

TRANSIT OPTIONS

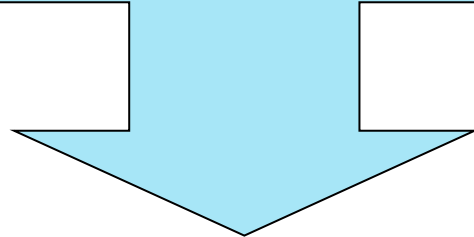
- **Private and/or Corporate Owned Vehicle**
 - Driver and Insurance Considerations
 - Vehicle Examples and Ownership Costs
- Accessible/Handi Transit as per the Mobility Disadvantaged Transportation Program (MDTP)
- Taxi/Vehicle for Hire
- Technology Supports
- Car Sharing
- Bus Charter

COMMUNITY VOICES

- *informal ride matching fares too high for some
- *difficult to find drivers
- *some private rides may only cover cost of gas
- *accessible transit wanted
- *no option since demise of Greyhound service

RESEARCH FINDS

- *unrealized true cost of vehicle ownership
- *potential corporate ownership \$0.60-\$1.10/km
- *financial support likely required for private and taxi options
- *many handi van services financially precarious
- *technology supports require cell and internet access
- *car sharing not likely viable in rural and requires a driver
- *bus charter needs with many passengers



A number of potential options are available for travel with different types of vehicles, different driver options and booking arrangements. The options include private or corporate owned vehicles, accessible/handi transit (*corporate/agency owned/independent contractor*), taxi/vehicle for hire, technology supports, car sharing and bus charter. A more extensive listing of options is included for greater completeness although many may not be applicable considering the rural, widely dispersed population and lower income nature of this region.

A. VEHICLES– PRIVATE AND/OR CORPORATE OWNED

Privately owned vehicles are currently being used whether personally or an informal ride matching of seniors with volunteers. The size and style of the vehicle may determine if those with physical challenges are able to enter and exit with ease.

The transportation 2020 survey results showed that 41% drove their own vehicle daily and 28% drove weekly. Half as many respondents rely on friends and family as compared to using their own vehicle indicating there are quite a few who don't drive and may be appreciative of another option to travel.

Some current arrangements with a volunteer driver using their own vehicle may only cover the cost of gas and is subject to the benevolence of the driver unless additional funding is available as periodically as experienced during the COVID pandemic government supports. Over the longer term the arrangement with senior drivers may not be sustainable with volunteer fatigue.

- According to CAA poll, 67% of Canadians don't realize the full cost of owning and operating a common vehicle for a year. The cost to operate is dependent on a number of factors such as the age and condition of the vehicle, reliability of make and model, driver habits, weather and road conditions to list a few.
- Assuming a newer privately owned minivan is driven less than 400 km per week or 20,000 km per year with 70% highway vs city driving, gas remains at its current low of \$1.02 per litre, good road and weather conditions, the operating cost of the minivan for a year could be approximately \$10,000 or 50 cents per km based on CAA's driving costs calculator¹.

Private vehicles may not be equipped to accommodate wheelchair passengers, are limited in the number of passengers and there is no coordination of those wanting to travel. However, private vehicles are providing a valuable resource for those currently unable to travel to medical appointments or other services and there may be opportunities to improve the manner in which they are being engaged. Discussions with willing drivers could reveal coordination or supports required.

Private Vehicles

Pro: can operate door-to-door service, based on unique needs of region, local solution, affordability uncertain but more likely with an additional passenger(s) and/or financial aid, currently only transit option available

¹<https://carcosts.caa.ca/> Ownership costs include fuel, depreciation, maintenance, insurance, financing.

Cons: not an option for multiple passengers, accessibility uncertainty, passengers generally have to find willing drivers, recruitment of drivers to use their own vehicles, uncertain volunteer availability and volunteer fatigue.

With the need for transportation support clearly expressed as part of community consultations, reliance on privately owned vehicles is not satisfying demand for travel needs. A **corporate owned** vehicle refers to an entity which owns a vehicle(s) and provides scheduling and operation of a transit service for a fee. A corporate entity may also be eligible for federal or provincial grants whereas privately owned vehicles are not eligible.

Corporate Vehicle

Pro: can operate door-to-door service, based on unique needs of region, local solution, affordability uncertain but more likely with adequate ridership, opportunity of social group outings, easier to request a ride, ability to apply for grants.

Cons: high initial investment to purchase an appropriate vehicle, ownership and operational issues to establish a service, uncertainty in ridership, need available and trained drivers.

A.1 ONGOING VEHICLE CONSIDERATIONS

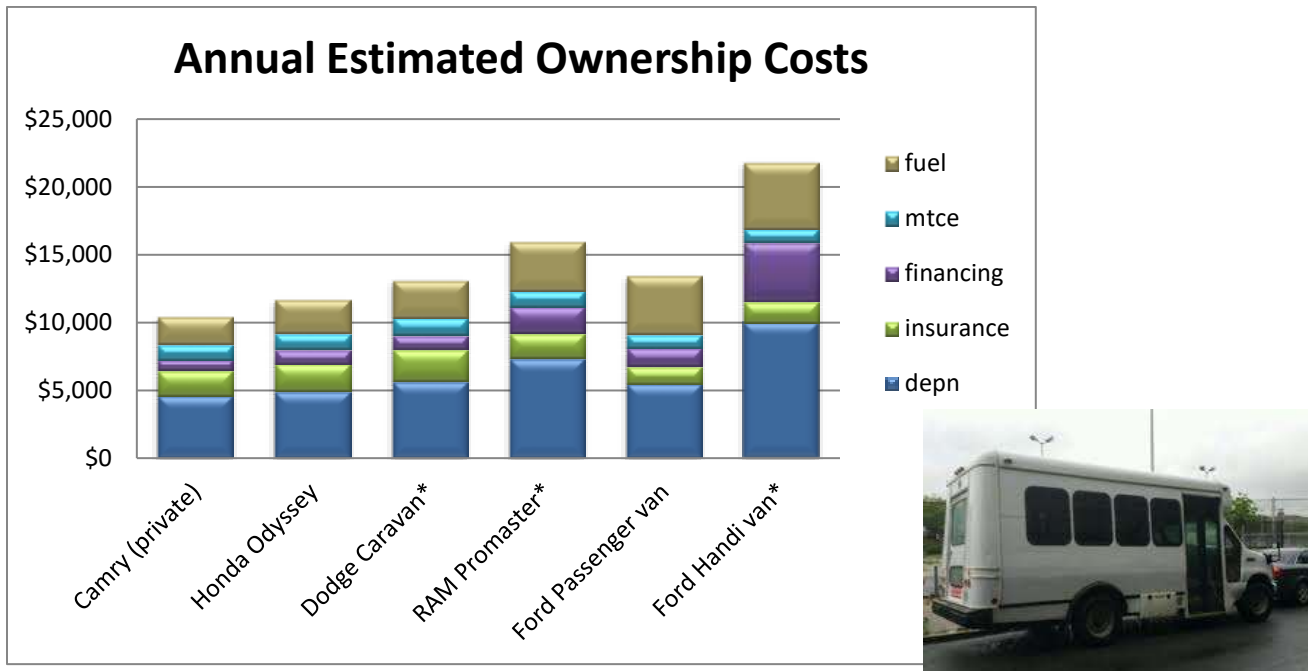
The type and use of a selected vehicle to satisfy service levels will influence driver and insurance requirements. A driver may be a volunteer or a paid driver. A car or minivan requires a regular class 5 driver's license whereas larger vehicles will require a class 4 license with an annual safety and an annual safety fitness certificate. With a bus charter or other hired transportation, a driver and applicable insurance is provided as part of the service.

A.2 VEHICLE EVALUATION

To provide a consistent comparison, new vehicles were assumed driven 20,000 km per year 70% highway and 30% city driving over a 5-year operating period. Fuel is assumed to be \$1.30 per litre over the entire period. Also included are estimated maintenance, insurance, depreciation and financing costs to reflect true ownership costs.

Depreciation reflects the decrease in value of a vehicle over a period of time. Generally, a vehicle will lose 40-50% of its original value over 5 years, but this is dependent on the model of the vehicle, its condition and mileage. To be a sustainable operation, this value represents the decreasing value or "used" value of a vehicle which needs to be accounted.

Ownership costs of corporate owned vehicles may range from approximately 60 cents per kilometre to \$1.10 and is dependent on the same many factors as private vehicles. **Fares** will be based on ownership costs adjusted for MDTP grant program, any other funding opportunities and the operating costs and fees of a transit service.



The vehicles used are representative for general evaluation purposes and based on operating and ridership assumptions. "*" Represents an assessable vehicle.


- Camry represents a compact vehicle which may be privately owned.
- Honda Odyssey seats more and is often included on the best minivan list².
- Dodge Caravan is common to other Handi-Van services as an accessible vehicle that seats 4.
- RAM Promaster has flexible seating arrangements up to 10 and is also an accessible vehicle promoted by MoveMobility Inc.
- Ford Passenger van is a larger van seating 15, however requires a class 4 driver's license.
- Ford Handi van (bus style) is frequently used in other Handi-Van services and is an accessible vehicle which seats 14 and also requires a class 4 driver's license.

B. ACCESSIBLE / HANDI TRANSIT MODEL

Accessible transit refers to the door-to-door transportation of seniors and those mobility disadvantaged. These transit vehicles are most often eligible for funding under the provincial government as the MDTP. Other provincial and federal grants often require their grant be dependent on already being a recipient of the MDTP grant.

In 2020, approximately 70% of rural municipalities in Manitoba have accessible transit service. Each jurisdiction has different protocols and cost for service, none are intended for urgent or emergency service.

²<https://www.motortrend.com/news/itsvantime-the-best-8-passenger-vans-for-2020/?galleryimageid=2272820>



According to the TONS toolkit: “Handi-van services are an important resource for older adults in rural communities throughout Manitoba, where few transportation options are available. These programs are often most financially precarious in the places where they are most needed. This includes geographically dispersed communities with small populations that are often economically disadvantaged.” The same resource states that “Handi-van service success is shaped by the availability of drivers, hours of operation, rates charged to clients, the area serviced, and knowledge or ability of drivers and attendants to meet clients’ needs. “

TONS also states there is a growing concern around the sustainability of accessible van operations in Manitoba mostly due to lack of funding support, outdated models of service, transportation dead zones and underutilized vans. There is a lot of potential but some drastic changes and collaboration are needed.

The nearest accessible transit to the RM of Piney are in Vita, St Pierre and in Steinbach, although Steinbach said they limit the service to their residents. Some municipalities have more than one vehicle. There is often a smaller van and a larger 14-18 passenger van/bus with designated drivers. The smaller van can be rented by a driver unable to accommodate a mobility challenged passenger in their own vehicle. One person in the survey identified that they borrowed a car to travel although it was not clear whether it was for their own use or to transport a mobility challenged passenger.

EVALUATION The evaluation is similar to corporate vehicles and must comply with MDTP guidelines including the need for the municipality to sponsor the program. The municipality may choose to operate a service or delegate the responsibility to another organization whether public or private.

Pro: program requirement to operate door-to-door service, based on unique needs of region, local solution, provides grants with municipal support although grants do not provide for replacement vehicles, results in lower fares than without grant.

Cons: program specifies minimum requirements, relies on recruitment of drivers, operating logistics, municipal sponsor responsible for any operational losses, operator must follow guidelines including reporting MDTP funding has not changed in decades.

C. TAXI / VEHICLE FOR HIRE

In February 2018, the Taxi Act was replaced with the Vehicle for Hire Act (VFH). Taxis, Uber and Lyft are examples of vehicles for hire. A VFH is defined as seating capacity of 10 or fewer occupants used to transport a passenger in exchange for compensation where the vehicle is hired for a single trip and the passenger controls the route travelled or the destination. Winnipeg is the only municipality in Manitoba required to have VFH bylaws to regulate the industry. See Appendix 5.

Steinbach Taxi serves Steinbach, La Broquerie and Southeast Manitoba. Hello Taxi and Southman Taxi were found with an online search as was a Marchand taxi-based Facebook page. Based on quotes received in August 2020 to Steinbach Taxi and Hello Taxi Steinbach, cost is based on distance and time for a driver and without potential discounts available by negotiation:

- Woodridge to Steinbach (1 hr wait) and return is approximately \$150 -200
- Vassar to Steinbach (1 hr wait) and return is approximately \$225 - 400.



A local VFH is likely to be less expensive than one based in Steinbach to serve with fewer travel miles required, but it is unknown whether it would be considered affordable in this region. If a taxi service is started in the RM, the municipality has the option to identify bylaws under the Vehicle for Hire Act for fares and the operation.

A taxi option is suitable for a couple of passengers, however does not likely meet the needs for social outing requests.

Pro: Subject to availability with pre-booking, door-to-door service, no ownership costs (capital or insurance) or service to manage for a community, driver included and may be sustainable.

Con: generally high cost based on distance and time for driver, not suitable for more than a couple of passengers, affordability is uncertain of a for-profit operation, uncertainty in accessibility.

D. TECHNOLOGY SOLUTION to MATCH DRIVERS/PASSENGERS

There are various computer applications being developed which match drivers with those wanting a ride in various “APPS”; an application ride sharing platform. This technology solution can be faster than calling around to determine if someone is available and willing to provide a ride.



More details are in Appendix 6 Technology Solutions including the example of the use of Uber as subsidized transportation service by Innisfel, Ontario.

Pro: Subject to availability with pre-booking, door to door service, no ownership costs (capital or insurance) or service to manage for a community, driver included and may be sustainable.

Con: generally high cost based on distance and time for driver (if applicable), not intended for more than a couple of passengers, uncertainty in accessibility, affordability is uncertain of a for-profit operation but may have non-profit drivers travelling to the same destination.

E. CAR-SHARING

Car-sharing is a membership based service where members receive an access key and an online account that allows them to book a vehicle, where they want it, when they want it. Winnipeg's PegCity Car Co-op for example has a two-way car-sharing service which means that users bring the car back to the same locations when they are done with their booking. Note that a private contractor owns the vehicles and a driver is required to operate the vehicle required. This is not a solution for those not able or wanting to drive, nor is this currently available in or near the RM.

This evaluation used information from Winnipeg's PegCity Car Co-op website as an example. If twice per month travel was 200 km, 4800 km per year, such as Vassar to Steinbach, then cost of this option works out to be 36 cents per kilometre (\$1740 per year) based on Appendix 7 Car-sharing - PegCity Car Co-op, however, it relies on having a driver. Note this analysis is representative of a Winnipeg operation not in a rural area so costs could be different if an operation was available elsewhere.

Pro: Availability on demand potential, potentially lower annual cost to user for those willing to drive

Con: Not appropriate for non-driver, not currently available in RM of Piney, logistical issues to get to the car storage location in large RM, storage requirement, capital and ownership to be established.

F. BUS CHARTER

A charter generally refers to a vehicle hired to transport a group of people to a specific destination whether short or long distances. Charter vehicles can range from larger passenger vans to buses seating 16-56 passengers.

School bus and a number of private charters were contacted. Borderland and Seine River School divisions operate in the RM of Piney; however, neither is able to provide for charter service. No local bus charters are in the region.

With the demise of Greyhound bus service to the RM in 2009, and the rest of western Canada in 2018 due to declines in ridership, a charter is an option for a larger number of passengers from this region. Residents noted the frequent use of the regular service previously provided by Greyhound and commented on its reliance to get to the larger urban centers. A summary of bus options in Manitoba are included in Appendix 8 for general information and cost comparison.

Two of many bus charters in Winnipeg were selected to provide a general indicator of service and costs that rely on a larger number of passengers to make trips affordable.

Charter Bus– costing

Two charter companies in Winnipeg were contacted in July 2020 for quotes. Charters can be accommodated on various types of buses and passenger vans; 48 passenger bus, mini coach for 21-35 passengers, limo bus up to 18 passengers, wheelchair accessible bus up to 20 passengers or other options ranging from 16-56 passengers.

The chart below displays cost of a round trip by two different providers with 16 passengers to Steinbach or Winnipeg (Wpg). A trip to Steinbach included a 2 hour wait time; a trip to Winnipeg included an optional drop off in Steinbach and a 3 hour wait time in Winnipeg.

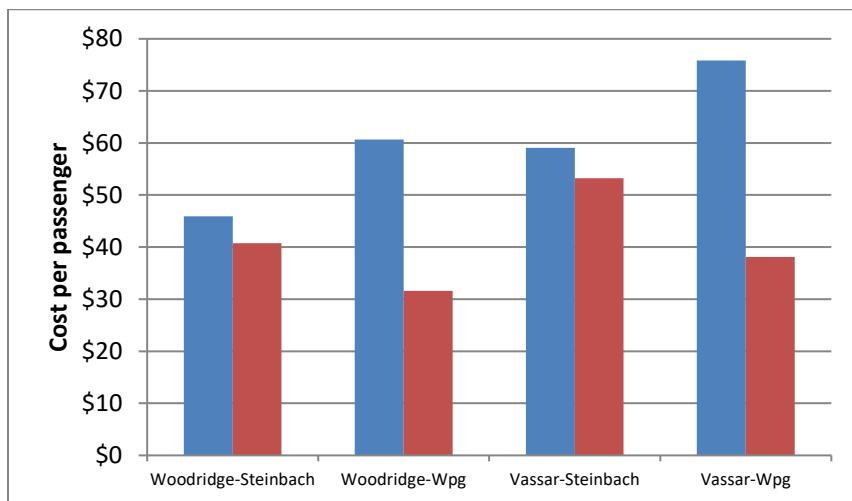


Figure 1 Bus Charter Sample

The blue and red bars represent each charter’s total quote divided by an estimated number of passengers reflecting a range of costs depending on the charter company, the number of passengers booking together and the type of vehicle booked. **Note the costs listed above have not incorporated the cost of door-to-door service with additional time and mileage and are subject to change.** Since they are based out of Winnipeg, costing is more favourable on a per km basis to go from the RM of Piney to Winnipeg than to Steinbach.

Bus Charter Evaluation

As no local charters are available, charters come from Winnipeg and thus with distance and time for a driver, costs may not be affordable unless there is a large group to make a trip cost effective for each passenger. Charters need to be reserved at least one week in advance (with cancellation notice of 1 week) and generally only pick up at one or two locations. With the population spread over a large land area in the RM of Piney and no central meeting place, nor the ability to get to a

central place, this option may not be feasible other than a special planned trip with many passengers expected. Individual costs depend on the number of passengers with a predetermined bus cost. Trips to Winnipeg are generally lower per kilometre than to Steinbach, as drivers have to come from Winnipeg and thus may not charge for wait time while in Winnipeg.

Pro: no ownership costs (capital or insurance), driver included, sustainable, no service to manage, may assist with regional transportation issues when coordinated with other municipalities, offers accessible an option

Cost: generally higher cost based but highly dependent on many passengers as service is from Winnipeg, pre-booking at least a week in advance subject to availability, may incur cancellation fees, generally only 1 or 2 pickup locations.

APPENDIX 5 LOCAL VEHICLES FOR HIRE

The Local Vehicles for Hire Act came into force on February 28, 2018. The Act gives Manitoba municipalities, including the City of Winnipeg, the authority to licence and regulate vehicles-for-hire operating within their boundaries.

"Vehicle-for-hire by-law" means a by-law in respect of which a municipality has exercised the powers under section 3 and, as the case may be, **The Municipal Act** or **The City of Winnipeg Charter**.

By exercising the powers set out in the Act, a municipality may make by-laws regulating the vehicle-for-hire industry, including taxis, limousines, and vehicles hired through an online application, a digital network or platform or a website. Information must be collected and shared between MPI, the Registrar of Motor Vehicles and municipalities with vehicle-for-hire by-laws.

"Vehicle for hire" means a vehicle:

- (a) with a manufacturer's seating capacity originally **designed for 10 or fewer occupants** including the driver; and
- (b) that is used to **transport a passenger for compensation** where
 - (i) the vehicle is **hired for a single trip**, and
 - (ii) the **passenger controls the route travelled** or the destination.

Local Vehicles-for-Hire

A vehicle-for-hire definition includes standard taxicabs, accessible taxis, executive cars, most limousines, and transportation network company vehicles. Vehicles designed to seat 11 or more occupants are classified as 'heavy vehicles' and are subject to the Safety Fitness Certificate Program administered by the Motor Carrier Division of Manitoba Infrastructure. Additional

information on the Safety Fitness Certificate program may be found at: <https://www.gov.mb.ca/mit/mcd/mcs/hvsi/faq.html>.

As a Vehicle for Hire (VFH), insurance depends on when the vehicle will be used. There are four time bands identified to select – weekdays excluding rush hour, overnight, rush hour and weekends. The cost depends on how many time bands are selected. Selecting all four time bands rather than one time band is approximately \$300 more for their insurance based on insurance quotes received in summer 2020. A VFH may also incur several other fees set by their owner, dispatcher and municipality.

Municipal Bylaws

The Local Vehicles for Hire Act provides Manitoba municipalities with a number of optional bylaw-making authorities as only the City of Winnipeg is required to have a vehicles-for-hire bylaw in place. Inter-municipal trips will be governed by any applicable bylaw of the municipality in which the trip originates, unless the municipalities in question have agreed otherwise.

A municipality may:

- determine the type and number of vehicle-for-hire licences issued;
- prohibit, control or limit the transfer of licences;
- establish requirements for persons who are engaged in the vehicle-for-hire business, including the character and fitness of an applicant or licence holder;
- prohibit anyone other than a specific class of licence holder from using taxi stands or accepting street hails;
- specify standards for vehicles and safety equipment;
- regulate fares, fees, and any additional charges;
- specify the type and amount of insurance that must be obtained by a licence holder, and;
- establish a Local Vehicles-for-Hire Commission.

APPENDIX 6 TRANSPORTATION TECHNOLOGY SUPPORTS



Technology supports refer to websites or mobile apps to connect drivers and passengers

There are various computer applications being developed which match drivers with those wanting a ride in various “APPS”; an application ride sharing platform. This technology solution


can be faster than calling around to determine if someone is available and willing to provide a ride

It provides the advantage of being matched with someone who you didn't know was available, willing and able. There is generally no fee to users associated with the use of these "APPS", however a fee is associated with creating a custom site for the RM/region.

This option is for those drivers and passengers that have a computer, are able to connect to the internet and comfortable with technology. This may not be appropriate with some seniors and challenges with cell/internet service in the region. Unless a specific program is established and well-advertised with supports, there are likely no current opportunities to match those willing to drive and passengers. The issue of negotiation may again be required between individual driver and passenger.

- ❖ **WinRyde** is an example of a ride sharing platform based out of Winnipeg. They also offer Rural as a service type. Below is an example of the online rural rate card. <https://winryde.ca/>

Rate Card



Rural Transportation

Base Fare	\$5.00
Fare/km	\$0.65
Fare/min	\$0.25
Fare Type	Distance and Minutes
Capacity	4

The average rate is about \$1 per km.

- ❖ **Ridesharing** is another ride sharing platform example for Winnipeg, throughout Canada and US. A driver posts a ride offer, the passenger books online, the driver and passenger communicate by phone or email. The driver and passenger meet for the ride share and during the ride the passenger provides a confirmation code. The driver confirms the ride with the code and cashes the money via an online method. <https://www.ridesharing.com/index.aspx>
- ❖ **GoManitoba.ca** is coordinated provincially by the Green Action Center, a non-profit, non-government organization. It is promoted for employers, organization and municipalities to set up a unique sub-site so the region would have its own. The system operates on the RideShark platform, a transportation tool (rideshare technology) that helps users find carpooling or single trip rides. User profiles are set up for drivers and passengers that may include credit card or banking information to automate payment. Maximum fares are calculated or drivers could list a lower amount. According to their website "We also see municipalities trying to find sustainable

commuting options in regions that are not dense enough to support public transportation.”
(<https://greenactioncentre.ca/healthy-travel/gomanitoba-answers-commuting-call-in-rural-manitoba/>) <https://www.rideshark.com/about/>

- ❖ **Uber** is a smartphone application for ridesharing that pre-calculates the fare, estimates a time of arrival, as well as offers the option to split the cost with additional riders; all while conveniently charging your credit or debit card when the ride is complete. Uber relies on drivers with personal vehicles to qualify and sign a contract that stipulates items such as commercial use insurance, clean driving record and never to have transported an animal due to possible passenger allergies.

According to a January 19, 2018 article, Innisfil, Ontario partnered with Uber to provide subsidized transportation services. Innisfil with a population of approximately 36,566 reported cost savings as compared to public transit but concern was noted about relying on a private technology company paid by government to provide an essential service if unprofitable. Article link https://www.vice.com/en_us/article/kzn5gx/uber-says-small-town-public-transit-partnerships-are-critical-to-its-success-innisfil-enderby

“Innisfil like many of the world’s rural and small towns—doesn’t have public transit, and residents need a car to get pretty much anywhere. Faced with mounting public pressure to find a solution, last year the town’s administration decided to hire Uber to provide transportation for its residents instead of building a bus service.

“Now, Innisfil’s partnership with Uber has caught the attention of an even smaller Canadian town, turning one municipality’s experiment into a potential trend.”

“Enderby, a town of 3,000 in British Columbia’s Okanagan Valley, is actively lobbying to bring ride hailing companies like Uber and Lyft—which are still illegal in BC—to the community.”

Note as of September 2020, ride hailing is operating in some parts of BC but not Enderby.

APPENDIX 7 CARSHARING- PegCity Car Co-Op

The information below is based on the PegCity Car Co-Op website:

Carsharing is a membership based service that provides flexible transportation solutions. Members receive an access key and an online account that allows them to book a vehicle, where they want it, when they want it. Winnipeg’s PegCity Car Co-op for example has a two-way carsharing service which means that users bring the car back to the same locations when they

are done with their booking. Note that a private contractor owns the vehicles and a driver is required to operate the vehicle required.

To be a Peg City Car Co-op Member only costs the refundable share-price of \$500, and you only pay for the service when you use it. On average, their members spend about \$1200 a year on carsharing. All usage rates cover gas, insurance, parking and maintenance and they take care of winter tires and inevitable repairs or replacements.

For illustrative purposes two of PegCity available memberships options are as follows but they note additional fees may apply:

Casual \$4.50 per month	PLUS \$7 / hr to a max of \$56 per day
	PLUS \$0.38 / km for the first 50 km, \$0.19 thereafter
Member \$500 refundable share	PLUS \$5 hr to a max of \$40 per day
	PLUS \$0.38 / km for the first 50 km, \$0.19 thereafter

APPENDIX 8 BUS SERVICE IN MANITOBA

BUS OPTIONS IN MANITOBA

Note Winnipeg is a hub to travel within the province as well as national and international travel.

With the demise of Greyhound Bus service to the RM in 2009 and the rest of western Canada in 2018, a number of bus operators emerged. However, by April 2019 bus operators report strong competition on profitable routes while remote routes with lower numbers usually aren't served at all (By April 28, 2019 <https://www.cbc.ca/news/canada/calgary/greyhound-replacements-profit-western-routes-1.5114551>).

A brief summary of Manitoba bus operations is noted below based on information provided on respective websites as of August 2020.

MAPLE BUS LINES operates on a schedule between Winnipeg and Thompson, Winnipeg and Swan River and will soon be offering Winnipeg to Cross Lake. They also provide charter services and freight shipping. They operate a 31 passenger shuttle and a 56 passenger luxury motor coach. No ticket costs were available as per July 24, 2020 search.

MAHIHKAN BUS SERVICE operates on a schedule from Winnipeg to Thompson and to Creighton. They also offer charters throughout North America and freight services. Their fleet of buses include a 55 passenger coach. This service is by the owners of Aseneskak Casino. The Kelsey Bus Lines 2014 division was sold and transferred to the new partnership and renamed to Mahihkan Bus Lines effective April 1, 2019.

For illustrative purposes, a 2.5 hour round trip between Winnipeg and Neepawa was priced at \$35.05 for an adult, \$28.39 for a senior (60+) and \$31.55 for a student (15+). A 1 hour round trip between Winnipeg and Portage La Prairie was priced at \$20.95 for an adult, \$16.97 for a senior (60+) and \$18.86 for a student (15+)*. Note that these were interim lengths for a longer scheduled segment.

WHITE OWL BUS LINES Discontinued the stop to Sandilands, St. Labre in September 2015. Previously there were agents in Marchand and Woodridge. Charters are listed to be still available on a 23 passenger bus; however no response was received from requests.

KASPER BUS SERVICE operates in Manitoba and Ontario. In Manitoba the scheduled service is to Sioux Lookout through Kenora. In addition to passengers, parcel service is also available which includes baggage and goods. A 2.5 hour trip from Winnipeg to Kenora, for example, was priced at \$54.47 for an adult, \$49.02 for a senior (65+) and \$ for a 49.02 for a minor (12-18). *

* bus pricing was based on an August 2020 trip, mid-week, 2 days apart sought on July 24, 2020 for illustrative purposes and is subject to change.

CITY OF WINNIPEG Cash fare \$3.00 for an adult, \$2.50 for a senior/child. Fares cover approximately 44% of costs with the City of Winnipeg (34%) and the Province of Manitoba (22%) providing shortfall.

CITY OF BRANDON \$1.50 for an adult, \$1.25 for youth; \$4.00 for Handi-transit.