric buses in service by the second quarter of 2026. [OC Transpo](#) in Ottawa similarly expects 175 40-ft Xcelsior CHARGE NGs to be in service in 2026. [BC Transit](#) stated ordered 125 electric buses from both New Flyer and Nova Bus.

Correspondence with New Flyer on May 22 2025 confirmed that all buses are built to customer specifications and there is no minimum quantity. Expected lead time for delivery from receipt of Purchase Order will take around 16 to 20 months. Although New Flyer does not currently have a Service Center or local service partner within the study region, training/support arrangements could potentially be established as part of a purchasing process.

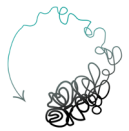
The price range for the Xcelsior CHARGE NG is approximately \$1.6 Million to \$2.0 Million based upon the battery size and final product specification. Warranty terms extending beyond the standard one-year bumper-to-bumper warranty are negotiated during the Request for Proposal (RFP) process.

NOVA BUS LFSE+

The [Nova Bus LFSe+](#) has a length of 40 feet and turning radius of 12.45 m. The LFSe+ can be equipped with seating capacity for 41 to 68 passengers depending on the battery configuration. The bus body is all-stainless steel with 16 years of structural durability stated. Overhead charging may reach rates of up to 450kW and plug-in charging via CCS Type 1/J1772 connector reaches rates of up to 150kW.

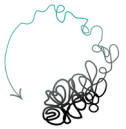


[Halifax Transit](#) is acquiring 60 of these 40 ft buses for phase 1 of their Zero Emission Bus Project. Similarly, the [City of Regina](#) purchased 20 (expected in 2026), and [Calgary Transit](#) purchased 120 (each costing about \$1.72 million and deliveries expected to begin in 2027).



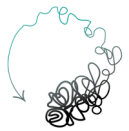
APPENDIX 6 – POTENTIAL FUNDING OPPORTUNITIES

Program	Details	Status (April 2026)
Rural Transit Solutions Fund (RTSF) — Planning & Design + Capital	Planning - up to \$50k grant Capital - up to \$10M grant, 80% of eligible costs	Currently closed; next intake unknown
Zero Emission Transit Fund (ZETF)	Part of the same overall Federal initiative and similar to the RTSF, but capital cost coverage is 50% and vehicles must be zero-emission	Currently closed; next intake unknown
	Both the RTSF and the ZETF fall are part of the Canada Public Transit Fund (CPTF), which in turn is part of the Build Canada Homes initiative within the Housing, Infrastructure, and Communities Canada (Federal Government). The RTSF and ZETF currently fall under the “Targeted Funding” stream of the CPTF. The “Baseline Funding” stream provides predictable, long-term funding to communities that currently have an operating public transit system – this may be applicable to the Killick Coast eventually, but not currently (at least three years of operations is required, along with annual ridership of 30,000). The “Metro-Region Agreements” stream is intended to support the long-term development of public transit infrastructure in large urban areas. The St. John’s Metro Area could potentially be deemed eligible for this and in turn, transit to/within the Killick Coast may be supported; however, applying for this funding is a multi-step process which would require extensive coordination across many municipalities and organizations.	
Newfoundland & Labrador Community Transportation Program	Planning - up to \$10k grant Capital - up to \$100k grant	Currently closed; next intake unknown.
NL Accessible Taxi and Busing Grant	Grants of up to \$25,000 to assist with purchase of accessible vehicle	Currently closed; next intake unknown
	Both the Community Transportation Program and the Accessible Taxi and Busing Program are grants offered by the Social Supports and Well-Being Department of the Government of Newfoundland and Labrador. In 2025, \$2.1 million was allocated to free Metrobus or GoBus Passes for recipients of income support, seniors who receive the Guaranteed Income Supplement, and youth participating in the Youth Services Program in St. John's, Mount Pearl, and Paradise. This was allocated under the Poverty Reduction Plan. \$165,000 was provided to expand the bus pass pilot project in Corner Brook and St. Anthony (\$120,000 and \$45,000, respectively).	



Federation for Canadian Municipalities (FCM) - Municipal Fleet Electrification – Capital Project	Combined grant and loan for up to 80% of eligible costs up to a maximum of \$10M; Grant for up to 15%** of loan amount (** Municipalities with exceptional projects may qualify for a higher loan and grant amount. Contact FCM to find out if your municipality is eligible.) https://greenmunicipalfund.ca/funding/capital-project-municipal-fleet-electrification	Currently Open
Federation for Canadian Municipalities (FCM) – Net Zero Transformation – Capital Project	Combined grant and loan for up to 80% of eligible costs to a maximum of \$10M; Grant up to 15%** of the total loan amount; Additional 5% grant available if the project involves the remediation of a brownfield site (** Municipalities with exceptional projects may qualify for a higher loan and grant amount. Contact FCM to find out if your municipality is eligible.) https://greenmunicipalfund.ca/funding/capital-project-net-zero-transformation	Currently Open
GovCan Build Communities Strong Fund – Direct Delivery Stream	The Build Communities Strong Fund will invest in a wide range of infrastructure projects that support economic prosperity, housing, education, health, transit, and climate adaptation. https://housing-infrastructure.canada.ca/bcsf-fbcf/direct-delivery-prestati-on-directe/index-eng.html#eoi	Currently Open

The Rural Transit Solutions Fund (RTSF) would be the best fit for the Killick Coast.



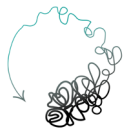
APPENDIX 7 – GHG & ENERGY COST CALCULATION DETAILS

Assumption	Value used	Basis / Source
Electricity emission factor (NL grid, 2024)	0.000017 tCO ₂ e/kWh	Canada's National Inventory Report, 2026
Diesel emission factor	0.002742 tCO ₂ e/L	
Gasoline emission factor (car comparison)	0.0023172 tCO ₂ e/L	
Diesel bus efficiency	69.1 L/100 km	Average of AC-on / AC-off, peer-reviewed study (2025) https://www.sciencedirect.com/science/article/pii/S0016236125016631
Passenger-vehicle average efficiency	8 L/100 km	Typical passenger car or truck, on average
Diesel price (May 29, 2026)	\$2.131 per L	http://www.pub.nl.ca/PP_historiaIArchive.php
Gasoline price (May 29, 2026)	\$1.886 per L	
Operating days per year	≈ 351 days	365 less ~2 weeks for holidays / weather

A key variable in the energy cost calculations is the electric bus energy efficiency which is dependent on several factors (weather, terrain, number of starts/stops, vehicle specs, etc.). It is hard to know exactly how a particular bus will behave in this NL context. To ensure our estimates were both conservative and reasonable, several sources were reviewed, and the average of a high estimate and a low estimate was taken.

Source	kWh/km efficiency
GreenPower EV350 spec (40 ft)	1.18
NovaBus LFSe+ spec (40 ft)	0.81
2025 USA study	AC off – 2.7; AC on – 3.4
2024 European study (40 ft)	Max observed across 5 different buses: 1.31, 2.26, 1.6, 1.62, 2.53
2020/2021 Saskatoon Pilot Project (40 ft)	Average: 1.4; Max: 2.2 (winter); Min: 0.7 (spring)

The low estimate was taken at 1 kWh/km, corresponding to the average of the specifications of two bus options that were considered in the study (an efficiency metric was not found for the NewFlyer Xcelsior). The high estimate was taken as the average of the 2024 and 2025 study results, as well as the EV350 spec, which came out to be 2.1 kWh/km. The average of these high and low estimates is 1.5 kWh/km, which aligns fairly well with what was experienced on average in the Saskatoon pilot project. Saskatoon is much flatter than the Killick Coast (which could improve efficiency, but also reduces opportunity for regenerative braking), it gets much hotter and colder than NL (which reduces efficiency), but may also be



less windy on average (increases efficiency). Considering all this information, 1.5 kWh/km was determined to be a reasonable estimate, and based on the assessed performance of other EVs in the province, we expect could still be conservative.

For the ODT systems, it is suggested that mini buses be used for the Torbay and PCSP zones and that a large SUV or van may be sufficient for Wabana. The average energy efficiency of the GreenPower EVStar Passenger Van and EVStar Mobility Plus was used for the Torbay/PCSP estimates (~0.51 kWh/km), and a value was estimated for Wabana by reviewing the efficiency¹³ of several available BEV SUVs and choosing a conservative value (3 Le/100 km which equates to about 0.27 kWh/km, considering 8.9 kWh/Le¹⁴).

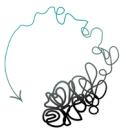
To estimate energy cost, the General Service 2.1 Newfoundland Power rate¹⁵ was used as this is how municipal and community facilities are generally classified (which is where we expect the chargers to be installed). Considering the expected electricity consumption of buses for the Torbay and PCSP services, as well as the fact that municipal/community facilities already use considerable electricity, the lower (excess) 2.1 rate (\$0.11808/kWh) for usage beyond 3,500 kWh/month most likely reflects the actual cost. Due to much lower anticipated consumption in Wabana, the baseline 2.1 rate (\$0.15059/kWh) was used to be conservative.

	Torbay Loop	PCSP Loop
Estimated Annual kWh_low-end (1 kWh/km bus efficiency)	167,689	503,066
Low-end electricity cost estimate	\$ 19,800.67	\$ 59,402.01
Low-end emissions estimate	2.85	8.55
Estimated Annual kWh_high-end (2.1 kWh/km bus efficiency)	349,160	1,047,481
High-end electricity cost estimate	\$ 41,228.83	\$ 123,686.50
High-end emissions estimate	5.94	17.81

¹³ <https://fcr-ccc.nrcan-rncan.gc.ca/en/Search>

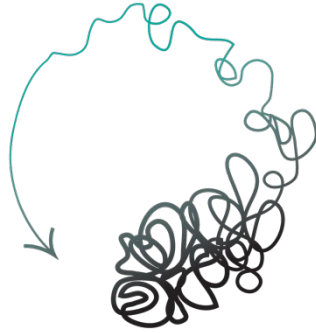
¹⁴ <https://natural-resources.canada.ca/sites/admin/files/documents/2026-02/2026-Fuel-Consumption-Guide.pdf>

¹⁵ <https://www.newfoundlandpower.com/My-Account/Usage/Electricity-Rates>



	Torbay Loop	PCSP Loop	TOTAL FIXED ROUTES
Annual KMs for maximized schedule (12 loops per day per bus)	168,480	505,440	673,920
Electricity cost estimate (average of high and low estimates; General Service 2.1, excess rate)	\$ 30,515	\$ 91,544	\$ 122,059.00
Emissions estimate (average of high and low estimates)			
[tCO₂e/yr]	4.39	13.18	18
If Diesel bus - liters of fuel	116,420	349,259	465,679
If Diesel bus - fuel cost (May 29th 2026 diesel price)	\$ 248,090	\$ 744,271	\$ 992,361.35
If Diesel bus - emissions			
[tCO₂e/yr]	319.22	957.67	1,277
Estimated # of Passenger-Rides	88,000	149,000	237,000
Estimated Passenger-Kms	1,760,000	4,470,000	6,230,000
Passenger avoided emissions (assuming each rider would have taken separate gas vehicle with avg. efficiency 8 L/100 km)			
[tCO₂e/yr]	326.26	828.63	1,155
Passenger avoided fuel spending (May 29th 2026 gas price)	\$ 265,549	\$ 674,434	\$ 939,982

	Torbay ODT	PCSP ODT	Wabana ODT	TOTAL ODT
Estimated Ridership	18400	24300	1600	44300
Average Trip Distance (km)	10	7	5	
Estimated kms per year (assuming 25% shared rides)	147200	136080	6400	289,680
Estimated kWh	75,459	69,759	1,709	146,927
Estimated Electricity Cost (General Service 2.1 - excess rate for Torbay + PCSP, baseline 2.1 rate for Wabana)	\$ 8,910.24	\$ 8,237.13	\$ 257.33	\$ 17,404.69
Estimated GHGs	1.28	1.19	0.03	2.50
If Gas vehicle - liters of fuel	17,664	16,330	768	34,762
If Gas vehicle - fuel cost (May 29th 2026 gas price)	\$33,314	\$30,798	\$1,448	\$65,560
If Gas vehicle - emissions				
[tCO₂e/yr]	40.9	37.8	1.8	80.5
Passenger avoided emissions (assuming each rider would have taken separate gas vehicle with avg. efficiency 8 L/100 km)				
[tCO₂e/yr]	34.11	31.53	1.48	67.12
Passenger avoided fuel spending (May 29th 2026 gas price)	\$ 27,762	\$ 25,665	\$ 1,207	\$ 54,634



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